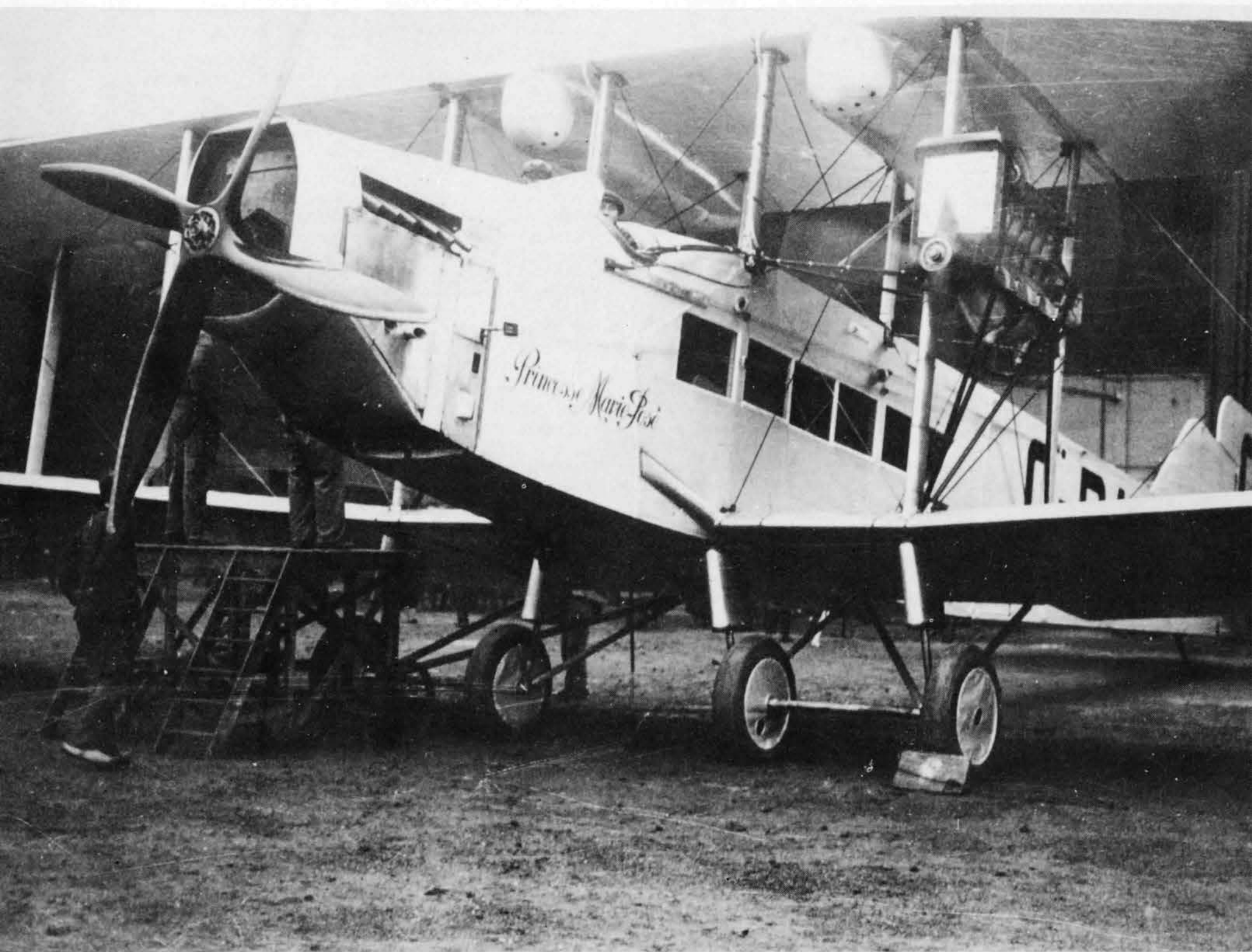


ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly



SABCA-built Handley Page W.8f Hamiltons operated with SABENA from 1925 to 1935. On board O-BAHO "Princesse Marie-Jose" the somewhat exposed crew run up the port motor while work apparently proceeds on the starboard side. (SABENA photo)



The AIR-BRITAIN Civil Aviation Historical Quarterly

Edited by David Partington

Editorial address: 8 Rochester Drive, Timperley,
Altrincham, Cheshire WA14 5BQ.

Welcome to ARCHIVE!

To all but a few readers this first edition will be something of a surprise, albeit a pleasant one we hope! For some time those of us on the 'civil' side of Air-Britain have felt the need for a new outlet for the material which has been collected over the years. The excellent sales of historical monographs containing type histories and now complete registers have encouraged us in this belief. The principal purpose of Air-Britain NEWS is to keep the current register scene up to date in both UK and Overseas sections, while that of DIGEST is to present mainly non-tabular articles. Therefore a new publication is needed to fill the gap and so ARCHIVE is born to do for serious civil enthusiasts what AEROMILITARIA has done for the military-minded.

The aims are fourfold. Firstly to present complete historical civil registers of countries which will not normally appear other than in current form in monographs. These will be mostly European registers initially. Secondly to feature detailed production lists of civil types with, it is hoped, wide appeal, and/or less detailed lists of the more mass-produced varieties for reference and further research.

Thirdly to introduce items of original research particularly where previously unpublished data is available. Fourthly we want ARCHIVE to act as a catalyst to enable the exchange of information to take place in the open. We do not claim to be publishing the final word on any topic and indeed we very much want you the reader to contribute your information. Far too many specialists and would-be specialists tend to sit on data because it is not 100% complete, what we want to do is to encourage data sharing in which the feed-back may add significantly to the overall picture for everyone's benefit.

ARCHIVE will be published quarterly and the content will, we trust, reflect a broad range of geographical, historical and type interest. For example, in the next edition we hope to begin a complete New Zealand civil register as well as continuing with all the subjects which open in this issue.

The contents will be arranged to enable pages to be detached for filing if so desired. We hope to standardise on 28 pages per issue and also to achieve a unique measure of co-operation with DIGEST in which articles complementing our mainly tabular material will appear in future.

So, if you like ARCHIVE, why not let the Editor have your ideas for future content or, better still, offers of future contributions of any kind. If you are a specialist or only just becoming interested in the more detailed type of historical study then you may wish to make use of our proposed Feedback service (see page 27) to float a theory or to put a problem.

One thing is certain, this is the only issue of ARCHIVE that you will receive unless you take out a subscription for future editions. The form is enclosed, so start filling it in right away and ensure that this is only the start of a long and successful run!

SOUTHERN EUROPE and the MIDDLE EAST Civil Aircraft Registers

Last published in 1976, a completely new edition containing many complete Middle Eastern registers will be available shortly. Watch out for further details in Air-Britain NEWS.

IN THIS ISSUE:

Apart from the credits which are given under the titles of each article below, it is appropriate in this first edition to express editorial appreciation for other contributions to ARCHIVE. In particular to Air-Britain's Chairman Chris Chatfield, UK Register Editor Bernard Martin and Overseas Registers Editor Ian Burnett, a big 'thank you' for their enthusiastic support in recent months. To those listed below the Editor is indeed grateful that they were willing to open their files and put many years of research into print.

THE WHOLE TRUTH: DH.60 MOTH. The first part of what promises to be an epic production history compiled by Air-Britain Moth specialist Malcolm Fillmore. Acknowledgement is also made of the contributions of Bernard Martin and his BCAN predecessor Denis Fox in helping to prepare this history for publication. Correspondence about this article should be sent in the first instance to Malcolm, and not the ARCHIVE Editor, at: North Cates, The Mount, Ifield, West Sussex RH11 0LF.

UK APPLICATIONS for C of A. Based on official CAA records as extracted by the ubiquitous Messrs. Martin and Fillmore. Although the records go back much further we have selected the end of 1935 as the starting point in order to illustrate that most successful period in the development, production and export of British light aircraft.

COMPLETE BELGIAN CIVIL REGISTER. The origins of this series all lead back to the official documents held by the Belgian authorities. Much of the basic material has been in the Editor's files for some years, having been routed via former WRN Editors George Styan and Phil Butler. In the past regular contributors such as Guy Visele and Freddy Ceulemans have added to the file but now thanks to the considerable help of Silvain Croes and the careful checking of Paul de Maeyer we are able to add a great many more details. Mr. de Maeyer has also contributed an article about pre-War Belgian aircraft for an early edition of DIGEST.

THE PIPER CUB IN WEST GERMANY. This piece of international collaboration was prepared for ARCHIVE by Peter Gerhardt with the active assistance of Colin Smith. Since both are acknowledged specialists in their own fields (German civil aircraft and Piper aircraft) a highly-detailed and sometimes provocative article can be expected. Colin has also contributed a background piece for DIGEST outlining the civil disposal of Cubs in post-War Europe.

IMPRESSMENT REGISTER. This could perhaps be sub-titled the British Civil Register of 1939 and is once again the result of Bernard Martin's relentless research in the dust-covered vaults of our aviation history.

ARGENTINE DELIVERY REGISTRATIONS. Our first look into South America covers this unique and thrice-repeated series of registrations from LV-PAA to LV-PZZ. Much of the data has been extracted by Graham Slack from US Export C of A lists with additional material from Ian Burnett and various Air-Britain monographs.

Graphics for this edition are almost entirely the work of Cliff Minney but drawings in the Belgian section are reproduced from the Sabena airline monograph (of 1965) and articles in the 1961 volume of Overseas Airline News.

Donald Hannah provided the background notes to the civil registers of Belgium and Argentina. Photographs are credited throughout and thanks are due to all contributors who provided prints or negatives for this, or future, editions.

PUZZLE PICTURE : 1 An easy one to begin with, test your wits but don't write in, there is no prize!
What is it? Where? When? and Why? Answer next issue.



The Whole Truth:



DH.60 MOTH

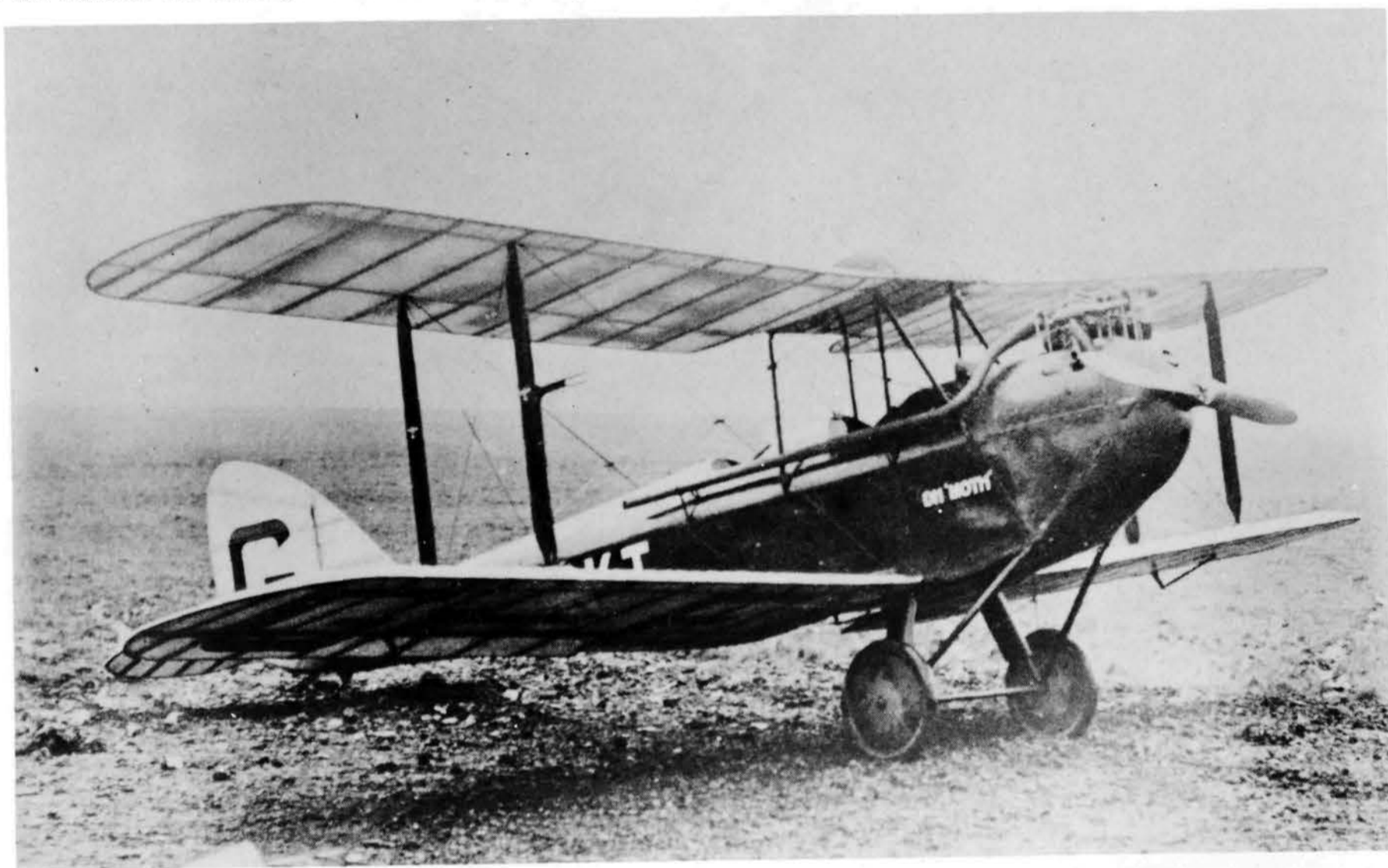
PART ONE

Our older readers will recall that this series title has its origins in British Civil Aviation News (BCAN to its stalwart supporters over the years) and was an attempt to catalogue individual aircraft histories. When it commenced it was a leader in the field but it has long since been overtaken and embellished until it gave birth to Air-Britain's individual type Monographs. The final genuine Whole Truth in BCAN ended on page 22 of Volume 22 No.6 when G-ALEF concluded the saga of the Handley Page HP.70 Halifax C8. Suggestions for Whole Truth dissections over the years resulted in requests for 'Tiger the Moth' or 'Chip the Munk' (as our older readers will recall a famous misprint revealed!) and it is with great pleasure, though not without some trepidation, that we now start the DH.60 Moth. This reflects the painstaking researches of that indefatigable Moth maniac Malcolm Fillmore, whom we are pleased to welcome to the pages of Archive.

The listing will be in strict c/n order, notwithstanding that the order of production was not necessarily so logical. It reflects material gathered from various sources though much of the data is based on official information which, as serious historians will know, is particularly lacking in CAA archives for UK examples of the pre-1939 period due to the destruction of the original records. However, that well-known historian A.J.Jackson was a regular visitor to the Authorities in those pre-war days and had copied out a lot of the original material on full ownership details.

Any additional data that readers are able to contribute will always be welcome and should be forwarded direct to Malcolm whose address appears on page 2 in this issue.

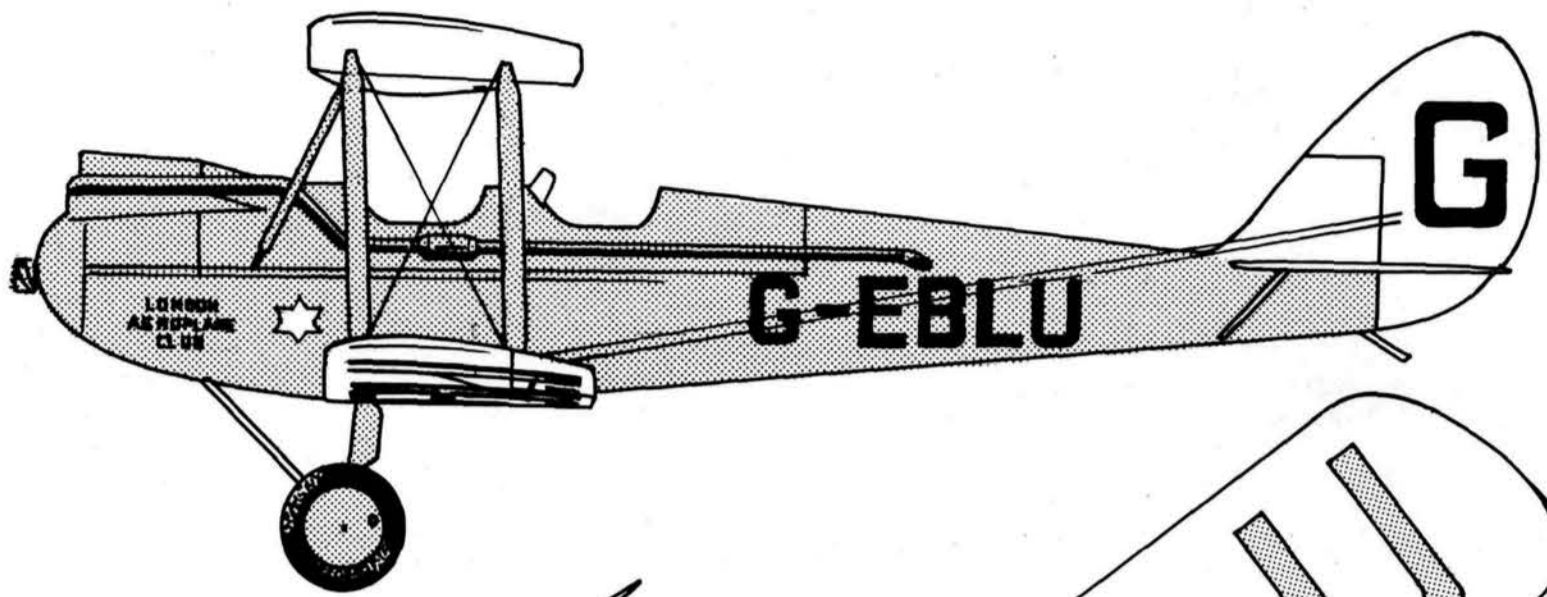
We now commence the listing in the order of c/n, engine and type variant, followed by individual histories.



The first of the line: G-EBKT the prototype Moth in its original configuration with clear doped wings, unbalanced rudder and starboard exhaust pipe. (Aeroplane Photo Supply, via D.M.Hannah)

- 168 Cirrus I The prototype Moth which f/f 22.2.25 without markings. Regd 10.2.25 as G-EBKT to The de Havilland Aircraft Co. Ltd and initial C of A issued 25.6.25. Used by London Aeroplane Club and then sold 17.4.26 to Mrs. Sophie Elliott-Lynn and Norman H.Jones. Reverted to London Aeroplane Club 4.2.27. Crashed 21.8.27 near Stanmore, Middlesex. Regn canc 20.1.28.
- 169 Cirrus II Regd 10.2.25 as G-EBKU to The de Havilland Aircraft Co. Ltd and C of A issued 23.6.25. In fact the first Moth to be granted a full C of A. Used by London Aeroplane Club until sold 6.11.26 to Bernard Leete who departed ten days later from Croydon to India in company with T.Neville Stack in Moth G-EBMO (c/n 197). Crashed 2.4.27 and regn canc 13.6.27.
- 170 to 182 c/ns used for twelve DH.9 rebuilt by de Havilland and the DH.56 J7780.
- 183 Cirrus I Regd 29.5.25 as G-EBLI to the London Aeroplane Club and C of A issued 13.8.25. Crashed 9.10.27 at Stanmore while landing at Stag Lane. Regn canc 20.1.28.
- 184 Cirrus I Regd 22.6.25 as G-EBLR to Light Planes (Lancashire) Ltd, Woodford, who operated as Lancashire Aero Club and C of A issued 13.8.25. Crashed 12.6.27 at Hale, Cheshire. Regn canc 11.27.
- 185 Cirrus I Regd 22.6.25 as G-EBLS to Yorkshire Aeroplane Club, Bradford, and C of A issued 13.8.25. The C of A was still current to 23.7.28 when it was canc 8.2.28 as written-off. This did not crash at Sherburn as was previously thought as that accident happened to Bluebird G-EBRG.

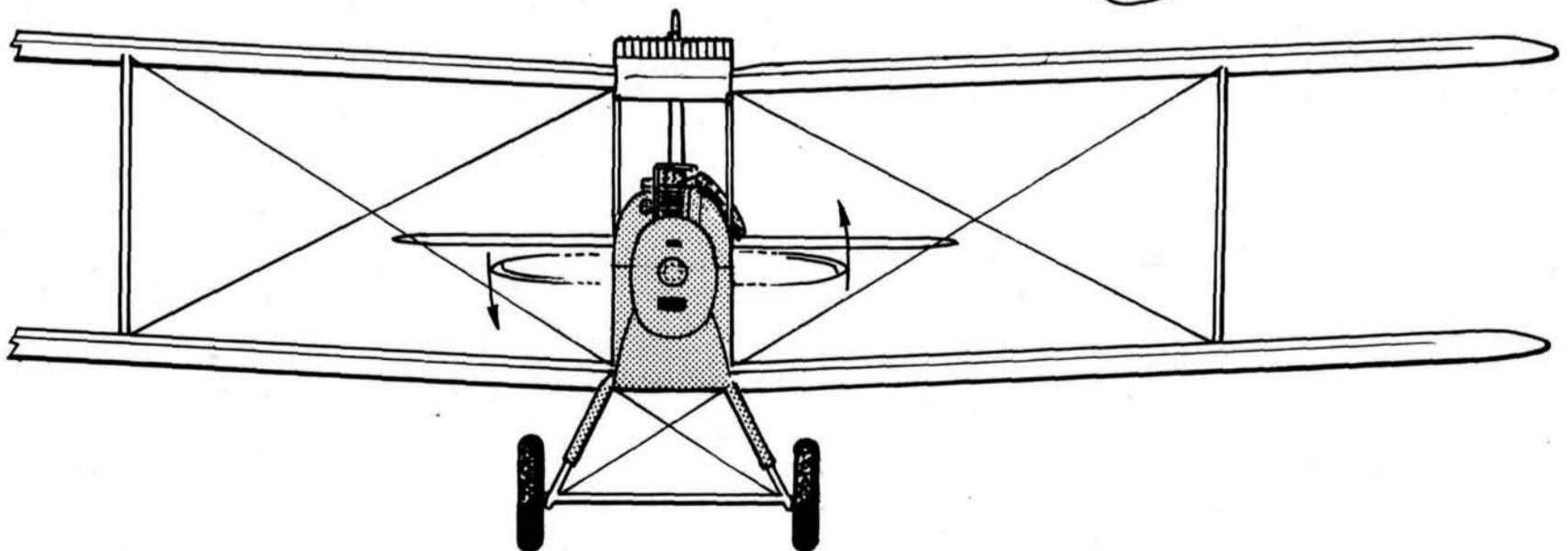
DH60 Moth



G-EBLU
London Aeroplane Club
Fuselage: yellow, black regn.
Wings: silver, yellow regn.

DH Moth insignia

Cream moth on
pale blue star,
red outline, black lettering.



- 186 Cirrus I Regd 22.6.25 as G-EBLT to Midland Aero Club, Castle Bromwich, and C of A issued 13.8.25. Sold 9.7.34 to South Wales Airways, Wenvoe. Final C of A renewal 21.3.36 and regn canc 11.36 probably as the result of an accident.
- 187 Cirrus I Regd 22.6.25 as G-EBLU to London Aero Club and C of A issued 13.8.25. Hit hedge on landing at Stag Lane on 8.1.26 and destroyed.
- 188 Cirrus I Regd 22.6.25 as G-EBLV to Light Planes (Lancashire) Ltd and C of A issued 20.8.25. Aircraft delivered 30.8.25 to Woodford by Alan Cobham. Used by Club until sold 20.12.27 to J.A.Anderson, Woodford. Sold to K.Twemlow, Woodford, 23.7.28. Sold 9.29 to J.E.Glenny, Hawick, Scotland. Sold 11.32 to M.W.Allenby, Eastbourne. Sold 7.34 to unknown owner. Sold 17.2.36 to Airwork Ltd, Heston. Sold 11.6.36 to E.L.Donner. Force-landed by owner 31.8.37 in a field near Christchurch and substantially damaged. Retrieved by Richard Shuttleworth and repaired at Old Warden. Re-regd 15.8.38 to J.Jefferson, Leamington Spa. Believed to have crashed at Castle Bromwich 5.2.39 but rebuilt (allegedly with pieces of the prototype) by 4.39. Purchased soon after by de Havilland as a museum piece but not re-regd until 13.11.41. C of A no.884 expired 19.4.40 and although allocated to the Air Ministry Directorate of Training it was stored during the War. Removed from the Register in the 12.46 Census. Resurrected in 1951 by de Havilland students but missed its intended Festival of Britain appearance. First displayed statically at Hendon in 7.51 and officially restored 5.9.51. Rebuild completed by end of 1951 and flown in 1.52 with renewal of C of A eventually on 2.5.52. Housed at Hatfield since that date and has suffered only nominal company title changes: Hawker Siddeley Aviation Ltd 17.7.63 and Hawker Siddeley Aviation Leasing Ltd 15.7.66.
- 189 Cirrus I Regd 22.6.25 as G-EBLW to Midland Aero Club and C of A issued 9.9.25. Crashed 3.11.29 at Shirley, near Birmingham.
- 190 Cirrus I Regd 22.6.25 as G-EBLX to Newcastle upon Tyne Aeroplane Club and C of A issued 13.9.25. Named "Novacastria". Crashed 20.5.31 at Blyth, Northumberland. Regn canc 27.10.31.
- 191 Cirrus I Regd 22.6.25 as G-EBLY to Newcastle upon Tyne Aeroplane Club and C of A issued 28.9.25. Named "Bernicia". Crashed 24.2.27 into a small-holding at Cramlington. Regn canc 12.5.27.
- 192 Cirrus I First export Moth. Regd G-AUAE and C of A issued 15.9.25 to Controller of Civil Aviation, Australia, possibly for Larkin Aircraft Supply Co. Regd in Australia 11.25 and re-regd VH-UAE in 1929. Impressed into RAAF 7.40 after conversion to DH.60G as A7-88. Restored 7.45 as VH-UAE. Not currently regd but survives as the second oldest Moth with A.A.Wright, Stanley Park Station, Garema, New South Wales.
- 193 Cirrus I Regd .25 as G-EBME to G.B.H.Mundy and C of A issued 31.10.25. Possibly first privately-owned Moth. Used by Air Taxis Ltd, Stag Lane, from at least 7.26 but not re-regd until 10.3.27. Won King's Cup 1927 piloted by their Managing Director W.L.Hope. Canc 9.27 on sale to Australia and re-regd G-AUME 1.28. Crashed 26.12.28 at Essendon, Melbourne.
- 194 Cirrus I Regd 21.8.25 as G-EBMF to Wg.Cdr.A.Wynn and C of A issued 20.12.25. Operated by London Aeroplane Club. Re-regd 20.4.26 to London Aeroplane Club and offered as a prize in a raffle in 1929. Won by and re-regd to A.F.H.Gee on 15.5.29. Sold by him 7.31. Briefly canc 12.33 and restored 28.3.34 to Cramlington Aircraft, Newcastle. C of A expired 21.3.35 and sold locally but not re-regd. Regn canc 1.36. It is known that the aircraft was at Haldon Moor during WW2 and was eventually scrapped at Gatwick c.1947/8. c/n used by DH.56 J7781.
- 195 Cirrus I Sold to Morrison & Co in Chile and C of A issued 20.12.25.
- 196 Cirrus II Regd .25 as G-EBMO to The de Havilland Aircraft Co Ltd and used as test-bed for Cirrus II engine. C of A issued 8.7.26 and won King's Cup on 10.7.26 piloted by Hubert Broad. Re-regd 6.11.26 to T.Neville Stack who flew it to India with G-EBKU (c/n 169). Regn canc 13.6.27 on sale, presumably in India, but no regn ever traced.
- 198 Cirrus I Regd 27.11.25 as G-EBMP to The de Havilland Aircraft Co Ltd and C of A issued 21.1.26. Used by London Aeroplane Club. Sold 6.6.29 to R.L.S.Mainwaring, Heston. Sold by Airwork Ltd with renewed C of A on 24.12.29 and re-regd SE-ACD. Owners included Kurt Bjorkvall 12.29, F.Simonsson 12.35, and Torvald Andersson from 12.37. Reduced to spares and scrapped 1943.
- 199 Cirrus I Delivered to RAAF as A7-1 with C of A issued 31.1.26.
- 200 Cirrus I Delivered to RAAF as A7-2 with C of A issued 3.2.26.
- 201 Cirrus I Regd 27.11.25 as G-EBMQ to Light Planes (Lancashire) Ltd and C of A issued 4.2.26. Sold 8.33. Final owner S.Crabtree, Woodford from 24.2.34. C of A lapsed 28.8.34 and regn canc 4.35. No accident known and probably just died of old age.
- 202 to 232 Used for rebuild of DH.9s.
- 233 Cirrus I First Moth for RAF as serial J8030. Used by Air Ministry for slotted wing trials in 1926. Fate not recorded.
- 234 Cirrus I Regd 11.12.25 as G-EBMU to D.Kittel and C of A issued 27.2.26. Named "Silvry 2". Re-regd 10.10.27 to R.P.Cooper of Boxmoor. C of A expired 9.12.28 and regn canc 4.29. Re-regd 31.5.29 to E.F.Knight of Montreal, Canada, as CF-AEN. Damaged beyond repair 20.7.29 at St.Jovite, Quebec.
- 235 Cirrus I Regd 11.12.25 as G-EBMV to The de Havilland Aircraft Co Ltd and C of A issued 9.4.26. Re-regd 11.7.27 to Mrs.Sophie Elliott-Lynn, Stag Lane. Re-regd 12.11.27 to Art Fowler. Re-regd 14.2.29 to H.D.Davis, Brooklands. Re-regd 14.5.29 to Homi Blarucha, Brooklands. Crashed shortly after C of A renewal on 2.8.29. c/ns used for DH.66 G-EBMW to G-EBNA.
- 236 to 240
- 241 Cirrus I Regd .26 as G-AUAJ. Export C of A issued 20.4.26 to Controller of Civil Aviation, Australia, though seemingly first regd in Australia 7.26. Re-regd 1929 as VH-UAJ. Impressed 19.8.40 as A7-114 in RAAF. Converted to DH.60G sometime pre-war.
- 242 Cirrus I As for c/n 241 except regd G-AUAK (7.26) and later VH-UAK. Regn canc 1.46 as withdrawn from use.
- 243 Cirrus I As for c/n 241 except regd G-AUAF (8.26) and crashed 6.8.27 at Essendon.
- 244 Cirrus I As for c/n 241 except regd G-AUAG (7.26) and C of A issued 25.4.26. For Australian Light Aero Club. Re-regd VH-UAG 1929. Crashed 21.7.34 at Ballarat, Victoria.
- 245 Cirrus I As for c/n 241 except regd G-AUAH (8.26) and C of A issued 11.5.26. Re-regd VH-UAH 1929. Converted to DH.60G pre-war. Canc 1.46 as withdrawn from use.
- 246 Cirrus I As for c/n 241 except regd G-AUAL (8.26) and C of A issued 11.5.26. Re-regd VH-UAL 1929. Regn canc 3.37 as withdrawn from use.
- 247 Cirrus I J8031 as second RAF Moth delivered 3.26. Operated by CFS 1926/7. Sold 11.27 to Hampshire Aero Club and regd G-EBVD. C of A issued 4.6.28. Final pre-war owner C.Turner, Lympne, regd 12.7.33. C of A renewed 20.4.37 and expired 24.7.39. To R.K.Dundas Ltd, Portsmouth, by 30.8.39 and stored there during the War until regd to them 7.6.45. Re-regd 26.11.45 to C.J.Packer, Burton, Wilts, and kept in his well-known barn (see Aeroplane Spotter for the period!). Regn canc 3.5.48. Known to have been with a Rollason employee in the Coulsdon area in 1949 and believed scrapped in the same year.
- 248 Cirrus I J8032 as the third RAF Moth, 1926. No other details known.
- 249 Cirrus I Regd 19.2.26 as G-EBNM to Sir John Rhodes, Stag Lane, and C of A issued 29.4.26. Canc 2.28 on sale as T-DMOL in Denmark. Re-regd OY-DOF in 1929. Used by Aage Moller, Copenhagen, until crash 13.1.35 at Kastrup. Rebuilt 1935/6 and re-regd OY-DYK 2.36 to S.Dybbro, Slagelse. Canc 5.9.39 and believed seized by Germans.

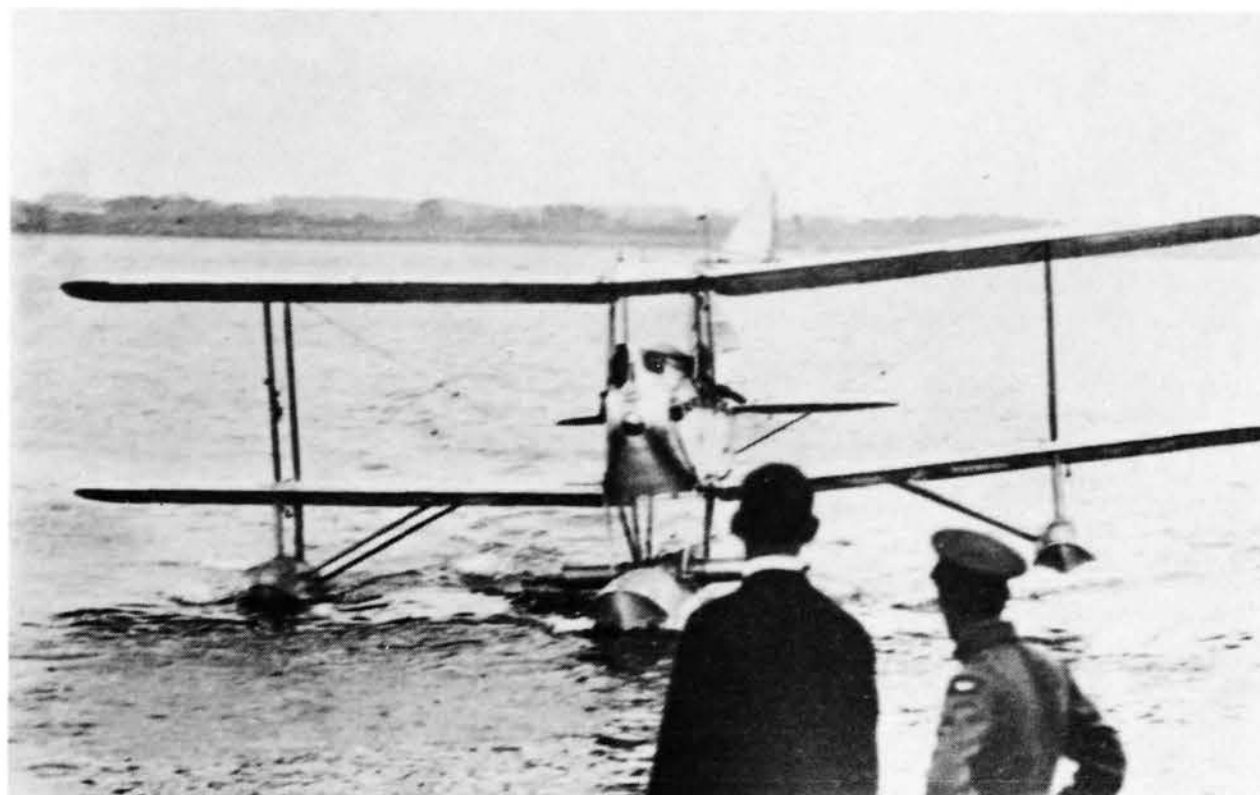
- 250 to 259 Used for DH.65 G-EBNJ, DH.65 G-EBNK and for eight more rebuilt DH.9s.
- 260 Cirrus I G-EBNN allocated to Lancashire Aero Club but regd 19.2.26 to the Yorkshire Aeroplane Club and C of A issued 16.6.26. Regd 18.11.27 to London Aeroplane Club. Regd 24.10.28 to Cinque Ports Flying Club, Lympne. Destroyed in crash at Lympne 27.3.29. Regn canc 1.30.
- 261 Cirrus I Regd 19.2.26 as G-EBNO to de Havilland Aircraft Co Ltd for use by DH School of Flying with C of A issued 8.7.26. Regd 2.3.27 to B.B.F.Russell and 1.2.28 to George A.R.Malcolm, Stag Lane. Sold to Gosta Andrei in Sweden with a C of A renewal on 21.7.28. Initially regd S-AABS 9.28, subsequently SE-ABS, 1929. Fate not known.
- 262 Cirrus I Regd 22.4.26 as G-EBNX to H.E.Hamer, c/o Irving Air Chute Company, Stag Lane and C of A issued 19.6.26. UK regn canc as Sold on 22.9.27 to the USA. Subsequently regd as C1686, later NC1686. Fate not known. (This aircraft has no connection with the present Moth N1686 which is US-built c/n 160, previously NC576N).
- 263 Cirrus I Regd 22.4.26 as G-EBNY to London Aeroplane Club and C of A issued 5.7.26. Regd to A.F.Burns 3.12.28. Regd to Phillips and Powis Aircraft (Reading) Ltd, Woodley 13.8.29 and used by Reading Aero Club. May have crashed prior to C of A expiry on 15.11.29 and canc 1.30. The aircraft was still at Woodley in a derelict state as late as 4.32.
- 264 Cirrus I Four Moths delivered to the Irish Free State Air Force as 23, 24, 25 and 26 on 12.7.26. Only 25 survived any length of time, being wfu in 8.35. Of the others, 23 crashed 26.7.28. 24 on 4.6.28 and 26 on 29.6.27. All were delivered without UK C of A.
- 268 Cirrus I Regd 5.7.26 as G-EBOS to The de Havilland Aircraft Co Ltd for the DH School of Flying with C of A issued 29.7.26. Regd to Miss Sicele O'Brien, Stag Lane 2.8.27. Spun in following elevator trouble and crashed on Mill Hill Golf Course 20.10.28.
- 269 Cirrus I Regd 8.6.26 as G-EBOH to Hampshire Aeroplane Club, Hamble, and C of A issued 23.7.26. Crashed at Ewshott, Surrey, 15.5.30. Remains to Hatfield four days later where engine salvaged and fitted to G-AAYT (1233).
- 270 Cirrus I Regd 8.6.26 as G-EBOI to Hampshire Aeroplane Club with C of A issued 23.7.26. Sold to Philip Wills 7.29. Sold in 6.33 and in 2.36 to J.S.Machin, Brooklands. Regd 20.7.38 to Richard S.L.Boote, Brooklands. Regd 11.3.39 to Cotswold Aero Club, Cheltenham, and on 29.6.39 to Airwork Ltd, Denham. Used as an instructional airframe at Denham at the beginning of the War and was officially impressed 2.3.40 as 2061M.
- 271 Genet I Regd 5.7.26 as G-EBOU to The de Havilland Aircraft Co Ltd and used by them in the September 1926 Lympne Trials with identity 'No.2', powered by 75 hp Genet. Flown by Hubert Broad but forced to retire during the competition through a technical disqualification. C of A issued 8.9.26, just prior to the Trials. Sold to Flt.Lt.Frank O.Soden 12.27. Regd 15.5.29 to last UK owner Malcolm Campbell (London) Ltd, Stag Lane, and promptly sold to Ernst Udet, Berlin, to whom regd 6.29 as D-1651. Destroyed 2.33. German records describe the engine as a 'Siddeley II'.
- 272 Cirrus I Regd 5.7.26 as G-EBOT to The de Havilland Aircraft Co Ltd for use by the DH School of Flying, and C of A issued 7.8.26. Regd 2.8.27 to Miss Winifred Spooner and 6.10.28 to Phillips and Powis Aircraft (Reading) Ltd. Later owners included A.F.Hill from 8.29 and D.M.K.Marendaz from 12.29. By 1931 this Moth was owned by D.E.Swann, Reading. Regd 20.8.31 to Charles Shoults, Broxbourne. Crashed at Nazeing, Essex 13.12.31.
- 273 Cirrus I The American demonstrator, flown initially as a floatplane without registration markings. The C of A being issued 16.11.26 to The de Havilland Aircraft Co Ltd as an 'Exhibition Machine'. Regd 11.10.27 as G-CAIL to J.H.Holley, Winnipeg, Canada. Regd 4.2.28 to Western Canada Airways. Regd 5.3.29 to Commercial Airways, Regina, Saskatchewan. Destroyed by fire 6.3.29, east of Lac la Rouge.
- 274 Cirrus I An unidentified Moth supplied to Mitsubishi Shoji Kaisha Ltd, Japan, with C of A issued 22.11.26.
- 275 Cirrus I Regd 4.27 as G-AUFU and supplied to Queensland and Northern Territory Aerial Services with C of A issued 12.1.27. Subsequently re-regd VH-UFU and sold 30 to O.R.Carey and T.E.K.Parker. Owned 1931 by Rockhampton Aerial Services Ltd. Later converted to a Gipsy engined version. Impressed 7.40 into the RAAF as A7-89.
- 276 Cirrus I The first DH.60X. Regd 16.2.27 as G-EBQH to The de Havilland Aircraft Co Ltd and completed as a demonstration and trials aircraft. C of A issued 14.2.27. On 5.7.27 Lady Bailey obtained an altitude record over Stag Lane of 17,283 feet. Converted to DH.60G, 6.28. Sold 1.30 to F.A.I.Muntz of Airwork, Heston, and 3.30 to Lord Amherst. Subsequent owners may have included The Cardiff Aeroplane Club and H.L.Armstrong corresponding with known ownership changes in 11.31, 7.32, 7.33 and 11.33. Final owner Eric Goddard, Churchdown, Gloucestershire, regd 20.4.36. C of A expired 3.9.37 and regn canc 12.37.
- 277 Cirrus I These three c/ns allocated to uncompleted DH.60s; probably the three shipped to Australia in 1926 and to 279 which were completed by West Australian Airways (G-AUFI and G-AUFK) and by Qantas (G-AUFJ). G-AUFI was regd 15.2.27 and crashed at East Perth, WA, 18.7.27. G-AUFJ regd 12.26 and Australian C of A issued 5.10.27. Re-regd VH-UFI 1929 (possibly ntu) and sold 11.29 to A.J.Murphy, Miles, Qld. Crashed at Miles, Queensland, 28.1.30 and regn canc 8.30. G-AUFK regd 13.4.27 and first flew 19.5.27. Re-regd VH-UFK 1929 and crashed at Maylands, WA, 9.10.31. Regn canc 27.4.32. (One Australian source quotes G-AUFI, 'K as type DH.60X and G-AUFJ as type DH.60M. The latter would be impossible since this type was not introduced until 1928.)
- 280 Cirrus I DH.60X Regd 19.2.26 as G-EBNP, a special one-off DH.60X built for the London Aeroplane Club. C of A issued 1.5.26. Fatal crash on landing at Stag Lane 22.11.26.
- 281 to 336 c/ns issued to various DH aeroplanes:- DH.50 G-EBOP; DH.9J G-EBOQ, G-EBOR; DH.9 G-EBPE, G-EBPF; thirty-seven DH.9As for the RAF; DH.71 Tiger Moths G-EBQU, G-EBRV; DH.61 G-EBTL; DH.9J G-EBTN; DH.75 G-EBVV; DH.61 G-CAJT, G-CAPG, G-AUHW and G-AAAN; DH.65J for Australia; DH.61 G-AUJC, G-AUJB, G-AAEV and G-CARD.
- 337 to 342 were only allocated to Moths in 1928/9 as follows:
- 337 Cirrus II DH.60X Regd 28 as G-EBYG to Scottish Flying Club and C of A issued 5.7.28. Regd 29.3.30 to William de Mussenden Leathes, Brooklands. C of A expired 24.3.31 but regn not canc until 3.33. Fate not known.
- 338 Cirrus II DH.60X Regd 28 as G-EBYH to Bristol and Wessex Aeroplane Club as a DH.60X Auto-slot (fitted with Handley Page automatic wing slots). C of A issued 3.7.28. Subsequently owned by Wrightways Ltd. Regd 4.5.31 to George Baillie, Heston. Crashed at Theydon Bois, Essex, 25.1.37 and regn canc 1.38.
- 339 Gipsy I DH.60M Regd 30.8.28 as G-AAAR to The de Havilland Aircraft Co Ltd as DH.60M prototype. C of A issued 29.10.28 and aircraft shipped to Canada. Regd 30.11.28 as G-CAVX to de Havilland Aircraft of Canada, Downsview, Ontario. Re-regd to W.N.Deisher, Ottawa, 8.7.29 and to Kingston Flying Club 5.11.30. Crashed when stalled on landing in gusty conditions at Wolfe Island, Ontario, 4.4.37.
- 340 Gipsy I DH.60M Regd 10.28 as G-AACD to The de Havilland Aircraft Co Ltd with C of A issued 31.10.28 and used as UK demonstrator. Subsequently used by the DH School of Flying. Regd 1.1.36 to Cambridge Aero Club. Crashed at Cambridge between the final C of A renewal on 9.4.37 and 24.6.38. Believed rebuilt but never re-certified. Fate unknown.
- 341 Gipsy I DH.60M Export C of A issued 11.1.29 to Moth Aircraft Corporation, USA. Later regd NC9731.
- 342 Gipsy I DH.60M Regd 28 as G-AACU to The de Havilland Aircraft Co Ltd and used by the DH School of Flying after C of A issued 10.4.29. Regd 14.10.37 to Cambridge Aero Club. Impressed 9.6.40 as AV995. Not used and scrapped at St.Athan 30.10.40.

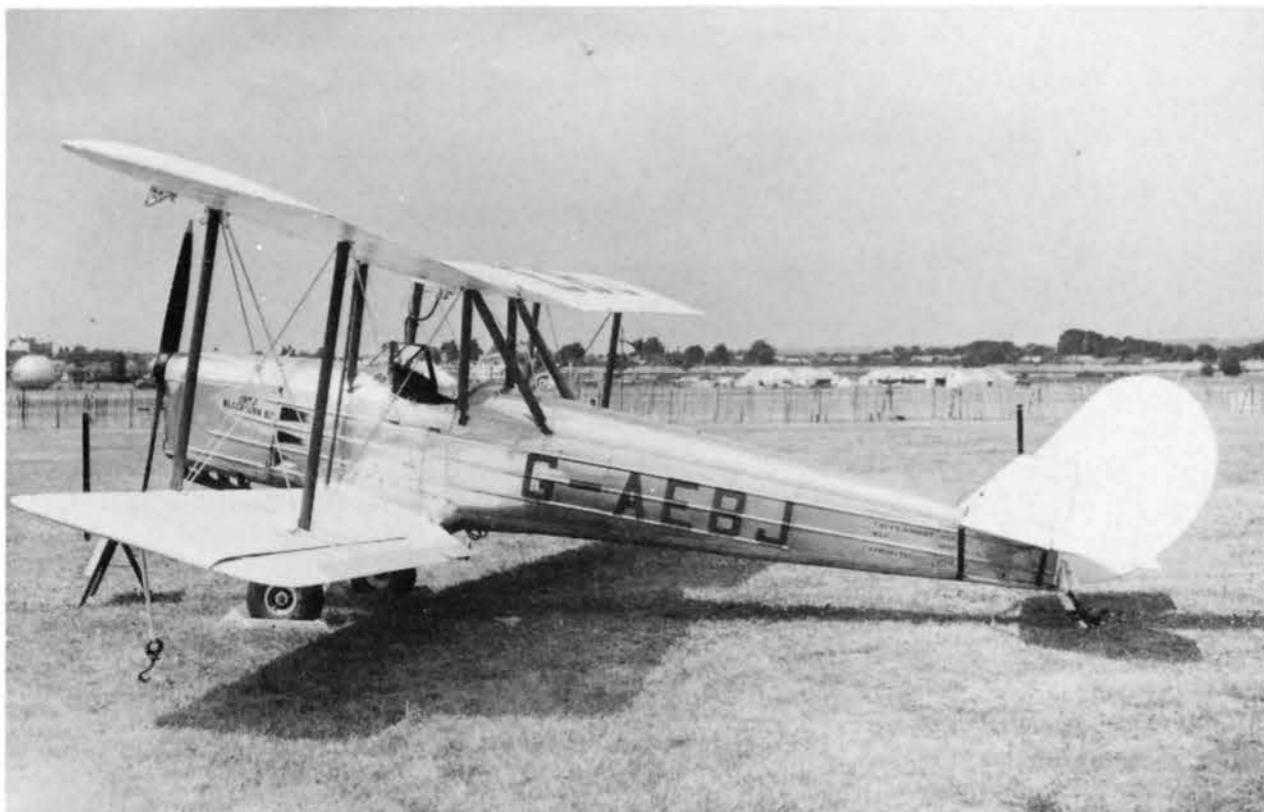
To be continued.....



MOTH MISCELLANY. Above left: The rebuilt and restored G-EBLV c/n 188 at White Waltham in 1953 (P.R.A.Barrington via D.M.Hannah). Above right: Metal Moth G-AACD c/n 340 was the UK type demonstrator (Aeroplane Photo Supply collection via D.M. Hannah). PROBLEM PHOTOS. Below left: An unmarked and unidentified Cipsy Moth standing in flying attitude. Below right: A centre-float seaplane version, this

is probably John Scott Taggart's DH.60G G-AADV of 1929 but the retractable wheels of the Short amphibian undercarriage seem to have been removed! Other candidates could be the Hon.A.E.Guinness' Hermes Moth G-AAVC (incorrect cowlings?) or DH.60M K2235 which used a scaled-down Short Singapore hull float from 1931-39. (Both Aeroplane Photo Supply collection via D.M.Hannah).





CERTIFIED! A selection from the C of A Applications listed on pages 9 and 10.

∞ Above: Sole survivor of the type, the well-known Blackburn B.2 G-AEBJ at the Hendon "50 Years of Flying" display in July 1951. (Flight International photo no.25986s) Below: DH.84 Dragon G-AECZ in Air Taxis Ltd livery at Croydon in 1946. (P.R.A.Barrington via D.M.Hannah)



The article offers new evidence about the constructor's numbers of the Airspeed Envoys exported to South Africa. Above is SAAF '251', a convertible model, seen over Portsmouth on 30.10.36 (Flight International photo no.12897s); and below is the civil version ZS-AGD "Alexander Biggar" on 28.12.36. (J.A.Bagley)



U.K. C of A Applications

PART ONE

For some time we have been fortunate in having access to some old CAA records covering the Applications and consequent issue of Certificates of Airworthiness from the pre-War period onwards. This material has not fitted the News ambit of ABN nor has the essentially tabular style been attractive for Digest. With the advent of ARCHIVE we can now bring you this information.

What it entails is a perusal of the handwritten entries in a Register of Applications for C of A (in date order) and then a marrying-up of the Validity Date and the Recipient of the C of A from another Register in C of A number order. Where the Applicant and Recipient are the same, the name is not repeated. As will be evident, the Applicant was usually the manufacturer. Where the registration mark was not given upon application, a note appears in the final column. A point to note is that the C of A date shown is the Validity Date and not the date of application or issue as has often been erroneously quoted in many previously published sources. In many instances the difference is only a matter of days but we feel that the date from which the C of A runs is the more relevant.

This first instalment covers Application Nos.5901 to 6035 and spans the period from 4th December 1935 to 29th February 1936.

In order to conserve space, the manufacturers' names have been abbreviated as follows: P & P for Phillips & Powis Aircraft Ltd; deH for The de Havilland Aircraft Co Ltd; Blackburn for Blackburn Aeroplane & Motor Co Ltd; BA for British Aircraft Manufacturing Co Ltd; Percival for Percival Aircraft Co; and Airspeed for Airspeed (1934) Ltd.

Type	Applicant	Regn	c/n	C of A No., Validity date, Recipient and Remarks
Miles Hawk Major	P & P	G-ADZE	254	5308 20.2.36
DH.86A Srs.2	deH	SU-ABV	2342	5743 1.1.37 Misr-Airwork, Type changed to DH.86B 2.10.36 (TM)
Avro 621 Tutor	T.C.L.Westbrook	G-ADYW	"K1231"	5544 23.6.36
Miles M.3B Falcon	P & P	G-ADZL	262	5485 8.5.36 Fairey Aviation Co Ltd (TM)
Blackburn B.2 Tr	Blackburn	G-ADZM	6300/1	5292 12.2.36 North Sea Aerial & General Transport Ltd
Blackburn B.2 Tr	Blackburn	G-ADZN	6300/2	5293 27.2.36 North Sea Aerial & General Transport Ltd
Percival Gull	Percival	G-ADZO	D.63	5282 17.12.35 (TM)
DH.86A Srs.1	deH	G-ADUE	2333	5309 20.1.36 Imperial Airways Ltd
DH.86A Srs.1	deH	G-ADUF	2334	5314 25.1.36 Imperial Airways Ltd
DH.86A Srs.1	deH	G-ADUG	2335	5321 7.2.36 Imperial Airways Ltd
DH.87A Hornet Moth	deH	G-ADKV	8054	5294 13.3.36 G.A.Murray-Smith
DH.87A Hornet Moth	deH	HB-OBI	8055	5298 7.1.36 Topsy Club
DH.87A Hornet Moth	deH	F-AONI	8056	5301 10.1.36 Avions Marcel Bloch
DH.87B Hornet Moth	deH	F-OAMM	8058	5375 28.2.36 E.Boulant as F-AOMM. Regn error on application
DH.87B Hornet Moth	deH	-	8059	5331 19.2.36 de Havilland A/c of South Africa. Became ZS-AHF
Avro 504N	C.B.Field	G-AEAA	14	5526 3.6.36 F.C.H.Allen (TM)
DH.85 Leopard Moth	deH	VH-AHB	7120	5320 3.2.36 de Havilland Aircraft (Pty) Ltd. "AHB" for Harry Broadhurst.
DH.90 Dragonfly	deH	G-AEBU	7501	5322 15.2.36
DH.82A Tiger Moth	deH	-	3482	5402 13.3.36) Issued to MoD Baghdad and became Iraqi Air
DH.82A Tiger Moth	deH	-	3483	5403 14.3.36) Force 43 to 45
DH.82A Tiger Moth	deH	-	3484	5404 16.3.36)
DH.89 Dragon Rapide	deH	VH-UVG	6314	5304 17.1.36 de Havilland Aircraft (Pty) Ltd
Hillson Praga	Comper & Walker Ltd	G-AEON	1	5727 4.12.36 F.Hills & Sons Ltd
Avro 643 Mk.II Cadet	A.V.Roe & Co Ltd	VR-RAK	920	5398 10.3.36 Perak Flying Club
Avro 643 Mk.II Cadet	A.V.Roe & Co Ltd	VR-RAL	921	5383 4.3.36 Perak Flying Club
Miles M.3D Falcon 6	P & P	G-AEAG	266	5410 21.3.36 Henry Deterding (TM)
Miles M.3B Falcon 6	P & P	-	268	5376 27.2.36 African Air Transport as ZS-AFW
BA Swallow II	BA	SU-AAQ	432	5313 24.1.36 Osman Hamdi
Monospar ST.25	General A/c Ltd	-	74	- Application canc 16.10.36 on transfer to RAF as L4671 and delivered 6.37 to A&AEE
DH.89 Dragon Rapide	deH	-	6321	5503 13.5.36) Imperial Iranian War Ministry. Military marks
DH.89 Dragon Rapide	deH	-	6322	5449 18.4.36) probably used. Eventually became EP-AAA to AAC
DH.89 Dragon Rapide	deH	-	6323	5450 18.4.36) with Iranian State Airlines 3.38. Order unknown
BA Swallow II	BA	G-AEAH	433	5311 20.1.36
DH.91 Albatross	deH	G-AFDI	6802	6412 17.10.38 (TRF) Imperial Airways Ltd
DH.92 Dolphin	deH	-	6400	- Canc 10.36. Flew 8.36 as E-3 and G-AEMX
DH.82A Tiger Moth	deH	-	3464	5356/7 21.2.36; 5364-5366 25.2.36; 5370-5372 27.2.36; 5373 to 28.2.36; 5377 2.3.36. All these for Imperial Iranian War Ministry as Iranian Air Force serials 160 to 169
DH.89 Dragon Rapide	deH	G-ADUM	6315	5474)
		to	to	to) 30.4.36 to makers
		G-ADUO	6317	5476)
DH.89 Dragon Rapide	deH	G-AEAJ	6320	5349 14.3.36)
DH.89 Dragon Rapide	deH	G-AEAK	6324	5350 4.4.36)
DH.89 Dragon Rapide	deH	G-AEAL	6325	5351 25.4.36) Railway Air Services
DH.89 Dragon Rapide	deH	G-AEAM	6326	5352 5.5.36)
DH.87A Hornet Moth	deH	EC-W-54	8050	5406 13.3.36 Count of Soriano. Probably only briefly in Spain, Spanish Ferry Registration appears only on the Application. It soon became HB-OMI and then F-APXN in early 1937
Miles M.2 Hawk	P & P	-	212	5393 9.3.36 H.V.Shepherdson. Became VH-UGQ
Monospar ST.25	General A/c Ltd	-	75	5319 7.2.36 Aerial Sites Ltd. Became G-AEAT
Shark Seaplane TSR	Blackburn	-	6180/2	5451) 20.4.36 Portuguese Govt-Directorate of Naval Aviation
		to	to	to) as Mk.IIA. Became Portuguese Navy serials 74 to 78
		6180/6	5455)	
DH.85 Leopard Moth	deH	VH-AHG	7121	5367 25.2.36 Dalmia Jain & Co as VT-AHG. VH- application presumed in error
DH.86A Srs.1	deH	G-ADUH	2336	5381 7.3.36 (TM) Imperial Airways Ltd

DH.86A Srs.1	deH	G-ADUI	2337	5329	18.2.36	Imperial Airways L d
DH.86A Srs.1	deH	G-AEAP	2349	5408	17.3.36	Imperial Airways Ltd
Heston Phoenix	The Heston A/c Co Ltd	VH-AJM	1/2	5385	10.3.36	(TM) C.J.Melrose
Avro 652	A.V.Roe & Co Ltd	SU-AAO	891	5701	4.11.36	(TM) Egyptian Army Air Force, Mk.II on C of A
Miles Hawk Tr.	P & P	G-AEAW	246	5359	14.4.36	
Miles Hawk Tr.	P & P	G-AEAX	260	5358	25.2.36	
Miles Hawk Tr.	P & P	G-AEAY	261	5328	18.2.36	
Miles Hawk Tr.	P & P	G-AEAZ	270	5360	13.3.36	
Miles Falcon 6	P & P	G-AECC	280	5468	27.4.36	(TM) Arthur N.T.Rankin. Type M.3D
DH.89 Dragon Rapide	deH	VH-UVI	6318	5323	7.2.36	Adelaide Airways
DH.89 Dragon Rapide	deH	VH-UVT	6319	5324	11.2.36	Adelaide Airways
DH.87A Hornet Moth	deH	-	8060	5327	14.2.36	de Havilland A/c of South Africa. "Regn" 8060 shown on C of A issue. Became ZS-AHG
DH.86A Srs.1	deH	G-ADVJ	2338	5430	8.4.36	Blackpool & West Coast Air Services. C of A no.5317
DH.86A Srs.1	deH	G-ADVK	2339	5318	21.4.36	as G-ADVJ /initially allocated, not issued
Monospar ST.25	General A/c Ltd	-	72	5396	12.3.36	(TM) as G-AEDY
Miles M.7 Nighthawk	P & P	G-AEBP	282	5412	19.3.36	(TM)
Blackburn B.2 Tr	Blackburn	G-AEBE	6300/3	5336	6.3.36	North Sea Aerial & General Transport Ltd
Blackburn B.2 Tr	Blackburn	G-AEBF	6300/4	5337	20.3.36	Flying Training Ltd
Blackburn B.2 Tr	Blackburn	G-AEBG	6300/5	5338	16.4.36	North Sea Aerial & General Transport Ltd
Blackburn B.2 Tr	Blackburn	G-AEBH	6300/6	5339	6.5.36	Flying Training Ltd
Blackburn B.2 Tr	Blackburn	G-AEBI	6300/7	5340	29.5.36	North Sea Aerial & General Transport Ltd
Blackburn B.2 Tr	Blackburn	G-AEBJ	6300/8	5341	15.6.36	Flying Training Ltd
Blackburn B.2 Tr	Blackburn	G-AEBK	6300/9	5342	20.7.36	North Sea Aerial & General Transport Ltd
Blackburn B.2 Tr	Blackburn	G-AEBL	6300/10	5343	29.8.36	Flying Training Ltd
Blackburn B.2 Tr	Blackburn	G-AEBM	6795/1	5344	-)	Cs of A prepared for all three in the name of NSAGT,
Blackburn B.2 Tr	Blackburn	G-AEBN	6795/2	5345	-)	FT and NSAGT respectively, but delivered to Air Ministry
Blackburn B.2 Tr	Blackburn	G-AEBO	6795/3	5346	-)	as L6891 to L6893 from 4.37
DH.86A Srs.1	deH	G-ADYC	2340	5502	14.5.36	British Continental Airways
DH.86A Srs.1	deH	G-ADYD	2341	5512	19.5.36	British Continental Airways
DH.86A Srs.1	deH	G-ADYE	2346	5605	28.6.36	British Continental Airways. Issued as Type stated but note in Application Register says "Fresh application for DH.86B"
DH.86A Srs.1	deH	G-ADYF	2347	5647	2.9.36	British Continental Airways
DH.82A Tiger Moth	deH	G-AEBY	3485	5325	15.2.36	Brooklands Aviation Ltd
DH.82A Tiger Moth	deH	G-AEBZ	3486	5326	18.2.36	Brooklands Aviation Ltd
DH.87B Hornet Moth	deH	G-ADML	8069	5330	22.2.36	The Scottish Flying Club
Airspeed Envoy Srs.II	Airspeed	G-AEBV	52	5446	21.4.36	(TM) Brian Allen Avn Co Ltd as AS.6J
Airspeed AS.6J Envoy	Airspeed	253	39	5611	31.7.36	South African Air Force. No serial given on C of A
Airspeed AS.6J Envoy	Airspeed	252	44	5600	19.7.36	South African Air Force. No serial given on C of A
Airspeed AS.6J Envoy	Airspeed	ZS-AGD	45	5690	15.10.36	Soth African Airways
Airspeed AS.6J Envoy	Airspeed	ZS-AGC	46	5688	12.10.36	(TM) South African Airways
Airspeed AS.6J Envoy	Airspeed	ZS-AGA	49	5566	1.7.36	South African Airways
Airspeed AS.6J Envoy	Airspeed	251	50	5558	26.6.36	South African Air Force. No serial given on C of A
Airspeed AS.6J Envoy	Airspeed	ZS-AGB	51	5603	25.7.36	South African Airways
DH.89 Dragon Rapide	deH	G-AEBW	6327	5353	13.5.36	Railway Air Services
DH.89 Dragon Rapide	deH	G-AEBX	6328	5354	20.5.36	Railway Air Services
DH.82A Tiger Moth	deH	-	3487	5415	23.3.36	MoD Iraq. Became Iraqi Air Force 46
DH.82A Tiger Moth	deH	G-AECC	3488	5332	)	First pair 20.3.36 and second pair 23.3.36 and 24.3.36
		to	to	to	)	Reid & Sigrist Ltd
		G-AECJ	3491	5335		
Avro 504N Mongoose	L.J.Anderson	G-AECL	"K2396"	5427	28.3.36	
Avro 504N Mongoose	L.J.Anderson	G-AECS	"J8548"	5586	4.4.36	with K2396 again on C of A
DH.87B Hornet Moth	deH	G-ADKH	8068	5361	12.3.36	E.H.F.Fuller
DH.87B Hornet Moth	deH	G-ADMM	8072	5379	4.3.36	R.J.B.Seaman
DH.87B Hornet Moth	deH	HB-OFA	8063	5382	7.3.36	Topsy Club
DH.87B Hornet Moth	deH	OY-DOK	8065	5417	26.3.36	C.Thielst
Percival Vega Gull	Percival	G-AECF	K.21	5380	7.3.36	(TM) The Hon.Drogo Montagu
Miles M.9 Straight	Special P & P	G-AECT	290	5494	9.5.36	(TM)
DH.87B Hornet Moth	deH	-	8058	-		Application canc as it was already No.5914 F-AOMM
Avro 504N	Air Travel Ltd	G-AEDD	"K1823"	5429	11.4.36	
DH.87B Hornet Moth	deH	VR-SAN	8070	5425	30.3.36	Royal Singapore Flying Club
DH.87B Hornet Moth	deH	G-ADKN	8073	5368	31.3.36	The London Aeroplane Club
DH.87B Hornet Moth	deH	G-ADMN	8076	5374	27.3.36	L.J.Turner
DH.82A Tiger Moth	deH	G-ADWG	3492	5378	7.4.36	C.W.A.Scott's Flying Display
DH.82A Tiger Moth	deH	VT-AHL	3502	5478	29.4.36	HH The Maharaja of Jaipur
DH.87B Hornet Moth	deH	G-ADKC	8064	5418	31.3.36	Sir K.I.Crossley
DH.87B Hornet Moth	deH	-	8071	5625	22.8.36	Capt.J.B.Norton as G-AEMG
DH.87B Hornet Moth	deH	G-ADMP	8082	5392	26.3.36	The Hon.B.Lewis
DH.87B Hornet Moth	deH	G-ADUR	8085	5389	25.3.36	J.H.Thompson
DH.87B Hornet Moth	deH	G-ADNE	8089	5391	16.4.36	Yorks Aeroplane Club
DH.87B Hornet Moth	deH	G-AEET	8092	5409	28.4.36	Capt.E.P.Palmer
DH.90 Dragonfly	deH	YI-HMK	7502	5469	28.4.36	HM King Ghazi of Iraq
DH.90 Dragonfly	deH	G-AECW	7504	5369	28.7.36	London Aeroplane Club
DH.84 Dragon II	deH	G-AECZ	6105	5394	18.4.36	Air Cruises Ltd

COMMENTARY

This first batch is not without interest. First of all the abbreviations S, T and TM appear in the official records with differing fees (in ascending order of value for S, TM and T) which leads us to believe that they mean a Standard C of A, Type Modification and Type (first off) C of A respectively. There is also an abbreviation TRF against the issue of DH.91 G-AFDI, the significance of which we cannot yet establish.

The appearance of G-AECT as a M.9 Straight Special is notable, if only for the fact that the M.9 was the Kestrel Trainer G-AEOC. G-AECT was certainly exhibited at the RAeS Garden Party at Heathrow on 10.5.36 as the more familiar Whitney Straight. The name Straight Special appears on the C of A issue but not M.9 which appears only in the Application.

The South African Envoys confound previously published data and our good friend A.J.Jackson has given c/n 39, 44, 49 and 50 as ZS-AGA, 251, 252 and 253. However, we prefer the above version, not only because it is what appears on the Applications, but it also ties in with the Cs of A issues which the surveyors would surely have checked against particular hardware.

Another anomaly is the c/n of Hillson Praga G-AEON hitherto always given as HA.20. From the T notation it appears to be the machine used for type certification, perhaps for the first overseas sale?

Complete Civil Registers : I

BELGIUM



Introduction:

An earlier attempt to introduce an internationally accepted system of civil aircraft registrations and markings having been frustrated by the outbreak of World War I, the signing of the Peace Treaty was quickly followed in July 1919 by the calling together of a Convention for the Regulation of Aerial Navigation in Paris that same month. Apart from the international regulations formulated, based largely on the British Government's Air Navigation Bill, one of the main decisions was to devise an international system for registering civil aircraft.

The scheme decided upon was to allocate to each aircraft a five letter block, the first letter being divided from the last four by a hyphen. Each sovereign state was to be allocated a group of registration marks. As the Roman alphabet was to be used, it took little foresight to see that only twenty six initial letters would be available, therefore the first letter after the hyphen had to form part of the nationality mark in the case of all but the most aeronautically-minded major powers. These were the United States of America, the British Empire, France, Italy and Japan, and they were allocated the sole use of the initial letters N, G, F, I and J respectively as their nationality marks.

As a result Belgium had to share the use of the initial letter O with Peru, blocks beginning with O-B being allocated to the former and O-P to the latter. As can be seen, the Convention attempted to see that countries using the same initial letter were well separated. This was particularly important as only the first initial letter was required to be painted on the vertical tail surfaces.

As can be seen from the listing of Belgian civil aircraft registrations which follows this introduction, the first registration was made on 1.3.20 and allocation of the letters followed no particular pattern at first, except that groups that made up recognisable words tended to be used. Soon, however, most aircraft seem to have been allocated marks in a series beginning from O-BABA, there being another rule at this time that decreed that there should be at least one vowel in the four letter block.

With the increasing use of wireless for communication between aircraft and their ground control, an International Radio-Telegraph Conference was held in Washington in 1927. Once again blocks of five letter groups were allocated to individual countries. Belgium received the use of radio call signs beginning with ON, OO, OP, OQ, OR, OS and OT. Belgium was typical of many countries in that the nationality mark O-B did not coincide with any of its call sign allocations.

For this reason the International Convention for Air Navigation met again and devised a new scheme in June 1928. Five letter blocks were retained and the major nations (by now augmented by Germany using the letter D) retained the right to use a single letter as the national mark. The other countries were allocated one or more national marks consisting of two letters to be followed by individual markings of three letters. In most cases the radio call sign and the nationality mark now coincided, and in fact initially Belgium was allocated the use of all the groups ON to OT as its nationality marks. In March 1929 however, the prefix was officially restricted to OO, and during that year all surviving aircraft were transferred (at least in theory) to the new register, retaining the last three letters of their previous marks. Allocations continued in roughly the same sequence although there were a lot of random registrations.

The Belgian Congo was allocated the OO-Cxx section by the Belgian Government and began issuing marks in roughly alphabetical order from OO-CAA in April 1934. A separate system of C of A allocation was also used with the prefix C.

After World War II allocations tended to be more grouped by either type or owners. SABENA's aircraft for example being mainly in the OO-Sxx series. Belgium and the Congo kept separate registers and when an aircraft of SABENA was transferred from one to the other it kept the same registration. The Congo changed its prefix to 90 in 1961 (and later to 9Q) and so severed its last connection with the Belgian register.

Other groups currently in use include OO-Hxx for temporary registrations and OO-Zxx for gliders, but in general there are few restrictions on the Belgian register. Registrations are used time and again, the prime example being OO-JAC, and all 26 letters of the alphabet are used.

First series: O-B...

This register was in use between 1920 and 1929. The nominal date for change to OO- registrations is taken as 1.1.29 but not all aircraft may have been changed immediately, if at all. One significant date worthy of mention here is the night of November 27th 1921 when seven aircraft, detailed below, were destroyed by fire in a hangar at Evere, Brussels.

The layout of the tabular material is as follows:

C of R number	Type	c/n	Reg.date
Regn.	Identity, owner and cancellation details		

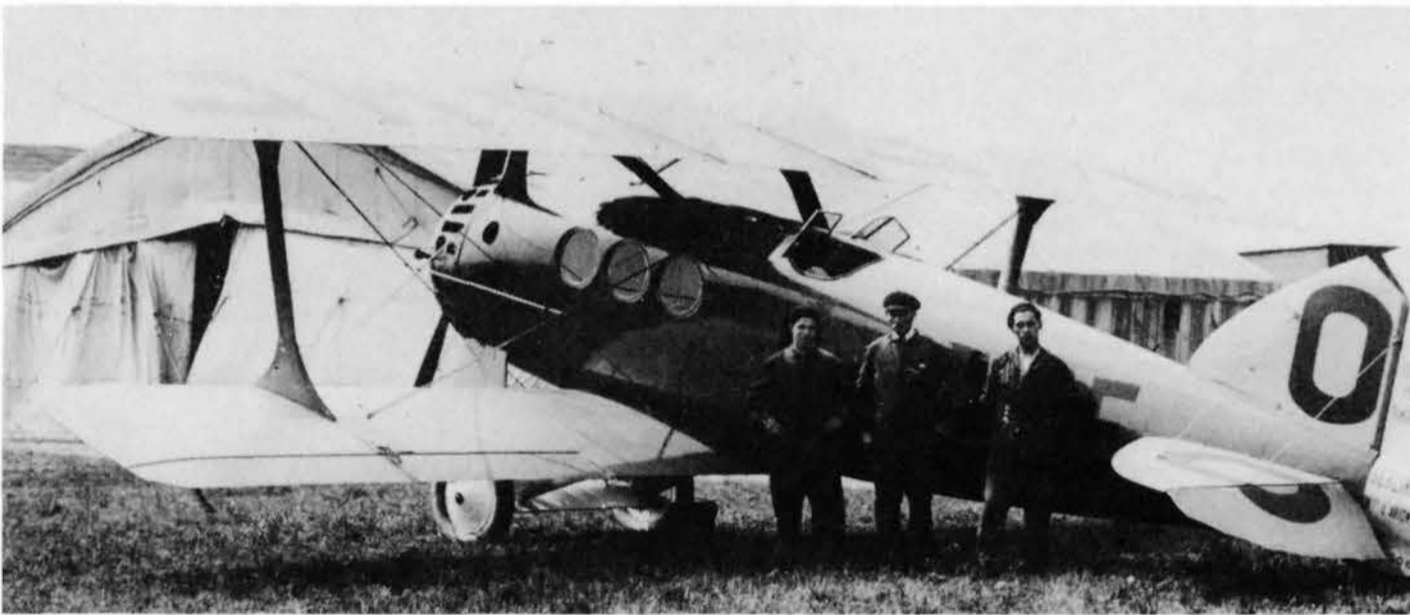
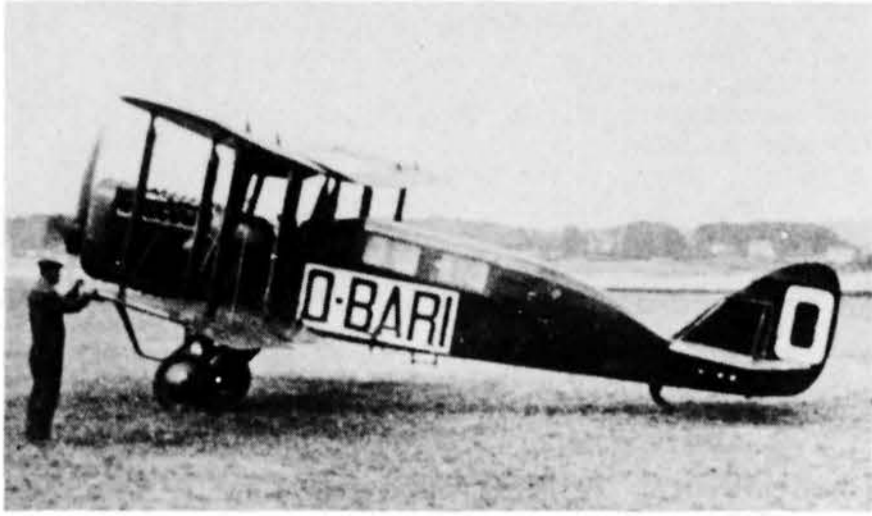
1	Fokker D.VII	6162	1.3.20
O-BEBE	Victor Simonet, Brussels. Canc	13.11.23, dism.	
2	Breguet 14A.2	7122	19.3.20
O-BLON	Ex Military Aviation No.10. SOCTA, to SNETA. Canc	19.11.21 and re-regd O-BAHH with C of R no.72.	
3	Breguet 14A.2	7110	19.3.20
O-BLOC	Ex Military Aviation. SNETA. Canc	14.4.21, dism.	
4	Breguet 14A.2	7130	19.3.20
O-BROC	Ex Military Aviation. SNETA. Canc	14.2.22, dism.	
5	De Havilland DH.9	nil	19.3.20
O-BEAU	Bt by Waring & Gillow. Ex F1148. SNETA. Cr in	Switzerland 5.10.25	

All entries are in strict order of Certificate of Registration, commencing at no.1. An alphabetical cross reference will be found at the end of each series. Re-allotted registrations are indicated by a number in brackets after the registration. Changes in C of R number are cross referenced. Oldest identities are quoted first throughout.

6	De Havilland DH.9	nil	19.3.20
O-BELG	Bt by Waring & Gillow. Ex F1223. SNETA. Canc	27.12.27 on sale as G-EBUN, to VT-AAL 1.29.	
7	De Havilland DH.9	nil	19.3.20
O-BIEN	Bt by Waring & Gillow. Ex F1293. SNETA. Re-regd	OO-IEN 1929. Canc 7.2.31, dism.	
8	Rumpler C.IV	7974/18	19.3.20
O-BORD	Bt at Augsburg-Haunstetten, probably captured from	German forces at end of WWI. SNETA. Canc 25.11.20.	
9	Rumpler C.IV	7957/18	19.3.20
O-BRUN	As no.8 above. SNETA. Canc	8.6.20.	

10	Rumpler C.IV	7982/18	19.3.20	46	Nieuport 81	8236	19.4.21
O-BUIS	As no.8. SNETA. Canc 8.6.20.			O-BABE	SEGA, Charleroi. Canc 16.1.22, wfu.		
11	Rumpler C.IV	7960/18	7.5.20	47	Nieuport 81	8262	19.4.21
O-BREF	As no.8. SNETA. Re-regd OO-REF 1929, canc	1929, canc	23.7.29.	O-BABC	SEGA, Charleroi. Canc 16.1.22, wfu.		
12	Rumpler C.IV	7983/18	7.5.20	48	D.F.W.(Deutsche Flugzeug Werke) 5258		30.5.21
O-BOND	As no.8. SNETA. Canc 25.3.21.			O-BAYA	Exact type unknown. P.Fraiteur, Brussels. Cr at Aalst, 3.9.22.		
13	Rumpler C.IV	7959/18	7.5.20	49	LVG B.III	23350	31.5.21
O-BLEU	As no.8. SNETA. Canc 25.3.21.			O-BIBI	J.Van Opstal, to J.Raparleier. Canc and became O-BIBI(2) with C of R number 104, 12.24.		
14	Rumpler C.IV	5741	7.5.20	50	Farman F.60 Goliath	6837	31.5.21
O-BRIS	As no.8. SNETA. Canc 24.5.21.			O-BLEU(2)	SNETA. Dbf, Evere, 27.9.21.		
15	Luft Verkehrs Gesellschaft LVG C.VI	7774/18	17.5.20	51	Bleriot Spad S.33	3061	30.6.21
O-BANC	Leconte, Charleroi. Canc 20.8.20, probably to Military Aviation. Restored 30.9.20 as O-BANC(2) with C of R number 37.			O-BAHA	Ex F-AICB. SNETA, to SABENA 23.5.23. Canc	1.4.26.	
16	LVG C.VI	8922/18	17.5.20	52	Bleriot Spad S.33	3062	30.6.21
O-BOMA	Canc 9.6.20.			O-BAHB	Ex F-AICC. SNETA, to SABENA 23.5.23. Canc 25.3.26, broken up and burnt.		
17	LVG C.VI	9011/18	17.5.20	53	Ansaldo 300C	6003	30.6.21
O-BELA	Leconte, Charleroi to SEGA, Charleroi. Canc	9.6.20.		O-BAHF	SNETA, to SABENA 23.5.23. Canc 26.11.25, dism.		
18	LVG C.VI	4298/18	12.6.20	54	Bleriot Spad S.33	3063	30.6.21
O-BRUN(2)	SNETA. Canc 31.5.21.			O-BAHC	Ex F-AICD. SNETA, SABENA 23.5.23. Canc 15.12.23.		
19	Fokker D.VII	7626	24.5.20	55	Farman F.60 Goliath	6840	16.7.21
O-BISE	Paul De Liederkerke, to Stampe, Antwerp. Canc 19.11.23.			O-BRUN(3)	Ex F-MHFY. SNETA. Dbf, Evere, 27.9.21.		
20	Sopwith 1B	771	2.7.20	56	Bleriot Spad S.33	3064	20.7.21
O-BCNO	A.Fonteyne, Ostende. Canc 1.10.20.			O-BAHD	SNETA, to SABENA 23.5.23. Canc 1.4.26, sold abroad?		
21	LVG C.VI	4923	2.7.20	57	Caudron G.3	5019	22.7.21
O-BOLL	R.Gardinne, Brussels. Canc 28.12.23.			O-BOMA(3)	SEGA, Charleroi. Canc 19.5.22.		
22	Farman F.60 Goliath	7248/17	5.7.20	58	Caudron G.3	5020	22.7.21
O-BLAN	Ex F-AEIE. SNETA. Cr in English Channel en route Croydon-Brussels, 26.8.21.			O-BANC(3)	SEGA, Charleroi. Canc 19.5.22, destroyed.		
23	LVG C.VI	8972	28.7.20	59	Caudron G.3	5021	22.7.21
O-BOMA(2)	Canc 15.7.21, to Military Aviation?			O-BELA(3)	SEGA, Charleroi, to Petermans, Brussels, to Club des Aviateurs. Re-regd OO-ELA 1929. Canc 27.2.37 on sale as G-AETA (ntu), to RAF Stradishall, to Henlow, to RAF Museum, Hendon, as '3066'.		
24	LVG C.VI	8996	28.7.20	60	Caudron G.3	5022	22.7.21
O-BELA(2)	Canc 15.7.21, to Military Aviation?			O-BOUL	SEGA, Charleroi. Canc 30.5.23, destroyed.		
25	LVG C.VI	8990	28.7.20	61	Bleriot Spad S.33	3065	1.8.21
O-BAIE	SNETA. Canc 26.3.22, dismantled.			O-BAHE	SNETA. Dbf, Evere, 27.9.21.		
26	LVG C.VI	8957	28.7.20	62	LVG C.VI	3819	6.8.21
O-BARD	SNETA. Canc 22.10.21, dismantled.			O-BECO	J.Vuylsteke, Ostende. Re-regd OO-ECO 1929. Canc 28.3.31.		
27	Airco DH.4	nil	20.8.20	63	Fokker D.VII	3190	18.8.21
O-BABI	Ex H5925, delivered as 'O-2'. SNETA. Cr Croydon 26.2.21.			O-BLUF	Jacques Leduc, Brussels. Canc 9.2.24.		
28	Airco DH.4	nil	20.8.20	64	LVG C.VI	5068	25.8.21
O-BADO	Ex H5936. SNETA. Destroyed in hangar fire at Evere aerodrome, Brussels, on night of 27-28.9.21 together with O-BABO, O-BAHE, O-BARI, O-BATO, O-BLEU and O-BRUN.			O-BAFC	Victor Simonet, Brussels. Canc 16.5.27.		
29	LVG C.VI	8995	20.8.20	65	Central Centaur IVA	502	23.9.21
O-BAHU	SNETA. Canc 14.4.22, dismantled.			O-BOTU	SEGA, Charleroi, to E.Terhoeven, Gosselies. Re-regd OO-OTU 1929. Canc 28.12.39, wfu.		
30	Airco DH.4	nil	21.8.20	66	Central Centaur IVA	501	23.9.21
O-BAIN	Ex H5915. SNETA. Cr Folkestone 25.1.21.			O-BOTC	SEGA, Charleroi, to Club Aeron. Cierol, to G.Praet, to J.Ester, Marchienne. Re-regd OO-OTC 1929. Canc 6.9.38, destroyed.		
31	Airco DH.4A	nil	21.8.20	67	Rumpler C.1	40999/18	24.9.21
O-BATO	Ex H5929. SNETA. Dbf, Evere, 27.9.21.			O-BAFB	As no.8. Max Vilain XIV, Brussels. Canc 22.12.24.		
32	Fokker D.VII	2045	22.8.20	68	Rumpler C.IV	7779/18	17.10.21
O-BABY	J.Stampe, Brussels. Canc 19.11.23, wfu.			O-BAHI	As no.8. SNETA. Canc 27.12.27, wfu.		
33	Pfalz D.12	2922/18	26.8.20				
O-BABA	Vilain XIV, Brussels. Canc 30.11.21.						
34	Airco DH.4A	nil	8.9.20				
O-BARI	Ex H5928. SNETA. Dbf, Evere, 27.9.21.						
35	Airco DH.4	nil	8.9.20				
O-BALO	Ex H5931. SNETA. Cr Strasbourg 5.5.24.						
36	De Havilland DH.9	nil	3.11.20				
O-BLAC	Bt by Waring & Gillow. Ex F1221. Canc 25.12.21.						
37	LVG C.VI	7774/18	30.9.20				
O-BANC(2)	Ex O-BANC (C of R no.15). Canc 15.7.21.						
38	Fokker D.VII	6840/18	30.10.20.	69	Central Centaur IVA	503	25.10.21
O-BOBE	Leconte, Gosselies, to Stampe, Antwerp. Canc 18.2.26.			O-BOTD	SEGA, Gosselies. Re-regd OO-OTD 1929. Canc 28.12.39.		
39	Nieuport 15m	8480	14.12.20	70	Central Centaur IVA	504	25.10.21
O-BOTS	H.Loesch, Charleroi. Canc 16.1.22.			O-BOTA	SEGA, Gosselies. Re-regd OO-OTA 1929. Canc 28.12.39.		
40	Airco DH.9C	nil	17.3.21	71	Rumpler C.VI	9984/19	24.5.22
O-BATA	Ex H9370. SNETA. Canc 27.12.27, sold as G-EBUM, becoming VT-AAK 1.29.			O-BILL(2)	Ex Military Aviation. Canc 27.12.27, wfu.		
41	Fokker D.VII	8447	25.3.21	72	Breguet 14A.2	7122	15.11.21
O-BAFA	Fernand Renier, Gosselies. Canc 15.9.23, wfu.			O-BAHH	Ex military '10' and O-BLON (C of R no.2). Canc 14.4.22, wfu and dismantled.		
42	Rumpler C.IV	12208	12.4.21	73	Central Centaur IVA	505	19.1.22
O-BABO	As no.8. SNETA. Dbf, Evere, 27.9.21.			O-BOTE	SEGA, Charleroi, to J.Depeplimont, Gosselies, to A.Noel. Re-regd OO-OTE 1929. Canc 30.1.33, destr.		
43	Fokker D.VII	unkn	14.4.21	74	Central Centaur IVA	208	19.1.22
O-BILL	SNETA. Canc 16.11.21, probably to Military Aviation.			O-BOTI	Ex G-EAQF. SEGA, Charleroi, to M.Gregor, to G.Pichard, Loverval, to J.Dupont, Chatelineau. Canc 28.11.23 but after rebuild using parts of c/n 207 was re-regd O-BOTH (C of R no.119) 30.6.25, to OO-OTH 1929 and canc 27.2.46.		
44	De Havilland DH.9	nil	12.4.21				
O-BATE	Identity unknown. SNETA. Canc the following day, 13.4.21, as destroyed at Le Bourget, Paris.						
45	Nieuport 80	8177	19.4.21				
O-BABU	Ex F-ABGK. SEGA, Charleroi. Canc 16.1.22, returned to France as F-ABGK.						



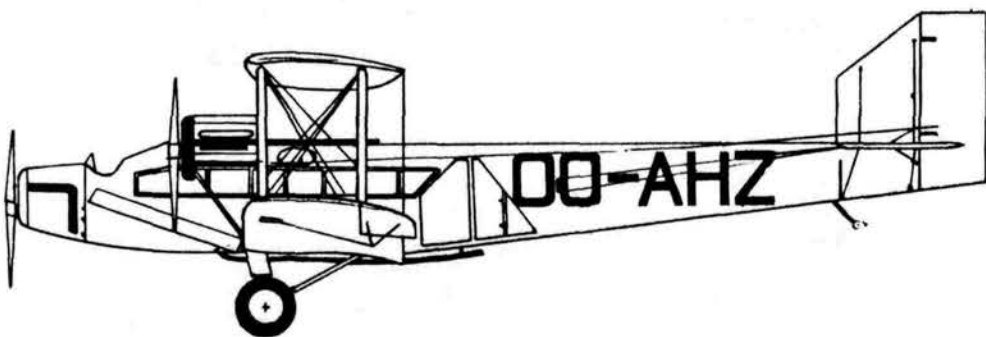


ABOVE:
 Left, one of SNETA's Airco DH.4As O-BARI (34) warming up.
 Right, passengers boarding O-BAHM (101) a SABCA-built Handley Page W.8e of SABENA.. Note the third engine and modified fin and rudder on the W.8f shown on page 14. (Both P.de Maeyer collection)

LEFT:
 O-BAHE (61) a Bleriot Spad which was destroyed in the Evere fire after two months service with SNETA. (SABENA photo)

75	Farman F.60 Goliath	unkn	19.1.22	90	RSV 32/90	4	2.10.23
O-BLON(2)	SNETA. Canc 19.5.25.			O-BADC	Stampe & Vertongen, Antwerp. Re-regd OO-ADC 1929, sold as EC-RAR 8.10.30, re-regd EC-AGG 6.52.		
76	Farman Sport	7	14.11.22	91	Cambier 1	1	22.1.24
O-BAFD	Van Roggen, Issy-les-Moulineaux, France. Canc on sale to France, 11.5.25.			O-BAFI	Canc 14.5.25.		
77	Junkers F.13L Limousine	unkn	16.11.22	92	SABCA Julien 1A	8	15.4.24
O-BACD	C.Chaidron, to SOCTA, to SNETA. Re-regd OO-ACD 1929 but ntu. Canc 23.7.29, dismantled.			O-BAFJ	SABCA. Re-regd OO-AFJ 1929. Canc 30.1.33.		
78	Junkers F.13L Limousine	"4"	16.11.22	93	Handley Page HP.26 W.8e	W.8-6	23.5.24
O-BACA	C/n incorrect as quoted. C.Chaidron, to SOCTA, to SNETA. Canc 27.5.25, dismantled.			O-BAHG	SABENA. Re-regd OO-AHG 1929. Canc 13.5.35, dism.		
79	RSV 32/90	1	22.5.23	94	Farman F.60 Goliath	unkn	4.6.24
O-BOEL	Stampe & Vertongen, Antwerp, to Guldentops. Re-regd OO-OEL 1929. Canc 5.4.46.			O-BAGA	SOCTA, to SABENA. Re-regd OO-AGA 1929. Canc 31.1.31, dismantled.		
80	LVG C.VI	34469	12.6.23	95	ACAZ T.1	nil	14.6.24
O-BAFE	E.Weekers, Bierset. Re-regd OO-AFE 1929. Canc 24.3.32.			O-BAFK	Ateliers de Constructions Aéronautiques de Zeebrugge. Cr Brussels 20.6.24.		
81	LVG C.VI	unkn	26.6.23	96	Airco DH.6	nil	11.7.24
O-BACB	C.Chaidron. Canc 12.8.23.			O-BAQQ	Ex F3368. C.Van Hecke, Ostende. Canc 24.11.24.		
82	Junkers F.13L Limousine	unkn	26.6.23	97	SABCA DP Cyrano	nil	19.7.24
O-BACC	C.Chaidron, to SOCTA. Canc 22.5.25.			O-BAFL	SABCA. Re-regd OO-AFL 1929. Canc 22.4.30.		
83	SABCA Julien SJ.1	nil	27.7.23	98	SABCA/HP.26 W.8e	1	10.7.24
O-BAFF	SABCA. Re-regd OO-AFF 1929. Canc 22.7.29.			O-BAHJ	Prototype SABCA-built version, later became W.8b. SABENA. Re-regd OO-AHJ 1929. Canc 20.12.32 on sale as G-ACDO, scrapped at Ford 1934.		
84	Poncellet Castar	1	28.7.23	99	SABCA/HP.26 W.8e	unkn	10.7.24
O-BAFG	Victor Simonet. Cr Fauville 26.7.25.			O-BAHK	Later W.8b. SABENA. Re-regd OO-AHK 1929. Cr .8.29 and canc 28.1.31.		
85	Caudron G.3	5401	11.8.23	100	SABCA/HP.26 W.8e	unkn	10.8.24
O-BOTF	SEGA, Charleroi. Re-regd OO-OTF 1929. Canc 1.8.29, wfu.			O-BAHL	Later W.8b. SABENA. Re-regd OO-AHL 1929. Canc 14.7.33, wfu and dismantled.		
86	Caudron G.3	5399	11.8.23	101	SABCA/HP.26 W.8e	unkn	10.8.24
O-BOTG	SEGA, Charleroi. Re-regd OO-OTG 1929. Canc 1.8.29, wfu.			O-BAHM	Later W.8b. SABENA. Re-regd OO-AHM 1929. Canc 13.5.35, dismantled.		
87	RSV 32/90	2	25.9.23	102	Farman F.60 Goliath	unkn	16.8.24
O-BADA	Later RSV 32/100. L.Huers, Forest, to Stampe & Vertongen, Antwerp, to Mulder. Re-regd OO-ADA 1929. Canc 13.5.38.			O-BAGB	SOCTA, to SABENA. Re-regd OO-AGB 1929. Canc 27.7.29.		
88	Poncellet Vivette	2	1.10.23	103	Sopwith 1 Floatplane	1260	16.10.24
O-BAFH	J.B.Richard, Brussels. Re-regd OO-AFH 1929. Canc 31.1.31, now in Brussels Air Museum.			O-BAFN	Ansaldo-built. F.Begasse, Ostende. Canc 30.4.25, wfu.		
89	RSV 32/90	3	2.10.23	104	LVG B.III	23350	.12.24
O-BADB(2)	Later RSV 32/100 and 32/120. Stampe & Vertongen, Antwerp. Re-regd OO-ADB 1929. Canc 5.4.46.			O-BIBI(2)	Ex O-BIBI (C of R no.49). Canc 22.8.25.		
				105	ACAZ T.2	1	19.12.24
				O-BAFM	Ateliers de Constructions Aéronautiques de Zeebrugge. Re-regd OO-AFM 1929. Canc 25.1.33.		

106 SABCA/HP.26 W.8f Hamilton unkn 9.2.25
O-BAHN SABENA. Re-regd OO-AHN 1929. Canc 26.1.33, dism.
107 SABCA/HP.26 W.8f Hamilton unkn 9.2.25
O-BAHO SABENA "Princesse Marie-Josée". Re-regd OO-AHO
1929. Canc 26.1.33, dismantled.
108 SABCA/HP.26 W.8f Hamilton unkn 12.2.25
O-BAHP SABENA. Re-regd OO-AHP 1929. Canc 14.6.35, dism.
109 SABCA/HP.26 W.8f Hamilton unkn 19.3.25
O-BAHQ SABENA. Re-regd OO-AHQ 1929. Canc 14.6.35, dism.
110 SABCA/HP.26 W.8f Hamilton unkn 1.4.25
O-BAHT SABENA. Re-regd OO-AHT 1929. Canc 26.1.33, dism.
111 Caudron C.25 unkn 20.4.25
O-BAFO Canc 18.5.25.
112 SABCA/HP.26 W.8f Hamilton unkn 2.6.25
O-BAHR SABENA "Prince Leopold". Re-regd OO-AHR 1929.
Canc 14.6.35, dismantled.
113 SABCA/HP.26 W.8f Hamilton unkn 22.6.25
O-BAHS SABENA "Prince Charles". Re-regd OO-AHS 1929.
Canc 14.6.35, dismantled.
114 SABCA/HP.26 W.8f Hamilton unkn 16.5.25
O-BAHU(2) SABENA. Re-regd OO-AHU 1929. Canc 26.1.33, dism.
115 SABCA/DH.50A unkn 10.6.25
O-BAHX SABENA. Re-regd OO-AHX 1929. Canc 5.3.37, dism in
Belgian Congo.
116 Cambier Biplane 1 unkn .6.25
O-BAFU SABCA. Re-regd OO-AFU 1929. Canc 28.1.31.
117 Simonet unkn 30.6.25
O-BAFQ Victor Simonet. Re-engined and re-regd O-BAJO as
a Simonet Aviette 16.6.28 (C of R no.147).
118 Caudron C.168 2/5614 30.6.25
O-BAFP Victor Simonet. Canc 6.3.26 on sale as F-AIFM,
Restored as O-BAJB 8.10.27 (C of R no.143).
119 Central Centaur IVA 208 30.6.25
O-BOTH(2) Ex G-EAQF, O-BOTI (no.74). Composite aircraft.
G.Pierard, Gosselies. Re-regd OO-OTH 1929. Canc
27.2.46, destroyed.
120 De Glymes glider unkn 30.6.25
O-BAFR Damblon, Brussels. Re-regd OO-AFR 1929. Canc 27.7.29.
121 Mulot Sport AM.20 1 30.6.25
O-BAFS L.Banquet. Re-regd OO-AFS 1929, Canc 27.2.46 on
sale to France as F-BCZS.
122 Junkers F.13F 759 .7.25
O-BAFT Ex S-AAAN. H.Pijpe, Ostende. Sold as D-507 10.28,
later I-BATC.
123 SABCA Demonty Poncelet DP1 Cyrano unkn .2.26
O-BAFV J.B.Richard, Brussels. Re-regd OO-AFV 1929.
Canc 26.1.33.
124 SABCA/HP.26 W.8f Hamilton unkn 27.5.26
O-BAHY SABENA. Re-regd OO-AHY 1929. Canc 13.5.35, dism in
Belgian Congo.
125 SABCA/HP.26 W.8f Hamilton unkn 27.5.26
O-BAHZ SABENA. Re-regd OO-AHZ 1929. Canc 12.2.32, wfu.



126 ACAZ C.2 unkn 28.7.26
O-BAFX Ateliers de Constructions Aéronautiques de
Zeebrugge. Re-regd OO-AFX 1929. Canc 25.1.33.
127 Caudron C.27 5585 26.8.26
O-BAFW Petermans, Wevelgem. Re-regd OO-AFW 1929. Canc
29.6.35.
128 RSV 32/90 unkn 15.10.26
O-BABA(2) Later RSV 32/120. Orta, St.Hubert. Re-regd OO-ABA
1929. Canc 27.2.46, wfu.
129 RSV 32/90 unkn 15.10.26
O-BABB Orta, St.Hubert. Re-regd OO-ABB 1929. Seized by
Germans, Canc 27.2.46.
130 RSV 32/90 unkn 15.10.26
O-BABC(2) Later RSV 32/130. Orta, St.Hubert. Re-regd OO-ABC
1929. Sold as LX-ABC 6.12.38.
131 SABCA S.2 unkn 15.10.26
O-BAIA SABENA. Re-regd OO-AIA 1929. Canc 26.1.33, dism.
132 RSV 26/140 unkn 31.12.26
O-BADD Later RSV 26/180-2. Stampe & Vertongen, Antwerp. Re-
regd OO-ADD 1929. Canc 30.11.33.

133 RSV 26/180 unkn 2.4.27
O-BABD Orta, St.Hubert, to Stampe & Vertongen, Antwerp.
Re-regd OO-ABD 1929. Canc 27.2.46, wfu.
134 RSV 26/180-2 unkn .5.27
O-BOTJ SEGA, Charleroi, to Ecole National d'Aviation.
Re-regd OO-OTJ 1929. Canc 5.4.46.
135 RSV 26/180-2 unkn .5.27
O-BOTK SEGA, Charleroi, to Ecole National d'Aviation.
Re-regd OO-OTK 1929. Canc 4.6.36.
136 SABS - LBT unkn .6.27
O-BAFY S.A.pour l'Application des Brevets Schul, Brussels.
Re-regd OO-AFY 1929. Canc 30.1.33.
137 Poncelet Mono unkn .6.27
O-BAFZ Paul Poncelet, Brussels. Re-regd OO-AFZ 1929.
Canc 23.7.29.
138 RSV 26/180-2 unkn 8.8.27
O-BADE Stampe & Vertongen, Antwerp. Floatplane. Re-regd
OO-ADE 1929. Canc 30.11.33.
139 Caudron C.60 21 .8.27
O-BAJA Petermans, Ostende. Re-regd OO-AJA 1929. Sold as
F-AGAG 27.3.31. (Possibly ex F-AGAG also ?)
140 RSV 32/100 unkn .8.27
O-BADF Baron de Maleingrau d'Heurtise, Brussels. Re-regd
OO-ADF 1929. Canc 16.6.31.
141 Fokker F.II 1502/4058 28.9.27
O-BAIB Ex H-NABD. SABENA, to De France, Ostende, 25.4.34.
Re-regd OO-AIB 1929. Canc 5.5.36.
142 Fokker F.II 1500/4057 .9.27
O-BAIC Ex D-57, H-NABC. SABENA. Re-regd OO-AIC 1929. Sold
to R.S.L. as PH-RSL 7.3.33 (but Dutch register
quotes 1.9.31).
143 Caudron C.168 2/5614 8.10.27
O-BAJB Ex O-BAFP, F-AIFM. Petermans, Ostende. Re-regd
OO-AJB 1929. Canc 31.3.35.
144 Bulte RB.1 1 (?) .28
O-BAJL Re-regd OO-AJL 1929. Canc 20.1.36.
145 RSV 22/180 unkn 31.5.28
O-BAJE Re-regd OO-AJE 1929. Canc 31.1.31.
146 RSV 32/100 unkn .5.28
O-BAJD Guldentops, Evere. Re-regd OO-AJD 1929, Canc 5.4.46.
147 Simonet SHBP Aviatte unkn 16.6.128
O-BAJO Ex O-BAFQ (C of R no.117). Re-regd OO-AJO 1929.
Canc 2.2.33.
148 RSV 32/100 unkn 13.7.28
O-BAJF Abele, Ostende. Re-regd OO-AJF 1929. Canc 26.3.46.
149 RSV 26/100 unkn 18.7.28
O-BAJK Re-regd OO-AJK 1929. Canc 30.3.30 as sold to USA.
150 RSV 32/100 unkn .28
O-BAJG Re-regd OO-AJG 1929. Canc 30.1.36.
151 Sopwith 3 unkn 10.8.28
O-BAJN Strubbe-Passen, Ostende. Re-regd OO-AJN 1929.
Canc 20.7.35.
152 RSV 32/100 unkn 23.8.28
O-BAJC Abele, Ostende. Re-regd OO-AJC 1929. Sold as LX-LOU
5.4.46.
153 Caudron C.60 unkn 6.9.28
O-BAJH Petermans, Ostende. Re-regd OO-AJH 1929. Canc
27.3.31.
154 RSV 32/90 unkn 1.9.28
O-BAJI Later RSV 32/100. AC Royal de Belgique. Re-regd
OO-AJI 1929. Canc 26.3.46.
155 Orta St.Hubert G.1 unkn 2.9.28
O-BABI(2) Orta, St.Hubert. Re-regd OO-ABI 1929. Canc 4.2.31.
156 RSV 18/100 unkn .28
O-BRSV Re-regd OO-RSV 1929, Canc 26.4.29 as sold to USA.
157 RSV 26/180 unkn 28.8.28
O-BABE(2) Orta, St.Hubert. Re-regd OO-ABE 1929. Canc
27.2.46. wfu.
158 RSV 32/90 unkn 2.10.28
O-BAJP Later RSV 32/100. Guldentops, Evere. Re-regd OO-AJP
1929. Canc 5.4.46.
159 RSV 32/90 unkn .28
O-BAJJ De Bruyn & Van dem Berghe, Ostende. Re-regd OO-AJJ
1929. Disappeared during War. Canc 19.2.46.
160 Bulte RB.1 2 .28
O-BAJR Re-regd OO-AJR 1929. Canc 4.2.31.
161 RSV 26/100 unkn .12.28
O-BAJS Re-regd OO-AJS 1929. Canc 25.3.35.
162 RSV 26/100 unkn .2.29
O-BAJU L.Bourdenin(?), Evere. Re-regd OO-AJU 1929. Canc
11.4.46.
163 Avimeta CM.92 unkn .29
O-BAJQ Probably ntu, re-regd OO-AJQ. E.J.Henri, Courtrai.
Canc 16.1.31 and restored with C of R no.307 as
OO-AJQ on 3.9.34. Canc 25.6.36.

164 Avimeta CM.92 unkn .29
 O-BAJY Probably ntu, re-regd OO-AJY. Prince E.de Ligne & Edmond Thieffry. Canc 16.1.31.
 165 Avimeta CM.92 unkn .29
 O-BAJZ Regd between 31.1.29 and 12.3.29. Probably ntu, re-regd OO-AJZ. Prince E.de Ligne & Edmond Thieffry. Cr in Congo, killing Thieffry, date unknown.
 166 DH.60G Moth 918 .29
 O-BAJW Probably ntu, re-regd OO-AJW. Canc 31.7.29.

At this point in 1929 use of the O- prefix ceased and all subsequent aircraft were registered OO-. Before continuing with this series it may be valuable to note a number of registrations allocated or applied to aircraft which for one reason or another do not seem to have acquired civil certification.

O-BADB (1) Avro 504K, delivered 3.21, to Military Aviation.
 O-BADG, H, I, K, L, M all Avro 504K, c/ns 5011 to 5016 inclusive. Civil marks worn for delivery to Belgian Government for Air Force use, 1921.
 O-BATL DH.4, delivered 21.3.21, to Military Aviation.
 O-BATU DH.4, delivered 23.3.21, to Military Aviation.
 O-BAHV, W. Both SABCA/DH.50A in service from about 5.25 with SABENA operating in the Congo between Kinshasa and Stanleyville until 1928.
 O-BOTH (1) Central Centaur IVA c/n 207 ex G-EAQE. Canc in UK on 3.12.21 along with G-EAQF which became O-BOTI (with C of R number 74). Parts of this aircraft are believed to have been used to rebuild c/n 208, O-BOTI, which then became O-BOTH(2) with C of R no. 119. Three other Centaurs were also sold to Belgium in 1921/2, presumably for Military use.

Other problems will be evident where data is lacking in the numerical listing. However, the German types are of interest in that some or all of the LVGs were probably captured German military aircraft in addition to the Rumplers. The suffix (eg: /18) on the German c/ns should indicate year of manufacture and therefore should be in existence for every Rumpier and LVG listed.

INDEX: In concluding the pre-1929 Register, there follows an alphabetical index of registrations together with their C of R numbers as a reference aid. Registrations which were still current in 1929 and were therefore transferred to the new OO- series are marked with an asterisk.

O-BABA(1) 33	O-BAFF * 83	O-BAHN * 106	O-BAJS * 161	O-BCNO 20	O-BLOC 3	O-BOTG * 86
(2)* 128	O-BAFG 84	O-BAHO * 107	O-BAJU * 162	O-BEAU 5	O-BLON(1) 2	O-BOTH(1) -
O-BABB * 129	O-BAFH * 88	O-BAHP * 108	O-BAJW * 166	O-BEBE 1	(2) 75	(2)* 119
O-BABC(1) 47	O-BAFI 91	O-BAHQ * 109	O-BAJY * 164	O-BECO * 62	O-BLUF 63	O-BOTI 74
(2)* 130	O-BAFJ * 92	O-BAHR * 112	O-BAJZ * 165	O-BELA(1) 17	O-BOBE 38	O-BOTJ * 134
O-BABD * 133	O-BAFK 95	O-BAHS * 113	O-BALO 35	(2) 24	O-BOEL * 79	O-BOTK * 135
O-BABE(1) 46	O-BAFL * 97	O-BAHT * 110	O-BANC(1) 15	(3)* 59	O-BOLL 21	O-BOTS 39
(2)* 157	O-BAFM * 105	O-BAHU(1) 29	(2) 37	O-BELG 6	O-BOMA(1) 16	O-BOTU * 65
O-BABI(1) 27	O-BAFN 103	(2)* 114	(3) 58	O-BIBI(1) 49	(2) 23	O-BOUL 60
(2)* 155	O-BAFO 111	O-BAHV -	O-BAQQ 96	(2) 104	(3) 57	O-BREF * 11
O-BABO 42	O-BAFP 118	O-BAHW -	O-BARD 26	O-BIEN * 7	O-BOND 12	O-BRIS 14
O-BABU 45	O-BAFQ 117	O-BAHX * 115	O-BARI 34	O-BILL(1) 43	O-BORD 8	O-BROC 4
O-BABY 32	O-BAFR * 120	O-BAHY * 124	O-BATA 40	(2) 71	O-BOTA * 70	O-BRSV * 156
O-BACA 78	O-BAFS * 121	O-BAHZ * 125	O-BATE 44	O-BISE 19	O-BOTC * 66	O-BRUN(1) 9
O-BACB 81	O-BAFT 122	O-BAIA * 131	O-BATL -	O-BLAC 36	O-BOTD * 69	(2) 18
O-BACC 82	O-BAFU * 116	O-BAIB * 141	O-BATO 31	O-BLAN 22	O-BOTE * 73	(3) 55
O-BACD * 77	O-BAFV * 123	O-BAIC * 142	O-BATU -	O-BLEU(1) 13	O-BOTF * 85	O-BUIS 10
O-BADA * 87	O-BAFW * 127	O-BAIE 25	O-BAYA 48	(2) 50		
O-BADB(1) -	O-BAFX * 126	O-BAIN 30				
(2)* 89	O-BAFY * 136	O-BAJA * 139				
O-BADC * 90	O-BAFZ * 137	O-BAJB * 143				
O-BADD * 132	O-BAGA * 94	O-BAJC * 152				
O-BADE * 138	O-BAGB * 102	O-BAJD * 146				
O-BADF * 140	O-BAHA 51	O-BAJE * 145				
O-BADG -	O-BAHB 52	O-BAJF * 148				
O-BADH -	O-BAHC 54	O-BAJG * 150				
O-BADI -	O-BAHD 56	O-BAJH * 153				
O-BADK -	O-BAHE 61	O-BAJI * 154				
O-BADL -	O-BAHF 53	O-BAJJ * 159				
O-BADM -	O-BAHG * 93	O-BAJK * 149				
O-BADO 28	O-BAHH 72	O-BAJL * 144				
O-BAFA 41	O-BAHI 68	O-BAJN * 151				
O-BAFB 67	O-BAHJ * 98	O-BAJO * 147				
O-BAFC 64	O-BAHK * 99	O-BAJP * 158				
O-BAFD 76	O-BAHL * 100	O-BAJQ * 163				
O-BAFE * 80	O-BAHM * 101	O-BAJR * 160				

Second series: OO-...

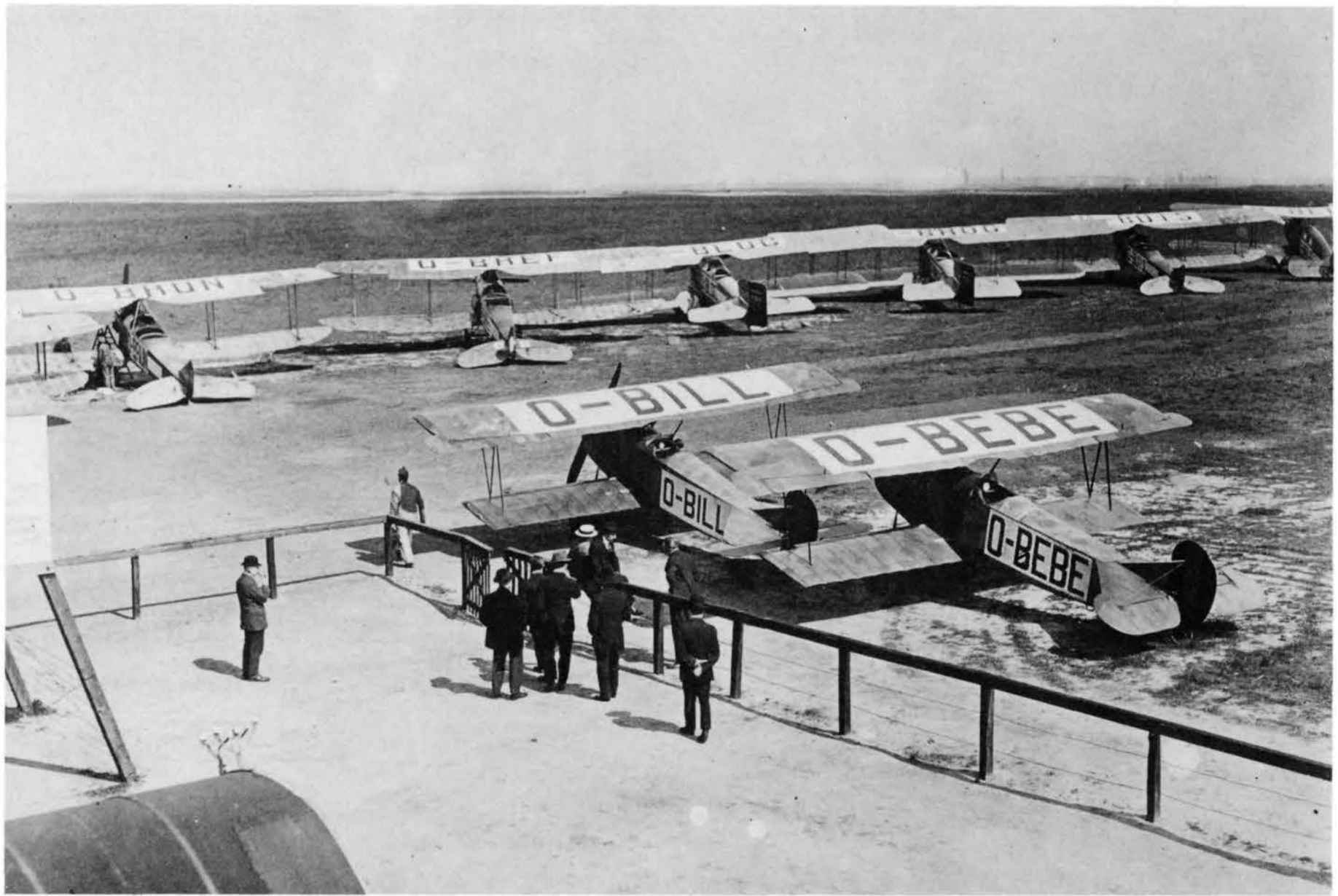
This register covers the period from 1929 to 1939 when the outbreak of World War II effectively put an end to civil aviation in Belgium for a time.

167 RSV 26/100 unkn .2.29
 OO-AJT Canc 20.1.36.
 168 RSV 26/100 unkn 21.2.29
 OO-AJV Banquet, Brussels, to Club des Aviateurs, Brussels. Canc 27.2.46.
 169 RSV 22/180 unkn 6.29
 OO-AJM Later RSV 22/230. Canc 31.12.35.
 170 RSV 18/100 unkn 3.29
 OO-AKA Canc 23.1.36.
 171 Fokker S.2 unkn .29
 OO-AJX Canc 24.2.31.
 172 Renard 16/100 unkn .29
 OO-AKJ Canc 7.3.33.
 173 Bulte RB.29 unkn .29
 OO-AKE Canc 4.2.31.
 174 Orta St.Hubert G.1 unkn 15.7.29
 OO-AKH Club des Aviateurs, Brussels. Canc 7.6.46.
 175 RSV 18/100 18 .7.29
 OO-AGK Sold abroad as F-AQEC, 11.3.37.
 176 Fokker F.VIIb 4992 20.9.29
 OO-AID Ex (H-NADR), H-NADP, PH-AEP. SABENA. Believed to have crashed 1930, canc 9.9.36.
 177 DH.60M Moth 1381 2.10.29
 OO-AKM H.Abele, Ostende. Canc 26.3.46.
 178 Nieuport 27 unkn 11.29
 OO-AKI Canc 29.3.35.
 179 SABCA/Fokker F.VIIb/3m unkn 18.11.29
 OO-AIE SABENA. Cr Dortmund 22.12.33.
 180 Renard Epervier 01 .29
 OO-AKN Canc 4.4.32
 181 P.Z.L./Fokker F.VIIb/3m 3 29.11.29
 OO-AIG Built by Polish Aircraft Factory, Panstvwow Zaklady Lotnice. Ex SP-ABC. SABENA. Taken by enemy at Haren, 10.5.40.
 182 SABCA/Fokker F.VIIb/3m unkn 14.12.29
 OO-AIF SABENA. Cr Senlis, France, 22.4.36.
 183 Orta St.Hubert G.1 unkn .12.29
 OO-AKL Club des Aviateurs, Brussels. Canc 5.4.46.

COMPANY ABBREVIATIONS.

The following standard abbreviations of company names have been used throughout this Register.

RSV	Renard-Stampe-Vertongen.
SABCA	Société Anonyme Belge de Constructions Aéronautiques. Aircraft built under licence by SABCA are shown as, for example: SABCA/HP.26, in the Register.
SABENA	Société Anonyme Belge d'Exploitation de la Navigation Aérienne. SABENA was formed on 23.5.23, taking over the assets of SNETA.
SABS	SA pour l'Application des Brevets Schul.
SEGA	Société d'Entreprise General Aéronautique.
SNETA	Syndicat National pour l'Etude des Transports Aériens
SOCTA	Société Commerciale des Stocks de l'Aviation.



TOP: Scene at Haren airfield in 1920 with Rumplers O-BRUN, O-BREF and O-BUIS; Fokkers O-BILL and O-BEBE; Breguets O-BLOC and O-BROC; and DH.9 O-BELG.

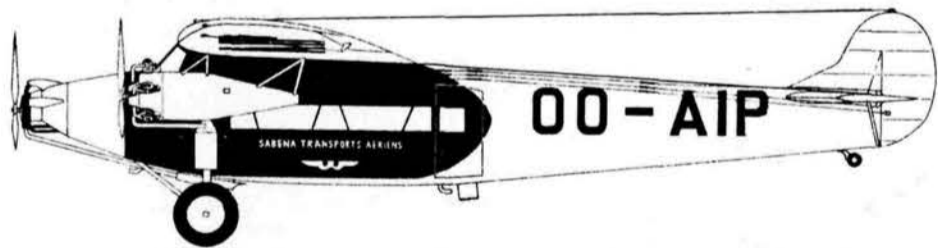
CENTRE LEFT: The first O-BLON Breguet 14A.2 with other ex-military machines. The DH.9 F1293 in the foreground was to become O-BIEN.

CENTRE RIGHT: The first civil aircraft registered in Belgium, Fokker D.VII O-BEBE.

BOTTOM: This DH.50A O-BAHX was built by SABCA and ended its days in the Congo.

(Photos: P.de Maeyer collection)

184	SABCA/Fokker F.VIIb/3m	unkn	27.12.29	215	Breda 15	1639	7.8.30
00-AIH	SABENA. Taken by enemy, Haren, 10.5.40.			00-ALH	De Pierpont, Brugge, and/or A.E.R.A., Antwerp.		
185	SABCA/Fokker F.VII/3m	unkn	31.12.29		Canc 20.4.31.		
00-AII	SABENA. Burnt at Evere 7.12.34 as a result of crash of Fairey Fox serial O-47 into hangar.			216	SABCA/Fokker F.VIIb/3m	unkn	7.8.30
186	SABCA/Fokker F.VIIb/3m	unkn	16.1.30	00-AIR	SABENA. Canc 29.9.36, possibly sold abroad.		
00-AIJ	SABENA. Canc 3.8.38, to military?			217	Hanriot HD-14	unkn	.8.30
187	SABCA/Fokker F.VIIb/3m	unkn	28.1.30	00-AKW	Club Aeron. de Bruxelles. Canc 4.2.31.		
00-AIK	SABENA. Canc 29.9.36.			218	Hanriot HD-14	unkn	.8.30
188	SABCA/Fokker F.VIIb/3m	unkn	4.2.30	00-ALA	Canc 30.7.35.		
00-AIL	SABENA. Cr Melles-le-Gand 8.1.31.			219	Orta St.Hubert G.1	unkn	.8.30
189	Orta St.Hubert G.1	unkn	23.10.30	00-ALK	Sold as LX-ALK 28.12.35. The regn OO-ALK was used again by the same type in 1937 (C of R no.385) but it is not known whether this was in fact the same aircraft as this practice was common.		
00-AKO	H.Negus, Tienen. Date possibly error for 23.2.30? Reported as cr at Goetsenhoven 6.3.46, or taken by enemy, Goetsenhoven, Canc 6.3.46.			220	Westland Wessex 4	1899	19.8.30
190	SABCA/Fokker F.VIIb/3m	unkn	15.2.30	00-AGE	SABENA. Sold as G-ADEW 12.3.35. Cr 3.7.35.		
00-AIM	SABENA. Canc 3.12.36, to military?			221	Orta St.Hubert G.1	unkn	.8.30
191	Breguet 19	unkn	.2.30	00-ALL	R.Laloux & M.Collon, Liege. Destr at Beerse 4.33. Comments re OO-ALK above apply.		
00-AKS	Canc 31.12.32.			222	SABCA/Fokker F.VIIb/3m	unkn	22.8.30
192	SABCA/Fokker F.VIIb/3m	unkn	1.3.30	00-AIS	SABENA. Canc 29.9.36.		
00-AIN	SABENA. Cr Croydon 11.9.30.			223	RSV 32/100	unkn	27.8.30
193	SABCA/Fokker F.VIIb/3m	unkn	19.3.30	00-ALO	Cercle Liegeois d'Aviation de Tourisme. Canc 26.3.46.		
00-AIO	SABENA. Sold to Military Aviation 18.11.38.			224	SABCA/Fokker F.VIIb/3m	unkn	11.9.30
194	Bulte RB.1	3	.4.30	00-AIT	SABENA. Wfu 10.39, believed taken by enemy 10.5.40. Canc 1.3.46.		
00-AKR	Sold as LX-AKR, 26.3.37.			225	Dassy DA.1	unkn	.9.30
195	SABCA/Fokker F.VIIb/3m	unkn	7.4.30	00-ALN	Guldentops, Evere. Canc 5.4.46.		
00-AIU	SABENA. Registered in Congo 31.8.34 with C of R no. C.2. Cr Flandria, Belgian Congo, Canc 9.9.36.			226	Westland Wessex 4	1900	18.9.30
196	SABCA/Fokker F.VIIb/3m	unkn	5.5.30	00-AGF	SABENA. Sold as G-ADFZ 29.3.35. Scrapped 1936.		
00-AIV	SABENA. Congo C of R no. C.3 dated 31.8.34. Requisitioned by Colony of the Belgian Congo on 1.12.40. Wfu in Congo 1.43. Canc 6.8.45.			227	SABCA/Fokker F.VIIb/3m	unkn	3.10.30
197	RSV 32/100	unkn	9.5.30	00-AIZ	SABENA. Registered in Congo 31.8.34, C of R no. C.5. Wfu 16.7.45. Canc 6.8.45.		
00-AKT	AC Royal de Belgique. Canc 5.4.46.			228	DH.60G Moth	1810	23.10.30
198	SABCA/Fokker F.VIIb/3m	unkn	13.5.30	00-ADG	Ecole d'Aviation d'Anvers, Antwerp Aviation Club. Seized by enemy, Canc 5.3.46.		
00-AIW	SABENA. Registered in Congo 11.9.34, C of R no. not known, possibly C.6 ? Wfu 16.7.45, Canc 6.8.45			229	Farman 192	7	25.10.30
199	RSV 32/100	unkn	9.5.30	00-ALE	Ex F-AJRX. A.E.R.A., Antwerp, to H.Abele, Ostende. Canc 26.3.46.		
00-AKU	Alois Bohez, Brussels. Canc, details unknown.			230	Breguet 19	unkn	.12.30
200	SABCA/Fokker F.VIIb/3m	unkn	3.6.30	00-AKP	Canc 31.12.32.		
00-AIX	SABENA. Registered in Congo 31.8.34, C of R no. C.4. To Colony of the Belgian Congo 7.41. Wfu 11.44. Canc 6.8.45.			231	Breguet 14	unkn	3.1.31
201	Orta St.Hubert G.1	unkn	3.6.30	00-AKB	Simon & Massot, Brussels. Canc 6.2.35, sold abd?		
00-AKY	Ecole Nationale d'Aviation. Canc 5.4.46.			232	DG-10	unkn	.2.31
202	Bulte RB.1	unkn	17.6.30	00-AKV	Possibly De Glymes, no other details. Canc 8.5.35.		
00-ALD	A.E.R.A.,Antwerp. Canc 28.2.46.			233	Renard 177/100	unkn	24.3.31
203	Desoutter 1	D.3	17.6.30	00-ALV	G.Renard, Brussels. Canc 26.3.46.		
00-ALF	Ex G-AAPR. A.E.R.A., Antwerp. Canc 26.3.46.			234	Bulte RB.30	unkn	.4.31
204	Desoutter 1	D.13	17.6.30	00-ALU	Canc 3.3.33.		
00-ALG	Ex G-AATW. A.E.R.A., Antwerp. Canc 28.2.46.			235	SABCA/Fokker F.VIIb/3m	unkn	3.4.31
205	SABCA/Fokker F.VIIb/3m	unkn	17.6.30	00-AIN(2)	SABENA. Replacement for C of R no.192. To Military Aviation 18.11.38.		
00-AIY	SABENA. Registered in Congo 17.6.34, C of R no. C.7. Damaged 31.5.43, wfu 16.7.45. Canc 6.8.45.			236	Breda 15	1650	.4.31
206	RSV 18/105	unkn	.30	00-ALI	Believed taken by enemy.		
00-APC	Standard Motor Oil. Canc 25.11.35.			237	RSV 32/100	unkn	.5.31
207	SABCA/Fokker F.VIIb/3m	unkn	4.7.30	00-ALP	Cr Keerbergen .9.33.		
00-AIP	SABENA. Registered in Congo, date unknown. C of R no. unknown, possibly C.8 or C.9. Cr in Congo, 31.5.43.			238	Bulte RB.30	unkn	16.5.31
				00-ALW	Weyngaert, Antwerp. Canc 27.6.46.		
				239	Morane 35	unkn	.5.31
				00-AMF	Canc 29.3.35.		
				240	SABCA/Fokker F.VIIb/3m	unkn	30.5.31
				00-AIL(2)	SABENA. Replacement for C of R no.188. Cr Lypne 2.6.38. Canc 8.6.38.		
				241	Orta St.Hubert G.1	unkn	30.5.31
208	SHBP Aviette	unkn	.7.30	00-BSC	R.De Keyser, Brussels. Taken by enemy.		
00-AKF	Canc 25.1.33. (Built by Simonet ?)			242	DH.60G Moth	1847	16.6.31
209	Schreck FBA.210	01	.6.30	00-ARG	G.Roelandt, Brussels, to H.de Wijkersbooth de Rooyersteyn, Brussels. Sold as G-AFLV 8.3.39, impressed as AW145 23.6.40, to spares.		
00-ALC	H.Abele, Ostende. Canc 9.1.36.			243	Orta St.Hubert G.1	unkn	13.7.31
210	Westland Wessex 4	1897	10.7.30	00-AMC	Cercle Liegeois de l'Aviation de Tourisme. Canc 26.3.46.		
00-AGC	Ex G-AAJI, G-ABAJ, P-1. SABENA. Sold as G-ABAJ 7.3.35, scrapped 1938.			244	Orta St.Hubert G.1	unkn	13.7.31
211	Westland Wessex 4	1898	10.7.30	00-AMB	Antwerp Aero Club. Canc 26.3.46.		
00-AGD	SABENA. Burnt ar Evere 7.12.34 as a result of crash of Fairey Fox serial O-47 into hangar.			245	Fokker D.VII	unkn	.8.31
212	Orta St.Hubert G.1	unkn	.7.30	00-AMH	L.Bauduin, Evere. Canc 21.10.37.		
00-AKX	Canc 20.1.36.			246	Bulte RB.1	unkn	29.8.31
213	SABCA/Fokker F.VIIb/3m	unkn	22.7.30	00-ALJ	A.E.R.A., Antwerp. Cr Het Zoute 10.5.40.		
00-AIQ	SABENA. To Military Aviation 18.11.38.			247	Wielemans WS.2	2	29.8.31
214	DH.60G Moth	1273	22.7.30	00-AWB	Robert Wielemans, Brussels. Canc 6.3.46.		
00-AAA	Ex G-ABBP. S.Linnass?, Brussels. Sold as F-AMZM 19.10.33.			248	Bulte RB.30	1	.8.31
				00-AMA	Sold as F-AQBX 19.2.36.		
				249	St.Michel SG-2	unkn	4.9.31
				00-GUA	Guldentops. Cr Ghent 26.2.38.		



250	Fokker D.VII	unkn	.9.31	259	Renard R.30	unkn	.1.32
OO-AMI	Cr Chalons-sur-Marne	.11.34.		OO-AMK	G.Renard, Brussels.	Canc 26.3.46.	
251	Bulte RB.30	unkn	.10.31	260	DH.60G Moth	1887	1.3.32
OO-ALX	Canc 26.1.33.			OO-AMR	René Smits, Brussels.	Sold as G-AFKY 18.10.38,	
252	St.Michel SG-2	unkn	.10.31		impressed as X5042 12.11.39,	scrapped 1.44.	
OO-GUB	L.Bauduin, Evere.	Dismantled 3.46.		261	Bulte RB.30	unkn	.3.32
253	Baudoux Bombyx	unkn	.10.31	OO-ANA	P.Quersin, Brussels.	Canc 1.4.46.	
OO-AMG	Mrs.B.Messiers, Brussels,	to B.Jourdain, Leuven,		262	RSV 32/105	unkn	23.3.32
	1936.	Canc 5.4.46.		OO-AMP	Antwerp Aviation Club,	later Royal Antwerp	
254	DH.80A Puss Moth	2210	.11.31		Aviation Club.	Canc 26.3.46.	
OO-AMN	Pierre Micha, Liege.	Canc 1945, believed crashed.		263	Morane 35	unkn	.4.32
255	DH.60G Moth	1879	17.11.31	OO-AMW	Canc 31.1.36.		
OO-AMO	Ex G-ABPP. Lucien Jansens,	Antwerp.	Canc 1.4.46.	264	Morane 35	unkn	.3.32?
256	DH.60G Moth	1876	.11.31	OO-AND	Canc 31.12.35.		
OO-AML	Van Hoonacker, Brussels.	Canc 8.6.35.		265	Orta St.Hubert G.1	unkn	9.5.32
257	DH.60G Moth	1875	.11.31	OO-AMS	Cercle Liegeois de l'Aviation	de Tourisme.	
OO-AMM	Van Hoonacker, Brussels,	to G.Meulenbergh, Bomu,			Canc 26.3.46.		
	Belgian Congo. No details of	Congolese C of R		266	Orta St.Hubert G.1	unkn	9.5.32
	known.	Canc 25.9.34.		OO-AMT	Owner as OO-AMS.	Canc 13.11.46 (possibly '36?).	
258	Bulte RB.30	unkn	23.12.31	267	Dassy DA.2	unkn	.5.32
OO-ALY	J.Dupont, Ghent, and/or Club	des Aviateurs de		OO-AMZ	Canc 6.10.33		
	Bruxelles.	Canc 26.2.46.					

To be continued.....



TRIMOTOR PAIR.

SABENA operated both the Fokker F.VIIb/3m (OO-AIS left) and the Westland Wessex (OO-AGC below) during the 1930s.

(SABENA photos)



Aircraft of European Civil Registers : I

The Piper Cub in West Germany



PART ONE

The oldest Cub to be registered in West Germany, D-EJUM is still active over forty years after being built. (P.M.Gerhardt at Aalen, 7.3.76)

This series is intended to cover the detailed histories of types which have been built in Europe and used mainly in local skies or those produced elsewhere of which significant numbers have been registered in Europe. The Piper Cub played an important role in the post-war regrowth of light aviation in Europe and not least in West Germany where the civil register was not opened until May 5th 1955. In the initial absence of indigenous production aircraft the Cub scored highly in terms of availability, reliability and cost.

This feature traces the civil histories of all the Cubs registered in West Germany since May 1955. It is not intended to detail the military history or to give a detailed account of events in other countries. Specialists in those countries are welcome to prepare similar texts to cover such areas of interest. A background article about the disposal of USAF Cubs in Europe will be found in a concurrent edition of Air-Britain "Digest".

The data which follows is arranged with the constructor's number and fuselage number, where known, in the first two columns. Official documents which quote the f/n as the c/n have often led to confusion about individual aircraft histories in the past and it is hoped that this article will solve many long-standing arguments. An asterisk* denotes a f/n officially regarded as the c/n and the numbers are cross-referenced where errors have occurred.

C/n	F/n	History
1165		Built as type J-3 with 40 hp Continental in 1938, US Export C of A issued 18.3.38, G-AFFJ regd 3.38, J.Free, to D.T.Lees 3.55, cancelled as sold to Germany 2.56, D-EDIX reserved but not used, stored at Fassberg Air Base (unregistered) and used by Air Base administration as instructional airframe until 1965 when sold to LSC Fassberg. D-EJUM reserved 5.9.65, permit issued after rebuild 7.12.66, regd as J3C-65 6.1.67, to G.Pommerien, Uelzen 4.71, to H.P.Matalla, Uelzen 11.71, to H.D.Hermeling, Greven 6.74, to H.Wolscheck, Aalen 3.75, damaged when u/c broke in heavy landing at Gerstetten strip 19.9.76, to G.Schilling, Gerstetten 4.78, to H.Fischbeck, Ampfing 6.78, to E.Hollweck, Regensburg 3.79, current.
2491		Built in 1938, US Export C of A issued 30.11.38, stored crated in Denmark until 1954 when assembled by Baltic Motors AS, OY-FAB K.A.Rasmussen, cancelled 21.6.57, D-EHES allocated 21.11.57, regd to P.Thomsen (Westdeutscher Luftfoto), Bremen as J3C-50 19.12.57, cancelled 17.2.61 after C of A expiry 23.12.59, to BP-Flyveklubben, Fredensborg as OY-FAB 2.62, w/o in collision with tractor at Gronholt 6.3.65.
3042		J3F-50 NC23286 regd 1.6.39, later N23286, cancelled 12.9.57, D-EJYP allocated 13.11.57, regd to Strobl & Habenschaden, München-Oberwiesenfeld as J3L 10.3.58, hit a lorry on t/o at strip on Wörth Island in Donau River 15.8.58, 7 spectators on lorry injured, aircraft not repaired, cancelled 8.5.63.
	3706*	Fuselage sold to Farner AG, Grenchen, Switzerland in 1949 and used to construct D-EJIS from parts in 1957, allocated 11.6.57, regd to Stuttgarter Flugdienst GmbH, Stuttgart as J3C-85 16.8.57, badly damaged while trying to recover a banner in strong squally wind at Borkum 22.7.62, cancelled 31.7.62. Restored to W.Klaus, Dortmund 27.5.63, traded to Stuttgarter Flugdienst for D-ECUB 6.63, to Mrs.H.Mihaljevic 7.66, C of A expired 5.4.69, cancelled 23.9.71. Restored to E.Blaser, Weiherstobel strip as J3C-65 10.73, to R.Seitz, Leutkirch 6.74, insurance expired 10.9.74 and cancelled 23.9.74, stored at Leutkirch less engine since. (C/n 3706 was NC25747)
5082		J3L-65 NC30744 regd 1940, later N30744, was based in Europe (reported at Fair Oaks 9.4.60) and sold from USAF Freising Aero-Club c/o 604th Aircraft Control & Warning Sqn to FSGr Erding 23.12.64, cancelled 6.1.65, D-EDMU allocated 1.2.65, permit issued 25.5.65 and regd 22.6.65 after Lycoming O-145-B2 was replaced by Continental A-65-1, thus becoming a J3C-65, based at Erding Air Base, to FSV Herrenberg, Poltringen 8.68, to F/Sch H.J. Krüger, Beilngries 4.75, to R.Buckl, Gunzenhausen 4.77, current.
	5552	see c/n 11030.
6298		J3C-65 NC35331 regd 1941, later N35331, HB-OXB of Balair AG, Basel 21.4.60, cancelled 10.8.61, D-EKKA allocated 31.7.61, regd to Kölner Club für Luftsport, Köln-Butzweilerhof 31.8.61, to Mrs.M.Brenner, Stuttgart 1.67, to M.Bernhard & partners, Würzburg 4.67, to AeC Bamberg 5.68, to H.Malter, Neustadt Aisch 7.70, to H.Stompe, Bruck 10.72, to P.Poschenrieder, Regensburg 6.74, to K.Waldmann, Regensburg 2.76, badly damaged when veered off runway on downwind t/o at Straubing 20.3.76, repaired to become J3C-90, current.
6347		J3F-65 NC35441 regd 1941, later N35441, D.W.Beaudin, Cooperstown-Westville Field NY, to A.Zimmermann, New York 22.4.58 and shipped to Germany, D-ENEFF allocated 30.5.58, regd to R.Wendler & partner (FSV Rottenburg), Schwenningen as J3F 26.9.58, to FSGr Schwenningen as J-3C-65 4.60, damaged in heavy landing at Schwenningen 25.6.60, repaired, current.

6648 J3C-65 NC35932 regd 1941, later N35932, Charles Zito, sold to Germany 18.6.58, D-ENYK allocated to Strobl & Habenschaden, München-Oberwiesenfeld 28.3.61, permit 22.5.62, regd to G.Welzhofer & ptrn, Günzburg 24.5.62, to F/Sch S.Kautzmann, Augsburg 9.68, w/o Untersteinbach near Schwabach killing 2 on 3.4.70 when flying VFR in IMC, canc 15.4.70.

6679 J3C-65 NC37900 regd 1941, later N37900, canc 25.3.71, D-ECWC allocated to H.H.Freundt, c/o German Embassy Washington, DC 5.6.70, reported under rebuild at Kuwait in 11.64, registration not yet taken up and since reallocated to MS.893E.

8391 O-59A 42-15272 toc 16.2.42, redesignated L-4A 2.4.42, soc as sold in USA at Charlotte 18.12.44, N..... Phoenix Bakers Machinery Inc, New York, D-ECIZ allocated 8.9.59, permit 22.10.59, regd as J3C-65 to F/Sch Niedersachensflug, Peine 23.10.59, damaged in heavy landing at Peine 17.6.61, to Consul K.A. Oesterheld, Hannover 3.63, to H.Apetz & ptrns, Northeim 4.70, canc as sold to J.Toft 2.10.73, OY-ECV of J.S.Nielsen, Stauning 5.75, current.

8437 O-59A 42-15318 toc 24.2.42, redesignated L-4A 2.4.42, from 9th AF to Switzerland 25.11.46, HB-OAD 3.11.47, canc 4.6.56, D-EJAF allocated 1.6.56, permit 15.6.56, regd as J3C-65 to Badisch-Pfälz LFV, Mannheim 10.10.56, to AeC Nürnberg in 56, to H.Hoffmann 17.12.62, to E.Krüger, Beilngries 2.64, to Reichenhaller Alpenflug GmbH, Salzburg 4.70, to AeC Grevenbroich, Köln-Butzweilerhof 3.73, to D.Lempfert, Köln-B 4.74, to Dr.H.Johannes, Düsseldorf 7.75, badly damaged in heavy landing Malmö-Sturup 3.6.78, current.

8567 see c/n 10668.

8622* D-ELLY allocated 30.5.60 as J3C-65 built in 1944 and rebuilt by AeC Saar from parts which were bought in France (ALAT ?), regd to AeC Saar, Saarbrücken 26.8.60, hit tree and damaged in emergency landing after engine failure on t/o at Saarbrücken 2.2.64, to H.Selbertinger, Prien 2.66, later based at Vogtareuth, to Dr.W.Schell, Vogtareuth 3.72, to M.Trainer, Vogtareuth 3.79, current. (The real c/n 8622 was L-4A 42-36498 and was lost during the war after 9.8.43.)

8644 see c/n 12281.

8766 L-4A 42-36642 toc 20.4.42, 9th AF soc 1.3.46, OO-AAH Air Union sprl, Knocke-le-Zoute 5.46, to Aero-Lux OHG, Frankfurt 20.12.54 and operated on aerial advertising missions out of hangar 2 Frankfurt Airport as such until canc 22.11.55, D-EMOG regd to Auto ABC S.Thrun, Egelsbach as J3C-85 19.10.56, damaged in heavy emergency landing on US University sports ground in Frankfurt city 4.8.57, to H.Körnig, Mannheim 5.63, to J3C-65 10.2.65, to A.Seufert, Hettstadt 7.65, canc as sold to J.Toft 16.11.76, OY-ALM E.Olsen & ptrns, Ringsted 6.77, current.

8910 L-4A 42-36786 toc 6.6.42, sold 26.4.45 NC58371, then N58371, arrived in crate at Frankfurt 31.7.56 and used by US Flying Club at Hoppstädten AAF until sold to F.Stein & ptrns 21.2.68, canc 20.3.68, D-EHXA allocated 20.3.68, regd as J3C-65 based at Idar-Oberstein 7.8.68, to P.Leister, Köln-Butzweilerhof 11.71, sold to P.Lehtonen, Linna, Finland (as J3C-85) and canc 19.7.73, OH-PAK P.Laakso & ptrn, Tampere 11.74, current.

8962 L-4A 42-38393 toc 14.6.42, sold to Switzerland 25.11.46, HB-ODM regd 11.7.47 as J3C-65, to E.Hasler (Sportfliegerschule Bayernadler, München, Germany) 28.7.55, canc 14.10.55, D-EDUT allocated 8.10.55, regd as J3C-85 to Bayernadler 25.10.55, to Flugzeugführerschule GmbH, München-Oberwiesenfeld 17.9.57, damaged in emergency landing at Egathof near Krumbach 28.9.57, to LSV Neu-Ulm, Ulm AAF 3.59, badly damaged when veered off runway landing at Ulm 5.7.69 and canc 23.7.69. Restored as J3C-65 to Betriebs-FSGr W.Hirth, Nabern 7.71, to Haupka & Co, Obermörten 5.72, to B.Rosenschon, Obermörten 7.77, current.

9059 NC42013 regd 1942, impressed as L-4D 43-2914, sold to civil 24.1.45 and regd either as NC46446 or NC46448, later N46446 or N46448, to HB-OWX about 1958, to H.Drescher, Wien as OE-AEF 1959, canc 2.4.63 as sold abroad via Oefag, Salzburg, D-ELSU allocated 5.3.63, regd as J3C-65 to Reichenhaller Alpenflug GmbH 29.3.63, wfu 21.3.71 and canc 20.12.74. Since sold to Denmark and awaiting rebuild as OY-ANK, regd 1.75.

9086 NC42033 of L & W Construction Corp, later N42033, sold 4.3.58 and canc 1.4.58, D-EKIP allocated 27.8.58, regd as J3C-65 to Strobl & Habenschaden OHG, München-Oberwiesenfeld 25.2.60, damaged when stalled on t/o at Dürnbach strip 24.8.60, damaged when struck a ditch landing short at Oberwiesenfeld 8.6.62, canc 31.8.67 as insurance expiry 26.7.67. Restored to E.Biller, Regensburg 6.70, to J.Obermeier, Würzburg 11.74, current.

G-1 9144* 43-3009 type TG-8 (training glider derivative of L-4) built 9.42 as first glider but retained by Piper until toc at Wright AFB 20.2.43 as almost the last glider accepted, to Reading AFB 18.9.44 and sold on 21.2.45, converted to J3C-65 31.5.45 and regd NC46490 (c/n officially quoted as G-1) Dekker Flying Service, Somerset Hills Airport NJ, later N46490, canc 23.11.56, D-EMUG allocated 31.10.56, regd as J3C-65 to H.Patzelt, (Krefeld) 5.1.57, to FV Niederrhein 1.57, to Flugdienst Teichmann & Co KG, Essen 2.65, C of A expired 16.6.66 and canc 10.4.70.

10086 L-4B 43-1225 toc 28.2.43, sold at Albany 27.9.45, became NC60443, then N60443, OE-AEW regd to L.Hollmann, Wien 8.59, to FC Meteor, Wien-Aspern 7.61, to L.Hollmann 12.62, canc 26.3.64, D-EGZA allocated 9.4.64, permit 1.6.64, regd as J3C-65 to LSC Roemryke Berge, Remscheid 23.7.65, to Mrs.R.Wertz & ptrn, Dahlemer Binz 1.72, to W.Jaquet, Kassel about 1974, to H.Klein, Kassel 7.75, to K.Biewer, Kassel as J3C-90, 9.78, current.

10105 L-4B 43-1244 toc 28.1.43, sold 11.12.45 by 12th AF in Italy, HB-OHA regd 23.9.48, Aerotaxi AG, Grenchen, sold to Südflug GmbH, Stuttgart in 1955, operated for Aero-Lux at Frankfurt in 10.55, damaged when hitting a car after engine start on ground at Stuttgart 9.4.56, canc in Switzerland 14.4.56, D-ECAT allocated 7.12.55, regd to Südflug as J3C-65 12.9.56, to E.Erdle KG, Stuttgart 21.3.58, to K.H.Hezinger, Stuttgart 8.58, to Kölner Club für Luftsport, Köln-Butzweilerhof 30.1.59, damaged in emergency landing at Frixheim near Köln after engine failure 1.1.61, C of A expired 18.1.63 and canc 29.10.65.

10263 L-4B 43-1402 toc 31.3.43, sold by 9th AF, to OK-XEL 1945, C of A no. E-541 dated 31.3.57 quoting as c/n "10263-30126" (AC30126 was the USAAC contract number!), canc 20.1.58, D-ECED reserved for Flugzeugführerschule GmbH, München-Oberwiesenfeld 24.2.58 but ntu and canc 11.65, D-EGOV allocated 14.4.59 to Autohage, Egelsbach, permit issued 28.6.61 after conversion, regd to W.Röder, Egelsbach as J3C-65 5.7.61, to P.Steinberger, Egelsbach 7.69, to N.Hofmann, Egelsbach 3.72, C of A expired 27.7.74, canc 13.1.75.

10486 L-4A 43-29195 toc 27.6.43, sold by 9th AF to unkn 4.4.46, SE-ASR regd 8.46, AB Nord-Flyg, Eskilstuna in 1954, canc 20.4.59, D-EDOZ allocated 6.4.59, permit 23.4.59, regd to Tempo GmbH, Bonn (who had bought it in Sweden 23.5.59) as J3C-65 13.5.59, resold to Sweden and canc 19.5.60, SE-ASR Skand. Aerotjänst 10.60, C of A expired 30.9.74 but still currently registered.



Above: 3042 D-EJYP pictured after colliding with the lorry at Wörth Island airstrip, 15.8.58. (via P.M.Gerhardt)

Below left: 8391 D-ECIZ at Northeim, its last base in Germany before sale to Denmark. (P.M.Gerhardt)

Below right: 8622 D-ELLY seen here at Vogtareuth 22.10.76, was built from parts by AeC Saar in 1960. (P.M.Gerhardt)



- 10506 10331* L-4A 43-29215 toc 3.6.43, sold 29.4.47 "to Denmark", sold to Norwegian Aero Club NAK and flown to Kastrup via Grossenbrode 27.4.47, proceeded to Malmö and Norway 3.5.47, not used in Norway and sold to J.C.Pracht, Frankfurt in 1955 after 8 years of storage, taken to Egelsbach by rail and inspected 2.10.55, when 10331 was regarded as "c/n" officially since the c/n plate was missing. The paperwork was used by D-EDET(2) later, see summary concerning NAK/Pracht Cubs in final instalment of this article. D-EBUS allocated 1.10.55, regd 19.1.56 as J3C-65, sold to Oefag, Salzburg 17.3.56 and canc 9.3.56 as such, OE-AAN of Mrs.E.Hager, Linz 1956, canc 10.77.
- 10568 10393 L-4H 43-29277 toc 12.7.43, 9th AF, soc 19.6.46, to CzAF, canc 20.1.58 (C of A no.2246/1 quoting 43-29277 as c/n), D-EFOG allocated to Flugzeugführerschule GmbH, München-Oberwiesenfeld 24.2.58, regd to Autohage L. Kühn, Egelsbach as J3C-65 20.3.58, to K.v.Ankershoffen, Oberwiesenfeld 4.59, to H.P.Wahl, Kaufbeuren Air Base 4.60, to J.Roth,(Ketterschwang) 19.6.62, to LSV Biberach 4.63, to LSGem Regensburg 2.65, dbr 28.9.68 (no details), canc 14.1.70 as "C of A expired 19.4.69".
- "10612" or "79321" L-4H built 1943, F-BGQV AC Vosgien, Epinal in 1954, SL-AAZ of AeC Lebach regd 4.8.56 (identity officially quoted as "43-79321"), taken over as D-EDOH 27.5.59, owner still FSC Lebach, to O.Panter (AeC Saar), Saarbrücken 8.60, to Club der Motorflieger, Saarbrücken 3.64, to H.Hess, Egelsbach 3.66, to Fa.Sport-Rhode, Egelsbach 8.68, to J3C-90 in 1978, current.
(NOTE: hitherto the c/n has been suggested as 10612 which was 43-29321, toc 19.7.43, but the erroneous serial must be other than a single figure transposition as this particular aircraft never left the USA!)
- 10668 8567 L-4H 43-29377 toc 28.7.43, sold to Switzerland 6.11.46, OO-RVC Mr.Guillaume 15.1.47, to Mr.Kauners 16.8.49, to Sté Belge de Demonstrations Aéronautiques 5.10.49, to Mr.Devos 17.4.52, to Mr.de Bavide Comogni 22.9.55, D-EGOR allocated 2.11.55, regd to Mrs.A.Limbarth, Egelsbach as J3C-65 5.1.56 (with c/n officially "29377"), to J.Kühnel, Egelsbach 12.58, to O.Trabert, Egelsbach 3.59, to M.Diefenbach, Aachen 11.59, to LSGr Haiger, Breitscheid 10.61, to A.Wildförster, (Schloss Neuhaus) 11.63, to F.Krüger, Beilngries 6.64, w/o in emergency landing at Gungolding 15.11.69 after engine failure, canc 18.12.69.
- 10675 10500 L-4H 43-29384 toc 31.7.43, sold 11.12.45 by 11th AF in Italy, I-GINU AC Treviso, canc 18.12.57, D-EHIT allocated 3.6.57, regd to W.Weidenkaff, München as J3C-65 31.12.57, to K.Dompert, Dingolfing 3.59, to M.Teuscher, (Hohenlimburg) 23.5.62, to Dortmunder Luftfahrtges.Hengsbach KG, Dortmund 8.63, C of A expired 17.4.65 and canc 23.9.71.
- 10776 10601 L-4H 43-29485 toc 10.9.43, sold 6.1.46 by 9th AF to unknown, PH-NAE regd 10.7.47, canc 16.9.53, PH-NFI 22.6.55, Junta Electric NV, canc 27.1.56, D-EDIF allocated 25.11.55, permit 13.3.56, regd to Motorflug GmbH, Donaueschingen as J3C-65 29.3.56, w/o landing at Lübeck 14.8.56 overturned in strong crosswind, canc 25.11.57 as b/u, despite this D-EHYM allocated 13.5.57, permit issued 3.6.58, regd to W.Konstandt, (Herne) as J3C-65 6.6.58, to N.Feiertag, (Herne) 10.58, to H.Furtmann, Münster 5.10.62, to LSV Wolfhagen 10.64, to Air Service Memmert, Herzogenaurach 9.68, to P.Spielberg & ptnrs, Egelsbach 6.69, base moved to Obermörlen 1970/71, current.

- 10793 10618 L-4H 43-29502 toc 11.9.43, sold by 9th AF to unknown 11.4.46, HB-OUX K.Hauser, Dällikon regd 27.1.48, leased to F/Sch Bayernadler, Munchen-Riem 9.8.55 and sold to them later, canc 3.11.55, D-EFER allocated 8.10.55, permit 10.10.55, regd to F/Sch Bayernadler as J3C-65 19.12.55, to Wentorf GmbH, (Osterode) 1956, to Nord-West-Flug GmbH, Braunschweig 4.57, to E.Lüdt KG (Nordflug), Hartenholm 3.60, damaged on ground at Westhof when hit by lorry 30.9.60, damaged when nosed over taxiing at Hartenholm 31.3.61, damaged when prop struck iron post taxiing at St.Michaelisdonn 3.2.62, damaged in collision with D-ECHT while on touchdown at St.Michaelisdonn 16.2.64, to K.H.Röhl (Nordflug), Hartenholm 1.65, to M.Liebisch, Hodenhagen 6.67, to W.Freudenberg, Bonn 7.72, to S.Nielsen, Kjevik, Norway 8.10.73 and canc 12.11.73, to E.Johansen 11.73, LN-FAR allocated 1.74, rear fuselage of c/n 12079 D-ECOL was used to rebuild it, not yet regd, (regn LN-FAR currently carried by a Reims/Cessna U.206G), stored at Kjevik.
- 10875 10700 L-4H 43-29584 toc 13.10.43, sold by 9th AF to unknown 2.5.46, SE-AUM 11.46, AB Jordbruksflyg in 1954, Skandinavisk Aerotjänst, Stockholm, sold 25.3.59, canc 20.4.59, D-ELOL allocated 6.4.59, permit 23.4.59 regd to Tempo GmbH, Bonn 13.5.59 as J3C-65, resold to Sweden and canc 19.5.60, SE-AUM AB Carl Engström, Eslov, 8.60, current.
- 10946 10771 L-4H 43-29655 toc 20.10.43, sold by 9th AF to unknown 20.6.46, to OK-APR 1946, C of A no. E-540 dated 31.3.57 quotes "1077/329655-43" as c/n, D-ECYB allocated to Flugzeugführerschule GmbH, Munchen-Oberwiesefeld 24.2.58, regd to Autohage L.Kühn, Egelsbach 23.5.58 (as J3C-65, c/n "1077"), to F.Lechner, Bad Reichenhall 8.6.59, to Reichenhaller Alpenflug GmbH 11.10.61, w/o when hangar at Bad Reichenhall collapsed under weight of snow 4.1.63, canc 19.3.63.
- 10953 10778 L-4H 43-29662 toc 26.10.43, sold by 9th AF 14.4.46, HB-OEH Farner-Werke AG, Grenchen regd 22.2.55, canc 19.12.55, D-EKEB allocated to Baden-Württembergischer Luftfahrtverband 22.11.55, regd to Motorflugschule Stuttgart as J3C-85 16.12.55, named "Stuttgart", damaged when veered off runway landing at Stuttgart 15.8.58, damaged when turned over in emergency landing at Poltringen airstrip 6.1.61, damaged when nosed over taxiing at Stuttgart in gusty wind 1.6.61, damaged when touching down into water at Stuttgart Airport 2.2.64, to AeC Ruhpolding, Bad Reichenhall 2.66, reconverted to J3C-65 and moved to new base at Ruhpolding 1.8.70, w/o in heavy landing at Eggenfelden 3.71, canc 14.2.72.
- 10972 10797 L-4H 43-29681 toc 30.10.43, sold in USA 24.1.45, NC46441, then N46441, Jo-Ann Morton, canc 25.4.58, D-EKEP allocated 27.8.58, regd to Strobl & Habenschaden OHG, München-Oberwiesefeld as J3C-65 26.9.58, w/o when flying low around the home of a relative of the passenger and struck trees at Schongau 24.7.59, canc 29.7.59.
- 10993 10818 L-4H 43-29702 toc 30.10.43, sold by 9th AF to unknown 28.8.46, G-AIYX 12.9.47, tested by BKS with a Coventry Victor Flying Neptune flat four engine of 55 hp during 1955, canc 19.8.55, D-EHAL allocated to Geluna F/Sch 29.10.55, regd to Flugdienst Oberwiesefeld GmbH 11.56 as J3C-85, to Flugzeugführerschule GmbH, München-Oberwiesefeld 9.57, to K.Döring, Egelsbach 3.59, to Deutscher Aero-Club, Egelsbach 9.60 (named "UHU"), damaged when nosed over taxiing at Quirnheim strip after landing 12.11.61, converted to J3C-90 1961/62, to F/Sch E.Rafflenbeul OHG, Egelsbach 8.65, to AeC Bingen-Langenlonsheim 1970, to H.Kohaut, Koblenz 4.76 as J3C-65 4.76, current
- 11005 10830 L-4H 43-29714 toc 17.11.43, sold by 9th AF 11.4.46, HB-OFG regd 3.7.47, to W.Ammann, Kloten 17.6.55, damaged in emergency landing after t/o from Egelsbach due to engine failure 21.8.55, D-ELUM allocated 26.10.55, permit issued 12.1.56, regd to Dr.F.Burda, Offenburg as J3C-85 31.1.56, damaged in emergency landing at Gailingen out of fuel 24.1.58, to AeC Coburg 8.58, damaged when control stick failed and aircraft nosed over on landing at Luxembourg 20.6.59, to A.Mähnicke Air-Service, Coburg 3.67 as J3C-65, to AeC Coburg again 6.74, current.
(NOTE: HB-OFG and D-ELUM have official c/n "13249" due to paperwork mix-up in Switzerland. Original c/n 13249 (f/n 13079) was 45-4509 toc 7.2.45, condemned to salvage by 9th AF 28.6.46, HB-OCK 11.46 and still current as such. The paperwork of 45-4509 was used by HB-OFG but D-ELUM definitely has fuselage number 10830 and is therefore c/n 11005!)

To be continued.....



Top left: 8910 N58371 erected at Frankfurt 9.8.56 only nine days after arrival from the USA. (F.J.Sturm)
 Top right: 10263 D-EGOV carrying the Röder Präzision titles of its 1960s owner Wilhelm Röder of Egelsbach. (R.W.Simpson)
 Bottom left: 10793 D-EFER seen wingless at Bonn-Hangelar 10.5.73 was sold to Norway but remains inactive. (P.M.Gerhardt)
 Bottom right: 11005 D-ELUM wearing a 'Coburg' insignia at Herzogenaurach 13.5.74. (R.Pöhlmann)

Impressment Review

PART ONE

Our more mature readers will be very familiar with the unique series of early Monographs by the late Peter Moss entitled IMPRESSMENT LOG. These volumes, long since out of print and now collectors' items, dealt with the histories of all those civilian aircraft that were impressed into wartime service. What has not been fully covered previously is a listing of all aircraft reviewed by the Air Ministry officials at that time, either physically or by paper studies, in other words a review of the UK Civil Register at the outbreak of World War II.

This duplicate Register maintained by the civilian authorities at the time, detailed the decisions of their Air Ministry colleagues and in most cases included a date and location for physical inspections. This reveals some new data on locations in some cases. The Register also included the date of expiry of the C of A at the time of review, with notes on subsequent renewals.

The Air Ministry allocated each aircraft to a particular category - in fact all were Departments of the Air Ministry at the time - and the annotations in the list below showing E, T or NAC relate to the Directorate of Equipment, the Directorate of Training and the well-known National Air Communications. These NAC allocations also featured a numerical suffix indicating the state of the aircraft on inspection, eg. NAC1, a valid C of A; NAC2, a lapsed C of A; etc. through to NAC6 meaning that the aircraft was permanently grounded or not even completed. Strange to relate we have no decode for the intervening numbers and no obvious pattern emerges. If any reader knows the meaning of NAC3, 4 and 5 we would be pleased to hear from him. Similarly, anyone who can locate Air Ministry file no. B.70766/40 or R.946887/40 in the Public Record Office may shed even more light on these allocations.

Now without more ado we launch into the first part of this series which takes the Register through the G-E aircraft current at the time and into the first batch of G-A registrations.



This Klemm L-25 G-AAFU with Salmson radial is believed to have been scrapped about 1939. (Science Museum photo)

<u>Regn.</u>	<u>Type</u>	<u>C of A No. & Expiry date</u>	<u>Air Min Alloc'n</u>	<u>Owner and Base shown</u>
G-EBHX	DH.53 Humming Bird	A.137 25.10.38	E	E.W.Kennett, Walmer, Deal. Date relates to Authorisation to Fly.
G-EBIB	SE.5A	721 6.6.35	E	Major J.C.Savage, Hendon.
G-EBJG	Parnall Pixie	1025 2.10.36	E	S.L.Dodwell, Dodwell's Garage, Hinkley.
G-EBJV	Westland Woodpigeon I	1031 4.5.33	E	J.E.C.McClure, RAF Northolt.
G-EBKM	Parnall Pixie	A.134 11.3.40	E	R.Bullock, Fraddon. Date relates to Authorisation to Fly.
G-EBKY	Sopwith Pup	1109 23.9.32	E	R.O.Shuttleworth, Old Warden.
G-EBLV	DH.60 Moth	884 19.4.40	T	J.F.Jefferson, Leamington Spa. Inspected at Elmdon 30.8.39. To The de Havilland Aircraft Co Ltd, Hatfield, 13.11.41.
G-EBOI	DH.60 Moth	1006 9.11.39	T	The Cotswold Aero Club Ltd, Cheltenham. Sold to Airwork Ltd, Heston. Inspected at Denham 29.6.39. Impressed under AM authority 2.3.40 and owner notified 29.3.40.
G-EBQN	Avro 594 Avian I	1102 4.6.37	E	The R.A.E. Aero Club, Farnborough. Inspected at RAE 30.8.39 and impressed under AM authority 2.3.40 and owner notified 29.3.40.
G-EBQX	DH.60 Moth	1141 6.10.37	T	E.J.Brighton, Castle Bromwich. Inspected at Gatwick 3.11.39.
G-EBQZ	DH.60 Moth	1142 31.7.35	T	M.D.L.Scott, Skegness.
G-EBRF	Blackburn Bluebird II	1172 4.10.37	E	The Hon.A.B.Mildmay, Gravesend.
G-EBRI	DH.60X Moth	1148 12.4.40	T	The Cotswold Aero Club Ltd, Cheltenham. Impressed under AM authority 12.2.40 and owner notified 29.3.40.
G-EBRN	Westland Widgeon III	1350 14.6.40	E	A.H.Wheeler, RAF Northolt.
G-EBRO	Westland Widgeon III	1195 23.3.38	E	A.O.Humble-Smith, Portsmouth.
G-EBRY	DH.60 Moth	1186 5.10.39	E	The Isle of Wight Flying Club Ltd, Lea. Impressed under AM authority 23.6.40 and owner notified 8.7.40.
G-EBST	DH.60X Moth	1202 30.6.39	T	The Worcestershire Flying Club Ltd, Pershore. Impressed under AM authority 18.7.40 and owner notified 26.7.40. Inspected at Pershore 1.9.39 and C of A extended to 9.7.41.
G-EBTD	DH.60G Moth	1198 11.8.39	T	Cinque Ports Flying Club Ltd, Lympne. Inspected at Lympne 29.8.39 and impressed under AM authority 30.6.40 and owner notified 16.7.40.
G-EBTG	DH.60X Moth	1246 3.3.39	T	Romford Flying Club Ltd, Romford.
G-EBTH	DH.60X Moth	1203 9.7.40	T	H.J.Willis, Castle Bromwich. To P.H.I.Jones and inspected at Elmdon 30.8.39.
G-EBTY	Avro 594 Avian IV	1217 2.8.40	E	Light Planes (Lancashire) Ltd, Woodford. To H.V.Armstrong and inspected at Stanley Park, Blackpool 31.8.39. Impressed under AM authority 31.3.40 and owner notified 12.6.40.
G-EBTZ	DH.60G Moth	1219 1.6.40	T	The Worcestershire Flying Club Ltd, Pershore. Inspected at Witney 1.9.39 and impressed under AM authority 25.7.40, owner notified 29.7.40. C of A extended to 4.3.41.
G-EBUS	DH.60X Moth	1231 6.10.39	T	Yapton Aero Club Ltd, Ford. Notified 6.11.39 of storage at The National Garage, Twyford Avenue, Portsmouth. Notified 10.6.40 of storage at The EMA Garage, Grove Road, Southsea.
G-EBVD	DH.60X Moth	1437 24.7.39	T	C.M.C.Turner, Lympne. To R.K.Dundas Ltd, Portsmouth and inspected there 30.8.39.
G-EBWD	DH.60X Moth	1417 26.6.40	T	R.O.Shuttleworth, Brooklands. Inspected at Old Warden 30.8.39.
G-EBWK	Avro 594 Avian III	1316 30.6.39	E	Bedford School of Flying Ltd, Barton, Beds. Inspected there 30.8.39. Notified as sold in parts, 19.12.40.
G-EBWU	Avro 594 Avian IV	1323 14.11.38	E	K.Lingford, Lympne. Inspected at Woolsington 6.10.39. To National Studios Ltd, Elstree.

<u>Regn.</u>	<u>Type</u>	<u>C of A No. & Expiry date</u>	<u>Air Min Alloc'n</u>	<u>Owner and Base shown</u>
G-EBXN	DH.53 Humming Bird	1416 2.5.40	E	E.D.Ward, Speke. Notified as Destroyed by fire.
G-EBXT	DH.60G Moth	1390 30.10.39	T	Yapton Aero Club Ltd, Ford. Details as for G-EBUS, then impressed under HQ 41 Gp authority 30.6.40 and owner notified 16.7.40.
G-EBXY	Avro 594 Avian IV	1406 5.8.39	E	Avian Purchase Syndicate, Lancaster, Morecambe and District Aero Club; based Middleton Sands, Heysham. To Blackpool & Fylde Aero Club Ltd and impressed under AM authority 31.3.40 and owner notified 12.6.40.
G-EBZB	Avro 504K	1055 6.4.34	E	M.W.Allenby, Wilmington, Sussex.
G-EBZC	DH.60X Moth	1485 24.8.39	T	Yapton Aero Club Ltd, Ford. Details as for G-EBXT.
G-EBZL	DH.60X Moth	1521 28.3.40	T	Yapton Aero Club Ltd, Ford. Details as for G-EBXT.
G-EBZM	Avro 594 Avian IIIA	1546 20.1.38	E	Giro Aviation Co, Hesketh Park, Southport. Inspected there 30.8.39.
G-AAAA	DH.60X Moth	1547 28.1.40	T	Yorkshire Aeroplane Club Ltd, Yeadon. Owner notified 29.3.40.
G-AAAC	DH.60G Auto-Slot Moth	1562 9.7.40	E	Redhill Flying Club Ltd, Redhill. Impressed under AM authority 18.2.41 and owner notified 7.3.41. Inspected Redhill 30.8.39.
G-AAAL	DH.60G Moth	1603 1.8.40	T	The Isle of Wight Flying Club Ltd, Lea. Inspected 5.7.39. Initially on Directorate of Equipment list but transferred due to crash.
G-AAAO	DH.60G Moth	1627 30.12.39	T	The Herts & Essex Aero Club Ltd, Broxbourne. Inspected 30.8.39. Impressed under AM authority 12.2.40 and owner notified 29.3.40.
G-AAAV	DH.60G Moth	1641 1.3.39	T	Strathtay Aero Club Ltd, Perth. Inspected 30.8.39. Impressed under AM authority 1.9.40 and owner notified 10.9.40.
G-AABH	DH.60X Moth	1602 26.9.40	T	The Cotswold Aero Club, Cheltenham. Inspected 29.8.39. Impressed under AM authority 6.2.40 and owner notified 29.3.40.
G-AABI	DH.60G Moth	1865 8.9.39	T	Leamington, Warwick & District Aero Club Ltd, Leamington Spa. Inspected 30.8.39. Impressed under AM authority 18.2.41 and owner notified 7.3.41. C of A extended to 23.3.42.
G-AABJ	DH.60G Moth	1642 18.10.39	T	The Isle of Wight Flying Club Ltd, Lea. Inspected 30.8.39. Impressed under AM authority 12.2.40 and owner notified 29.3.40.
G-AABK	DH.60G Moth	1615 13.7.40	T	Norfolk & Norwich Aero Club Ltd, Norwich. Inspected 30.8.39. Impressed under AM authority 12.2.40 and owner notified 29.3.40.
G-AABX	Avro 594 Avian IV	1612 22.11.38	E	H.V.Armstrong, Hooton Park. Inspected 30.8.39. Note of 24.1.40 says now housed at Stanley Park, Blackpool with Permit No.LV.109 dated 16.1.40. Impressed under AM authority 31.3.40 and owner notified 12.6.40. C of A extended to 19.2.41.
G-AACC	Blackburn Bluebird IV	2589 16.10.39	E	R.A.G.Kemp & P.H.Ford. At Hamsey Green shortly before inspected at Hooton Aerodrome 30.8.39. Destroyed 28.2.40.
G-AACE	Avro 594 Avian IV	1651 4.9.39	E	Royal Aircraft Establishment Aero Club, Farnborough. Inspected 30.8.39. Impressed under AM authority 2.3.40 and owner notified 29.3.40.
G-AACF	Avro 594B Avian IV	1652 23.11.35	E	H.J.Le Parmentier, Guernsey. No other details.
G-AACU	DH.60M Moth	1951 26.4.40	T	The Cambridge Aero Club Ltd, Cambridge. Inspected 29.8.39. Impressed under AM authority 9.6.40 and owner notified 8.7.40.
G-AACY	DH.60X Moth	1705 4.1.40	List 4 Appendix A	F.Wallis, Southampton. Inspected 30.8.39. Impressed under AM authority 2.6.40 and owner notified 12.6.40. Exact significance of allocation entry not known.
G-AACZ	DH.60G Moth	1721 12.7.39	T	Malling Aviation Ltd, West Malling. Inspected 30.8.39. Notified 4.5.42 that aircraft reduced to produce.
G-AADF	Avro 594 Avian IV	1725 31.5.40	E	F.W.Green, Cambridge. Inspected 30.8.39. Impressed under AM authority 31.3.40 and owner notified 12.6.40.
G-AADG	Monocoupe	V.48 29.4.39	NAC 1	A.O.Humble-Smith, Gatwick. Inspected 1.9.39.
G-AADH	DH.60G Moth	1733 19.7.40	T	Norfolk & Norwich Aero Club Ltd, Norwich. Inspected 30.8.39. Impressed under AM authority 12.2.40 and owner notified 29.3.40.
G-AADW	DH.60G Moth	1784 23.1.32	T	J.H.Ford, Stag Lane. No other entry.
G-AAEC	Avro 594 Avian IV	1783 28.8.40	E	W.Greenhalgh & W.C.Dickinson, Speke. Sold 31.12.38. Impressed by RAF letter 19.2.40. Owner notified 13.6.40.
G-AAEE	DH.60G Moth	1769 23.3.40	T	A.R.Senior, Netherthorpe. Inspected at Firbeck 30.8.39. Note dated 15.4.41 shows S.C.Goodwin (Chairman) and Dr.W.P.Alexander (Hon. Secretary) for Sheffield Wing of the Air Training Corps, HQ Education Office, Leopold Street, Sheffield.
G-AAEH	DH.60G Moth	1821 24.8.39	T	The Cambridge Aero Club Ltd, Cambridge. Inspected 29.8.39. Noted as Sold to Air Ministry and impressed under authority 2.3.40. Quoted as "no need for letter to owner" presumably because it was a sale to AM rather than a true impressment.
G-AAES	Avro 504K	1911 28.3.30	E	T.J.Caslake. Base given as Hooton or Preston. No other notes.
G-AAET	DH.60G Moth	2059 30.8.39	T	Bournemouth Flying Club Ltd, Bournemouth Airport. Inspected 29.8.39. Impressed under AM authority 23.6.40 and owner notified 8.7.40.
G-AAEW	DH.60G Moth	1914 25.10.39	T initially then List 4 Appendix A	The Hampshire School of Flying Ltd, Southampton. Inspected 30.8.39. Impressed under AM authority 2.6.40 and owner notified 10.6.40.
G-AAEX	DH.60G Moth	1935 11.4.40	T	The Herts & Essex Aero Club Ltd, Broxbourne. Inspected 30.8.39. Impressed under AM authority 12.2.40 and owner notified 29.3.40.
G-AAFI	DH.60G Moth	1981 27.7.39	T	The Leamington, Warwick & District Aero Club Ltd, Leamington Spa. Inspected at Witney 30.8.39. Impressed under AM authority 1.10.41 (sic) but letter sent to owner 24.1.41 so first date must be 1940. C of A extended to 29.12.41.
G-AAFM	DH.60G Moth	2022 4.7.40	T	The Hon.A.E.Guinness, Stag Lane. Inspected at Gatwick 1.9.39. Notified 14.5.42 as destroyed by enemy action.
G-AAFO	DH.60G Moth	1934 31.1.40	T	Malling Aviation Ltd, West Malling. Inspected 30.8.39. Impressed under AM authority 12.2.40 and owner notified 29.3.40.
G-AAFS	DH.60G Moth	1976 10.11.39	T	Eastbourne Flying Club Ltd, Wilmington. Inspected 29.8.39. Impressed under AM authority 18.2.41 and owner notified 7.3.41.
G-AAFU	Klemm L-25 (Salmsen)	V.13 30.3.39	E	Cunningham Car Trust Ltd, Romford. No other entries.

To be continued.....

Argentine delivery registrations



PART 1

INTRODUCTION

As a non-signatory to the International Convention for Air Navigation, Argentina was allocated the group Q-Axxx in March 1923. This had however been changed to R-Axxx by the time it was approved in October 1924, R-A thereby becoming the nationality mark. This series was little used. Two separate registers were started eventually, one for landplanes beginning from R-ACJA, and another for seaplanes and amphibians which began at R-ACTV and used only from T to Z as the last two letters.

The lack of use of the R-Axxx registers was due to the fact that another system had already been introduced using the letter R as prefix with numerical registrations. R-1 was registered on 10th February 1928 and the series had reached R-350 in numerical progression by 1937. Surviving aircraft from the alphabetical registers were eventually incorporated into this system.

Argentina had been allocated the groups LO to LV in 1927, and LW additionally in 1932, by the International Radio-Telegraph Conference as its call sign groups. Thus LV was chosen as the nationality mark when Argentina joined the International Convention for Air Navigation in 1937. Some 150 survivors of the numerical series were reregistered in 1937, only A, B and C being used as the last letter in the group, indicating private sports, private commercial and government aircraft respectively. The first letter after the hyphen was the variable, for example the aircraft of Aeroposta Argentina began LV-AAB, LV-BAB, etc.

In 1944 Argentina became a signatory to PICA0, the Provisional International Civil Aviation Organisation, and was then allocated the additional prefix LQ. Registrations by this time were being issued in a more conventional manner in blocks. LV-WAA to LV-ZZZ were initially allotted to government aircraft, including light aircraft handed over to private aero clubs. LV-Axx was reserved for commercial aircraft, LV-Dxx and LV-Exx were originally issued to gliders. The LV-Pxx series has been used for provisional registrations since 1954 for delivery flights. Already the whole block from LV-PAA to LV-PZZ has been used three times and a fourth cycle commenced recently.

The list which follows is not complete in every detail but we feel that it is well worth publishing in its present form and we would be pleased to hear from any Archive readers who can fill the gaps, offer amendments or provide photographs for future editions.

The tabulation takes a fairly standard format, the registration and type being followed by c/n and approximate date of export to Argentina. Next comes the previous identity (with most recent marks given first) and finally the subsequent identity or alternative fate.

FIRST SERIES : 1954 to 1961

LV-PAA					LV-PBJ Cessna 182	33801	10.56	N5801B	to LV-FSL
LV-PAB Beech B50	CH-74	7.54		to LV-FFX	LV-PBK Cessna 180	32659	10.56	N7762A	to LV-FSI
LV-PAC					LV-PBL				
LV-PAD					LV-PBM Cessna 182	33802	11.56	N5802B	to LV-FTF
LV-PAE Sandringham 6	SH.71C	.54?	LN-LMK	to LV-AHM	LV-PBN				
			JM714		LV-PBO Cessna 172	29152	10.56	N7052A	to LV-FSX
LV-PAF Cessna 180	31443	2.55	N4544B	to LV-FGS	LV-PBP Cessna 180	32641	11.56	N7744A	to LV-FTN
				w/o 18.7.61	LV-PBQ Cessna 310	35458	11.56	N5258A	to LV-FSW
LV-PAG Cessna 180	31444	2.55	N4545B	to LV-FGT	LV-PBR				
LV-PAH Cessna 180	31736	6.55	N9338C	to LV-FGU	LV-PBS Cessna 182	33799	11.56	N5799B	to LV-FSP
				w/o 12.8.64	LV-PBT Cessna 182	33762	10.56	N5762B	to LV-FSH
LV-PAI Cessna 180	31741	6.55	N9343C	to LV-FGV	LV-PBU Cessna 310	35468	.56 ?	N5268A	to LV-FTD
LV-PAJ Beech C50	CH-193	7.55		to LV-FGY	LV-PBV Piper PA-23	23-731	10.56		to LV-FRY
LV-PAK Cessna 180	31779	6.55	N9381B	to LV-FGW	LV-PBW				
LV-PAL Cessna 180	31769	6.55	N9371B	to LV-FGX	LV-PBX Cessna 182	33808	11.56	N5808B	to LV-FSZ
LV-PAM Cessna 180	31875	7.55	N9477C	to LV-FHX	LV-PBY Cessna 310	35480	1.57	N5280A	to LV-FXB
				w/o 24.11.63	LV-PBZ Cessna 180A	32721	11.56	N7824A	to LV-FXW
LV-PAN					LV-PCA to LV-PCC unknown				
LV-PAO Cessna 180	31885	7.55	N9487C	to LV-FHD	LV-PCD Cessna 172	29548	11.56	N7448A	to LV-FTJ
LV-PAP Cessna 180	31895	7.55	N9497C	to LV-FHF	LV-PCE Cessna 172	29560	11.56	N7460A	to LV-FXD
LV-PAQ Cessna 180	31899	7.55	N3101D	to LV-FHG	LV-PCF Cessna 310	35483	1.57	N5283A	to LV-FXL
LV-PAR Beech F35	D-4375	10.55		to LV-FHJ	LV-PCG to LV-PCL unknown				
LV-PAS Beech F35	D-4380	10.55		to LV-FHT					
LV-PAT Beech F35	D-4378	10.55		to LV-FHL	LV-PCM Piper PA-18	18-5417	11.56		to LV-FTA
LV-PAU Piper PA-23	23-592	ntu;	to N2010P,	PZ-NAR	LV-PCN Aero Commander 680	435-107	.56 ?		to LV-FTE
LV-PAU Piper PA-23	23-617	6.56		to LV-FRB	LV-PCO Cessna 170B	25856	11.56	N3212A	to LV-FTB
LV-PAV					LV-PCP Cessna 180A	32738	12.56	N7841A	to LQ-FYM
LV-PAW Piper PA-23	23-593	6.56		to LV-FJX	LV-PCQ Cessna 180A	32737	12.56	N7840A	to LQ-FYO
LV-PAX Curtiss C-46	unkn				LV-PCR Cessna 180A	32742	3.57	N7845A	to LV-FZX
LV-PAY Cessna 182	33515	7.56	N5515B	to LV-FRG	LV-PCS Cessna 180A	32740	1.57	N7843A	to LV-FXF
LV-PAZ Curtiss C-46A-5CK	101	7.56	N7866B	to LV-FLF	LV-PCT Cessna 180A	32736	12.56	N7839A	to LQ-FYN
			Bu39603	8.56, to	LV-PCU Curtiss C-46A-55-CK	193	1.57	N7773B	to LV-FTO
			43-47030	HI-189				43-47122	w/o 10.10.59
LV-PAZ Cessna 172	28903	8.56	N6803A	to LV-FRS	LV-PCV Curtiss C-46A-	26936	3.57	N408K	to LV-FTR
LV-PBA					40-CU			42-61061	
LV-PBB Cessna 182	33528	7.56	N5528B	to LV-FLE	LV-PCW Curtiss C-46A-	30356	2.57	YV-C-ERE	to LV-FTP
LV-PBC					45-CU			N7774B	w/o 11.11.58
LV-PBD Cessna 170B	27133	8.56		to LV-FSD				42-96694	
LV-PBE Beech G35	D-4818	9.56		to LQ-FSJ,	LV-PCX Cessna 180A	32741	1.57	N7844A	to LV-FXU
				LV-FSJ, w/o	LV-PCY Cessna 182A	33974	1.57	N5974B	to LV-FXV
				8.12.72	LV-PCZ Cessna 172	29642	1.57	N6442B	to LV-FXX
LV-PBF Beech G35	D-4808	9.56		to LV-BBF	LV-PDA to LV-PDC unknown				
LV-PBG Beech G35	D-4822	9.56		to LV-FSO					
LV-PBH Curtiss C-46A-	30323	.56	N3943A	to LV-FSA	LV-PDD Cessna 170B	27165	4.57		to LV-GAD
45-CU			Bu39546	10.56	LV-PDE Cessna 170B	27166	4.57		to LV-GAG
			42-96661		LV-PDF Cessna 170B	27167	4.57		to LV-FZE
LV-PBI Cessna 180	32651	9.56	N7754A	to LV-FRU					

LV-PDG Cessna 170B	27168	3.57		to LV-FXZ	LV-PGJ Forney F-1	5625	9.57		to LV-GBL
LV-PDH Cessna 170B	27169	1.57		to LV-FXR	LV-PGK Piper PA-18	18-6080	9.57		to LV-GBT
LV-PDI Piper PA-18	18-5434	1.57		to LV-FXI	LV-PGL Piper PA-18	18-6063	10.57		to LV-GBM
LV-PDJ Cessna 182A	34112	3.57	N6112B	to LV-FXY	LV-PGM Piper PA-18	18-6064	10.57		to LV-GBN
LV-PDK Cessna 180A	32814	2.57	N9517B	to LV-FYD	LV-PGN Piper PA-18	18-6065	10.57		to LV-GBO
LV-PDL Cessna 180A	32815	2.57	N9521B	to LV-FZZ	LV-PGO Piper PA-18	18-6071	10.57		
LV-PDM Cessna 180A	32770	2.57	N7873A	to LV-FYC	LV-PGP Cessna 180A	50071	10.57	N9773B	to LV-GCG
LV-PDN Cessna 180A	32819	3.57	N9522B	to LQ-JNC					
LV-PDO to LV-PDQ unknown					LV-PGQ to LV-PGS unknown				
LV-PDR Piper PA-18	18-5457	1.57			LV-PGT Piper PA-18	18-6076	10.57		w/o 6.11.57
LV-PDS Cessna 310	35498	2.57	N5298A	to LV-FXS	LV-PGU Piper PA-18	18-6077	10.57		to LV-GBV
LV-PDT Piper PA-22	22-4843	3.57		to LV-FZV	LV-PGV to LV-PGY unknown				
LV-PDU Piper PA-23	23-738	2.57	(YV-T-GTI)	to LV-FXN	LV-PGZ Forney F-1	5630	12.57		to LV-GEH
LV-PDV Aero Commander 680	493-163	.57?	N6225D	w/o 20.10.64	LV-PHA				
LV-PDW Aero Commander 680	499-169	.57?	N6231D	to LV-FXT	LV-PHB Forney F-1	5631	12.57		to LV-GEG
LV-PDX Cessna 182A	34148	3.57	N6148B	to LV-FYE	LV-PHC Forney F-1	5629	12.57		to LV-GES
LV-PDY to LV-PED unknown				to LV-FYU	LV-PHD Curtiss C-46A-30-CU	26688	12.57	N4093A Bu39521 41-24767	to LV-FTS 1.58, wfu 6.62
LV-PEE Cessna 182A	34242	4.57	N6342B	to LV-FZA	LV-PHE Piper PA-18	18-6154	11.57		to LV-GBY
LV-PEF Cessna 180A	32844	4.57	N9547B	to LV-FZD	LV-PHF				
LV-PEG Cessna 172	29443	4.57	N7343A	to LV-FYP	LV-PHG Piper PA-18	18-6198	11.57		to LV-GEI
LV-PEH					LV-PHH Piper PA-18	18-6155	11.57		to LV-GCX
LV-PEI					LV-PHI Piper PA-18	18-6196	11.57		to LV-GDB
LV-PEJ Cessna 180A	32927	.57	N9630B	to LV-GCF	LV-PHJ Piper PA-18	18-6157	11.57		to LV-GDD
LV-PEK Cessna 180A	32928	5.57	N9631B	to LV-GAS	LV-PHK Piper PA-18	18-6197	11.57		to LV-GCZ
LV-PEL Aero Commander 680	538-207	.57?	N6269D	to LV-FYG	LV-PHL Piper PA-18	18-6185	11.57		to LV-GCY
LV-PEM Aero Commander 680	537-206	.57?	N6268D	to LV-FYF	LV-PHM Cessna 172	36502	12.57	N8802B	to LV-GER
LV-PEN Cessna 182A	34374	6.57	N9974B	to LV-FZU	LV-PHN Curtiss C-46A-55-CK	145	1.58	N7864B 43-47074	to LV-FTT 4.58
LV-PEO Cessna 182A	34402	5.57	N3702D	to LV-FYW	LV-PHO				
LV-PEP Cessna 180A	32965	.57?	N9668B	to LV-FZF	LV-PHP Piper PA-18	18-6207	12.57		to LV-GGG
LV-PEQ					LV-PHQ Piper PA-18	18-6214	12.57		to LV-GGH
LV-PER Piper PA-22	22-5191	5.57		to LV-FZR	LV-PHR Cessna 180A	50152	12.57	N5254D	to LV-GEM
LV-PES Piper PA-22	22-5213	6.57		to LV-GAI	LV-PHS Cessna 180A	50153	1.58	N5255D	to LV-GEN
LV-PET Piper PA-22	22-5215	6.57		to LV-GAH	LV-PHT Cessna 182A	34632	12.57	N3932D	to LV-GDJ
LV-PEU Curtiss C-46A-50-CU	30514	10.57	N7759B Bu39567 42-101059	w/o 9.3.58 to LV-GED w/o 16.1.59	LV-PHU Cessna 182A	34640	12.57	N3940D	to LV-GDN
LV-PEV Curtiss C-46A-45-CU	30325	.57?	N7758B Bu39548 42-96663	to LV-GEB w/o 17.12.69	LV-PHV Cessna 182A	34666	12.57	N3966D	to LV-GDI
LV-PEW Cessna 180A	32974	6.57	N9677B	to LQ-GAP	LV-PHW Cessna 182A	34756	2.58	N4056D	to LV-GEZ w/o 16.11.61
LV-PEX Cessna 172	29960	6.57	N8160B	to LV-GBP	LV-PHX Cessna 172	36349	12.57	N8649B	to LV-GDX
LV-PEY Cessna 180A	32975	8.57	N9678B	to LV-GBU	LV-PHY Cessna 172	36453	12.57	N8753B	to LV-GDP
LV-PEZ Cessna 172	29983	7.57	N8183B	to LV-GBV	LV-PHZ Cessna 172	36457	12.57	N8757B	to LV-GEJ
LV-PFA				to LV-FZS	LV-PIA Cessna 172	36459	12.57	N8759B	to LV-GEK
LV-PFB Cessna 172	36002	7.57	N8202B	to LV-FZW	LV-PIB Cessna 172	36465	12.57	N8765B	to LV-GDM
LV-PFC Cessna 180A	32979	7.57	N9682B	to LV-GAO	LV-PIC Cessna 172	36466	12.57	N8766B	to LV-GET
LV-PFD Cessna 182A	34436	7.57	N3736D	to LV-FZY	LV-PID Cessna 172	36468	12.57	N8768B	to LV-GDY
LV-PFE Cessna 180A	32990	7.57	N9693B	to LV-FZT	LV-PIE Cessna 172	36469	12.57	N8769B	to LV-GDG
LV-PFF					LV-PIF				
LV-PFG Cessna 172	36038	8.57	N8238B	to LV-GAR	LV-PIG Cessna 172	36471	12.57	N8771B	to LV-GDW
LV-PFH Cessna 182A	34450	8.57	N3750D	to LV-GCE	LV-PIH Cessna 172	36472	12.57	N8772B	to LV-GEU
LV-PFI Piper PA-23	23-1074	6.57		to LV-BFI	LV-PII Cessna 172	36467	12.57	N8767B	to LV-GDL
LV-PFJ Piper PA-22	22-5314	6.57		to LQ-BFJ	LV-PIJ Cessna 172	36497	12.57	N8797B	to LV-GDE w/o 3.3.71
LV-PFK					LV-PIK Piper PA-18-150	18-6153	2.58,	ntu, to	YV-E-FPU, to
LV-PFL Cessna 172	36087	8.57	N8287B	to LV-GBZ	LV-PIL Piper PA-18	18-6255	1.58		to LV-GHJ
LV-PFM Cessna 172	36086	9.57	N8286B	to LV-GCB	LV-PIM Piper PA-18	18-6215	12.57		to LV-GEE
LV-PFN Piper PA-18	18-5965	8.57		to LV-GBF	LV-PIN Piper PA-23	23-1230	12.57		to LV-GEO
LV-PFO Piper PA-18	18-5966	8.57		to LV-GBG	LV-PIO Piper PA-22	22-5771	12.57		to LV-GEP
LV-PFP Piper PA-18	18-5975	8.57		to LV-GBH	LV-PIP to LV-PJC unknown				
LV-PFQ Piper PA-18	18-5976	8.57		to LV-GBI	LV-PJD Piper PA-23	23-1238	2.58		to LV-GHR
LV-PFR Piper PA-18	18-5977	8.57		to LV-GBJ	LV-PJE Piper PA-24	24-64	3.58		to LV-GZD
LV-PFS Piper PA-18	18-5979	8.57		to LV-GAL	LV-PJF Cessna 180A	50209	3.58	N5311D	to LV-GGW
LV-PFT Beech 95	TD-7	11.57		to LQ-GBW ?	LV-PJG Cessna 172	36718	4.58	N8918B	to LV-GFD
LV-PFU Champion 7FC	7FC-73	9.57			LV-PJH Piper PA-23	23-1164	3.58		to CX-AZD
LV-PFV Cessna 182A	34676	10.57	N3976D	to LV-GCO	LV-PJI Piper PA-23	23-1304	3.58		to LV-GIY
LV-PFW Cessna 180A	50050	10.57	N9752B	to LV-GCI	LV-PJJ Forney F-1	5633	3.58		to LV-GFX
LV-PFX Aero Commander 680	545-214	9.57	N6276D	to AAF.545, LQ-MAY	LV-PJK				
LV-PEY Piper PA-18	18-6049	10.57		to LV-GBS	LV-PJL				
LV-PEZ Cessna 180A	50065	10.57	N9767B	to LV-GBX	LV-PJM Piper PA-18	18-6264	3.58,	ntu, to	AN-ALQ
LV-PGA					LV-PJN Piper PA-18	18-6269	3.58,	ntu, to	AN-ALS
LV-PGB Cessna 180A	50081	10.57	N9783B	to LV-GDO	LV-PJO Piper PA-18	18-6268	3.58,	ntu, to	AN-ALR
LV-PGC Cessna 180A	50067	10.57	N9769B	to LV-GCH	LV-PJP				
LV-PGD Piper PA-18	18-5985	9.57		to LV-GCJ	LV-PJQ				
LV-PGE Piper PA-18	18-5982	9.57		to LV-GCN	LV-PJR Piper PA-18	18-6270	3.58		to LV-IAI
LV-PGF Piper PA-18	18-5981	9.57		to LV-GCM	LV-PJS Piper PA-18	18-6271	3.58		to LV-IAJ
LV-PGG Cessna 180A	50069	10.57	N9771B	to LV-GCV	LV-PJT to LV-PJW unknown				
LV-PGH Piper PA-18	18-6020	9.57		to LV-GCL	LV-PJX Cessna 172	36730	4.58	N9130B	to LV-GPT
LV-PGI Cessna 180A	50070	11.57	N9772B	to LV-GDF	LV-PJY to LV-PKC unknown				

To be continued....



Above: One of the first members of the 1920 SNETA fleet was this DH.9 O-BIEN which outlived many of its contemporaries and was not scrapped until 1931. (SABENA photo)



Left: Probably the best-looking of the biplane airliners was the DH.86. G-ADUE "Dardanus" of Imperial Airways posed at Hatfield on 23.3.37 and illustrates our article on C of A Applications. (Flight. No.15769)

The REAR COVER PHOTOS illustrate the Impressments Review:

Top: Westland Wigeon G-EBRN see before setting off on Wing Commander Manning's unsuccessful Australia flight in 1928. (Flight. No.5791)

Bottom: An evocative shot of Avro Avian G-EBWK taken 8.3.28 at an unidentified, but misty, location. (Flight International. No.5598)

FEED BACK

There are more photographs on this page than will normally be the case. As the title above indicates, we expect a big response from readers to any piece of incomplete data or any query in this edition, and this is where the response will go! Anything which adds to the information published, including photos, will be welcome.

We also want to hear about your problems - though this is not intended to be another 'Your Questions Answered'. It will be more of a forum to exchange information in areas where the specialists and the readers can help each other. So, please send in your ideas and while you are about it, your views on ARCHIVE as well!

To start the ball rolling we have one unusual shot from Paul de Maeyer's collection (right) which illustrates Don Hannah's point about registration letters carried on vertical tail surfaces. This Rumpler C.IV O-BREF has somehow contrived to wear the letters O-B instead of just the mandatory O, while



the SNETA Breguet in the right foreground has no tail markings at all! Do any readers know of other examples of O-B marks being carried, or of similar practice being found in other countries? Your FEEDBACK please!





ARCHIVE

The AIR·BRITAIN Civil Aviation Historical Quarterly



Included in the U.K. C of A Applications feature in this edition is Mew Gull G-AEKL. The photograph appears to have been taken at Speke where the aircraft was named "Miss Liverpool I" on 19.9.36. (Photo: Flight International no.13449s)



Above: There simply was not room in ARCHIVE No.1 for all the available material but to prove that you can't keep a good photo down here is Monospar G-AEDY - from the UK C of A section where other examples are also to be found in this edition. (Flight International:12500s)

No2 1980



The AIR-BRITAIN Civil Aviation Historical Quarterly

Edited by David Partington

Editorial address: 8 Rochester Drive, Timperley, Altrincham, Cheshire WA14 5BQ.

Although it was confidently expected that ARCHIVE would fill a gap in present historical aviation literature, the Editor was none the less pleasantly surprised by the immediate and favourable response from many readers. It does appear that postal delays not of our making prevented many overseas members from receiving ARCHIVE No.1 until March. Letters and subscriptions are still arriving from overseas as this edition is being prepared, so we hope that a slightly later distribution of No.2 than originally intended will enable it to reach all the potential subscribers. The Editor's present plans envisage ARCHIVE No.3 being available in August and No.4 sometime in November.

Thanks are due to all those who wrote in with compliments, items of Feedback, or suggestions for future content. In answer to a couple of these points, we do not intend to cover airline material as such - on the whole the serious airline/airliner enthusiast is already well catered for in comparison with the general aviation historian. The reason for not starting the C of A section at an earlier date is that there was thought to be more variety of aircraft types in the 1936+ period and because that is the starting point of the original source material, all earlier records having been copied into new ledgers at a later date!

Contributors in this edition are as for ARCHIVE No.1, despite intentions of commencing other registers in this edition the pressure of space and need to further check out some of the potential material has lead to postponement, but they will be within these pages very soon!

The response to Feedback has been excellent: our thanks go, alphabetically, to: John Bagley, J.R.Brownhill, B.A.Clarke, Silvain Croes, K.W.Ede, Malcolm Fillmore, C.T.Gibbons, Michael Gibson, Don Hannah, A.J.Jackson, G.A.Jenks, Paul De Maeyer, Peter Marson, Bernard Martin, Basil Mears, R.E.Ogden, Gordon Riley, Ron Roberts, G.R.Russell, Colin Smith, G.Terry, I.W.Terry, Jens Toft and Eric Watts. Please keep the information flowing and let us have your pictures too - particularly if you can anticipate future requirements of any series.



PUZZLE PICTURE : 2 Reference to the Impressment Review will show that G-AAJW was a Moth - but this clearly is not! So, what is it and why does it wear those marks?

(Photo:R.W.Simpson)

The answer to last edition's puzzle: PH-OST was the Pander S-4 Postjager c/n 46, regd 25.11.33 and intended to open up mail routes to the East Indies. It crashed at Allahabad, India, 21.10.34, where it was earlier photographed during the MacRobertson London-Melbourne Race.

The Whole Truth:

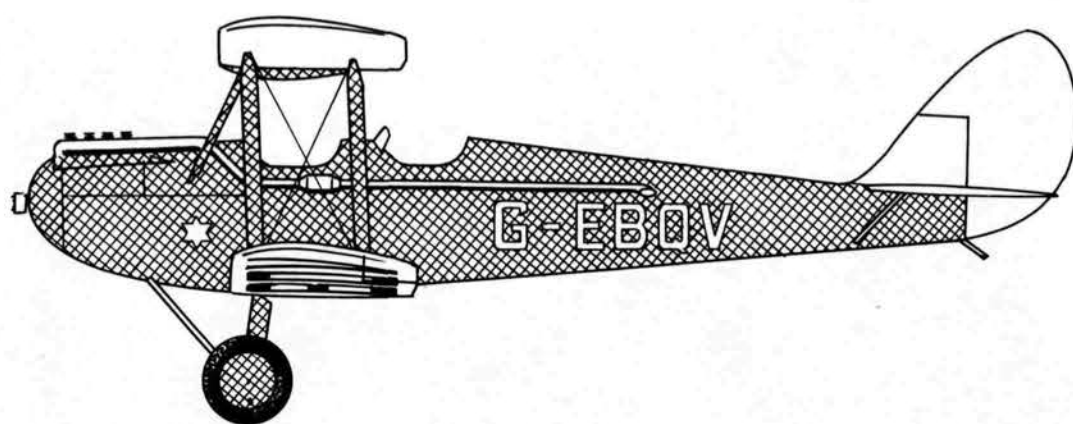


DH.60 MOTH

PART TWO

The response to the choice of the Moth for our Whole Truth feature has been entirely favourable, however at least one reader speculated on the time that will be required to see production through to its completion, so without any further delay we take up the story where we left off at De Havilland c/n 342 last time.

- 343 to 348 C/ns allotted to DH.75 G-AAFW, DH.66 G-AUJO to G-AUJR and DH.75 G-AAFX.
349 and 350 Allotted to two DH.60Ms apparently not completed. Probably shipped to Canada as replacement fuselages for existing wooden Moths.
- 351 Cirrus II Sold to Qantas with export C of A issued 11.1.27. Regd G-AUFR 3.27, erected and flown 16.3.27, local C of A issued 21.3.27. Re-regd VH-UFR .29 and sold to Australian Aero Club 3.29. Destroyed by fire 28.6.39 having previously been rebuilt as a DH.60M.
- 352 Cirrus II Sold to Qantas with export C of A issued 11.1.27. Regd G-AUFL and f/f in Australia 14.3.27. Re-regd VH-UFL .29. To Department of Defence, Civil Aviation Branch .29, presumably for a state flying club. Crashed at Brisbane 19.8.30 (also quoted as crashed at Pinkenba, Queensland 22.9.30).
- 353 Cirrus II Regd 18.11.26 as G-EBPM to The Hon. Geoffrey Cunliffe with C of A issued 27.1.27. Quoted as "first production" Cirrus II Moth. Regd 6.3.28 to Alex F.Wallace and 13.6.29 to Cinque Ports Flying Club, Lympne. Crashed near Lympne 27.2.30, canc 12.30.
- 354 Cirrus II Sold to Qantas with export C of A issued 15.1.27. Regd G-AUGH 8.27, re-regd VH-UGH .29. Owned by Mrs.D.E.Reis of Brisbane .30. Converted to a DH.60G. Cancelled 6.33.
- 355 Cirrus II Regd 1.12.26 as G-EBPP to The de Havilland Aircraft Company Ltd and shipped direct to Australia without UK C of A for use as Australian demonstrator. Regd G-AUPP 5.27 and re-regd VH-UPP .29. Owned by L.F.Pratt, Geelong, .30. Crashed at Geelong, Victoria, 27.1.31.
- 356 Cirrus II Shipped to Major Shirley G.Kingsley, the de Havilland agent in Argentina, in 1927 without issue of a UK C of A.
NOTE: De Havilland records indicate that the above two aircraft were in fact reversed. This cannot be confirmed.
- 357 Cirrus II Regd 1.12.26 as G-EBPQ to The de Havilland Aircraft Co Ltd and initially earmarked for William Whiteley Ltd, who actually took G-EBSS. C of A issued 6.4.27 and regd to Lt.L.G.Richardson RN and based at Fort Grange, Gosport. Named "Garway" and deck-landed on HMS Furious 2.4.28. Regd 27.8.31 to Bernard B.Wickstead, Brooklands. Crashed at airstrip at Newhaven, Sussex, 20.6.32 when used by South Coast Airlines. Regn canc 2.33.
- 358 Cirrus II Regd 1.12.26 as G-EBPR to The de Havilland Aircraft Co Ltd and used by the DH School of Flying - although originally allocated to Motor Macs Ltd. C of A issued 20.5.27. Regd 6.5.29 to Brooklands School of Flying and sold 7.29 to A.C.Pollock, Sherburn. Regd 1.4.30 to National Flying Services, Hanworth. Crashed at Halton, 22.10.30.
- 359 Cirrus II Regd 2.9.26 as G-EBPG to The de Havilland Aircraft Co Ltd as a School machine. C of A issued 2.4.27. Crashed and dbf, Worthy Down, 4.6.27.
- 360 Cirrus II Regd 1.12.26 as G-EBPS to The de Havilland Aircraft Co Ltd and allocated to Yoss Motor Garage but believed not delivered to them. C of A issued 20.8.27 and regd 23.11.28 to Philip A.Wills, Stag Lane. Crashed at Duxford, Cambs, 20.1.29.
- 361 Cirrus II Regd 1.12.26 as G-EBPT to Lord Ossulston, Chillingham, and C of A issued 3.2.27. Regd 24.2.28 to Newcastle-upon-Tyne Aeroplane Club, Cramlington, and crashed there 1.12.29.
- 362 Cirrus II Sold to Major A.M.Miller, South Africa, with export C of A issued 28.1.27 and regd G-UAAA on 14.4.27 - the first aircraft on the South African register. Re-regd ZS-AAA 1.29 and known to be with Port Elizabeth Light Plane Club in 1931.
- 363 Cirrus II Exported to Sun Office, Australia, in early 1927 without C of A and regd as G-AUFT 4.27. Re-regd VH-UFT .29 and owned by N.F.Porter, Sydney, .30. Flown to UK by J.A.Mollison 7.31. Converted to DH.60G (Gipsy II) c.31 and regd G-ABUB to National Aviation Day Displays Ltd 20.2.32. C of A issued 27.4.32, sold to W.R.Westhead .32; F.C.J.Butler 12.33; R.J.B.Seaman, Roborough 5.36 and finally regd 2.11.37 to Norfolk and Norwich Aero Club. Impressed 3.11.39 as X5029. To 5 MU Kemble and on 28.11.40 to RAF Shepperton. Struck off charge - possibly used as decoy aircraft.
- 364 Cirrus I To "Commonwealth of Australia" without C of A and regd G-AUAM 11.27. Crashed Parafield, SA, 14.7.29.
- 365 Cirrus I As for c/n 364 except regd G-AUAP. Crashed Parafield 11.3.28.
- 366 Cirrus I As for c/n 364 except regd G-AUAR 4.28 and re-regd VH-UAR .29. Crashed Oenpelli, NT, 26.12.40.
- 367 Cirrus I As for c/n 364 except regd G-AUAS 8.27 and re-regd VH-UAS .29. Crashed, Essendon 27.7.35.
- 368 Cirrus I As for c/n 364 except regd G-AUAT 8.28 and re-regd VH-UAT .29. Dbf 4.6.46. (The 1931 register quoted this as having Cirrus II and type DH.60X)
- 369 Cirrus I As for c/n 364; allocated G-AUAV but not regd until 7.29 and then as VH-UAV so G-AUAV possibly ntu. Destroyed in collision with DH.60X VH-UAN at Archerfield, 19.6.37.
- 370 Cirrus II Regd 26.1.27 as G-EBQE to Shell-Mex Ltd. Named "AROM". C of A issued 31.3.27. Sold to Cinque Ports Flying Club, Lympne 7.29; C.Hammersley 9.29; W.R.D.Perkins 3.30; and finally regd 8.7.31 to Kensington-Moir and Straker Ltd, Croydon. Immediately sold abroad to Comte A.Costar de Beauregard, Orly, France. Identity and fate not known.
- 371 Cirrus II Built as a seaplane and regd 22.2.27 as G-EBQJ to The de Havilland Aircraft Co Ltd. Regd 14.5.27 to Denis Munro M.Rooke, Hove, and C of A issued 21.5.27. Converted to landplane and departed Croydon en route for Australia 24.5.27 but crashed into a palm tree on take-off at Aurangabad, India on 4.8.27. Canc 12.3.28.
- 372 Cirrus II To U.S. Naval Air Attache, London, as A.7564 with C of A issued 2.5.27 and based at Stag Lane. Sold late .28 to Midland Aero Club and regd G-AADB 30.11.28. C of A renewed 14.1.29. Regd 2.4.35 to Yapton Aero Club, Ford, and crashed near Southampton 29.6.37, injuring Sir Alan Cobham. Regn canc 1.9.37.
- 373 Cirrus II Regd 1.12.26 as G-EBPU to The Hon. Lady Mary Bailey, Stag Lane. C of A issued 19.2.27 and temporarily regd to Capt. Geoffrey de Havilland between 6.3.28 and 29.1.29. Regd 28.8.29 to Nottingham Aero Club, Tollerton and canc 12.30 following C of A expiry on 24.3.30.
- 374 Cirrus II To Deutscher Sportflieger Club with C of A issued 10.4.27. Apparently regd GW-101 - no permanent German registration traced. It is possible that c/n 433, supplied later the same year without an engine to DSC Berlin and regd D-1238 on 2.28, may have been used in a rebuild.



Featured in Cliff Minney's illustration is G-EBQV (375) in the colours of the Newcastle-upon-Tyne Aero Club.

Fuselage: red, white regn.

Wings: silver, red regn.

- 375 Cirrus II Regd 13.4.27 as G-EBQV to Newcastle-upon-Tyne Aero Club, Cramlington. C of A issued same day. Regd 18.10.35 to Cecil D.C.Boulton, Portsmouth. Canc 10.36 with a C of A current to 29.4.37.
- 376 Cirrus II Regd 13.5.27 as G-EBQY to Capt.W.R.Bailey. C of A issued same day. Regd 26.9.27 to The de Havilland Aircraft Co Ltd and canc 1.29 with a C of A current to 3.6.29.
- 377 Cirrus II Seaplane for Dept. of Marine and Fisheries, Ottawa, with C of A issued 13.5.27. Regd 8.7.27 as G-CAHK, named 'Spirit of the Valley of the Moon'. Capsized in gale at moorings, Wakeham Bay, Quebec, 26.8.27.
- 378 Cirrus II Regd 12.4.27 as G-EBQW to Capt.E.Hayes. C of A issued 22.4.27. Regd 5.4.28 to Nottingham Aero Club, Tollerton. Regd 7.2.30 to Lt.Charles R.V.Pugh and James B.Buckley, Gosport. Canc 12.30 with C of A current to 10.2.31.
- 379 Genet J8818 for Air Ministry, to C.F.S. .27. Regd 13.10.27 as G-EDCA(1) to the Air Council for use of Director of Civil Aviation and C of A issued 13.12.27. Returned to R.A.F. 2.28 as J8818 2.28 on replacement by c/n 529. Used by Home Command Flight 5.29 and soc .30.
- 380 Genet J8816 to C.F.S. .27 and soc .30.
- 381 Genet J8817 to C.F.S. .27. Used by Home Command Flight 7.30 and Home Aircraft Depot 8.31.
- 382 Genet J8821 to C.F.S. .27 and soc .30.
- 383 Genet J8820 to C.F.S. .27 and soc .30.
- 384 Genet J8819 to C.F.S. .27 and soc .30.
- NOTE: 1. The regn G-EBVN was reserved by Gp.Capt.Malcolm G.Christie in 1927 apparently for an ex-RAF Genet Moth. The regn was not taken up.
2. One C.F.S. Genet Moth stalled inverted over Wittering and crashed 13.6.30 killing the pilot.
- 385 Cirrus II Regd 12.4.27 as G-EBQX to D.M.M.Rooke but he actually purchased c/n 371. Re-regd 18.5.27 to Norfolk and Norwich Aero Club, Mousehold, and C of A issued 25.5.27. Sold 3.32 to E.C.Wilson, Cramlington. Regd 31.10.32 to D.L.Lloyd and G.F.M.Wright, Castle Bromwich, and to D.L.Lloyd only 2.3.35. Regd 31.1.36 to H.S.Griffiths, Walsall. Regd 20.10.36 to E.J.Brighton, c/o Airviews Ltd, Castle Bromwich. Stored after C of A expired 6.10.37 and moved to Gatwick 11.39 where inspected by Directorate of Training but not impressed. Stored throughout the war and moved to Beddington near Croydon, .49. Scrapped there 10.6.51. Regn cancelled at census of 1.12.46.
- 386 Cirrus II Regd 31.5.27 as G-EBQZ to Dr.Gerald Merton, Stag Lane. C of A issued 1.6.27. Sold 2.31 to National Flying Services Ltd, Hanworth and regd 9.3.33 to Michael D.L.Scott, Skegness. The C of A expired 31.7.35 but no fate can be traced. Regn canc at census of 1.12.46.
- 387 Cirrus II Regd 8.6.27 as G-EBRU to Ivor H.McClure, Stag Lane (possibly as nominee for the Automobile Association). C of A issued 9.6.27. Whilst on a European Tour, Mr.McClure crash landed on a parade ground at Rakos, near Budapest, Hungary. Regn canc 18.10.27.
- 388 Cirrus II Regd 10.6.27 as G-EBRX to The de Havilland Aircraft Co Ltd for use by their Flying School. C of A issued 11.6.27. Regd 5.3.29 to Northamptonshire Aero Club, Sywell. Sold both in 1.30 and 5.30 (believed to Sub.Lt. King, Catterick, and to Phillips & Powis Aircraft Ltd, respectively) and 10.30 to D.Z.de Ferranti and J.N.Greaves, Oldham, based at Barton from 6.30. Regd 17.2.32 to Constance Leathart, Cramlington and sold abroad 6.33, regn being cancelled 12.33. Regd 10.3.34 as PH-KLG to H.E.Reindeers. Cancelled as sold to UK 14.6.38 but not restored to register. Fate not known.
- 389 Cirrus II Regd 12.8.27 as G-EBRY to The de Havilland Aircraft Co Ltd for use by Newcastle Aero Club (delivery not confirmed). C of A issued 19.8.27. Regd 28.2.29 to Miss M.S.Dashwood-Wilson, Stag Lane (later Hatfield). At the 1.1.39 census this was noted as 'sold' but regd 13.7.39 to The Isle of Wight Flying Club, Lea. Impressed 23.6.40 as AW147 and to 46 MU Lossiemouth 27.6.40. Issued temporarily to 1.AOS Wigtown 15.10.41 to 31.1.42. To 2 (O) AFU Millom 17.6.42 (coded 'A7'). To 5 MU Kemble 11.4.43. Converted to instructional airframe 4076M and issued 20.8.43 to No.1803 ATC Sqn at Byron Road, Hucknall Torkard, Notts. Soc as scrapped 24.7.45.
- 390 Cirrus II To Major S.G.Kingsley, Argentina, with C of A issued 7.7.27. Nothing further known.
- 391 to 399 C/ns used by DH.77 J9771; DH.72 J9184; DH.66 G-AAJH; two DH.75s not completed; DH.80 prototype G-AAHZ; DH.9J G-AARR, 'RS' and 'RT'.
NOTE: The c/n batch 400 to 702 was used exclusively by DH.60X Moths.
- 400 Cirrus II Seaplane delivered to Dept. of Lands and Forests, Canada, as G-CAOU with C of A issued 1.7.27 to Ontario Provincial Government. Regd 20.7.27 to Ontario Government Forestry Branch and based at Sault Sainte Marie. rebuilt in 1929 as DH.60M c/n 763 (q.v.) and with Gipsy I engine.
- 401 Cirrus II As for c/n 400, regd 12.9.27 as G-CAOV and named 'Vulture'. Dbr Pine Rodge, Ontario, 7.28. Regn canc 20.4.32.
- 402 Cirrus II As for c/n 400, regd 12.9.27 as G-CAOW and named 'Wren'. Re-engined 22.4.32 with Gipsy I and 12.5.34 with Gipsy II. Regd 6.1.43 to Ontario Provincial Air Service, Sault Sainte Marie. Sold to Hall's Air Service, Val d'Or, Quebec, 23.4.44 but ntu.
- 403 Cirrus II As for c/n 400, regd 20.7.27 as G-CAOX and named 'Xebec'. Rebuilt as DH.60M (c/n not known) and re-engined 22.4.32 with Gipsy I and 28.4.34 with Gipsy II. Crashed 8 miles south of Nakina, Ontario, 12.8.36.
- 404 Cirrus II Seaplane, regd 18.5.27 as G-EBRH to Maurice G.W.Burton, Southampton. C of A issued 21.7.27. Crashed at Kastrup, Denmark, 4.9.27. Regn canc 1.29.
- 405 Cirrus II Regd 18.5.27 as G-EBRI to Duchess of Bedford, Woburn. C of A issued 1.7.27. Regd 11.10.28 to T.A.Gladstone. Regd 17.12.28 to Cinque Ports Flying Club, Lympne. Sold 3.31 to Miss H.M.Pauer, Trentham, Staffs. Sold 5.31 to Northern Air Transport, Barton; sold again 9.33. C of A expired 31.3.36 and regd 9.10.37 to Cotswold Aero Club, Gloucester. C of A renewed 26.1.38. Impressed 12.2.40 as X5128 and taken to 5 MU Kemble. Allocated to Sound City Films Ltd as decoy aircraft for use on dummy airfields 30.11.40 and soc 1.1.41.
- 406 Cirrus II To de Havilland Aircraft Pty, Australia with C of A issued 7.7.27 and regd G-AUHF 4.28. Possibly re-regd VH-UHF .29. Crashed, Gerrigong, NSW, 16.11.29.

- 407 Cirrus II As for c/n 406; C of A issued 16.7.27 and regd G-AUGL 10.27. Crashed Coonabarabrou, NSW, 22.8.28. (Note that c/n 6 is also quoted for this Moth, which may refer to DHA assembly number.)
- 408 Cirrus II As for c/n 406; C of A issued 16.7.27. Identity untraced.
- 409 Cirrus II Seaplane, to Dominion Airways, Vancouver as G-CAHS with C of A issued 5.7.27. Regd 22.8.27 and named 'Elsie'. Crashed into English Bay, Vancouver BC, 19.3.28.
- 410 Cirrus II Regd 31.5.27 as G-EBRT to A.C.M.Jackaman and named 'Peridot I'. C of A issued 5.7.27. Sold 2.30 to W.D.MacPherson, Heston. Sold 5.31 to P.Q.Reiss. Sold again 2.32 and 7.32. Regd 18.3.36 to J.H.A.Wells and W.R.L. Beaumont, Penshurst. Crashed at Ashington, Essex 20.6.36. Regn canc 9.36.
- 411 Cirrus II To de Havilland Aircraft Pty, Australia, 7.27 without C of A. Erected with local c/n 98 and regd 1.28 as G-AUGN. Owned by L.Burows, Bowrai, NSW .30. Re-regd VH-UGN .31. Owned by R.E.Stegemann, Barcaldine .57. Crashed Home Hill, Queensland, 1.5.60.
- 412 Cirrus II As for c/n 411; no C of A. Regd 30.3.28 to de Havilland as G-AUHB. Regd 4.4.28 to Air Travel Ltd, Sydney. Regd 15.5.30 to F.K.Barsley, Sydney (possibly re-engined with Cirrus III). Regd 27.11.30 to A.E.Johnson, Rockhampton. Crashed Rolleston, Queensland (allegedly killing owner and two passengers?). Unofficially rebuilt by G.E.Byrne, Rockhampton, and f/f as VH-UHB 27.5.33. Damaged on landing at Rockhampton 14.2.34, which led to dispute with DCA. Aircraft canc 19.6.35. Sold 9.39 to Queensland Air University Pty Ltd, Archerfield, and reported there together with the wreck of VH-UGV in October 1939. Apparently subsequently sold to N.V. Indisch Kantoor van Koopman EnCo, Bandoeng, Java. However c/n 412 is quoted as registered to N.I.V.C. Bandoeng 19.7.36 as PK-SAS (see Air-Britain Digest Nov-Dec 1978). If PK-SAS aircraft was cancelled in 1942 following the Japanese invasion.
- 413 Cirrus II Regd 30.6.27 as G-EBRZ to Capt.Anthony Milburn, Sherburn, with C of A issued 18.7.27. Crashed near Sherburn-in-Elmet 23.9.27. Regn canc 11.27.
- 414 Cirrus II Regd 28.6.27 as G-EBSA to Major G.C.Maxwell with C of A issued 29.6.27. Regd 21.7.27 to Geoffrey Linnell, Sywell. Sold 6.29 to Miss E.I.Slade, Heston, and regd 26.5.30 to Cinque Ports Flying Club, Lympne. Believed sold 10.30 to National Flying Services Ltd, Hanworth, and crashed 8.4.31 at Crockerwell, Devon.
- 415 Cirrus II Regd 7.7.27 as G-EBSF to Capt. Geoffrey de Havilland with C of A issued 22.7.27. Seemingly exchanged with G-EBPU (c/n 373) and regd 6.3.28 to the Hon. Lady Mary Bailey, Stag Lane, who departed from Croydon en route to Cape Town on 9.3.28. Damaged in a crash landing at Tabora, Tanganyika, 8.4.28 and replaced by Nairobi-based G-EBTG (c/n 469) on 20.4.28. The remains were either sold locally or in South Africa, probably for spares - actual fate unknown. Cancelled 1.29.
- 416 Cirrus II Regd 14.7.27 as G-EBSI to The de Havilland Aircraft Co Ltd with C of A issued 22.7.27. Shipped to Denmark where regd T-DALF 9.27 and UK regn canc 28.10.27. Crashed at Vejle 21.5.29 and canc 3.6.29. Allocated the registration OY-DEF .29 but ntu.
- 417 Cirrus II Regd 14.7.27 as G-EBSK to Sir Harold Bowden with C of A issued 28.7.27. Given to Nottingham Aero Club, Tollerton, to whom regd 18.2.28. Later based Hucknall. Crashed and dbf one mile from Hucknall 22.8.28. Canc 24.9.28.
- 418 Cirrus II Regd 23.7.27 as G-EBSN to Bristol and Wessex Aeroplane Club, Filton, with C of A issued 26.7.27. Crashed near Filton 6.5.28. Regn canc 4.7.28.
- 419 Cirrus II Regd 25.7.27 as G-EBSO to Lt.Richard R.Bentley, Cape Town, with C of A issued 26.8.27. Named 'Dorys', it departed Stag Lane 1.9.27 to arrive at Cape Town 28.9.27. A return journey, to Croydon, commenced 3.3.28 and ended 12.5.28. Sold 10.30 to John H.Wybrants, Croydon, and regd 28.10.30 to Surrey Flying Services Ltd, Croydon. Crashed at Brooklands 28.5.32. Regn canc 6.32.
- 420 Cirrus II Regd 6.8.27 as G-EBSP to Thomas H.Worth (of A.M.Worth Ltd) with C of A issued 6.8.27. Sold to H.Heathcote Stilsted. Regd 29.1.30 to Phillips and Powis Aircraft (Reading) Ltd, Woodley. Final C of A renewal 16.6.33, crashed Woodley 3.8.33 and regn canc 12.33.



Another mystery Moth photograph for the experts to identify! This machine appears to have a Cirrus I engine but clearly has acquired a DH.60X style undercarriage. The addition of slots on the upper wing leading edges leads the Editor to believe that it may in fact be the first RAF Moth J8030, c/n 233, now let's have your ideas!
(Photo: Aviation Photo Supply, via D.M.Hannah)

- 421 Cirrus II Regd 11.8.27 as G-EBSQ to Mrs Maia Carberry, Nyeri, Kenya, with C of A issued 8.8.27. Crashed at Nairobi, Kenya, 12.3.28, killing Mrs Carberry. Regn canc 5.28.
- 422 Cirrus II Regd 11.8.27 as G-EBSR to Johannesburg Light Plane Club with C of A issued 8.8.27. Regd in South Africa 3.8.28 as G-UAAO, with UK regn canc 2.29. Re-regd ZS-AAO 1.1.29. Crashed Baragwanath 1.2.29.
- 423 Cirrus II Regd 2.8.27 as G-EBSS to William Whiteley Ltd with C of A issued 20.8.27. Sold to Viscomte de Sibour and named 'Jeunesse'. Regd 13.8.28 to Cinque Ports Flying Club, Lympne, and crashed at Selby Farm, near Lympne, on 13.10.28 when the pilot fell out of the aircraft in a roll. Regn canc 8.11.28.
- 424 Cirrus II C of A issued 28.8.27 to West Australian Airways and regd to them 13.9.27 as G-AUGO. Re-regd VH-UGO .29. Crashed at Picton Junction, WA, 29.11.33. Regn canc 16.2.34.
- 425 Cirrus II Supplied to de Havilland Aircraft Pty, Bankstown, without C of A .27 and regd G-AUGX 3.28. Re-regd VH-UGX .29. Owned by Hart Aircraft Services Ltd, Essendon .30. Converted to DH.60G. Flown to UK by D.L.Rawnsley, arriving 22.4.34. Regd to him as G-ACXF 1.8.34, with UK C of A issued 9.8.34. Regd 8.7.35 to Ian Scott, Dyce. Sold 5.8.38 but not regd until 27.1.39 to Reginald J.Bunning, Pershore. "Found" by 6 AOS at Moreton Valence in 1942 and officially impressed as HM582 on 5.8.42. Soc as reduced to spares 21.7.43. Civil regn canc 31.12.42.
- 426 Cirrus II Supplied to de Havilland Aircraft Pty, Australia, without C of A and regd G-AUHA 3.28. Crashed at Goolburn, NSW, 11.2.29.
- 427 Cirrus II Regd 8.8.27 as G-EBST to A.H.Downes-Shaw with C of A issued 8.9.27. Sold 9.29 to G.W.Andrews. Sold 10.29 to G.Ferguson. Sold 3.30 to Northern Air Transport Ltd, Barton. Sold 9.32 and flown to Arbroath for storage. C of A expired 18.9.32 and not renewed until 31.10.33. Sold 12.33, regd 9.4.35 to R.J.Bunning, Pershore. Sold .37 to Airwork Ltd. Regd 24.3.38 to The Worcestershire Flying Club, Pershore. Impressed 9.7.40 as AX793 and delivered to 45 MU Kinloss. To 32 MU St.Athan 30.10.40 and soc as written-off.
- 428 Cirrus II Regd 8.8.27 as G-EBSU to The Most Hon. the Marquis of Douglas and Clydesdale, Stag Lane, with C of A issued 23.8.27. Sold to Norway as N-38 and crashed during delivery at Calais 19.3.29, after being regd to Alf Gunnestad on 13.3.29.
- 429 Cirrus II Regd 8.8.27 as G-EBTH to David Kittel with C of A issued 8.9.27. Named 'Silvry 3' as replacement for G-EBMU. Sold 20.7.28 to Sir Piers Mostyn. Sold 29.8.28 to Aero Hire Ltd. Regd 23.3.31 to Harold J.Willis, Castle Bromwich. Regd 24.7.39 to Philip H.I.Jones, Elmdon. Donated to an ATC Sqdn at Sheldon, Birmingham .40 and stored as an instructional airframe at Barrons Lane, Birmingham, until 1951 when it was burned. Regn canc at census of 1.12.46.
- 430 Cirrus II Regd 30.7.27 as G-EBTD to The de Havilland Aircraft Co Ltd with C of A issued 1.9.27. Used as demonstrator until December 1928 when converted to Gipsy I engine and flown for 600 hours in reliability tour between 29.12.28 and 24.9.29 with a sealed engine. This resulted in considerable publicity and undoubtedly added significantly to sales. Loaned 1.30 to Sir Ahmed Hassenein Bey, named 'Princess Faika' and left on flight to Egypt. Damaged on landing at Pisa 28.1.30 and aircraft returned to de Havillands. Sold 12.30 to Cinque Ports Flying Club, Lympne, and impressed there 24.6.40 as AW153. To 46 MU Lossiemouth and thence to 32 MU St.Athan on 30.10.40. Soc as written-off.
- 431 Cirrus II Regd 10.8.27 as G-EBTI to T.L.Mill with C of A issued 26.8.27. Regd 2.12.27 to Capt.Stewart Burt. Sold 6.29 to Malcolm Campbell Ltd. Sold 10.29 to G.L.P.Henderson, sold 12.29 to S.P.Jackson, Castle Bromwich. Regd 5.12.30 to Arthur L.Birch, c/o Phillips and Powis Aircraft (Reading) Ltd. Regn canc as sold abroad 26.10.34 but UK C of A expired 11.3.32 indicating earlier sale. Regd in Johore on formation of separate Straits Settlement register 9.34 as VR-SAD but ntu since already sold to Kuala Lumpur Flying Club as VR-RAB on 22.8.34. Wfu 9.38.
- 432 Cirrus II Regd 13.9.27 as G-EBTJ to John H.Veasey, Johannesburg, with C of A issued on same day. Re-regd G-UAAD on 21.10.27 to Johannesburg Light Plane Club and named 'Alpha'. Re-regd ZS-AAD 1.29. Fate not known.
- 433 Cirrus II? Supplied without engine to Deutsche Sportflieger Club, Berlin .27 and regd 2.28 as D-1238 to Paul Ebner, Berlin. (See also comments on c/n 374) Canc 5.28, it was restored to Herr Ebner 10.29 but was again canc as dbf 11.29. In about August 1929 Paul Ebner also took delivery of DH.60G airframe c/n 1163. No identity has been traced for this and it may have been used to rebuild c/n 433.
- 434 Cirrus II Seaplane supplied to Western Canada Airlines, Winnipeg, with C of A issued 5.10.27. Regd G-CAIG 14.12.27, it stalled and crashed on landing at St.Charles Airport, Winnipeg, 16.6.28, killing student pilot.
- 435 Cirrus II To East London Light Aeroplane Club, South Africa, with C of A issued 24.9.27. Regd G-UAAB 22.11.27 and named 'Allister'. Re-regd ZS-AAB 1.29. Crashed, Butterworth, 15.6.31.
- 436 Cirrus II Regd 12.9.27 to The de Havilland Aircraft Co Ltd as G-EBTV. Regd 18.10.27 to Bristol and Wessex Aeroplane Club, Filton, with C of A issued 19.10.27. Sold 6.32 and 9.32. Regd 1.2.33 to Eric C.Peacock, Silk Willoughby, Sleaford. Crashed in sea off Skegness 23.4.33. Regn canc 9.33.
- 437 Cirrus II Regd 12.9.27 as G-EBTZ to Air Taxis Ltd with C of A issued 22.9.27. Sold 9.4.30 to G.F.E.Storey, Lympne. Regd 24.3.38 to The Worcestershire Flying Club, Pershore and impressed 11.6.40 as AW146. Delivered to 38 MU Llandow and converted to instructional airframe 2833M. To No.1092 Sqdn ATC, Bridgend, 11.12.41.
- 438 Cirrus II Regd 12.9.27 to The de Havilland Aircraft Co Ltd as G-EBUA with C of A issued 19.9.27. Used for demonstration purposes in Denmark and regd T-DALP 10.27. Sold to Aero Material AB, Stockholm and regd S-AABR 6.28. Re-regd SE-ABR .29. Fate unknown.
- 439 Cirrus II To Major A.M.Miller, South Africa, with C of A issued 5.10.27 and regd 2.11.27 as G-UAAE to Aerial Transvaal, Durban. Crashed at Pomeroy, 26.12.27.
- 440 Cirrus II To Major A.M.Miller, South Africa, with C of A issued 5.10.27 and regd to him 2.11.27 as G-UAAF. Re-regd 1.29 as ZS-AAF. Crashed, Greytown Potch, 1.3.29.
- 441 Cirrus II Regd 19.9.27 as G-EBUF to A.D.C. Aircraft Ltd with C of A issued 6.10.27. Sold 6.30 to S.Smiths & Sons Ltd, Heston. Regd 3.1.33 to William H.A.Perry, Heston. Sold 27.6.33 but not regd. Sold to France 20.7.34 and regd F-ANHN. Fate not known.
- 442 Cirrus II To Major A.M.Miller, South Africa, with C of A issued 10.10.27 and regd 15.11.27 as G-UAAG to African Aer. Crashed at Bloemfontein, 7.2.28.

To be continued.....

(Photo of G-EBUF, c/n 441, via D.M.Hannah)



Argentine delivery registrations



PART 2

FIRST SERIES (Continued)....

LV-PKD Cessna 172	36736	6.58	N9136B	to LV-GLB					
LV-PKE Cessna 172	36752	6.58	N9152B	to LV-IBG					
LV-PKF Cessna 175	55269	4.58	N9469B	to LV-GZJ					
LV-PKG									
LV-PKH Aero Commander 560E 608-38	4.58			to LV-GSR					
LV-PKI									
LV-PKJ									
LV-PKK Aero Commander 680 625-251	6.58			to LV-MEH					
LV-PKL Cessna 175	55209	6.58	N9409B	to LV-GRM					
LV-PKM Beech J35	D-5620	6.58		to LV-GFL					
LV-PKN to LV-PKT unknown									
LV-PKU Lockheed 18-50	2040	2.59	N25688	to LV-GHD					
LV-PKV to LV-PKW unknown									
LV-PKY DH.104 Dove 6A	04487	6.58	G-APBA (ZP-TDE) G-APBA	to LV-GIT w/o 28.11.59					
LV-PKZ to LV-PLB unknown									
LV-PLC Cessna 172	36897	8.58	N3997F	to LV-GSX					
LV-PLD to LV-PLG unknown									
LV PLH Cessna 182A	51131	9.58	N5031D	to LV-GRR					
LV-PLI Cessna 175	55696	10.58	N7396M	to LV-IBV					
LV-PLJ Cessna 172	46079	10.58	N4179F	to LV-GOY					
LV-PLK									
LV-PLL									
LV-PLM DH.106 Comet 4	6408	3.59		to LV-AHN scr.2.73					
LV-PLN DH.106 Comet 4	6410	3.59		to LV-AHO w/o 20.2.60					
LV-PLO									
LV-PLP DH.106 Comet 4	6411	3.59		to LV-AHP w/o 27.8.59					
LV-PLQ									
LV-PLR Piper PA-24	24-454	11.58		to LV-GLO					
LV-PLS Curtiss C-46F-1-CU	22554	2.59	N1803M 44-78731	to LV-GGJ w/o 18.5.60					
LV-PLT Piper PA-22	22-6508	11.58							
LV-PLU Curtiss C-46A-55-CK	147	12.58	N9515C N7764B Bu50703 43-47076	to LV-FTW wfu ?					
LV-PLU(2) Piper PA-22	22-6515	12.58		to LV-ICH					
LV-PLV									
LV-PLW Aero Commander 680 547-215	2.58		N6277D	to LQ-JOL					
LV-PLX Curtiss C-46A-30-CU	26683	12.58	N4090A Bu39516 41-24762	to LV-FTX, to TAM-60, w/o 17.2.71					
LV-PLY									
LV-PLZ									
LV-PMA Curtiss C-46A-60-CK	419	1.59	N1381N N8363C XT- ? 43-47348	to LV-GGL w/o 9.7.70					
LV-PMB Curtiss C-46A-35-CU	26754	2.59	N9513C Bu ? 42-3261	to LV-FTY wfu 8.2.62					
LV-PMC DHC-2 Beaver	1274	.59 ?		to LV-GHX					
LV-PMD									
LV-PME Lockheed 18-50	2393	5.59	N8884	to LV-GIL					
LV-PMF Lockheed 18-50	2260	3.59	N45324	to LV-GIG					
LV-PMG									
LV-PMH									
LV-PMI Lockheed 18-50	2206	2.59	N15554	to LV-GHE					
LV-PMJ Lockheed 18-50	2545	2.59	N19911	to LV-GHF					
LV-PMK									
LV-PML Curtiss C-46A-35-CU	26800	2.59	N711Q N4083A Bu ? 42-3667	to LV-GGM wfu ?					
LV-PMM									
LV-PMN Beech C-45G	AF-331	5.59	51-11774	to LV-GJE					
LV-PMO Beech C-45G	AF-20	4.59	51-11463	to LV-GJD					
LV-PMP Lockheed 18-50	2067	3.59	N28336	to LV-GJZ					
LV-PMQ to LV-POD unknown									
LV-POE Cessna 172	46655	.59?	N7055T	to LV-GSO					
LV-POF to LV-POK unknown									
LV-POL Cessna 172	46739	.59?	N7139T	to LV-GSL					
LV-POM Cessna 182B	52306	.59?	N8406T	to LV-GOV					
LV-PON									
LV-POO Cessna 172	46730	.59?	N7130T	to LV-IDY					
LV-POP to LV-POR unknown									
LV-POS Cessna 180B	50610	.59	N9110T						
LV-POT									
LV-POU Cessna 150	17632	.59?	N7832E	to LV-GYT					
LV-POV Cessna 150	17626	.59?	N7826E	to LV-GPP					
LV-POW Cessna 182B	52308	.59?	N8408T	to LV-HSJ					
LV-POX Cessna 182B	52301	10.59	N8401T						
LV-POY DH.106 Comet 4	6430	3.60		to LV-AHR w/o 23.11.61					
LV-POZ DH.106 Comet 4	6432	3.60		to LV-AHS, to G-AZLW scr. 2.73					
LV-PPA DH.106 Comet 4	6434	7.60		to LV-AHU to G-AZIY wfu 11.73					
LV-PPB									
LV-PPC Cessna 175	56205	9.59	N6705E	to LV-HHJ					
LV-PPD to LV-PPF unknown									
LV-PPG Piper PA-18	18-7147	10.59		to LV-HZU					
LV-PPH Cessna 182B	52316	10.59	N8416T						
LV-PPI Cessna 172	29112	10.59	N3700G XB-JEJ N7012A	to LV-HCV					
LV-PPJ B.175 Britannia 308	12922	12.59	G-14-1 G-18-4 G-ANCF (N6597C)	to LV-GJB, G-ANCF 3.64, 5Y-AZP, G-ANCF					
LV-PPK									
LV-PPL B.175 Britannia 308	12923	11.59	G-ANCG (N6598C)	to LV-GJC, G-ANCG 4.64, w/o 20.4.67					
LV-PPM									
LV-PPN Piper PA-23	23-1712	10.59		to LV-BZM					
LV-PPO to LV-PPQ unknown									
LV-PPR Douglas C-54A	3085	12.59	N75392 NC90412 41-37294	to LV-GJF					
LV-PPS Cessna 175A	56351	12.59	N6851E	to LV-HBZ					
LV-PPT Cessna 182C	52413	12.59	N8513T	to LV-GTX					
LV-PPU Piper PA-24	24-1543	12.59		to LV-GLL					
LV-PPV									
LV-PPW									
LV-PPX Cessna 310D	39054	1.60	N6754T	to LV-HRF					
LV-PPY Cessna 172A	47237	3.60	N7637T	to LV-GXC					
LV-PPZ									
LV-PQA Piper PA-25-150	25-82	1.60		to LV-IDS					
LV-PQB Cessna 182C	52445	12.59	N8545T	to LV-GNW					
LV-PQC Curtiss C-46E-1-CS	2929	12.59	N39636 43-47403	to LV-GJS wfu .65					
But also: LV-PQC C-46D-10-CU, 32865, ex OB-R-578, OB-XAM-578, PeruAF 61-322, 44-77469. Regd 9.12.66 but does not fit into any LV-PQ. allocation sequence LV-PGC (3rd series) would be about right date-wise though it was used by a Cessna 411. Any suggestions?									
LV-PQD to LV-PQI unknown									
LV-PQJ Piper PA-25-150	25-79	1.60		to LV-GPC w/o 24.11.63					
LV-PQK Cessna 182C	52497	.60?	N8597T	to LV-GMX					
LV-PQL Cessna 172A	47219	3.60	N7619T	to LV-GSV					

LV-PQM Piper PA-24-250	24-1598	1.60	N6582P	to LV-GOW	LV-PTY Cessna 172A	47568	5.60	N9768T	to LV-GMU
LV-PQN Cessna 182C	52469	1.60	N8569T	to LV-GNX					w/o 23.7.64
LV-PQO Cessna 182C	52453	1.60	N8553T		LV-PTZ Cessna 172A	47566	5.60	N9766T	
LV-PQP to LV-PQT unknown					<u>Note</u> Beech M35, D-6418 ex N692V had US export C of A For Argentina 5.5.60, no regn known.				
LV-PQU Cessna 210	57063	1.60	N7363E	to LV-GMW w/o 12.3.61	LV-PUA Cessna 172A	47565	5.60	N9765T	to LV-GNC
LV-PQV Cessna 210	57059	1.60	N7359E	to LV-GRH	LV-PUB				
LV-PQW Mooney M.20A	1458	2.60	N8187E	to LV-HFF	LV-PUC Cessna 182C	52799	5.60	N8899T	to LV-GOI
LV-PQX Cessna 182C	52497	2.60	but see	LV-PQK ??	LV-PUD Cessna 172A	47546	6.60	N9746T	to LV-IGT
LV-PQY Cessna 310D	39064	1.60	N6764T	to LV-HLB	LV-PUE Cessna 180C	50824	.60	N9324T	to LV-GOJ
LV-PQZ					LV-PUF Cessna 172A	47576	6.60	N9776T	to LV-GND
LV-PR A Cessna 182C	52511	2.60	N8611T	to LV-GXW	LV-PUG Cessna 172A	47575	6.60	N9775T	to LV-GPS
LV-PRB					LV-PUH				
LV-PRC Piper PA-24	24-1681	2.60		to LQ-GLZ	LV-PUI				
LV-PRD Cessna 172A	47252	1.60	N7652T	to LV-GRD	LV-PUJ Cessna 172A	47557	6.60	N9757T	to LV-GMM
LV-PRE Piper PA-18	18-7283	2.60		to LQ-HZJ	LV-PUK				
LV-PRF Piper PA-18	18-7295	2.60		to LV-IDP	LV-PUL Cessna 150	17909	7.60	N6509T	to LV-HRO
LV-PRG Piper PA-18	18-7297	3.60		to LV-HZL	LV-PUM Cessna 172A	47572	6.60	N9772T	to LV-GNJ
LV-PRH Piper PA-24	24-1771	1.60		to LQ-CPT	LV-PUN Cessna 182C	52872	6.60	N8972T	to LV-IPG
LV-PR I Piper PA-24	24-1823	2.60		to LV-CWV	LV-PUO Cessna 172A	47569	6.60	N9769T	w/o 2.8.60
LV-PRJ					LV-PUP Cessna 172A	47574	6.60	N9774T	to LV-GNL
LV-PRK					LV-PUQ Cessna 172A	47493	5.60	N7893T	to LV-GNN w/o 15.8.61
LV-PRL Cessna 175A	56565	3.60	N7065E	to LV-GNB	LV-PUR Cessna 180C	50817	6.60	N9317T	to LV-GPG
LV-PRM Cessna 172A	47340	3.60	N7740T	to LV-GNR	LV-PUS Cessna 172A	47606	7.60	N9806T	to LV-GML
LV-PRN Piper PA-25-150	25-112	2.60		to LV-ICB	LV-PUT Piper PA-24	24-2110	.60		to LV-HSR
LV-PRO Piper PA-25-150	25-113	2.60		to LV-GPM	LV-PUU Cessna 175A	56734	9.60	N8034T	to LV-GSA
LV-PRP					LV-PUV Cessna 182C	52861	7.60	N8961T	to LV-GPF
LV-PRQ Piper PA-27-250	27-74	3.60		to LV-CAF	LV-PUW Cessna 172A	47570	6.60	N9770T	to LV-GNA
LV-PRR SE.210 Caravelle 6N 19	19	9.60	F-BJAQ F-WJAQ	to LV-HGX, TC-91, N45SB	LV-PUX Cessna 172A	47596	7.60	N9796T	to LV-GPA
LV-PRS to LV-PRW unknown					LV-PUY Cessna 310D	39221	7.60	N6921T	to LV-HJM
LV-PRX Mooney M.20A	1527	3.60	N8349E	to LV-HJD	LV-PUZ Cessna 310D	39215	7.60	N6915T	to LQ-GMO, to LV-NMU
LV-PRY to LV-PSA unknown					LV-PVA Cessna 182C	52867	6.60	N8967T	to LV-GMJ
LV-PSB Cessna 182C	52672	4.60	N8772T	to LQ-GMG	LV-PVB Cessna 172A	47584	6.60	N9784T	to LV-GXZ
LV-PSC					LV-PVC				
LV-PSD Curtiss C-46F-1-CU	22588	3.60	N74175 44-78765	to LV-GJU wfu ?	LV-PVD Cessna 150	17935	7.60	N6535T	to LV-GRY
LV-PSE Cessna 210	57283	4.60	N9483T	to LV-GRS	LV-PVE Cessna 180C	50847	7.60	N9347T	to LV-GXS
LV-PSF Cessna 182C	52642	3.60	N8742T	to LV-GOA	LV-PVF Cessna 172A	47626	6.60	N9826T	to LV-GMA
LV-PSG Cessna 182C	52680	4.60	N8780T	to LV-GSD	LV-PVG				
LV-PSH Cessna 210	57299	4.60	N9499T	to LV-HCO	LV-PVH Cessna 172A	47588	7.60	N9788T	to LV-GTS
LV-PS I Cessna 172A	47401	4.60	N7801T	to LV-GZB	LV-PVI Piper PA-18	18-7378	.60		to LQ-HZO, w/o 17.11.69
LV-PSJ Cessna 172A	47348	4.60	N7748T	to LV-HRM	LV-PVJ to LV-PVL unknown				
LV-PSK					LV-PVM Piper PA-25-150	25-237	6.60		to LV-GXT
LV-PSL Cessna 210	57267	4.60	N9467T	to LV-HMT	LV-PVN				
LV-PSM Douglas C-54B	10274	3.60	N79012 42-72169	to LV-GJV, CP-717, w/o 29.5.64	LV-PVO Cessna 172A	47718	7.60	N6818X	to LV-HAL
LV-PSN Cessna 210	57275	4.60	N9475T	to LV-HAZ	LV-PVP Cessna 172A	47695	7.60	N9895T	to LV-GOR
LV-PSO to LV-PSR unknown					LV-PVQ Cessna 172A	47699	7.60	N9899T	to LV-GOS
LV-PSS Cessna 182C	52635	5.60	N8735T	to LV-GSY	LV-PVR Cessna 182C	52892	6.60	N8992T	to LV-GPB
LV-PST					LV-PVS				
LV-PSU Cessna 210	57347	4.60	N9547T	to LV-GYJ	LV-PVT				
LV-PSV					LV-PVU Cessna 172A	47640	7.60	N9840T	to LV-GNZ
LV-PSW					LV-PVV				
LV-PSX Cessna 210	57370	6.60	N9570T	to LV-GYL	LV-PVW Cessna 175A	56610	7.60	N7910T	to LV-GSU
LV-PSY					LV-PVX Cessna 182C	52901	7.60	N9001T	to LV-HBU
LV-PSZ Piper PA-24	24- ?	.60		w/o 30.5.60	LV-PVY Cessna 175A	56742	7.60	N8042T	to LV-GPE
LV-PTA Beech M35	D-6399	4.60		to LQ-GLM	LV-PVZ				
LV-PTB Cessna 172A	47537	6.60	N9737T	to LV-GMV	LV-PWA Cessna 172A	47592	7.60	N9792T	to LV-GSP
LV-PTC					LV-PWB Cessna 172A	47714	9.60	N6814X	to LV-GZG
LV-PTD					LV-PWC Cessna 182C	52891	7.60	N8991T	to LV-GRP
LV-PTE Cessna 182C	52770	4.60	N8870T	to LV-GRF	LV-PWD Cessna 172A	47734	9.60	N6834X	to LV-IXU
LV-PTF Cessna 172A	47450	4.60	N7850T	to LV-GNI	LV-PWE				
LV-PTG Cessna 172A	47446	4.60	N7846T	to LV-GNH	LV-PWF				
LV-PTH Cessna 182C	52704	4.60	N8804T	to LV-GSW w/o 8.11.66	LV-PWG Cessna 180C	50824	7.60	but see	LV-PUE ??
LV-PTI Cessna 182C	52791	5.60	N8891T	to LV-GPV	LV-PWH Cessna 172A	47601	7.60	N9801T	to LV-GMS, w/o 13.8.68
LV-PTJ to LV-PTL unknown					LV-PWI				
LV-PTM Cessna 182C	52787	5.60	N8987T	to LV-HPZ	LV-PWJ Piper PA-24	24-2200	.60		to LV-GRO
LV-PTN Cessna 210	57363	4.60	N9563T	to LV-HCT	LV-PWK				
LV-PTO					LV-PWL				
LV-PTP Cessna 182C	52815	5.60	N8915T	to LQ-GJY	LV-PWM Cessna 182C	52934	8.60	N9034T	to LV-GPD
LV-PTQ Cessna 210	57395	6.60	N9595T	to LV-GRE	LV-PWN Curtiss C-46F-1-CU	22534	8.60	N1838M 44-78711	to LV-GLE
LV-PTR Cessna 182C	52804	6.60	N8904T	to LV-GTF	LV-PWO				
LV-PTS Cessna 172A	47549	6.60	N9749T	to LV-GMT	LV-PWP				
LV-PTT Cessna 182C	52849	5.60	N8949T	to LV-GNV	LV-PWQ Cessna 182C	52961	9.60	N9061T	to LV-GOG
LV-PTU Cessna 172A	47540	5.60	N9740T	to LV-GTV	LV-PWR Cessna 182C	52924	7.60	N9024T	to LV-GPI
LV-PTV Cessna 172A	47419	5.60	N7819T	to LV-HAD	LV-PWS				
LV-PTW Cessna 172A	47563	6.60	N9763T	to LV-GMR	LV-PWT				
LV-PTX Cessna 172A	47534	5.60	N9734T	to LV-GPY	LV-PWU Cessna 182C	) one or the other is			
					LV-PWV Cessna 182C	) 52944	9.60	N9044T	to LV-HDZ
					LV-PWW Champion 7EC	740	10.60		to LV-HFY
					LV-PWX Piper PA-27-250	27-279	.60		to LV-GTL w/o 3.10.67

To be continued....

Complete Civil Registers : I

BELGIUM



Second series: OO-...

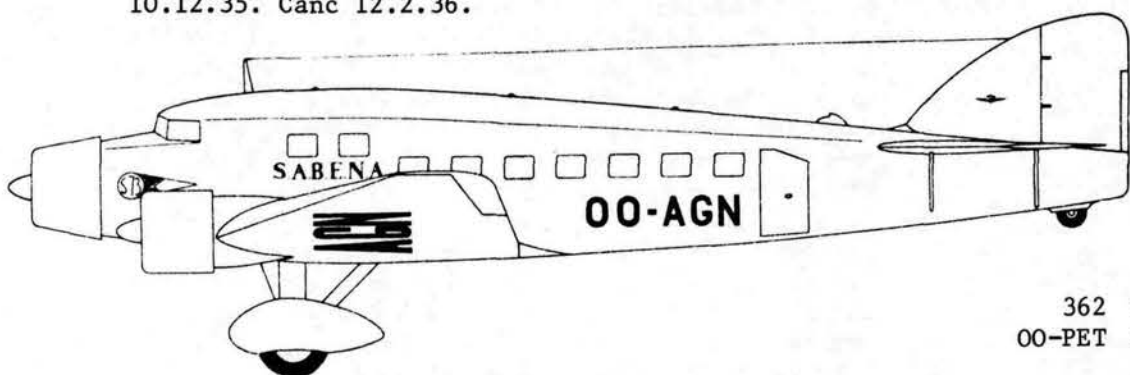
PART TWO

C of R number	Type	c/n	Reg.date
Regn. Identity, owner and cancellation details			

268 St.Michel SG-2 unkn 9.7.32
 OO-GUC Club des Aviateurs de Bruxelles. Dest during War.
 269 SABCA/Fokker F.VII/3m unkn 11.8.32
 OO-AGG SABENA. To Military Aviation 18.11.38, canc on same date.
 270 Fokker D.VII unkn .8.32
 OO-AMY Re-regd OO-UPP 25.9.34 with same C of R number. Destroyed at Paris 6.7.37.
 271 Orta St.Hubert G.1 unkn .9.32
 OO-AMU Canc 24.9.37.
 272 DH.60G-III Moth 5006 .7.32
 OO-GUY B.De Limelotte. Cr Kapellen (Antwerp) 17.8.32. Rebuilt and re-regd OO-GUT, C of R no.288, replaced as OO-GUY by no.279.
 273 Stampe SV.3 unkn 18.8.32
 OO-JYM Kuyenberg, Lambert, St.Truiden. Canc 5.4.46.
 274 SABCA/Morane 35 unkn .9.32
 OO-AMX Sold to France 30.1.33.
 275 Hanriot HD.14 unkn 30.8.32
 OO-AKZ Louis Hemmer, Trois Vierges. Canc 7.3.35.
 276 Orta St.Hubert G.1 unkn 12.9.32
 OO-AMV Cercle Liegeois de l'Aviation de Tourisme. Canc 26.3.46.
 277 SABCA/Fokker F.VII/3m unkn 20.9.32
 OO-AGH SABENA "Edmond Thieffry". Taken by enemy, Haren, 10.5.40.
 278 Bulte RB.30 unkn .9.32
 OO-ALZ Club des Aviateurs de Bruxelles. Canc 7.6.46.
 279 DH.60G-III Moth 5010 6.10.32
 OO-GUY(2) Club des Aviateurs de Bruxelles, Cr Antwerp 8.6.39.
 280 SABCA/Fokker F.VII/3m unkn 6.10.32
 OO-AGI SABENA "Leopold Roger". Transferred to Congo with C of R no. C.11 on 3.11.36; to Avia, Costermansstad, Congo, and remained on register until 1959.
 281 SABCA/Fokker F.VII/3m unkn 9.11.32
 OO-AGJ SABENA. Dismantled and canc 3.8.38.
 282 SABCA/Fokker F.VII/3m unkn 17.11.32
 OO-AGK SABENA. Cr Senlis, France, 21.4.35. Canc 13.5.35.
 283 St.Michel SG-2 unkn .32
 OO-GUD P.Eeman, Ghent. Cr Het Zoute 10.5.40.
 284 DH.60G Moth 1834 31.12.32
 OO-ANG R.Vermeulen & J.Nappuis, Marchienne-au-Pont. Sold 1938 to J.Douchott, Gosselies; to A.Masquellier & E.Devriere, Charleroi; to R.Vermeulen, Marchienne-au-Pont. Taken by enemy, canc 5.40.
 285 Stinson Junior R 8510 6.1.33
 OO-HVS Ex NC12157. Club des Aviateurs de Bruxelles, to De Limmelette (see 272 ?). Sold as G-AFUW 19.5.39 to X8522 10.2.40, scrapped and soc 29.8.41.
 286 St.Michel SG-2 unkn .33
 OO-GUE Julien Pitot, Uccle (Brussels) and/or to M.J.C. Francois, Edegem. Canc 5.4.46.
 287 DH.83 Fox Moth 4033 .3.33
 OO-ENC Ex G-ACAJ (11.32), G-ACDD (12.32), but not canc from UK until 12.33, indeed an accident was recorded at Colmorrell, Ayr, on 6.6.33 despite the regn date reported above. Owner G.Hansez. Canc 21.5.35, restored as G-ACDD 25.6.35, to ZK-AEK 10.5.36, VQ-FAT 10.4.57, canc 29.10.57.
 288 DH.60G-III Moth 5006 16.3.33
 OO-GUT Ex OO-GUY (no.272). Transferred to Congo with C of R no. C.10, sold to Angola 24.4.37.

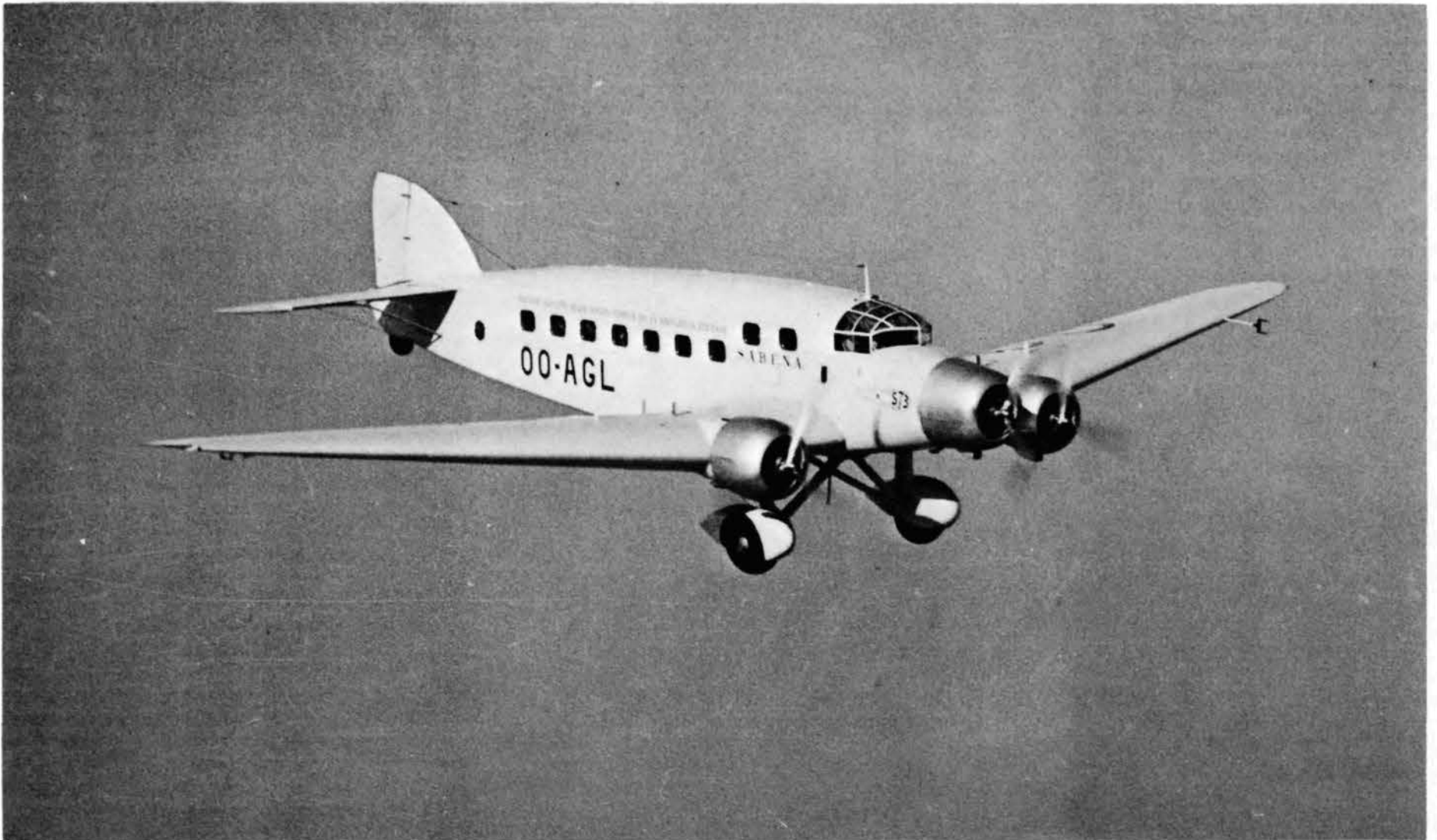
289 Stampe SV.4 unkn 26.5.33
 OO-ANI Antwerp Aero Club. Canc 26.3.48.
 290 B.A.C. Drone unkn .33
 OO-BAC Section Gantoise de vol sans moteur. Canc 26.7.35. (See note under C of R 305 below)
 291 Renard R.34 unkn 3.7.33
 OO-ANJ G.Renard, Brussels. Canc 26.3.46.
 292 Dassy DA.2 unkn .7.33
 OO-ANF Canc 2.12.35.
 293 Dassy DA.2 unkn 17.7.33
 OO-ANE G.Dassy, Brussels. Canc 15.10.36.
 294 DH.80A Puss Moth 2011 1.9.33
 OO-ANH Ex G-AAXM. E.Gilleaux, Montignies-sur-Sambre. Canc 5.2.48.
 295 LACAB T.7 biplane unkn .9.33
 OO-ANL Les Ateliers de Constructions Aeronautiques Belges. Canc 31.5.35.
 296 Stampe SV.5 (prototype) unkn .9.33
 OO-ANO Stampe & Vertongen. Canc 29.11.35.
 297 Stampe SV.4 unkn 16.11.33
 OO-ANK Club des Aviateurs de Bruxelles. Destroyed, Haren, 11.6.38.
 298 St.Michel SG-2 unkn 17.1.34
 OO-GUF Club des Aviateurs de Bruxelles. Canc 7.6.46.
 299 SABCA/Avro 504K unkn .1.34
 OO-ANY Crashed, canc 8.11.35.
 300 St.Hubert 135/BO unkn 31.1.34
 OO-ANN J.Orta, St.Hubert. Canc 27.2.46 (sold abroad?).
 301 SABCA/Avro 504K unkn .2.34
 OO-ANS J.A.M.Deschamp, Brussels. Canc 17.4.46.
 302 DH.85 Leopard Moth 7031 .34
 OO-NAD J.L.A.Laurencin, Kapellen. Cr Het Zoute 10.5.40.
 303 B.A.C. Drone unkn .3.34
 OO-BAD Section Gantoise de vol sans moteur. Destr 1940. (See note under C of R 305 below)
 304 SABCA/Avro 504K unkn .3.34
 OO-BOB Leon Coeckelbergh, Brussels. Canc 27.6.46.
 305 Lowe Wylde Drone unkn 24.4.34
 OO-BAE Section Gantoise de vol sans moteur. To Rietdek, Ghent. Canc 18.6.48. (Note: C.H.Lowe Wylde was the designer of the BAC Planette, later the Drone, and the BAC designation strictly applies only to the earliest conversions, c/n 5 onwards being Kronfeld Drones. If the regn dates of nos. 290, 303 and 305 above are correct the aircraft must have been local conversions or one could be Drone No.2 which editorial records show as converted from BAC.VII glider BGA.196 with c/n 135 but with no civil regn and no known fate. Drone experts please help!)
 306 Renard R.33 unkn 1.5.34
 OO-ANT J.De Pierpont, Brugge. Canc 26.3.46.
 307 Avimeta CM.92 unkn 3.9.34
 OO-AJQ Ex (O-BAJQ), OO-AJQ (C of R no. 163). H.Petermans, Courtrai. Canc 2.36 or 25.6.36, reason unknown.
 308 SABCA/Avro 504K unkn .34
 OO-APA K.de Merendree, to Lambert. Canc 28.9.36.
 309 SABCA/Avro 504K unkn 4.7.34
 OO-APB T.L.Georges, Hasselt. Taken by enemy.
 310 SABCA/Avro 504K unkn 14.7.34
 OO-APD R.Vincent, Frameries. To P.J.Guldentops, Evere, canc 8.6.39, destroyed.
 311 DKW Erla Me5a 7 .9.34
 OO-DKW Ex D-3...? Section Gantoise de vol sans moteur. Canc 7.5.36 believed to D-YSUR (which was regd to Erla 7.36, c/n unkn, canc 12.37). Re-regd OO-ASW 10.37 with C of R no. 419; canc 3.46.
 312 SABCA/Avro 504K unkn .34
 OO-APE Canc 22.5.35.

313 St.Michel SG-2 unkn .34
 00-GUI Club des Aviateurs de Bruxelles. Cr on take-off at Alicante 14.1.35, destr. Canc 11.6.35.
 314 Renard R.33 unkn .9.34
 00-ANV Canc 26.3.46.
 315 SABCA/Avro 504K unkn 7.9.34
 00-APL R.E.C.Boisson, Schaerbeck. Canc 29.6.36.
 316 SABCA/Avro 504K unkn .9.34
 00-APK A.de Schrijvere, Izegem. To P.J.Guldentops, Evere, Canc 5.4.46.
 317 Kreit KL-2 unkn .9.34
 00-ANP A.Kreit, Schaffen. The KL designation is variously quoted as being Kreit & Lauederockx or Kreit & Lambaix, which is definitely correct? Canc 26.3.46, now in Brussels Air Museum.
 318 Stinson SR.6 Reliant 9299 .10.34
 00-APM J.Pessenier, Roux. Taken by enemy, canc 26.3.46.
 319 Baugniet unkn .34 ?
 00-BOC I.Baugniet, Schaarbeck. Taken by enemy.
 320 SABCA/Avro 504K unkn .34 ?
 00-APN G.Dassy, Brussels. To N.Schant, Brussels; to J. Mahien. Canc 26.3.46.
 321 Hanriot HD-1 H1 .35 ?
 00-APJ J.Lechire, Brussels. To A.Drossaert, Brussels, sold as G-AFDX, 2.5.38; wfu 17.6.39 and now in RAF Museum collection.
 322 DH.85 Leopard Moth 7088 5.2.35
 00-APS J.Provost, Courtrai. To E.Henry, Antwerp. Canc 31.12.51.
 323 Orta St.Hubert G.1 unkn 14.2.35
 00-ALL(2) R.Laloux & M.Cellon, Liege. Sold as LX-ALL on date unknown.
 324 DH.85 Leopard Moth 7092 22.2.35
 00-AVD E.Lippens, Brussels. Canc 7.5.46.
 325 DH.89A Dragon Rapide 6273 13.3.35
 00-JFN Ex 00-APO (ntu). L.J.Mahieu, Sold as F-.... 22.5.37, canc 24.5.37.
 326 DH.80A Puss Moth 2075 .3.35
 00-AEL Ex G-ABEL. J.De Keyn, Brussels, to Baugniet, Brussels. Taken by enemy, canc 27.2.46.
 327 Savoia S.73P 30001 27.3.35
 00-AGL SABENA. To 271 Sqdn RAF 12.5.40, returned to SABENA 31.5.40, interned by Vichy authorities at Algiers, 22.9.40. Believed handed over to Italy.
 328 DH.85 Leopard Moth 7096 8.4.35
 00-JFC J.Hartog, Brussels, to G.Roelands, Brussels. Canc 5.40 and re-regd in Congo 00-CAF, C of R no. C.31, 6.40. Canc 27.6.58.
 329 Savoia S.73P 30002 12.4.35
 00-AGM SABENA. F/1 at Essen 20.6.35, repaired. Cr Croydon 7.11.35. Canc 30.1.36.
 330 Comper CLA.7 Swift S.33/10 .4.35
 00-OML Ex G-ACML. Cr Keerbergen 5.6.35.
 331 Savoia S.73P 30004 6.5.35
 00-AGN SABENA. Cr Titsey Hill, nr Tatsfield, Kent, 10.12.35. Canc 12.2.36.



332 Pou du Ciel unkn .5.35
 00-APP H.Gerard & J.Baudry, Gosselies, Believed ntu.
 333 St.Michel SG-2 unkn 15.6.35
 00-GUG Paul Brassel, Brussels. Cr Het Zoute 10.5.40.
 334 Caudron 282/8 6841/40 .6.35
 00-MRV Ex F-AMRV. L.de Lamine, Liege. Canc 5.40.
 335 Potez 36/15 2702 .6.35
 00-LSU Ex F-ALSU. J.E.Douchoz, Gosselies. Canc 21.12.36.
 336 Stampe SV.4 unkn 1.7.35
 00-AAC Antwerp Aviation Club. Canc 26.3.46.
 337 RSV 32/100 unkn .7.35
 00-APW Ecole Nationale d'Aviation, Brussels. Sold to Luxembourg 23.5.39.
 338 Savoia S.73P 30005 20.7.35
 00-AGO SABENA. To 271 Sqdn RAF 12.5.40, returned to SABENA 31.5.40, interned by Vichy authorities at Algiers, 22.9.40. Believed handed over to Italy.

339 SABCA/Avro 504K unkn .8.35
 00-APY B.Van Moorslede, Brussels, to J.Pivot, Brussels. Canc 9.9.37.
 340 SABCA/Avro 504K unkn 14.8.35
 00-APX J.Mahieu, to Charles Wilers. Canc 26.3.46.
 341 SABCA S.20 Libellula unkn 26.8.35
 00-APU SABCA. Believed taken by enemy.
 342 DH.80A Puss Moth 2137 10.9.35
 00-EIT Ex G-ABIT. O.Diercka, Brussels, to De Jacquier, Brussels. Registered in Congo late '39/early '40, C of R no. C.27, owner current in 1950 was Marcq, Leopoldville. Canc 25.9.54.
 343 DH.87B Hornet Moth 8024 23.11.35
 00-ROB G.Laix, Brussels, to R.Fester, Kapellen. Sold as F-BECS 25.2.48.
 344 Stampe SV.4 unkn 18.12.35
 00-ACB Club des Aviateurs de Bruxelles. Canc 7.6.46.
 345 Florinne 2Bs unkn 10.1.36
 00-STA Dismantled 17.7.39.
 346 St.Michel SG-2 unkn .36
 00-GUH P.J.Guldentops, Evere. Sold as F-AOYA 6.4.36.
 347 Caudron 631 Simoun 6956/8 .36
 00-TSF Ex F-ANCF. Sold as F-ANCF 8.2.37.
 348 Savoia S.73P 30003 30.1.36
 00-AGP SABENA. Taken by enemy, Haren, 10.5.40. Canc 1.3.46.
 349 Topsy S.2 21 .36
 00-ARH Sold as F-AOXB 6.3.36.
 350 RSV 32/110 "4003" 10.3.36
 00-APZ Ch.Bergart. Destroyed, canc 11.3.46.
 351 RSV 26/180 unkn 1.3.36
 00-ARA M.Pianetti, Brussels. Taken by enemy, canc 27.2.46.
 352 RSV 26/180 unkn .36
 00-APF N.Heia, Brussels. Wfu, canc 30.4.40.
 353 RSV 26/180 unkn .36
 00-ARE J.Zimmer & A.Georges, Brussels. Canc 28.3.46.
 354 RSV 26/180 unkn 21.4.36
 00-ARB Ecole Nationale d'Aviation. Canc 5.4.46.
 355 Fokker F.VIIa 4983 25.4.36
 00-ADO Ex H-NADO, PH-ADO. SABENA (but possibly only as agents, not operated) to AERA, Antwerp. Destroyed 28.4.36, canc 28.2.46.
 356 RSV 32/110 unkn 27.4.36
 00-ARN SEGA, Gosselies. Taken by enemy, canc 28.2.46.
 357 Junkers Ju 52/3m 5510 27.4.36
 00-AGU SABENA. Registered in Congo 25.4.38, C of R no. C.17. Cr Costermansville, Congo, 25.3.44, canc 13.2.48 though shown as current in Congo register of 12.50.
 358 RSV 32/110 unkn 29.4.36
 00-ARF H.Bourgeois, Brussels. Canc 5.4.46.
 359 Junkers Ju 52/3m 5514 9.5.36
 00-AGV SABENA. Registered in Congo 8.3.40, C of R no. C.28. Wfu 22.11.46, canc 25.11.46.
 360 SABCA/Savoia S.73P unkn 18.5.36
 00-AGQ SABCA, to SABENA 22.5.36, to 271 Sqdn RAF 12.5.40, returned to SABENA 31.5.40, interned by Vichy authorities at Oran, 22.9.40. Believed handed over to Italy. Canc 1.3.46.
 361 Caudron 630 Simoun 6958/6 28.5.36
 00-NCH Ex F-ANCH. Lucien Ferou, Mechelen, to Club des Aviateurs de Bruxelles. Canc 26.3.46.
 362 Peetermans SEA-1 unkn 28.5.36
 00-PET M.Peetermans (designer), built by Societe d'Etudes Aeronautiques, Brussels. Exhibited as a retractable u/c twin (Genet Majors) at Brussels Aero Show 1937, rebuilt as fixed u/c single (260hp Cheetah) and canc 7.7.38 to Military as a trainer.
 363 SABCA/Avro 504K unkn 29.5.36
 00-ANW Section Gantoise de vol sans moteur. Canc 8.3.46, destroyed.
 364 RSV 26/180 unkn 9.6.36
 00-ART M.Thirion, Brussels. Canc 27.6.46.
 365 RSV 26/180 unkn 13.6.36
 00-ARO A.Bouwens, Brussels. Canc 22.2.46.
 366 Topsy S.2 22 18.6.36
 00-ARI J.Danchot, Gosselies. Taken by enemy, canc 26.3.46.
 367 SABCA/Savoia S.73P unkn 19.6.36
 00-AGR SABCA, to SABENA 22.6.36. Cr Oran 26.1.37, canc 20.2.37.
 368 DH.87B Hornet Moth 8090 22.6.36
 00-RDK J.De Keyn, Brussels, to De Keyn & Canrot, Brussels. Canc 4.3.46.



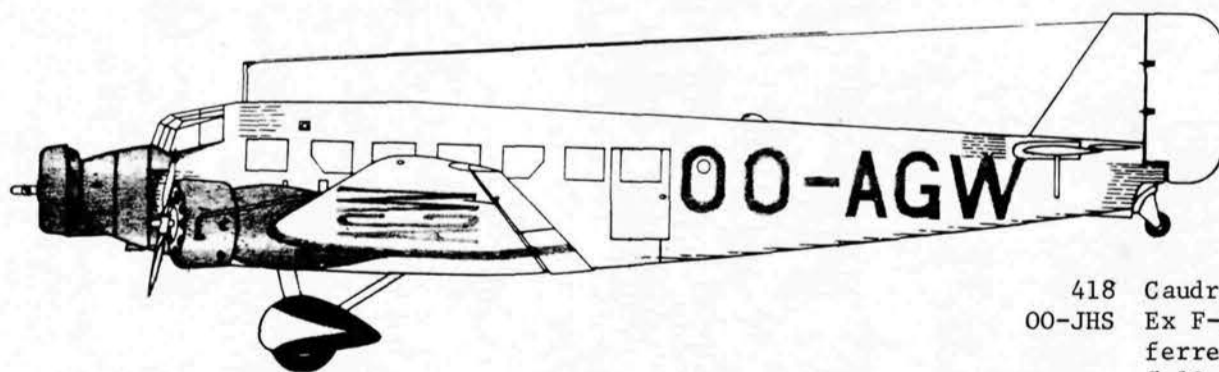
TOP: SABENA's first Italian-built Savoia S.73 OO-AGL which is said to have been I-SIAI originally (confirmation required!). It is seen here on an early flight in the vicinity of Croydon on 2.4.35 in a cream and brown colour scheme. (Flight International no.14699)

CENTRE LEFT: Leopard Moth OO-APS which remained on the register until 1951.

CENTRE RIGHT: OO-NCH was one of only two Caudron Simouns registered in pre-war Belgium.

BOTTOM: Like many other civil aircraft this Puss Moth OO-AEL was abandoned, destroyed or taken during the German occupation of Belgium from May 1940. (Three lower: Paul de Maeyer collection)

369 RSV 32/120 unkn 3.7.36
 OO-ARX P.J.Guldentops, Evere. Canc 5.4.46.
 370 Stampe SV.4 unkn 3.7.36
 OO-APR Club des Aviateurs de Bruxelles. Canc 7.6.46.
 371 SABCA/Savoia S.73P unkn 17.7.36
 OO-AGS SABCA, to SABENA 22.7.36, to 271 Sqdn RAF 12.5.40.
 Shot down by ground units near Calais 23.5.40,
 canc 1.3.46.
 372 Caudron 480 7002/2 17.7.36
 OO-NKZ Ex F-ANKZ. Mme Cecile Nieuwland, Drogenbosch.
 Canc 7.4.46.
 373 St.Michel SG-2 unkn 27.7.36
 OO-GUI(2) Club des Aviateurs de Bruxelles. Canc 7.4.46.
 374 Topsy S.2 23 27.7.36
 OO-ARJ Cercle Liegeois de l'Aviation de Tourisme. Destr,
 canc 26.7.39.
 375 Mulot Sport unkn .8.36
 OO-LIL Sold to France 16.7.37.
 376 Topsy S.2 25 8.8.36
 OO-ARL J.Scherens, Leuven. Taken by enemy, canc 26.3.46.
 377 Regnier unkn 8.8.36
 OO-REG Ch.Regnier, Ghent. Canc 3.5.46.
 378 Renard R.32 unkn .8.36
 OO-ARY Renard, Brussels. Developed from R.31, fate unkn.
 379 Topsy S.2 26 .8.36
 OO-RVW Cr in France, canc 16.6.37.
 380 Topsy S.2 27 28.8.36
 OO-ARK Club des Aviateurs de Bruxelles. Cr Haren 11.11.37,
 canc 17.11.38.
 381 SABCA/Savoia S.73P unkn 10.9.36
 OO-AGT SABCA, to SABENA 16.9.36. Cr Soest, Germany,
 2.10.38, canc 10.10.38.
 382 Caudron 282/2 Phalene VIII 6764/16 15.10.36
 OO-ATI Ex F-AMKN. A.Bouwens, Brussels. Canc 1.6.40.
 383 Topsy S.2 28 .10.36
 OO-ASA Sold as G-AENF 25.11.36. Burnt 1948.
 384 Dewoitine D9 C-1 304 28.10.36
 OO-ARD Ex J2 (military). Garage Armand, Liege. Canc
 28.2.46.
 385 Orta St.Hubert G.1 unkn .2.37 ?
 OO-ALK(2) N.Heia, Verlaine. Canc 5.4.46. (See note under
 C of R no. 219)
 386 RSV 26/180 unkn 11.12.36
 OO-ARC G.Dassy. Canc 6.12.37.
 387 RSV 26/180 unkn 11.12.36
 OO-ARP W.Hachoteen, Brussels. Canc 26.3.46.
 388 RSV 26/180 unkn 11.12.36
 OO-ARQ P.Wauters-Coppens, Brussels. Canc 27.6.46.
 389 RSV 26/180 unkn 11.12.36
 OO-ARS Adrienne Roovas, Brussels. Canc 27.6.46.
 390 Caudron 510 7337/43 16.12.36
 OO-JAC Ex F-AOYB. J.Pierard, Marcinelle. Reported to be
 regd in Congo with C of R no. C.12 but this also
 quoted for OO-MCE (405). Cr Aketi, Congo, 14.1.39,
 canc 31.7.39.
 391 Topsy S.2 30 .12.36
 OO-ASC Sold as SE-AFT 5.3.37, fate unkn canc 12.51.
 392 Junkers Ju 52/3m 5672 31.12.36
 OO-AGW SABENA. Wfu 22.11.46, canc 25.11.46. (One source
 suggests that the aircraft crashed 16.11.37)



393 Topsy S.2 33 30.1.37
 OO-ASF E.O.Tips, Jumet. Canc 26.3.46, believed taken by
 enemy.
 394 Miles M.11 Whitney Straight 306 12.2.37
 OO-UMK Camille Gutt, Jette. Canc 27.7.38 on sale as
 G-AFJJ and traded in to Airwork for Monarch OO-UMK
 (2), C of R no. 449. Impressed as BD168, 14.8.40,
 written off 1.8.44.
 395 SABCA/Savoia S.73P unkn 23.2.37
 OO-AGX SABCA, to SABENA 12.3.37, to 24 Sqdn RAF 11.5.40,
 missing in France 23.5.40, also quoted as seized
 by Vichy authorities, Oran 16.9.40. Canc 1.3.46.

396 Caudron C.601 Aiglon 7446/11 9.4.37
 OO-DIX Ex F-APCN. Antwerp Aviation Club. Canc 26.3.46.
 397 Bulte RB.30 unkn 13.4.37
 OO-ARZ P.J.Guldentops, Evere. Constructed by Guldentops
 after take over of Ste Bulte. Canc 5.4.46.
 398 Caudron C.510 7341/48 13.4.37
 OO-OYF Ex F-AOYF. Fernand De Beve. To Congo register
 with C of R no. C.20. Canc 12.2.41.
 399 Topsy S.2 29 .4.37
 OO-ASB Sold as G-AFVH 8.4.37, unofficially regd OO-TIP
 since 7.49 and preserved as such in Brussels Air
 Museum.
 400 SABCA/Savoia S.73P unkn 26.4.37
 OO-AGY SABCA, to SABENA 11.5.37, to 24 Sqdn RAF 15.5.40.
 Missing in France 23.5.40, also quoted as seized
 by Vichy authorities, Oran 16.9.40. Canc 1.3.46.
 401 Topsy B 501 .5.37
 OO-DON Cr Het Zoute 9.9.37 (accident also quoted as
 9.4.37, but see regn date).
 402 Topsy S.2 Coupe 38 .5.37
 OO-DOR Cercle Liegeois de l'Aviation de Tourisme. Dest
 during war, canc 26.3.46.
 403 Wouters W.4 unkn 14.6.37
 OO-ARV J.De Wouters d'Oplinter, St.Lambrechts-Woluwe.
 Canc 27.6.46.
 404 Junkers Ju 52/3m 5815 22.5.37
 OO-AUA SABENA. Cr Haren 14.3.39, canc on same date.
 405 Caudron C.282 Phalène 6667/5 29.5.37
 OO-MCE Ex F-AMCE. Father L.Bradfer, Tillet. Possibly
 registered in Congo, quoted as C.12 but see 390
 above. Canc 7.10.46.
 406 Junkers Ju 52/3m 5827 2.6.37
 OO-AUB SABENA. Cr Ostende 16.11.37 in fog en route
 Frankfurt-Ostende-London, 11k. Canc 1.12.37.
 407 Dassy DA.2 unkn .6.37
 OO-APH Canc 29.9.37.
 408 Stinson SR.9C Reliant 5174 11.6.37
 OO-AFA G.Hanet, Ghent. Canc 18.4.46.
 409 Topsy S.2 34 11.6.37
 OO-ASH Sold as ZS-AIM 11.6.37.
 410 SABCA/Savoia S.73P unkn 9.8.37
 OO-AGZ SABENA, to 24 Sqdn RAF 11.5.40. Straffed by
 Bf 109s and subsequently taken by enemy at
 Merville, France, 23.5.40. Canc 1.3.46. (It seems
 possible that AGZ was first regd to SABCA in
 either 6.37 or 7.37 ?)
 411 Topsy S.2 31 17.7.37
 OO-ASD E.O.Tips, Jumet. Believed taken by enemy. Canc
 26.3.46.
 412 Orta St.Hubert 135/B0 unkn 23.7.37
 OO-ASZ J.Orta, St.Hubert. Canc 27.2.46.
 413 Stampe SV.4B unkn 28.7.37
 OO-JAN Antwerp Aviation Club. Canc 26.3.46.
 414 Caudron C.510 7343/50 .7.37
 OO-RED Ex F-AOYH. Canc 22.9.37.
 415 Topsy S.2 39 .8.37
 OO-ASL Sold as I-PARO 30.9.37.
 416 DH.90A Dragonfly 7561 25.9.37
 OO-JFN(2) L.J.Mahieu, Brussels. Canc 4.3.46.
 417 Topsy BC 502 29.9.37
 OO-DOP E.O.Tips. Escaped to UK 5.40,
 sold as G-AGBM 9.40, became
 F-0222 with Fairey Avn .40, imp-
 ressed as HM494 25.6.41, G-AGBM
 29.1.46 J.C.Rice, to E.O.Tips
 1.47, restored as OO-DOP 14.8.47
 (C of R no. unkn). Cr Virton
 23.3.48, canc 12.49. Said to
 have been used as Belfair prot.
 418 Caudron C.510 7345/52 19.10.37
 OO-JHS Ex F-AOYJ. Father L.Bradfer, Beauplateau. Trans-
 ferred to Congo with C of R no. C.15. Canc
 7.10.46.
 419 DKW Erla Me 5a 7 .10.37
 OO-ASW Ex D-3..., OO-DKW, D-YSUR. J.Ledux, Brussels.
 Canc 6.3.46. (See C of R 311 for comment)
 420 Renard R.36 unkn .10.37
 OO-ARW Cr. Nivelles 17.1.39, canc 4.2.39.
 421 Topsy B 503 .10.37
 OO-DOS Sold as G-AFCM 26.11.37. Burnt at Slough 1952.
 422 Stampe SV.5 unkn .10.37
 OO-AST Canc 5.3.46.
 423 Topsy S.2 32 .10.37
 OO-ASE Sold as SP-ASE 26.4.38.

424	Tipsy B	504	.11.37	458	Tipsy B	518	.1.39
OO-DOT	Sold as SE-AGP 23.12.37.			OO-DUX	Sold as F-BBTZ 22.6.39.		
425	Tipsy BC	505	.12.37	459	Tipsy B	519	.1.39
OO-DOU	Destroyed during war. Canc 26.3.46.			OO-DUW	Destroyed during war, canc 2.8.46.		
426	Tipsy BC	506	.12.37	460	Miles M.11 Whitney Straight	343	.1.39
OO-DOV	Sold as G-AFEI 18.1.38; burnt at Hooton 8.7.40.			OO-ZUT	Ex G-AEYJ. Canc 22.2.46.		
427	Junkers Ju 52/3m	5852	6.1.38	461	Douglas DC-3-G102A-227B	2093	18.1.39
OO-AUF	SABENA. Transferred to Congo with C of R no.C.21, 11.38. Cr Mongana 3.4.44, canc 13.2.48 but still listed in register of 12.50.			OO-AUH	SABENA. To 24 Sqdn RAF 11.5.40 to 6.40. Interned by Vichy authorities, Algiers, 27.8.40. Canc 1.3.46.		
428	Caudron C.444 Goeland	7271/8	3.2.38	462	Stampe SV.4B	4	.2.39
OO-ASY	Ex F-AOMV. Etat Belge, Ministere de la Defense Nationale, Service de l'Aeronautique. Canc 5.3.46.			OO-ATD	D'Huart Thierry, Overijse. Escaped to UK 5.7.41. To RAF as MX457 8.42 later restored as OO-ATO with C of R no.1159. (Note: this aircraft is not related to SV.4B G-AZSA which has been painted to represent MX457)		
429	SABCA S.30	unkn	.2.38	463	Stampe SV.4B	3	.2.39
OO-AVB	Broken up, canc 26.2.46.			OO-ATC	Disappeared in France 1940, canc 26.3.46.		
430	Tipsy B	507	.2.38	464	Percival P.10 Vega Gull	K.47	.3.39
OO-DOW	Destroyed during war, canc 26.3.46.			OO-ATY	Ex G-AETE. Canc 1.2.46.		
431	Tipsy B	508	.2.38	465	SABCA S.40E	unkn	.2.39
OO-RDV	Destroyed during war, canc 5.4.46.			OO-ATG	Canc 27.6.46.		
432	Tipsy S.2	36	.2.38	466	Tipsy M Trainer	1	.3.39
OO-ASJ	Sold as G-AFFN 3.3.38; wfu Blackbushe 4.53.			OO-POM	Sold as G-AKXS 24.2.48, ntu, to G-6-1 Fairey Aviation, dismantled 3.48, canc 31.3.50. (Can any reader authenticate the wartime history of this aircraft?)		
433	Tipsy B	509	.3.38	467	Percival P.10 Vega Gull	K.46	.3.39
OO-DOX	Destroyed during war, canc 7.6.46.			OO-ANC	Ex G-AETD. Canc 3.5.46.		
434	Renard R.35	unkn	.3.38	468	Douglas DC-3-G102A-227B	2094	4.4.39
OO-ARM	Cr on first flight 1.4.38. Canc 23.5.38.			OO-AUI	SABENA. To 24 Sqdn RAF 11.5.40. Shot down near Calais by ground fire 23.5.40. Canc 1.3.46.		
435	Tipsy B	510	.4.38	469	Tipsy S.2	35	.6.39
OO-WAL	Ernauts, Ghent. Destroyed during war, canc 7.6.46.			OO-ASI	Believed taken by enemy. Canc 26.3.46.		
436	Tipsy B	511	.5.38	470	Junkers Ju 52/3m	6410	22.5.39
OO-DOZ	Destroyed during war, canc 7.6.46.			OO-AUK	SABENA. Transferred to Congo 8.3.40 with C of R no. C.30. Canc 25.11.46 on sale to Daimenjai, Libreville.		
437	DH.85 Leopard Moth	7014	.5.38	471	Caudron 282/8 Phalène	6775/27	.5.39
OO-GEJ	Ex G-ACKO. J.Lamarche, Brussels, to A.De Ro, Brussels. Canc 5.2.48.			OO-MYJ	Ex F-AMKZ. Canc 26.3.46.		
438	Savoia S.83	34003	1.6.38	472	Tipsy BC	520	.5.39
OO-AUC	SABENA. Cr in Congo .40, canc 1.3.46.			OO-DUY	Believed destroyed during war, canc 10.5.46.		
439	Stampe SV.4B	unkn	.6.38	473	Renard R.38	unkn	.6.39
OO-ASU	Canc 22.9.38 and re-regd OO-AOU, C of R no.451.			OO-ATK	Taken by enemy, Evere, 5.40. Canc 26.3.46.		
440	Tipsy B	513	.6.38	474	RSV 32/110	unkn	.7.39
OO-DOY	Sold as F-ARQG 19.4.39.			OO-ASO	Canc 26.3.46.		
441	Caudron C.600 Aiglon	7110/52	.7.38	475	Caproni S.47	331	.9.39
OO-OUI	Ex F-ANYU. Canc 26.3.46.			OO-ATH	Canc 27.4.46. Probably intended for Belgian Air Force but Fairey Battle ordered instead. It fell into German hands in 1940 and is said to have been returned to Italy. There is no known photographic evidence of marks OO-ATH having been carried but pictures do exist of it in mottled Italian camouflage. Some sources ascribe the IAF serial 331 which is the same as the c/n.		
442	Peetermans SEA-2	unkn	.7.38	476	Tipsy B	521	.10.39
OO-PAT	Societe d'Etudes Aeronautiques, Brussels. Cr Humbeek 6.9.38.			OO-DUZ	Believed destroyed during war, canc 2.8.46.		
443	Savoia S.83	34004	9.7.38				
OO-AUD	SABENA. Interned by Vichy authorities, Oran, 16.9.40, fate unknown.						
444	Tipsy B	514/815	.7.38				
OO-DUP	Sold as HB-USO 22.3.39.						
445	Tipsy B	512	.7.38				
OO-DUN	Cr Het Zoute 12.5.40.						
446	Savoia S.83	34005	20.7.38				
OO-AUE	SABENA. Interned by Vichy authorities, Algiers, 30.8.40. Canc 1.3.46.						
447	Caudron C.444 Goeland	7270	27.8.38				
OO-ATB	Ex F-AOMU. Etat Belge, Ministere de la Defense Nationale, Service de l'Aeronautique. Canc 5.3.46.						
448	Tipsy B	515	.8.38				
OO-DUS	Destroyed during war, canc 26.3.46.						
449	Miles M.17 Monarch	787	.9.38				
OO-UMK(2)	Camille Gutt. Flown to UK 5.40, to Phillips & Powis Aircraft as U-0226, to G-AGFW 12.42, TP819 30.5.44, soc 1.9.46. Regd OO-UMK (C of R no.639) 2.47, J.Mahieu, to L.Vlieghe 11.52, to S.Vanden Broecke & R.E.Declerq .57, to M.C.Jan. Crashed at St.Denis-Westrem 22.11.60.						
450	BFW M23b	507	.9.38				
OO-OHS	Ex D-2027, OK-OHS, (OO-ATB ntu). Built by Bayerische Flugzeug-Werke AG. Ecole Nationale d'Aviation, Evere. Canc 5.4.46.						
451	Stampe SV.4B	unkn	.9.38				
OO-AOU	Ex OO-ASU (C of R no.439). Canc 7.6.46.						
452	Tipsy B	517	.9.38				
OO-DUV	Dismantled 17.1.48, canc 17.3.48.						
453	Tipsy B	516	.9.38				
OO-DUT	Sold as F-ARPC 10.2.39.						
454	Caudron C.510 Pelican	7664/56	.10.38				
OO-ATF	Ex F-AQMF. To Congo with C of R no. C.22. Sold as CR-LBD 22.10.45.						
455	Taylor J-2 Cub	1162	.11.38				
OO-DEO	Ex OY-DEO. First owner unkn, to G.Krub, Ghent. Canc 30.4.62.						
456	Caudron C.600 Aiglon	7302/123	.12.38				
OO-JAQ	Details unknown, canc 20.2.46.						
457	Junkers Ju 52/3m	6036	15.12.38				
OO-AUG	SABENA. Transferred to Congo 16.6.39 with C of R no. C.24. Cr 80 mls from Bangui 1.1.43. Canc 14.3.43.						

REGISTRATIONS NOT TAKEN UP

A number of registrations appear to have been allocated without achieving official status or C of R. In some cases this was clearly due to the outbreak of war, and for OO-APP the invasion of Belgium which took place on 10.5.40 was of obvious significance.

OO-AMD SABCA S.II Ntu, no other details.
OO-AMJ SABCA S.XII Probably ntu but regn painted on aircraft.
OO-APO DH.89 Dragon Rapide c/n 6273 Ntu, re-regd OO-JFN (C of R no.325) 3.35.
"OO-APP" marks illegally applied to a Leopard Moth flown to Britain 19.5.40; later ES945. Identity and fate unknown, most likely to have been either OO-AVD or OO-NAD. (OO-APP previously allocated to C of R no.332)
OO-ASM Tipsy S.2 c/n 40 Ntu, said to be sold as PK-? but no record unless this is in error for OO-ASN (see Air-Britain Digest, Nov-Dec 1978).
OO-ASN Tipsy S.2 Sold as PK-SAV 1938 but PK- register gives no c/n, see OO-ASM above. C/n has been quoted elsewhere as 38, which was OO-DOR (402).
OO-ATB(2) BFW M23b c/n 507 ex D-2027, OK-OHS. Ntu, re-regd OO-OHS (C of R no.450) 9.38. This must have been an administrative error or a request for

the marks OO-ATB which were found to have just been allocated to the Caudron (C of R no.447) in 8.38, therefore the M23b became OO-OHS.

OO-ATJ Renard R.37 Ntu but regn painted on aircraft. Wfu 1939.

OO-AUJ Savoia S.83 c/n 34023 SABENA. Italian export C of A issued but aircraft not delivered.

OO-BOB(2) DH.85 Leopard Moth c/n7038 Ex G-ACOS. Ntu, re-regd OO-CAA in Congo 4.34.

OO-FCA Topsy BC c/n 522) 8.39 Ntu, destroyed

OO-FCB Topsy BC c/n 523) during war.

OO-FCC Topsy BC c/n 524)

OO-LAB Pou du Ciel Ntu, re-regd OO-LUC, see below.

OO-LUC Pou du Ciel ex (OO-LAB), apparently also ntu, to homebuilt (restricted) register as OO-03.

This could be the HM.290 of A.Descamps, Mons, and possibly other numerical 'registrations' were in use before the war ?

"OO-OFO" Topsy S.2 c/n 24 Ntu, sold as CH-452 (ntu ?), HB-OFO 30.5.36. Cr Bevaix, canc 8.12.37.

OO-TIP(1) The prototype Topsy S.1, c/n 20, seems to have carried this regn but never to have acquired a Belgian C of R. It is reported to have had a British C of A issued on 3.3.36 to a Mr.MacPherson of London. It crashed at Heston in 1938.

OO-TIP(2) Registration painted on Topsy S.2 c/n 29 for exhibition purposes 7.49 on return to Belgium, ex OO-ASB (C of R no.399), G-AFVH. Now exhibited in Brussels Air Museum, still as OO-TIP.

BALLOONS

At least four free balloons are known to have been registered in Belgium pre-war. C of R numbers are not used and details of manufacturer or exact type are not available.

OO-BFY Balloon 630m³ regd 10.5.39 Wfu 15.5.54.

OO-BFZ Balloon 800m³ 24.6.39 Taken by enemy 1.4.44.

OO-BGA Balloon 930m³ 3.7.39 Wfu 25.5.49.

OO-BGB Balloon 930m³ 24.7.39 Wfu 25.5.49.

REGISTRATION INDEX

For ease of reference there follows an alphabetical list of pre-war OO- registrations and C of R numbers. In order to save space the OO- prefix is omitted throughout.

AAA	214	AGA	94	AHQ	109	AIY	205
AAC	336	AGB	102	AHR	112	AIZ	227
ABA	128	AGC	210	AHS	113	AJA	139
ABB	129	AGD	211	AHT	110	AJB	143
ABC	130	AGE	220	AHU	114	AJC	152
ABD	133	AGF	226	AHX	115	AJD	146
ABE	157	AGG	269	AHY	124	AJE	145
ABI	155	AGH	277	AHZ	125	AJF	148
ACB	344	AGI	280	AIA	131	AJG	150
ACD	77	AGJ	281	AIB	141	AJH	153
ADA	87	AGK	282	AIC	142	AJI	154
ADB	89	AGL	327	AID	176	AJJ	159
ADC	90	AGM	329	AIE	179	AJK	149
ADD	132	AGN	331	AIF	182	AJL	144
ADE	138	AGO	338	AIG	181	AJM	169
ADF	140	AGP	348	AIH	184	AJN	151
ADG	228	AGQ	360	AII	185	AJO	147
ADO	355	AGR	367	AIJ	186	AJP	158
AEL	326	AGS	371	AIK	187	AJQ	163/307
AFA	408	AGT	381	AIL(1)	188	AJR	160
AFE	80	AGU	357	(2)	240	AJS	161
AFF	83	AGV	359	AIM	190	AJT	167
AFH	88	AGW	392	AIN(1)	192	AJU	162
AFJ	92	AGX	395	(2)	235	AJV	168
AFL	97	AGY	400	AIO	193	AJW	166
AFM	105	AGZ	410	AIP	207	AJX	171
AFR	120	AHG	93	AIQ	213	AJY	164
AFS	121	AHJ	98	AIR	216	AJZ	165
AFU	116	AHK	99	AIS	222	AKA	170
AFV	123	AHL	100	AIT	224	AKB	231
AFW	127	AHM	101	AIU	195	AKC	231
AFX	126	AHN	106	AIV	196	AKE	173
AFY	136	AHO	107	AIW	198	AKF	208
AFZ	137	AHP	108	AIX	200	AKG	175

AKH	174	ANI	289	ASN	-	GUA	249
AKI	178	ANJ	291	ASO	474	GUB	252
AKJ	172	ANK	297	AST	422	GUC	268
AKL	183	ANL	294	ASU	439	GUD	283
AKM	177	ANN	300	ASW	419	GUE	286
AKN	180	ANO	296	ASY	428	GUF	298
AKO	189	ANP	317	ASZ	412	GUG	333
AKP	230	ANS	301	ATB(1)	447	GUH	346
AKR	194	ANT	306	(2)	-	GUI(1)	313
AKS	191	ANV	314	ATC	463	(2)	373
AKT	197	ANW	363	ATD	462	GUT	288
AKU	199	ANY	299	ATF	454	GUY(1)	272
AKV	232	AOU	451	ATG	465	(2)	279
AKW	217	APA	308	ATH	475	HVS	285
AKX	212	APB	309	ATI	382	IEN	7
AKY	201	APC	206	ATJ	-	JAC	390
AKZ	275	APD	310	ATK	473	JAN	413
ALA	218	APE	312	ATY	464	JAQ	456
ALC	207	APF	352	AUA	404	JFC	328
ALD	202	APH	407	AUB	406	JFN(1)	325
ALE	229	APJ	321	AUC	438	(2)	416
ALF	203	APK	316	AUD	443	JHS	418
ALG	204	APL	315	AUE	446	JYM	273
ALH	215	APM	318	AUF	427	LAB	-
ALI	236	APN	320	AUG	457	LIL	375
ALJ	246	APO	-	AUH	461	LSU	335
ALK(1)	219	APP(1)	332	AUI	468	LUC	-
(2)	385	(2)	-	AUJ	-	MCE	405
AlI(1)	221	APR	370	AUK	470	MRV	334
(2)	323	APS	322	AVB	429	MYJ	471
ALN	225	APU	341	AVD	324	NAD	302
ALO	223	APW	337	AWB	247	NCH	361
ALP	237	APX	340	BAC	290	NKZ	372
ALU	234	APY	339	BAD	303	OEL	79
ALV	233	APZ	350	BAE	305	OFO	-
ALW	238	ARA	351	BOB(1)	304	OHS	450
ALX	251	ARB	354	(2)	-	OML	330
ALY	258	ARC	386	BOC	319	OTA	70
ALZ	278	ARD	384	BSC	241	OTC	66
AMA	248	ARE	353	DEO	455	OTD	69
AMB	244	ARF	358	DIX	369	OTE	73
AMC	243	ARG	242	DKW	311	OTF	85
AMD	-	ARH	349	DON	401	OTG	86
AMF	239	ARI	366	DOP	417	OTH	119
AMG	253	ARJ	374	DOR	402	OTJ	134
AMH	245	ARK	380	DOS	421	OTK	135
AMI	250	ARL	376	DOT	424	OTU	65
AMJ	-	ARM	434	DOU	425	OUI	441
AMK	259	ARN	356	DOV	426	OYF	398
AML	256	ARO	365	DOW	430	PAT	442
AMM	257	ARP	387	DOX	433	PET	362
AMN	254	ARQ	388	DOY	440	POM	466
AMO	255	ARS	389	DOZ	436	RDK	368
AMP	262	ART	364	DUN	445	RDV	431
AMR	260	ARV	403	DUP	444	RED	414
AMS	265	ARW	420	DUS	448	REF	11
AMT	266	ARX	369	DUT	453	REG	377
AMU	271	ARY	378	DUV	452	ROB	343
AMV	276	ARZ	397	DUX	459	RSV	156
AMW	263	ASA	383	DUX	458	RVW	379
AMX	274	ASB	399	DUY	472	STA	345
AMY	270	ASC	391	DUZ	476	TIP(1)	-
AMZ	267	ASD	411	ECO	62	(2)(399)	
ANA	261	ASE	423	EIT	342	TSF	347
ANC	467	ASF	393	ELA	59	UMK(1)	394
AND	264	ASH	409	ENC	287	(2)	449
ANE	293	ASI	469	FCA	-	UPP	270
ANF	292	ASJ	432	FCB	-	WAL	435
ANG	284	ASL	415	FCC	-	ZUT	460
ANH	294	ASM	-	GEJ	437		

THE BELGIAN CONGO

As explained in Archive number 1, Belgian-registered aircraft were often transferred to the Congo without any change of registration although a separate C of R sequence commencing C.1 was used. Newly-registered aircraft were given marks in the series commencing OO-CAA which, with the exclusion of 'CAN, had reached OO-CAW before the post-war register began.

In order to make this article as complete as possible we are listing the pre-war Congolese C of R numbers (up to C.47 of 1944) together with the registrations which are

either known or presumed to belong to them. This list is followed by details of the aircraft which never had a Belgian C of R and which therefore do not appear in any of the previous pages. This last part of the register is in alphabetical order in view of the number of unknown C of R numbers involved.

After the initial compilation of these lists the editor received a Congolese register dated 31.12.50 published by the Belgian Ministry of the Colonies. This has provided confirmation of some unknown C of R numbers but the total picture is still incomplete. Owners current in that register are included below with a note to that effect.

CERTIFICATES OF REGISTRATION 1934-1944:

No.	Confirmed regn with Belgian C of R & date	Possible regn for unconfirmed tie-up
C.1	OO-CAA 4.34	
C.2	OO-AIU (195) 8.34	
C.3	OO-AIV (196) 8.34	
C.4	OO-AIX (200) 8.34	
C.5	OO-AIZ (227) 8.34	
C.6		OO-AIW (198) 9.34 ?
C.7	OO-AIY (205) 6.34(?)	
C.8		OO-CAB 12.34 ?
C.9		OO-CAC 3.35 ?
C.10	OO-GUT (288) (?)	
C.11	OO-AGI (280) 11.36	
C.12		) OO-JAC (390)) both quoted
C.13		from:) OO-MCE (405)) as C.12
C.14		) OO-CAD 3.37 ?
C.15	OO-JHS (418) .37(?)	
C.16		unknown
C.17	OO-AGU (357) 4.38	
C.18		unknown
C.19		unknown
C.20	OO-OYF (398) (?)	
C.21	OO-AUF (427) 11.38	
C.22	OO-ATF (454) (?)	
C.23	OO-AMM (257) (?)	
C.24	OO-AUG (457) 6.39	
C.25		) one unknown, the other
C.26		) OO-CAE 7.39 ?
C.27	OO-EIT (342) (?)	
C.28	OO-AGV (359) 3.40	
C.29		OO-AGW (392) 3.40 ?
C.30	OO-AUK (470) 3.40	
C.31	OO-CAF 6.40	
C.32	OO-CAG 9.40	
C.33		OO-CAH 9.40 ?
C.34		OO-CAI 8.41 ?
C.35		OO-CAJ 8.41 ?
C.36	OO-CAL 11.41	
C.37	OO-CAM 11.41	
C.38		OO-CAT 11.41 ?
C.39		OO-CAP 1.42 ?
C.40	OO-CAQ 11.42	
C.41		OO-CAK 3.43 ?
C.42	OO-CAO 5.43	
C.43		OO-CAR 6.43 ?
C.44		OO-CAS 6.43 ?
C.45	OO-CAU 7.43	
C.46		OO-CAV 8.43 ?
C.47		OO-CAW 6.44 ?

Thus, apart from the unconfirmed tie-ups, this leaves four certificates unaccounted for. It is known that a further Junkers Ju 52/3m was purchased by SABENA in 4.41 for spares but this is not thought to have been registered in the Congo. The aircraft involved was c/n 5440, ex SE-AER and G-AERU.

OO-C.. REGISTRATIONS 1934-1944:

C.1	DH.85 Leopard Moth 7038 .4.34
OO-CAA	Ex G-ACOS, (OO-BOB). Current 1950 with Jeanty, Leopoldville. Cr Angola 4.9.55.
C.	Desoutter 1 D.39 .12.34
OO-CAB	Ex G-ABIG. Sold 31.10.36 as ZS-AHR, later to SAAF.1502.
C.	DH.80A Puss Moth 2181 .3.35
OO-CAC	Ex ZS-ACT, VP-YAN. Canc 14.1.36.
C.	Caudron C.272/5 7432/56 .3.37
OO-CAD	Ex F-APEP. Canc 14.8.44, destroyed.

C.	Piper J-3 Cub 2750 .7.39
OO-CAE	Wfu and canc 4.12.48.
C.31	DH.85 Leopard Moth 7096 .6.40
OO-CAF	Ex OO-JFC. Current 1950 with Colonie du Congo Belge, Leopoldville. Canc 27.6.58.
C.32	Lockheed 14H-2 1489 27.9.40
OO-CAG	Ex F-ARIY, Regie Air Afrique. Seized in Congo and registered to Colonie du Congo Belge, to SABENA 22.9.42. Sold abroad 25.9.54 but subsequent identity unknown.
C.	Lockheed 14H-2 1488 27.9.40
OO-CAH	Ex F-ARIV, Regie Air Afrique. Seized in Congo and registered to Colonie du Congo Belge, to SABENA 22.9.42. Sold as F-BDRV 12.7.47.
C.	Lockheed 18-07 Lodestar 2013 3.8.41
OO-CAI	Ex (F-ARTM). SABENA. Sold as VP-KHA 9.6.49, later to N5381N, N555H.
C.	Lockheed 18-07 Lodestar 2014 3.8.41
OO-CAJ	Ex (F-ARTN). SABENA. Sold as F-OAAA 29.10.48, later N9810F, N323S.
C.	Lockheed 18-07 Lodestar 2340 1.3.43
OO-CAK	Ex 42-32206 (model C-60A-1-LO). SABENA, delivered 21.3.43. Crashed Kenandi 14.1.45.
C.36	Rearwin 8135 Cloudster 887 .11.41
OO-CAL	Current 1950 with Vergus, Kindu. Canc, details unknown. Ex NC37748.
C.37	Rearwin 8135 Cloudster 888 .11.41
OO-CAM	Current 1950 with Cooreman, Leopoldville. Canc 25.9.54. Ex NC37749
C.42	Lockheed 18-07 Lodestar 2339 5.5.43
OO-CAO	Ex 42-32205 (model C-60A-1-LO). SABENA. To Service Cartographique et Geodesique du Congo, Costermansville, 14.12.49. Sold 25.2.55 as N2744A, later to N44A, N4004, N650W.
C.	Junkers Ju 52/3m 5518 .1.42
OO-CAP	Ex SE-AES, G-AERX. SABENA. Wfu 21.3.46 and canc 11.4.46.
C.40	Piper J-5 Cruiser 5.1263 .11.42
OO-CAQ	Current 1950 with Aeroclub du Congo Belge, Leopoldville. Re-registered 90-CAQ, 1961.
C.	Lockheed 18-56 Lodestar 2419 7.6.43
OO-CAR	Ex 42-32225 (model C-60A-5-LO). SABENA, delivered 26.5.43. Cr Mitwaba 24.12.47.
C.	Lockheed 18-56 Lodestar 2420 7.6.43
OO-CAS	Ex 42-32226 (model C-60A-5-LO). SABENA, delivered 31.5.43. Sold to E.A.A.C. as VP-KHB 9.6.49, broken up 1951.
C.	Rearwin 8135 Cloudster 889 .11.41
OO-CAT	Canc 20.2.46. Ex NC37750.
C.45	Waco YKS-7 5206 .7.43
OO-CAU	Ex VP-YCD. Hellebaut, Elizabethville; to Lejaer; to Lescauwaet, Kamembe (current 1950), cc 25.9.54.
C.	Lockheed 18-56 Lodestar 2421 4.8.43
OO-CAV	Ex 42-32227 (model C-60A-5-LO). SABENA, delivered 27.7.43. Sold to E.A.A.C. as VP-KHE 9.6.49, later N94537, N12L.
C.	Waco YKS-7 "32784" .6.44
OO-CAW	Details unknown, probably model YKC-5, c/n 4229, ex ZS-AFT, VP-YCC. Canc 17.10.46.



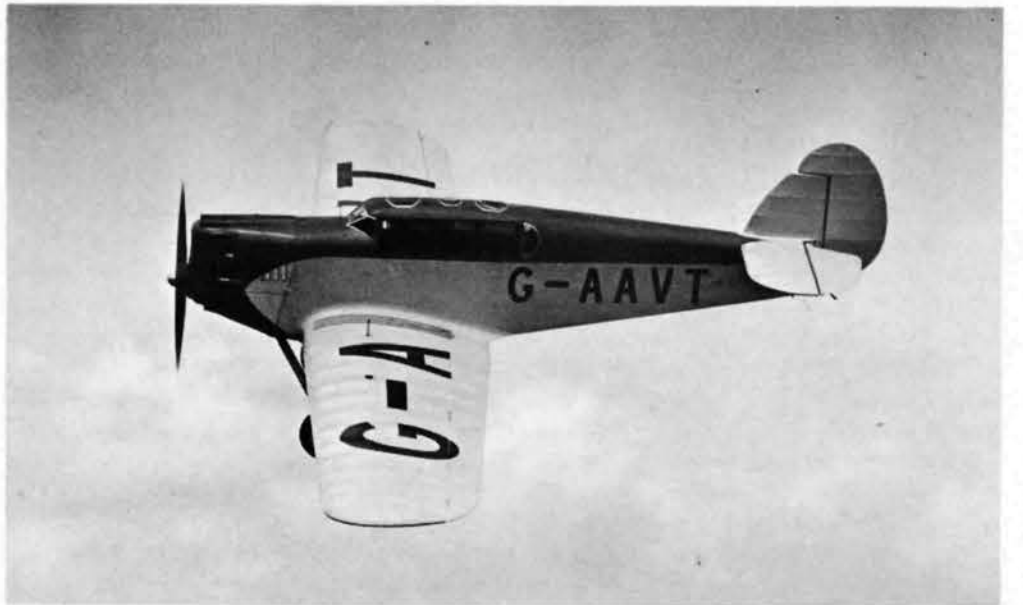
The DH.60G Moth OO-AMM (C.23) at Boma before being painted in Belgian Air Force colours. For the full story see this edition of Feedback.
(Photo by M.Newton, via M.L.Gibson & M.Fillmore)



IMPRESSMENT REVIEW:

Above: Handley Page HP.42E G-AAGX, Imperial Airways' "Hannibal", which was lost at sea on 1.3.40. (Flight no.10347)

Left: The Klemm L.25 G-AAUP still languished in the Dumfries garage in 8.62 when this photo was taken. (Ken Galpin)



Right: The Hendy 302 G-AAVT in what appears to be the later 302A configuration with inverted Cirrus Hermes IV. (Flight no.9275)

Below: From the same manufacturer, the one-off Hendy 281 Hobo G-AAIG is seen here at Hanworth where it was based with the owner shown in the text. (Flight no.14390)



Impressment Review

PART TWO

Continuing from where we ended last time, we should perhaps remind readers that this summary represents those aircraft still registered at the outbreak of World War II and not those necessarily still extant. Just as today, and perhaps more so, some aircraft remained officially current long after they were physically "dead". We should also add that the date on which Air Ministry action commenced is shown below as 'impressed' or 'imp.' and that these dates are as shown in the records and may differ slightly from the date the aircraft was taken on charge and serial allocated.

<u>Regn.</u>	<u>Type</u>	<u>C of A No. & Expiry date</u>	<u>Air Min Alloc'n</u>	<u>Owner and base shown</u>
G-AAGA	DH.60G Moth	1938 2.10.39	T	North British Aero Club Ltd, Dyce, 30.8.39. Impressed 10.9.40, owner notified 18.9.40.
G-AAGH	Westland Widgeon III	2744 18.11.39	E	Westland Aircraft, Yeovil, 30.8.39. C of A extended to 9.5.41, 12.8.42 and 11.10.43 and then MAP Permit issued valid to 12.12.44.
G-AAGM	DH.60X Moth	1984 26.4.30	T	Bedford School of Flying Ltd, Barton (Beds). Sold in parts 19.12.40.
G-AAGR	Avro Avian Mk.IV	1982 25.5.40	E	C.S.C.Brudenell-Bruce, The Earl of Cardigan, Marlborough. Inspected at Heston 29.8.39 c/o Airwork Ltd. Imp 2.3.40, owner notified 30.3.40.
G-AAGW	Westland Wessex	2274 16.8.40	NAC5	Air Service Training Ltd, Hamble. No other entries.
G-AAGX	Handley Page 42 (Eastern Type)	3066 5.5.40	NAC	Imperial Airways Ltd, Cairo. Note indicates cancelled prior to assessment; ie: already with NAC fleet.
G-AAGY	Spartan I	2015 15.3.39	E	R.A.Lindesay, Gravesend 1.9.39. No other entries.
G-AAHE	Avro Avian	2034 1.1.40	E	Horton Kirby Flying Club Ltd, Horton Kirby, Dartford, 30.8.39.
G-AAHG	DH.60G Moth	2046 9.6.39	T	Leamington, Warwick & District Aero Club Ltd, Witney, 30.8.39. Impressed 10.1.41, owner notified 24.1.41. C of A extended to 29.12.41.
G-AAHI	DH.60G Moth	2045 21.6.40	T	J.V.C.Pearson, Bournemouth, 29.8.39.
G-AAHK	Avro 594 Avian Mk.IV	2087 3.1.39	E	Bedford School of Flying Ltd, Barton (Beds), 30.8.39.
G-AAHN	Avro 594 Avian Mk.IV	2041 2.6.40	E	H.V.Armstrong & R.H.Ridley, Stanley Park, 31.8.39. Impressed 31.3.40, owner notified 12.6.40.
G-AAHU	DH.60G Moth	2049 3.8.39	T	The Edinburgh Flying Club Ltd, Macmerry, 30.8.39. Impressed 1.9.40, owner notified 10.9.40.
G-AAHV	Spartan	2186 16.7.38	E	C.D.C.Boulton, Portsmouth.
G-AAHW	Klemm L.25 1a	V.14 15.1.40	E	W.Brown, Wilmington, Sussex, 29.8.39. In a letter dated 17.11.39 the aircraft was reported stored with E.R.Lush, 115 Braybrooke Rd, Hastings, Sussex, against Permit No.87.
G-AAIA	DH.60G Moth	2053 2.1.40	T	Yorkshire Aeroplane Club Ltd, Yeadon, 30.8.39. Impressed 12.2.40, owner notified 30.3.40.
G-AAIE	DH.60G Moth	2056 1.9.39	T	Portsmouth Aero Club, Portsmouth, 30.8.39. Letter dated 6.11.39 notified location at The National Garage, Twyford Avenue, Portsmouth. Further letter dated 10.6.40 gave location as The E.M.A.Garage, Grove Road, Southsea. Impressed 30.6.40, owner notified 16.7.40.
G-AAIG	Hendy 281 Hobo	4374 17.8.38	E	Lord Patrick Crichton-Stuart, Feltham.
G-AAIM	DH.60G Moth	2065 24.9.39	T	Lundy & Atlantic Coast Air Lines Ltd, Barnstaple & North Devon Aerodrome 30.8.39.
G-AAIN	Parnall Elf	3493 18.8.39	E	A.A.Bathurst (Lord Apsley), Yate 29.8.39. At Bournemouth 4.10.39. C of A extended to 12.3.41.
G-AAIU	DH.60G Moth	2089 27.7.39	T	The Cotswold Aero Club Ltd, Gloucester. Reduced to scrap 2.39.
G-AAIV	DH.60G Moth	2070 26.7.40	T	Eastbourne Flying Club Ltd, Wilmington, 29.8.39. Impressed 23.6.40, owner notified 8.7.40.
G-AAIW	DH.60G Moth	2071 20.4.40	T	Norfolk & Norwich Aero Club Ltd, Norwich, 30.8.39. Impressed 12.2.40 owner notified 30.3.40.
G-AAIX	Avro 594 Avian Mk.IV	2068 5.11.36	E	F.E.Buckland, Southend, 1.9.39.
G-AAJJ	DH.60G Moth	2074 18.8.39	T	Brooklands Flying Club Ltd, Brooklands 29.8.39. Impressed 11.8.40, owner notified 28.8.40. C of A extended to 25.10.40.
G-AAJL	DH.60G Moth	2083 11.8.39	T	The Insurance Flying Club Ltd, Gatwick, 1.9.39. Impressed 18.2.41, owner notified 7.3.41.
G-AAJM	DH.60G Moth	2088 12.1.35	T	G.R.Whitelaw, Hanworth. No other entries.
G-AAJP	DH.60G Moth	2101 4.7.40	T	Horton Kirby Flying Club Ltd, Horton Kirby, Dartford, 30.8.39. Impressed 2.3.40 and owner notified 30.3.40.
G-AAJS	DH.60G Moth	2124 20.2.40	T	Newcastle-upon-Tyne Aero Club, Woolsington, 30.8.39. Impressed 12.2.40, owner notified 30.3.40.
G-AAJW	DH.60G Moth	2113 23.11.39	T	Yorkshire Aeroplane Club Ltd, Yeadon, 30.8.39. Impressed 12.2.40, owner notified 2.4.40.
G-AAJZ	DH.60G Moth	2123 14.4.40	T	Redhill Flying Club Ltd, Redhill. Imp. 18.2.41, owner notified 7.3.41.
G-AAKE	DH.60G Moth	2141 15.7.39	T	Bedford School of Flying Ltd, Barton (Beds), 30.8.39.
G-AAKI	DH.60G Moth	2143 29.7.37	T	Leamington, Warwick & District Aero Club Ltd, Leamington, 30.8.39. Impressed 18.7.40, owner notified 26.7.40.
G-AAKM	DH.60G Moth	2151 27.7.40	T	Sir Charles A.Wrench, Feltham, 30.8.39. Later entry to W.S.Shackleton Ltd and note dated 4.1.41 says Sold Abroad.
G-AAKO	DH.60G Moth	2130 26.5.40	T	Witney & Oxford Aero Club Ltd, Witney, 30.8.39 (Witney was amended to Minster Lovell as this entry was made, are they the same location ?) Impressed 12.2.40, owner notified 2.4.40.
G-AAKP	DH.60M Moth	2136 11.8.39	T	Cinque Ports Flying Club Ltd, Lympne, 29.8.39. Impressed 30.6.40, owner notified 16.7.40.
G-AAKU	DH.60G Moth	2144 21.10.39	T	Horton Kirby Flying Club Ltd, Horton Kirby, Dartford, 30.8.39. Impressed 12.2.40 and owner notified 2.4.40.
G-AALE	DH.60G Moth	2189 23.3.33	T	H.M.T.Tod, Renfrew.
G-AALG	DH.60G Moth	2193 10.4.40	T	Newcastle-upon-Tyne Aero Club, Woolsington, 30.8.39. Impressed 12.2.40, owner notified 2.4.40.

G-AALN DH.60G Moth	2194 19.10.39	T	Yorkshire Aeroplane Club Ltd, Yeadon, 30.8.39. Impressed 12.2.40, owner notified 2.4.40.
G-AALP AL.1	A.153 17.5.40	E	B.Arden, Exeter Airport.
G-AALV DH.60G Moth	2217 26.9.40	T	Bournemouth Flying Club Ltd, Bournemouth, 29.8.39. Impressed 12.2.40, owner notified 2.4.40.
G-AALW DH.60G Moth	2218 22.5.39	T	University Aero Club Ltd, Cambridge, 30.8.39. Sold to Air Min 13.1.40.
G-AAMB Spartan	2079 24.8.39	E	F.S.Davies & S.A.Kew, Maylands. Accident 26.2.39.
G-AAMP DH.60X Moth	2644 27.4.40	T	W.H.Moss, Chorley, 30.8.39.
G-AAMR DH.60X Moth	2645 23.7.40	T	Romford Flying Club Ltd, Romford. Destroyed by fire 6.2.40.
G-AAMS DH.60X Moth	2668 17.11.39	T	Airwork Flying Club Ltd, Heston, 29.8.39. Impressed 12.2.40, owner notified 2.4.40.
G-AAMU DH.60X Moth	2871 4.8.40	T	Bedford School of Flying, Barton(Beds), 30.8.39. Sold in parts 19.12.40.
G-AAMV DH.60X Moth	2870 14.2.40	T	The Ganton Flying Club Ltd, The Aerodrome, East Hesterton, 3.6.39. Checked 30.8.39. Impressed 17.9.40, owner notified 20.9.40.
G-AAMW DH.60X Moth	2897 22.9.39	T	Bedford School of Flying Ltd, Barton (Beds), 30.8.39. C of A extended to 31.1.40.
G-AANB Desoutter Cabin Monoplane	2413 9.12.39	NAC1	E.P.Fairbairn, Elmdon, 1.9.39. To Warden Aviation Ltd, Biggleswade 23.11.39. Impressed 31.12.41 and given service markings on same date, Owner notified 2.1.42.
G-AAOF Blackburn Bluebird	2369 7.5.37	E	H.R.Fields, Hedon, Hull.
G-AAPG DH.60X Moth	2182 17.7.40	T	University Aero Club Ltd, Cambridge, 30.8.39. Impressed 9.6.40, owner notified 8.7.40.
G-AAPH DH.60X Moth	2183 14.10.39	T	The Herts & Essex Aero Club Ltd, Broxbourne, 30.8.39. Impressed 12.2.40, owner notified 2.4.40.
G-AAPK Desoutter	2303 2.5.40	NAC1	E.M.Palmer, Feltham, 1.9.39. F/O J.Newton, RAF Watchfield 25.10.40.
G-AAPS Desoutter	2311 9.2.39	NAC1	R.O.Shuttleworth, Old Warden, 1.9.39. Impressed 30.6.41, owner notified 10.7.41.
G-AAPT Desoutter	2315 24.6.38	NAC1	R.D.Jerrans, Maylands.
G-AAPU Desoutter 1	2330 29.7.37	NAC1	N.A.de Bruyne & H.B.A.de Bruyne, c/o Marshalls Flying School, Cambridge 29.8.39.
G-AAPW DH.60X Moth	2289 6.6.40	T	Horton Kirby Flying Club Ltd, Horton Kirby, Dartford, 30.8.39. Impressed 2.3.40 and owner notified 2.4.40.
G-AAPX Desoutter Cabin Mono.	2344 31.12.30	NAC1	National Flying Services Ltd, Feltham. Question mark against owner.
G-AAPY Desoutter Cabin Mono.1	2390 1.8.35	NAC1	M.D.L.Scott, Skegness.
G-AAPZ Desoutter	3175 3.3.39	NAC1	R.O.Shuttleworth, Old Warden, 1.9.39.
G-AARA DH.60G Moth	2228 3.3.40	T	Horton Kirby Flying Club Ltd, Horton Kirby, Dartford, 30.8.39. Impressed 12.2.40 and owner notified 2.4.40.
G-AARB DH.60M Moth	2229 29.3.40	T	Mrs.G.R.M.Patterson, R.Jordon & Miss B.K.Lyall, Maylands.
G-AARC DH.60G Moth	2253 26.8.39	T	Redhill Flying Club Ltd, Redhill, 30.8.39. Impressed 18.2.41, owner notified 7.3.41.
G-AARF DH.80A Puss Moth	2666 16.1.42	T	F/Lt.R.B.Murdoch, Habbaniya, Iraq.
G-AARH DH.60M Moth	2232 5.12.39	T	University Aero Club Ltd, Cambridge, 30.8.39. Impressed 9.6.40, owner notified 8.7.40.
G-AARU DH.60M Moth	2266 21.9.40	T	F.S.Symondoon MC, c/o de Havilland, Hatfield, 30.8.39. Impressed 2.3.40 and owner notified 2.4.40.
G-AASI Hawker Tomtit	2780 26.5.39	E	W.Humble, Firbeck.
G-AASL DH.60M Moth	2540 5.7.39	T	London Transport (Central Omnibuses) Sports Association Flying Club, Broxbourne, 30.8.39. Impressed 12.2.40, owner notified 2.4.40.
G-AASP Avro X	2998 20.11.39	NAC	Imperial Airways Ltd, Cairo. Noted as Cancelled 3.4.40.
G-AASR DH.60M Moth	2317 21.4.39	T	The Cambridge Aero Club Ltd, Cambridge, 29.8.39. Impressed 9.6.40, owner notified 8.7.40.
G-AASY DH.60G Moth	2337 27.7.40	T	Bournemouth Flying Club Ltd, Bournemouth, 29.8.39. Impressed 23.6.40, owner notified 8.7.40.
G-AASZ DH.60G Moth	2336 19.12.39	T	Yorkshire Aviation Services Country Club Ltd, York Municipal Aerodrome, 30.8.39, RAF Linton-on-Ouse 14.9.39. Imp 12.2.40, owner notified 2.4.40.
G-AATD Klemm L.25 1a	V.18 26.5.39	E	F/Lt.F.N.Smith, RAF Manby.
G-AATE Blackburn Bluebird	2384 3.11.38	-	S.Bicham, Orphir, Orkney. Many entries and amended entries. Initially shown as allocated to OGD (presumably "other Govt.Dept.") with locations variously at Hamsey Green, Hooton and Portsmouth ending with the Orkney owner and location.
G-AATJ Desoutter	2383 22.5.32	NAC1	National Flying Services Ltd, Feltham. Question mark against owner.
G-AATK Desoutter	2385 3.11.38	NAC1	Sqdn.Ldr.A.H.Wheeler, Norwich, 1.9.39. Impressed 31.8.41, owner notified 23.9.41. C of A extended to 27.4.40.
G-AATZ Short Calcutta	2529 13.7.39	NAC6	Air Pilots Training Ltd, Hamble, 30.8.39. Cancelled 23.11.39.
G-AAUC Handley Page 42 (Eastern Type)	3201 4.6.40	NAC	Imperial Airways Ltd, Cairo. Impressed 7.7.40, owner notified 12.7.40.
G-AAUD Handley Page 42	3120 5.3.40	NAC	Imperial Airways Ltd, Cairo. Written off 11.9.(39 ?).
G-AAUE Handley Page 42	3103 17.2.40	NAC	Imperial Airways Ltd, Cairo. Impressed 25.7.40, owner notified 29.7.40, C of A extended to 17.2.41.
G-AAUP Klemm Salmson L.25	V.21 16.12.39	E	E.V.Beaumont, private field near owner's address at Oak House, Brandon, Suffolk 29.8.39. R.H.Grant, private garage at Dumfries 15.5.44. This was probably in Buccleuch Street (see photo).
G-AAVB DH.80A Puss Moth	2705 16.3.40	NAC1	H.Petre DSO MC, Heston, 30.8.39. Imp 31.5.41, owner notified 9.6.41.
G-AAVD Martlet	2571 11.8.39	OGD then	H.Whitaker, Redhill.
G-AAVE DH.60M Moth	2449 12.10.39	T	List 4 App.A Sheffield Aero Club Ltd, Firbeck, 30.8.39. To W.S.Shackleton Ltd 29.8.40 and sold abroad on same date.
G-AAVM Avro 594 Avian Mk.IVM	2442 26.2.40	E	Bedford School of Flying Ltd, Barton (Beds), 4.10.39.
G-AAVP Avro 594 Avian Mk.IVM	2445 22.4.38	E	L.V.Farrington, Wood Norton, near Evesham.
G-AAVR DH.60M Moth	Not quoted	T	Redhill Flying Club Ltd, Redhill. Total wreck 15.8.(39 ?).
G-AAVT Hendy Type 302	2611 14.3.38	NAC1	Essex Aero Ltd, Gravesend (though officially unregistered since 2.39).
G-AAVV DH.60M Moth	2462 6.12.39	T	Redhill Flying Club Ltd, Redhill, 30.8.39. Impressed 18.2.41, owner notified 7.3.41.
G-AAVY DH.60G Moth	2466 23.11.39	T	The Cambridge Aero Club Ltd, Cambridge, 29.8.39. Sold to Air Ministry.
G-AAWH Avro 594 Avian Mk..VM	2468 20.6.39	E	R.H.Henderson c/o Esses Aero Ltd, Gravesend, 30.8.39. To Isle of Wight Flying Club Ltd, Sandown. Imp 31.3.40 but quoted as w/o 3.11.39.

To be continued....

Aircraft of European Civil Registers : I

The Piper Cub in West Germany



Czechoslovakian Cubs are not frequently to be seen in print so we lead this section with OK-ANO at Egelsbach on 1.6.58 shortly after its arrival for overhaul and registration as D-EJAX. C/n is 12261. (P.M.Gerhardt)

PART TWO

C/n	F/n	History
11030	5552	L-4H <u>43-29739</u> toc 22.11.43, sold in Europe 24.7.46, rebuilt by Fa.Dätwyler in Switzerland using fuselage no. 5552 which was built in 1940 (original fuselage no. should have been 10855, apparently dbr). <u>HB-OHD</u> regd 7.8.48, <u>canc</u> 20.6.56, <u>D-EGIS</u> allocated 6.1.56, permit for ferry Kloten-Gelnhausen 11.7.56, regd to O.F.Fürst zu Ysenburg und Budingen, Gelnhausen 24.8.56 (as J-3C-65), transferred to AeC Gelnhausen 2.57, named "Felizitas", damaged when collided with Tiger Moth D-EBIG landing at Gelnhausen 20.6.62, damaged on ground at Eggenfelden 6.10.62 when struck by tow-wire from L-Spatz D-1489, to J.Hahn & ptnr, Karlsruhe 1971, <u>canc</u> 3.78, <u>OE-CEX</u> Starex Flugbetriebs GmbH, Trausdorf 7.78, current.
11191	11016	L-4H <u>43-29900</u> toc 21.12.43, sold by 12th AF Italy 11.12.45, <u>HB-OFF</u> regd 11.6.47, <u>canc</u> 27.4.56, <u>D-ENEL</u> allocated 4.56, regd to F/Sch Weichelt GmbH, Bielefeld as J-3C-65 14.5.56, to AeC Osnabrück 8.60, damaged when pupil landed on grass near runway at Emden in error, pulled up and stalled, touching down heavily 3.10.60, damaged when turned over in heavy landing at Osnabrück 21.11.62, damaged when Bücker D-ENIL taxied into it at Osnabrück 2.12.62, to F/Sch Westküstenflug G.Hellinger, St.Michaelisdonn 11.66, to R.Götze, (Witten), written off by gust on ground (where ?) 9.11.69, <u>canc</u> 7.1.70 as dbr.
11210	11035	L-4H <u>43-29919</u> toc 25.12.43, sold by 12th AF Italy 11.12.45, <u>HB-ONN</u> regd 29.5.47, <u>OE-ABE</u> Oesterr. Werbedienst, Wien 29.8.57, to Bedarfsluft Fliegerschule Wien .59, <u>D-EKWU</u> allocated 17.4.63, permit 12.7.63, regd to Friesenflug KG, Rendsburg as J-3C-90 12.9.63, to H.Petersen, Hamburg .67, to L.Mehrwald & Co, Karlshöfen 6.68, <u>canc</u> 19.3.74, <u>OE-ABE</u> Hobby-Air, Aspern 3.75, current with Landflug H.Hörschgl, Leopoldsdorf.
11295	11120	L-4H <u>43-30004</u> toc 31.12.43, sold by 9th AF to unkn 28.8.46, <u>G-AIYV</u> 12.9.47, A.J.Walter, Horley in 58, <u>canc</u> . <u>N9830F</u> repainted as such at Fair Oaks .58 (regn already used on a Constellation!), to Mildenhall AeC as <u>N9829F</u> 7.58, to Frankfurt Flyers Association, Reichelsheim, Germany in 1966, <u>canc</u> 11.4.68, <u>D-EGZG</u> allocated 25.4.68, permit 16.5.68, regd to LFV Mainz, Finthen AAF as J-sC-65 31.5.68, to J.Kayser, Marl 2.75, current.
11299	11124*	L-4H <u>43-30008</u> toc 7.1.44, sold by 9th AF to unkn 19.6.46, to <u>CzAF</u> , <u>canc</u> 14.4.58 after sale to Autohage (with regn <u>OK-AOY</u> mentioned in customs paperwork, but this is reported to have been an Aero C.104 !?), <u>D-EMYM</u> allocated 3.4.59, permit for ferry Munchen/Riem- Oberwiesenfeld 4.5.59, regd to W.Weidenkaff, Oberwiesenfeld as J-3C-65 10.9.59, C of A expired 24.1.67 and <u>canc</u> 16.12.68, restored to E.Engmann, (Altenschwand) 2.9.70, to H.Wörl (F/Sch Franken) & ptnr, Herzogenaurach, w/o there 31.12.72 and <u>canc</u> 2.73.
11313	11138	L-4H <u>43-30022</u> toc 9.1.44, sold by 9th AF to unkn 24.9.46, <u>HB-OAI</u> Flugzeughandels AG, Speck, <u>canc</u> 1.6.56, <u>D-EFUL</u> allocated 22.5.56, regd to M.Seyffer (Akaflieg), München-Oberwiesenfeld as J-3C-65 8.6.56, to Dr.G. Suhr, Hannover 3.59, to Mrs L.Kaufmann, (Rostingen) 12.64, to Bölkow GmbH, Nabern 1.66, to G.Vital & ptnr, München-Riem 7.67, to J.Schmidhuber, (Riedmoos) 12.69, to J.Koller (Ikarus LSC), Oberschleissheim AAF 7.71, <u>canc</u> 12.10.76 as "insurance expired 31.1.74", stored since.
11364	11189	L-4H <u>43-30073</u> toc 15.1.44, sold in Europe 12.6.46, ALAT "356", <u>SL-AAK</u> of Brasserie Karlsberg, Saarbrücken, regd 15.6.53, C of A 10.8.54, transferred to <u>D-ECIV</u> 27.5.59, still owned by Brauerei Karlsberg (as J-3C-85), to J-3C-65 around 1970, to K.Hille, Saarbrücken 11.77, current.
11379	11204*	L-4H <u>43-30088</u> toc 21.1.44, sold by 9th AF to unknown 2.8.46, <u>PH-NAB</u> regd 20.8.48, <u>canc</u> 13.7.55, <u>D-ENIX</u> allocated 31.1.56, regd to W.R.Rudolph, Egelsbach 28.3.56 as J-3C-65 with c/n "11204", <u>canc</u> 23.5.56, <u>HB-OWS</u> J.Surchat & ptnr 9.56, current with AeC.S.
11450	11275*	L-4H <u>43-30159</u> toc 17.2.44, excluded from inventory in Europe 1.6.46, <u>OO-AAP</u> regd 8.7.48, <u>canc</u> 25.6.57, <u>D-ENAX</u> allocated 12.4.57, regd to Dortmunder Luftfahrt-GmbH, Dortmund 19.8.57, J-3C-85, to Motor-F/Sch Vest, Marl 4.58, damaged when prop hit ground taxiing at Marl 28.10.61, damaged when nosed over on t/o at Marl 28.7.62, damaged in emergency landing out of fuel near Köln-Bonn Airport 26.10.62, damaged when prop hit ground on t/o at Marl 26.1.63, damaged in emergency landing out of fuel at Winterswijk, Holland 20.5.63, to J-3C-65, <u>canc</u> due to LOA 17.9.73, unairworthy, sold to Mrs.R.Wertz,Dahlemer Binz .73, restored to L.Neuerburg, Dahlemer Binz 8.74, w/o in heavy emergency landing after engine failure following t/o from Dahlemer Binz 11.6.77, <u>canc</u> 5.79. (Note: 43-29984, which was quoted hitherto as p.i. corresponding to the "c/n" 11275, went to the Philippines!)

11496 11321 L-4H 43-30205 toc 9.2.44, sold by 9th AF to unkn 1.4.46, OO-DAA regd 7.46, canc 1.4.57, D-EMUX (see also c/n 11698!) regd to Nord-West-Flug KG, Braunschweig as J-3C-65 22.10.57, to DAeC 6.61, to AeC Bamberg (won as Burda prize in Deutschlandflug rally .61) 9.61, to J-3C-90 2.70, to B.Joklitschke & ptnrs, Nürnberg 5.73, damaged when veered off runway on t/o at Nürnberg 22.8.73, to J-3C-65 in repair 73/4, damaged when it hit SF.25B D-KMAD on t/o at Gunzenhausen 23.10.76, to K.Brill, Dortmund 4.79, current.

11535 11360 L-4H 43-30244 toc 23.2.44, sold by 9th AF to unkn 9.5.46, NC73100, G-ALVR W.J.Thompson, Croydon with C of A 26.5.50, D-EKYR allocated 23.7.57, regd to H.Dohrmann, (Lüdenscheid) as J-3C-65 30.9.57, to Dortmunder Luftfahrt-Ges. Hengsbach & Co, Dortmund 6.59, damaged when struck a fire-fighting tender when taxiing at Borkenberge 16.8.59, C of A expired 31.8.67 and canc 23.10.69.
(Note: Confusion was caused hitherto by the fact that HB-OBP was quoted with the same c/n. This aircraft is now known to be 11709/11535, ex 43-30418.)

11540 see c/n 11714

11578 11403 L-4H 43-30287 toc 7.3.44, sold by 9th AF to unkn 20.9.46, HB-OAM W.Saegesser, Bern, canc 9.12.53, D-EBIR allocated 7.9.55, regd to Aero-Express GmbH, München-Riem as J-3C-65 17.4.56, damaged when it hit an iron post taxiing at Riem 10.5.57, to Luftfahrt-Technik GmbH, Düsseldorf 9.59, to Niedersachsenflug F/Sch, Peine 9.60, damaged when overshoot landing at Peine and overturned 27.8.60, damaged when swung and struck a building on t/o at Norderney 15.7.62, to Dortmunder Luftfahrt-Ges. Hengsbach & Co, Dortmund 3.63, to Dr.J.Kaulbach, Osnabrück, 3.68, canc 31.1.69 as "insurance expired 6.1.69", restored 5.3.69, to C.Ritter, (Helsen) 11.69, to G.Selig, Würzburg 6.72, to N.Pokorny, Dinslaken 5.78, to Mrs A.Feseck (Flugtechnik Damme), Damme 11.78, canc 6.79, to OY-EFE, current with S.A.Vrist-Ronn, Odense.

11587 11412* L-4H 43-30296 toc 14.3.44, sold by 9th AF to unkn 24.4.46, HB-OUL 10.9.46, canc 25.2.57, D-ELEM allocated 20.10.55 to M.Schile, regd to O.Wagner, Hornberg as J-3C-65 12.6.57, damaged when engine failed on t/o at München-Riem causing emergency landing on farmland, nosed over, 30.8.58. Canc 9.3.61 as sold to Transair, Colombier, Switzerland, who transferred it to their subsidiary at Milan, Italy, who sold it as I-VOLE to AeC Bologna 7.63, C of A expired 9.11.68, canc .72.

11658 11484 L-4H 43-30367 toc 28.3.44, sold by 9th AF to unkn 27.7.46, G-AJDS V.I.P.Services 29.1.47, Denham Aero Club or 11484 13.9.47, A.J.Walter 28.6.48, Blackpool & Fylde A C 10.6.55, J.O.Isaacs 18.10.57, canc 9.8.58, D-EJYD allocated 21.8.58, regd to K.Henninghausen, Düsseldorf as J-3C-65 14.11.58, to AeC Osnabrück 7.61, damaged when landing short at Osnabrück and turned over 29.6.61, to G.Grassmann, Peine .62, to Eddesser Fliegerkreis, Peine 7.66, to K.H.Langspecht (Aircraft GmbH Niedersachsen), Peine 4.70, to Dr.G.Meyer, Peine 8.71, current.

11665 11490 L-4H 43-30374 toc 30.3.44, sold by 9th AF to unkn 23.8.46, to CzAF, Czech C of A for export dated 20.1.58 or 11491 reading c/n "11665/43/30374", D-EDID allocated to Flugzeugführerschule GmbH, München-Oberwiesenfeld 24.2.58, regd to Autohage L.Kühn, Egelsbach as J-3C-65 15.4.58, to Intraco Luftfahrt GmbH, Riem 4.59, to Fahrzeugbau E.Schäfer KG, Worms 6.59, to J.Wetzel, Mannheim 7.59, to FG R Leutkirch 8.60, to K.H.Schlachter, Biberach 4.74, to K.Kiwitt, Hameln 4.76, to Dr.R.Botzem, Bad Pyrmont 7.77, current.

11680 11505 L-4H 43-30389 toc 30.3.44, sold by 9th AF to unkn 11.10.46, HB-OCS 8.4.47, canc 18.5.56, D-EBYK allocated or 11506 23.8.55, regd to M.Dieterle, (Göttingen) as J-3C-65 6.8.56, to H.Veitingner, Stuttgart 25.2.57, C of A expired 30.9.59 and canc 18.12.59, HB-OCS SeFGr Grenchen 12.59, to La Chesatrair, Geneva, to EC-CNE of Real AeC de Castejon de Monegros, Huesca .75, C of A dated 16.2.76, current.

11698 L-4H 43-30407 toc 4.4.44, sold by 9th AF 11.4.46, HB-OEF regd 6.9.46, D-EMUX allocated 15.8.57, ntu (see c/n 11496), remained as HB-OEF of Piper-Club Basel, to J-3C-90, later F/Sch Basel AG, cr 17.6.70, canc 1.7.70.

11714 11540* L-4H 43-30423 toc 7.4.44, sold by 9th AF 6.8.46, OK-ZKK regd .46, canc 14.4.58, D-EJIX allocated 3.4.59, permit 4.5.59 for ferry München-Riem to Oberwiesenfeld, regd to Strobl & Habenschaden, Oberwiesenfeld, 15.5.59 as J-3C-65 (c/n quoted as 11540), damaged in emergency landing at Hundham near Miesbach after engine failure 17.1.62, damaged when grazed some trees and pancaked in a field at München-Freimann in emergency landing after carburetor icing 11.10.59, canc 22.1.70 as LOA, reallocated 29.4.70, restored to F/Sch Schönek, Bruck 13.10.70, to B.T.Pfister, Mainbullau 8.71, to R.J.Krüger, Schwabach 7.72, current.
(Note: Aircraft has fuselage no.11540 and is regd with "c/n" 11540 but has paperwork of 12261/12089 OK-ANO in its official files - this actually became D-EJAX. OK-ANO's identity is quoted as "79965/69" in several Czech documents, but someone has added "11540" by hand, in error.)

11740 11566 L-4H 43-30449 toc 18.4.44, sold by 9th AF to unkn 18.9.46, HB-OSR 10.5.47, canc 23.4.56, D-EMYL allocated 6.3.56, regd to LSV Cloppenburg, Varrelbusch as J-3C-65 20.4.56, to Eisenbahn-LSV, Hannover 8.69, to R.Detel & ptnr, Uelzen 8.71, to F.Hesse, (Laatzen) 7.74, to R.Neuelmann, Celle-Arloh 9.75, current.

11771 11597* L-4H 43-30480 toc 21.4.44, sold by 9th AF to unkn 11.4.46, HB-OEG 26.9.46, to F/Sch Spreitenbach 16.9.53, to A.Rüesch, Sisseln .54, canc 29.9.55, D-EDYT allocated 11.10.55, regd to Schwäbische Flug GmbH, Augsburg as J-3C-65 11.11.55, damaged when it hit sheep on runway while landing at Augsburg 18.8.56, to G.Storr, Augsburg 18.4.62, to J.Koller, Oberschleissheim AAF 8.76, to H.Hanft, Kulmbach 7.78, current.

11805 11631 L-4H 43-30514 toc 26.4.44, sold by 9th AF to unkn 20.9.46, HB-OUG 2.1.47, to A.Schlager & J.Bischofberger, Pirmasens, Germany .53 and stored at Saarbrücken in unairworthy state (awaiting construction of Pirmasens airfield), SL-ABD earmarked but not used. After overhaul and the completion of Pirmasens-Zweibrücken airfield regd as a J-3C-65 D-ECYF 10.6.59 (allocated 18.2.58), canc 17.4.61, HB-OSY V.Somazzi, Bern 3.61, to K.Stucker, Thun, to MFG R Thun, to A.Tanno, Samedan, current as J-3C-90.

11818 11644* L-4H 43-30527 toc 29.4.44, sold by 9th AF to unkn 25.1.46, HB-ODS regd 22.5.47, to K.Baumgartner, Grenchen 10.6.53, to Farner-Werke AG, Grenchen 30.4.55, sold to Graf v.Hardenberg, Donaueschingen, D-ECIN allocated 6.3.56, regd to Motorflug GmbH, Donaueschingen as J-3C-65 29.3.56, damaged in emergency landing after engine failure at Welligem 17.7.57, base changed to Egelsbach 58/9 and to Koblenz .60, damaged when nosed over in emergency landing at Eudenbach strip after engine trouble 6.7.61, damaged when hitting parked aircraft (D-EHAD) while taxiing at Koblenz-Karthause, base transferred to Egelsbach .61, to Flugo Egelsbach 2.3.62, to AeC Guntersblum, Oppenheim strip 15.1.65, canc 17.1.66, OO-CIN G.Bertrand, Grimbergen 2.66, to J.Hollanders, Namur, to Diest A C, current.

11843 11671* L-4H 44-79547 toc 1.5.44, sold to Denmark 27.1.47, at Kastrup 27.1.47, delivered to Norwegian AeC NAK, but not used and stored until sold to J.C.Pracht, Egelsbach and delivered by rail, D-EBOR allocated 1.10.55 but ntu, inspected 27.7.56 and officially identified as "c/n" 11671 after overhaul, permit as D-EDOT issued 28.7.56, regd to Niederhessischer VfL, Kassel as J-3C-65 28.8.56, to H.Fricke, Warneckenfeld 9.58, to Fluwa GmbH, Kassel 7.59, damaged in heavy landing there 27.8.61, to Dr.M.Köppler, Bielefeld 12.70, to Mrs.M. Hauke-Mielck, Osnabrück and Sylt 1.76, to K.H.Krahl, Essen 2.78, current.



Above left: D-EGIS (11030) at Karlsruhe 11.4.76, its last base before sale to Austria. (P.M.Gerhardt)

Above right: SL-AAK, with brewery ownership clearly displayed, later became D-ECIV (11364) when the Saar register was incorporated into that of West Germany. (via P.M.Gerhardt)

Below left: The ex-British Cub N9829F in Frankfurt Flyers Association colours at Reichelsheim 13.2.67. (P.M.Gerhardt)

Below right: The same aircraft in its present guise as D-EGZG (11295) at Hopsten Air Base, 11.6.77. (A.Le Nobel)



- 11905 11733 L-4H 44-79609 toc 19.5.44, sold to Switzerland 23.10.46, F-BFQX regd 30.8.50, A C de l'Albigeois, Albi, sold to F.Berger via René Mary of Strasbourg and canc 3.12.70, D-EAXY allocated 21.12.70, permit 18.1.71, regd to F.Berger, Mühl Dorf as J-3C-65 27.1.71, to L.Pawlik, Ampfing 1.73, current.
- 11924 L-4H 44-79682 toc 18.5.44, sold to Denmark 24.10.46, to S.L.Urdahl & Østlandske Flyselskap, Eggemoen, Norway 12.11.46, LN-OAB regd 22.7.47, w/o when crashed at Oslo-Fornebu 28.4.48, canc 1.10.49. According to German register files, aircraft was taken out of NAK storage after sale to J.C.Pracht, delivered to Egelsbach by rail, D-EDOT allocated 1.10.55, but this was taken up by c/n 11843. Clearly a paperwork mix-up occurred and the identity of this aircraft is dubious, but it could have been either D-EDAT (see f/n 14644) or D-EDET later. (Note: A summary of the problem aircraft bought by Pracht from Norway will appear at the end of this series.)
- 11954 11782* L-4H 44-79658 toc 23.5.44, to Norway 15.4.47, not used by NAK and stored until sold to J.C.Pracht and delivered to Egelsbach by rail, D-EDYS allocated 1.10.55, inspected after overhaul 12.4.56 and "c/n" 11782 found officially, permit issued and regd to K.Johnen, (Kaiserslautern) 13.4.56 as J-3C-65, to Motorflug GmbH, Koblenz-Karthause 2.8.57, damaged when hitting fence posts in emergency landing at Speckhorn after engine failure 27.10.62, to Dortmunder Luftfahrt-Ges. Hengsbach & Co 31.5.63, w/o when stalled during steep turn while looking for a lost model aircraft at Dortmund-Wickede 14.7.64, 2 killed, canc 29.7.64.
- 11968 11795 L-4H 44-79672 toc 24.5.44, sold by 9th AF 1.3.46, OO-AAF Air Union sprl, Knocke-le-Zoute 6.46, to Aero-Lux OHG of Frankfurt 20.12.54 and canc 17.7.57, D-EMAC allocated 18.7.57, regd to Strato-Service GmbH, Köln as J-3C-90 26.7.57, to E.Lüdt KG (F/Sch Nordflug), Hartenholm 4.58, damaged in heavy landing there 3.3.62, damaged when it hit parked aircraft (D-EMKO) while taxiing at Hartenholm 25.5.63, to J.Graf v.Hardenberg, Hartenholm 2.66, canc 11.75. OY-ALI K.Knudsen & ptrn, Stauning 5.76, current. (Note: Officially regd as c/n "7972" which is a corruption of the former US serial number.)
- 12013 11840 L-4H 44-79717 toc 30.5.44, sold to Belgium 16.10.46, OO-LAD 12.46, canc due to crash 20.5.51 at Hechtel, rebuilt .55 as OO-JDP regd 11.55, canc 21.2.57, D-EMOD allocated 7.2.57, regd to Motorsport-F/Sch NRW as J-3C-65 1.3.57, to Father P.Schulte 15.5.59, to Westdeutsche Luftwerbung GmbH (WDL), Essen 10.59, w/o when stalled while landing at Essen 16.5.60, canc 25.5.60.
- 12015 11842 see c/n 12878.
- 12033 11860 L-4H 44-79737 toc 5.6.44, condemned to salvage 9.12.45, however escaped to become OY-DTO of A.Ohrt, Copenhagen 5.47, D-ENAS allocated 17.11.55, regd to Mrs.C.Vollhardt (Deutsche Reklameflug), Egelsbach as a J-3C-65 2.12.55 (with date of manufacture quoted as 1946 officially!), crashed from 35 metres after t/o at Egelsbach 26.7.56, killing 2, canc 8.8.56.
- 12047 11874* L-4H 44-79751 toc 6.6.44, sold by 9th AF to unkn 2.8.46, PH-NBP regd 29.5.47, canc 27.2.56, D-EKAB allocated 4.11.55 but ntu, D-ECAK allocated 20.1.56 but ntu, D-EHID allocated 16.5.56, regd to LSC Bad Homburg, Anspach as J-3C-65 with "c/n" 11874 20.6.56, to LSC Niederweser, Lemwerder 10.58, damaged in heavy landing at Bremen 27.5.60, and again on 29.9.60, to Bremer VfL 12.60, suffered a third heavy landing there 6.8.62, to F/Gem Hamburger Flugzeugbau (HFB), Hamburg-Finkenwerder 11.64, suffered flood damage there 3.1.76 and canc 4.76 as dbr, however sold to J.Toft, Denmark, later and currently awaiting restoration.
- 12077 11904 L-4H 44-79781 toc 9.6.44, sold in Europe 10.6.46 (ALAT ?), SL-AAA A C de la Sarre, Sarrebruck 1.6.53, transferred to D-ECAV 27.5.59, still regd as J-3C-65 to AeC Saar, damaged when hit high-tension wires in emergency landing at Ueberherrn 19.8.60, restored 30.5.62, C of A expired 27.5.65 and canc 15.12.66, restored 1.4.68, to R.Nuessle, Göppingen-Berneck named "Poliboy" 5.69, to I.Toll, Etting strip 11.74, to Dr.M.v.Mülmann, Baden-Baden 5.79, current.

- 12078 11905 L-4H 44-79782 toc 12.6.44, sold by 9th AF to unkn 24.4.46, HB-OBS, re-regd HB-OIV L.Vallat, Porrentruy 5.8.55, canc 9.1.56, D-EBUM allocated 23.8.55, regd to DAeC, Gelnhausen as J-3C-65 5.1.56, to F/Sch Weichelt GmbH, Bielefeld 2.11.56, to Nordflug GmbH, Hartenholm 9.59, damaged when nosed over while taxiing in a strong wind at Kiel 9.1.60, to Dortmunder Luftfahrt-Ges. Hengsbach & Co 14.12.64, C of A expired 11.6.65 and canc 11.8.66.
- 12079 11906* L-4H 44-79783 toc 13.6.44, excluded by 12th AF in Italy 14.4.46, reported as I-AGAA regd 11.58, however f/n 11906 is definitely known to be the following aircraft regd with "c/n" 11906: OO-DEL 10.46, OO-SPA 17.7.47, OO-SPB 23.5.50, F-BBFC 8.60, N10036 .72. The most likely identity, also quoted as 11906, is PH-NCH regd 13.11.47 to Junta Electric NV, s'Gravenhage, canc 27.1.56, D-ECOL allocated 25.11.55, regd to Motorflug GmbH, Donaueschingen as J-3C-65 17.2.56, base transferred to Koblenz pre-58, damaged when prop struck a pole while taxiing at Karlsruhe 21.10.61- to M.Trier (Motorflugschule), Karlsruhe 4.4.62, w/o when stalled on t/o at Karlsruhe 29.6.63, rear fuselage later used in c/n 10793.
- 12110 11936 L-4H 44-79814 toc 16.6.44, excluded from inventory 1.4.46 by 12th AF Italy, HB-OFD 10.3.48, Motor-FGr Biel, or 11937 OE-AAO OeFAG, Salzburg .58, canc 22.11.61, D-EDDO allocated 10.11.61, regd to A.Popp & ptnrs (FGr H.Köhl), Hettstadt as J-3C-65 28.11.61, C of A expired 28.7.66, canc 16.8.67, stored at Hettstadt since.
- 12138 11964 L-4H 44-79842 toc 21.6.44, to French military 7.10.44, F-BBII 5.54, A C de Sarreguemines, canc 8.12.58, or 11965 D-ECSA allocated 3.8.61, permit 17.9.61, regd to AeC Saar, Saarbrücken as J-3C-65 18.9.61, to A.Conrad, Hamm 7.69, to H.Trappenberg 5.71, dbr by gust when thrown on parked aircraft (D-EMBL) at Karlsruhe 13.11.72, canc 23.11.72.
- 12144 11970 L-4H 44-79848 toc 21.6.44, to French military 7.10.44, F-OBAX A C Baden-Oos "Commandant Nognes", Baden-Baden, or 11971 Germany, 10.58, F-BFNM C.Schaeffer, Haguenau 9.63, canc 13.5.64, D-ELRO allocated 29.5.64, regd to K.Koppenhofer, Herten strip as J-3C-65 2.10.64, canc 11.12.72 as sold to P.Wyss, Switzerland, new permit issued as D-ELRO to H.Bäumer, (Ahlen) 13.11.74, but this expired after 3 months, restored to H.Bäumer, Hamm 11.76, canc 4.79, HB-ONW P.Wyss, (Buron), current.
- 12192 12020 L-4H 44-79896 toc 29.6.44, sold in Europe 28.8.46, NC79819, G-ANXP A.E.Hawes 12.54, delivered to Augsburg via Lydd 14 - 15.10.55 and canc 15.10.55, D-EGUL allocated 14.10.55, regd to H.Küblbeck (Augsburger VfL), Augsburg as J-3C-65 28.10.55, to Augsburger VfL 4.1.58, to Verein f.Motorflug, Nordhorn 14.8.62, w/o in emergency landing after engine failure at Hauenhorst near Rheine 4.1.70, canc 5.3.70.
- 12233 12061 L-4H 44-79937 toc 4.7.44, sold by 9th AF to unkn 11.4.46, HB-OUT 16.6.47, canc 9.1.56, D-EFIX allocated 26.11.55, regd to Geluna GmbH, München-Riem 4.1.56 as J-3C-65, to Flugdienst Oberwiesenfeld GmbH .56, to Flugzeugführerschule GmbH, Oberwiesenfeld 17.9.57, to Mrs.B.Hacker, same base 11.58, to Strobl & Habenschaden, same place 6.3.59, C of A expired 6.7.63 and canc 12.12.65.
- 12244 12072 L-4H 44-79948 toc 10.7.44, sold by 12th AF Italy 11.12.45, HB-ONX 5.9.47, canc 14.9.56, OE-AAU OeFAG, Salzburg, canc 22.11.61, D-EDDU allocated 10.11.61, regd to A.Popp & ptnrs (FGr H.Köhl), Hettstadt 28.11.61 as J-3C-65, C of A expired 3.6.66 and canc 16.8.67, remains seen at W.Hirth GmbH, Nabern, in 1972.
- 12261 12089* L-4H 44-79965 toc 10.7.44, sold by 9th AF 21.6.46, OK-ANO regd .46, C of A dated 24.2.56 reading "79965/69" as c/n, canc 14.4.58, to Autohage, Egelsbach, where stored (see photo p.47) and overhauled, D-EJAX allocated 3.4.59, permit 4.5.59, regd to Strobl & Habenschaden, München-Oberwiesenfeld as J-3C-65 15.5.59, C of A expired 3.11.67 and canc 15.2.68, restored to D.Reif, Regensburg 3.71, to W.Schomburg, Regensburg 4.71, to K.Waldmann, Regensburg 4.76, current.
(Note: Identity mixed up in German register office, where D-EJAX has "c/n" 12089 and the paperwork of 11714/11540 43-30423/OK-ZKK which in fact became D-EJIX (q.v..))

To be continued....

Right: The damaged D-ECIN (11818) on 17.7.57 after an emergency landing following engine failure. (via P.M.Gerhardt)

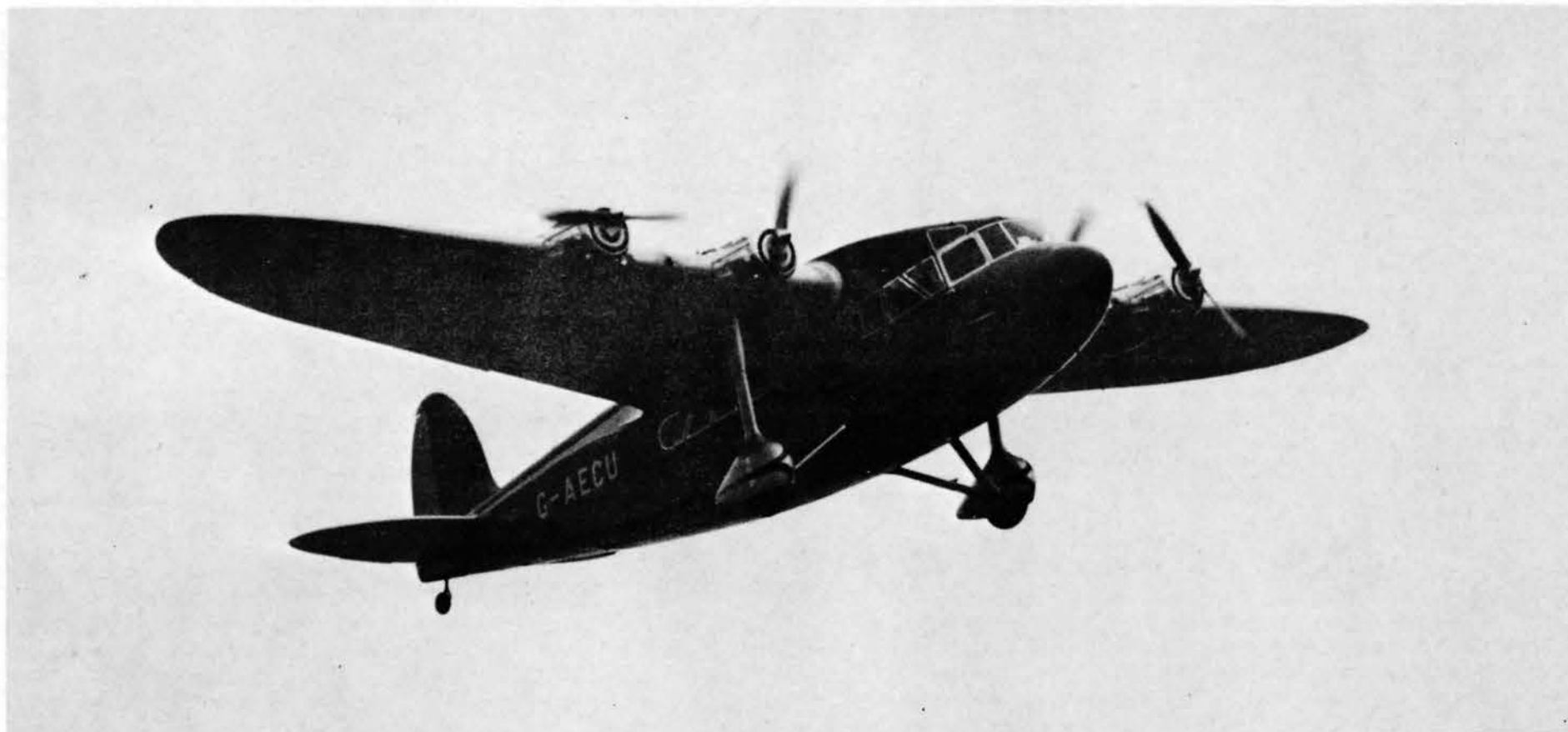


Above left: The second ex-Czech Cub D-EJIX whose documents became interchanged with those of D-EJAX as recounted above and which is illustrated at the beginning of this episode. (P.M.Gerhardt at Schwabach 10.9.78)

Above right: Still wearing its British marks G-AJDS although D-EJYD had already been allocated, c/n 11658 was photographed at Dusseldorf on 4.10.58. (F.J.Sturm)

U.K. C of A Applications

PART TWO



Our first instalment took us up to 29th February 1936. The following extract covers the applications from 2nd March 1936 (No.6036) to 17th June 1936 (No.6188).

Abbreviations listed last time continue but in addition the following are also adopted: Shorts for Short Bros.(Rochester & Bedford) Ltd., Avro for A.V.Roe & Co.Ltd..

Short S.22 Scion Senior G-AECU featured in the Applications on 2.3.36 and first flew on 15.6.36 as the first landplane version as indicated by the Type Modification annotation. It ended its days while impressed as HK868 on a flight from Heliopolis on 22.9.43 from which it never returned. (Flight 15490)

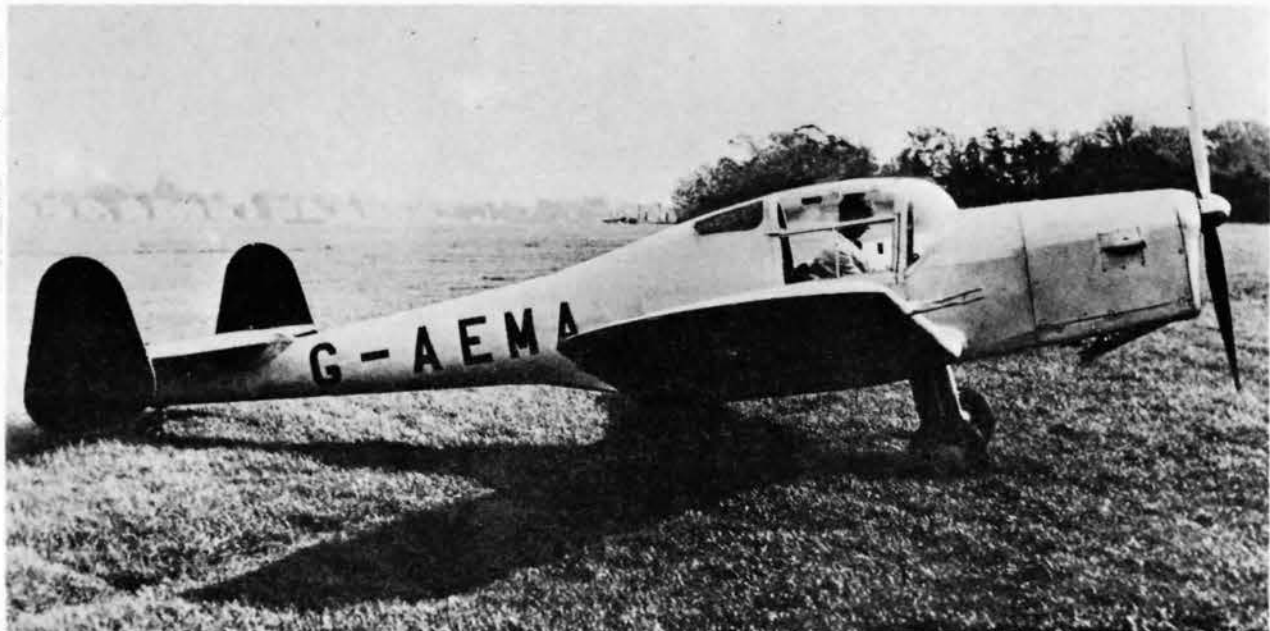
Type	Applicant	Regn	c/n	C of A No., Validity date, Recipient and Remarks
DH.85 Leopard Moth	deH	VT-AHH	7124	5535 12.6.36 (TM) Maharaja Bahadur
DH.90 Dragonfly	deH	G-AEDW	7503	5388 9.5.36 H.B.Legge & Sons Ltd
DH.87B Hornet Moth	deH	G-ADMJ	8066	5387 14.3.36 C.Ogle
DH.87B Hornet Moth	deH	G-ADSK	8091	5386 9.4.36 A.Collinge
DH.87B Hornet Moth	deH	G-ADKW	8074	5390 1.4.36 F.C.J.Butler
DH.87B Hornet Moth	deH	-	8075	5426 28.3.36 de Havilland Aircraft Co(Rhodesia) Ltd. No marks quoted on application or issue certificate. Later VP-YBE.
Short Scion Srs.S.22	Shorts	G-AECU	S.834	5604 28.7.36 (TM)
BA Swallow II	BA	G-AEHL	427	5481 15.5.36 R.M.Wilson
BA Swallow II	BA	G-AEIC	428	5486 14.5.36 H.Blount
BA Swallow II	BA	G-AEIG	429	5493 23.5.36
BA Swallow II	BA	G-AEIH	430	5496 9.6.36 W.A.Phillips (deleted) and Cinque Ports Flying Club
BA Swallow II	BA	G-AEIW	431	5520 29.5.36 P.G.Aldrich-Blake / entered.
BA Swallow II	BA	VT-AHJ	434	5395 12.3.36 (TM) Romsay Flying Club
BA Swallow II	BA	ZK-AEN	435	5492 8.5.36 National Motors Ltd
Avro 643 Cadet II	Avro	G-AEAR	922	5401 5.5.36 Air Service Training Ltd
DH.86A Srs.II	deH	G-ADYG	2343	) 5563 30.6.36 British Airways; 5599 21.7.36; 5631 26.8.36; to 2345) 5515 19.5.36 issued as a Srs.I
		G-ADYJ	2348	
		G-AEST	1	
MA.1 Low-wing monoplane	W.H.Moss	G-AEST	1	6037 6.9.37 (T) Moss Bros. Aircraft Ltd
DH.82A Tiger Moth	deH	LY-LAT	3493	5442 20.4.36 Lietuvos Aero Klubas
DH.82A Tiger Moth	deH	OE-DAX	3494	5434 9.4.36 Dr.R.Harmer
M.3A Falcon Major	P & P	G-AEEG	216	5413 25.3.36 (TM)
DH.82A Tiger Moth	deH	G-AEEA	3495	5405 7.4.36 Airwork Ltd
M.2Y Hawk Trainer	P & P	G-AEEL	271	5399 26.3.36
DH.87B Hornet Moth	deH	VH-UUX	8078	5421 28.3.36 de Havilland Aircraft Pty
DH.87B Hornet Moth	deH	G-AEII	8067	5518 22.5.36 J.C.Fitzmaurice
DH.87B Hornet Moth	deH	-	8079	5472) Both 29.4.36 Escuela de Aviacion Barcelona
DH.87B Hornet Moth	deH	-	8083	5473) as EC-W-55 and EC-W-56
Vega Gull	Percival	G-AEEM	K.22	5414 25.3.36 Sir Charles Rose
Hawker Tomtit	L.J.Anderson	G-AEES	"K1782"	5495 11.5.36
BA Swallow II	BA	G-AEIB	441	5523 29.5.36 (TM)
DH.80A Puss Moth	Airworthiness Ltd, Gravesend	G-AEEB	2089	5423 23.6.36 F/O Wheelwright. Originally VH-UQO supplied without C of A 1934 and returned to UK 12.35. This appln. 13.3.36.
Vega Gull	Percival	G-AEAS	K.23	5424 2.4.36
Gull	Percival	ZS-AHD	D.64	5458 18.4.36 Shell Company of South Africa
DH.87B Hornet Moth	deH	VH-UVV	8077	5441 17.4.36 de Havilland Aircraft Pty

DH.85 Leopard Moth	deH	F-AOUH	7122	5470	30.4.36	Francois de Gournay
DH.85 Leopard Moth	deH	VT-AHK	7123	5507	15.5.36	Rai Bahadur Gupaldass
Sikorsky S-42A	BA	G-AEGZ	1	-		Application cancelled 10.37. Uncompleted British Marine BM.1
Flying-boat						
DH.82A Tiger Moth	deH	-	3496	5459	24.4.36	) de Havilland Company of South Africa.
DH.82A Tiger Moth	deH	-	3497	5428	2.4.36	) Identity not traced.
DH.89 Dragon Rapide	deH	YR-DRA	6329	5539	12.6.36)
		YR-DRI	6330	5546	19.6.36	) Direction de l'Aviation Civile
		YR-DRO	6331	5568	3.7.36)
BA Swallow II	BA	G-AEFM	437	5422	7.5.36	Douglas R.Pobjoy
BA Eagle II	BA	G-AEFZ	133	5435	28.4.36	Sir A.W.MacRobert
BA Eagle II	BA	-	134	5440	16.4.36	G.V.Priestley. No identity quoted but became CF-AYH
Hawk Major	P & P	G-AEEZ	179	5419	14.4.36	
Hawk Major	P & P	G-AEFA	183	5420	28.4.36	African Air Transport Ltd. Both this entry and P & P deleted and presumably ntu. Became ZS-AHH
Falcon Major	P & P	G-AEFB	229	5528	4.6.36	as M.3A
Application No.6086	entered here in error	for No.6068	G-AEEB			
Aeronca Srs.100	Light Aircraft Ltd	G-AENW	1	5706	9.11.36	(T) Aero Corpn. of Great Britain Ltd. Both application and issue certificate give c/n 1, not AB.101 as is now usual.
DH.86A Srs.1	deH	G-AEFH	2350	5437	10.8.36	Railway Air Services
DH.87B Hornet Moth	deH	G-ADKP	8081	5439	22.4.36	The Hon.B.Lewis
Cygnets low-wing all metal 2-3 seat monoplane	C.W.Aircraft	G-AEMA	1	6032	2.9.37	(T) C.R.Chronander & J.I.Waddington



Application for Cygnet G-AEMA was made on 7.4.36 and it first flew at Hanworth in May 1937 with a windscreen raked forward for raindrop removal. The photo above (Flight no.14718s) shows it in interim form with rounded windscreen and was probably taken at Hanworth late in 1937.

The lower view (General Aircraft, via Aeroplane Photo Supply collection/D.M. Hannah) shows the conversion to twin fin configuration and was taken at Hanworth in November 1938. The final variation, the adoption of a tricycle undercarriage, took place early in 1939.



DH.89 Dragon Rapide	deH	-	6332	5538	15.6.36	T.G.Mapplebeck as G-AEKF
DH.87B Hornet Moth	deH	G-ADNB	8080	5436	18.4.36	H.Peake
Avro Type 626	Avro	G-AEGA	923	5443	12.5.36)
		G-AEGB	924	5444	18.5.36	) All to Austria
		G-AEGC	925	5445	25.5.36)
DH.84 Dragon 2	deH	G-AEFX	6106	5448	5.5.36	W.S.Shackleton Ltd
Hawk Major de Luxe	P & P	G-AEGE	267	5463	27.4.36	(TM) O.F.H.Atkey
BA Swallow II	BA	G-AEGM/N	436/8	5465/6	1.5.36	Liverpool & District Aero Club
BA Swallow II	BA	VT-AHP	439	5510	16.5.36	Madras Flying Club
BA Swallow II	BA	VT-AHS	440	5576	7.7.36	Delhi Flying Club
BA Eagle II	BA	G-AEKI	131	5557	3.7.36	J.W.Adamson
BA Eagle II	BA	G-AENE	132	5651	17.9.36	L.T.Lillingston
BA Eagle II	BA	-	135	Nil		Reported for Maharajah of Cochin
BA Eagle II	BA	F-APDG	136	5634	26.8.36	Gustav Wolf

DH.85 Leopard Moth	deH	G-AEFR	7125	5447	22.4.36	H.R.A.Kidston
DH.89 Dragon Rapide	deH	-	6333	5581	8.7.36	Ministerio de Salud Publica
DH.89 Dragon Rapide	deH	-	6334	5597	22.7.36	Cook Strait Airways, became ZK-AFC
DH.89 Dragon Rapide	deH	-	6338	5630	25.8.36	Direction de l'Aviation Civile as YR-DNC
Avro 504N	Avro	G-AEGW	"J9702"	5479	2.9.36	Air Travel Ltd. J8507 entered initially and altered
Hawk Major	P & P	G-AEGP	186	5456	28.5.36	as M.2H
Hawk Major	P & P	G-AEGR	188	5457	17.6.36	as M.2H
DH.90 Dragonfly	deH	G-AECX	7505	5462	20.5.36	A.H.Youngman
DH.90 Dragonfly	deH	CF-AYF	7506	5461	28.5.36	de Havilland Aircraft of Canada
DH.90 Dragonfly	deH	G-AEFN	7507	5460	6.6.36	W.G.Robson
Vega Gull	Percival	G-AEHA	K.24	5477	1.5.36	(TM)
Monospar ST.25	General A/C Ltd	G-AEGX	80	5487	8.5.36	(TM)
Monospar ST.25	General A/C Ltd	G-AEGY	93	5506	15.5.36	(TM)
Heston Phoenix	Heston A/C Co Ltd	G-AEHJ	1/3	5483	7.5.36	



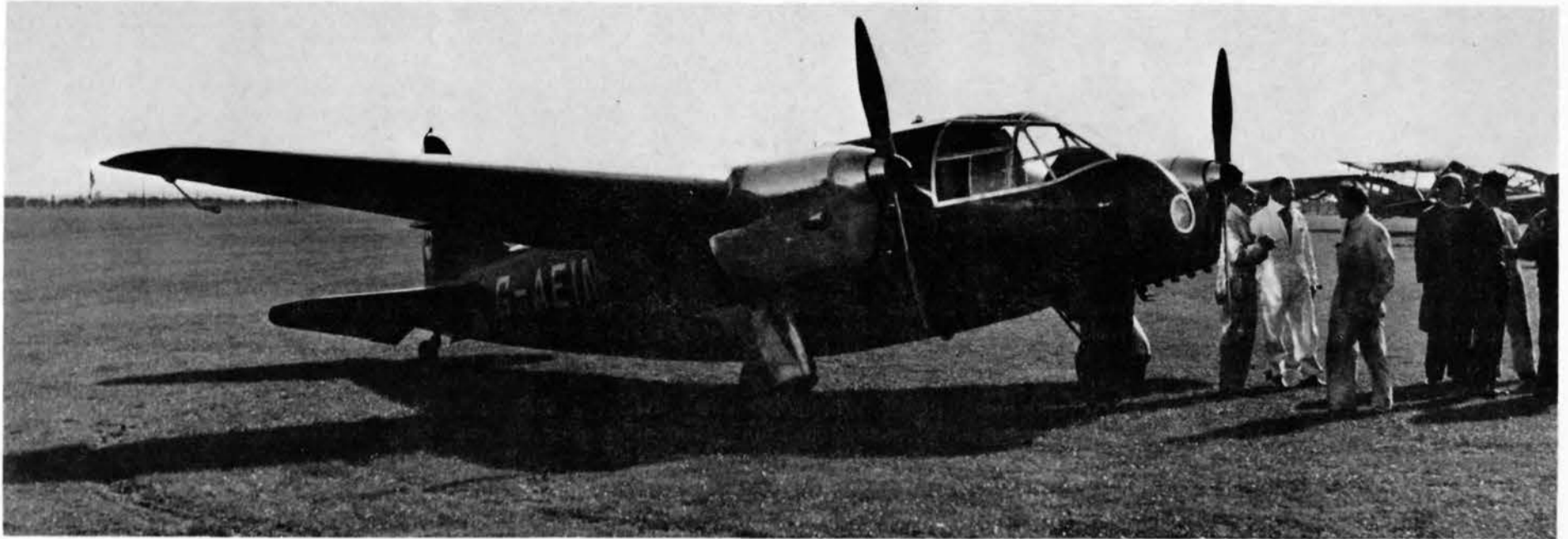
This superb air-to-air shot of Heston Phoenix G-AEHJ shows off the type's advanced aerodynamic features well. G-AEHJ was damaged beyond repair in 1939. (Aeroplane Photo Supply collection via D.M.Hannah)

DH.87B Hornet Moth	deH	G-ADNC	8084	5482	12.5.36	Norfolk & Norwich Aero Club
Airspeed Envoy II	Airspeed	G-AEGF	55	Nil		Became PH-ARK
Airspeed Envoy II	Airspeed	G-AEGG	56	Nil		Became PH-ARL
Hawk Trainer II	P & P	G-AEHP	258	5531	12.6.36 (TM)	later M2Y
Nighthawk	P & P	G-AEHN	283	5619	14.8.36	
Hawk Trainer	P & P	G-AEHO	288	5620	14.8.36	Actually Nighthawk, with 'EHN to Rumanian AF later
Hawk Trainer II	P & P	G-AEHR	237	5532)	
		G-AEHS	245	5533	)	12.6.36 later M.2Y
		G-AEHT	265	5534)	
Hawk Trainer	P & P	G-AEHU	292	5559	10.7.36; 5537	15.6.36
		to	to	5560	2.7.36; 5552	26.6.36
		G-AEHZ	297	5561	10.7.36; 5562	10.7.36 all were M.2Y
DH.82A Tiger Moth	deH	G-AEID	3498	5491	1.7.36	Reid & Sigrist Ltd
DH.87B Hornet Moth	deH	G-ADMT	8093	5484	3.6.36	



Dragonfly G-AEDT was one of the survivors and is shown here at Orange County Airport on 6.5.67, exactly 31 years after the first Application for C of A! (Arthur Piercy) . A pre-war study of Hornet Moth G-ADMT (Aeroplane Photo Supply via D.M.Hannah).

DH.87B Hornet Moth	deH	OO-RDK	8090	5525	30.5.36	R.de Keyser (but see Belgian Register!)
DH.87B Hornet Moth	deH	G-ADMR	8087	5509	10.5.36	Marquess of Londonderry
DH.90 Dragonfly	deH	G-AEDH	7510	5489	2.7.36	S.Harris
DH.90 Dragonfly	deH	G-ADXM	7509	5488	20.6.36 (TM)	W.Lindsay Everard
DH.90 Dragonfly	deH	G-AEDT	7508	5490	19.6.36	Sir P.Sassoon
DH.90 Dragonfly	deH	VP-YAX	7512	5595	21.7.36	Rhodesian & Nyasaland Airways
DH.87B Hornet Moth	deH	G-ADMO	8086	5505	16.5.36	The Hon.J.D.Kemp
DH.87B Hornet Moth	deH	OE-DKK	8094	5542	16.6.36	P.Knoch
DH.87B Hornet Moth	deH	ZK-ACP	8096	5511	15.5.36	Air Survey & Transport Co.
Avro 504N	Avro	G-AEIJ	"J9702"	5554	27.6.36	issued as J8507, see G-AEGW.
DH.89 Dragon Rapide	deH	G-AEGS	6335	5497	7.8.36	Iraq Petroleum Transport Co Ltd



Double Eagle G-AEIN had its original C of A Application dated 12.5.36 but by 13.5.41 only the airframe remained and this was impressed in July 1941 and used for instructional purposes. (Flight no.13438s)

Short Scion	Pobjoy Airmotor and A/C Ltd	G-AEIL	PA.1003	5550	27.6.36	
Short Rangoon	Shorts	G-AEIM	S.757	5644	1.9.36 (TM)	Air Pilots Training Ltd after initial allocation to Imperial Airways Ltd
Avro 643 Cadet II	Avro	G-AEIR	926	5501	26.6.36	Air Service Training Ltd
Vega Gull	Percival	G-AEIF	K.25	5504	12.5.36	Col.A.Hamilton-Cault
DH.82A Tiger Moth	deH	-	3499	5578	9.7.36)
		-	3503	5590	16.7.36	) Uruguayan Ministry
		-	3504	5565	30.6.36	) of War
		-	3505	5585	11.7.36)
Monospar ST.25	General A/C Ltd	CF-AZW	81	5522	26.5.36	Maritime Airways
BA IV Double Eagle	BA	G-AEIN	902	5573	4.7.36 (TM)	Lord Willoughby de Broke
DH.84 Dragon 2	deH	G-AEIS	6107	5498	13.6.36)
		G-AEIT	6108	5499	9.6.36	) Delivered later to Turkish Air Force
		G-AEIU	6109	5500	18.6.36)
Vega Gull	Percival	G-AELE	K.26	5519	23.5.36 (TM)	W.Lindsay Everard
DH.90 Dragonfly	deH	VR-SAX	7511	5513	13.10.36	British Continental Airways. G-AEDI first entered, then deleted. Possibly flew as 'EDI but not d/d to BCA.
DH.90 Dragonfly	deH	G-AEDJ	7515	5514	3.7.36	T.L.E.B.Guinness
DH.90 Dragonfly	deH	G-AEHC	7514	5516	14.7.36	Lord Beaverbrook
DH.90 Dragonfly	deH	VH-UXB	7513	5615	6.8.36	Qantas Empire Airways
Mew Gull	Percival	G-AEKL	E.21	5564	30.6.36	
DH.80A Puss Moth	Brooklands Aviation	G-AEIV	2067	5521	20.6.36	O.F.Y.Thomas. Delivered initially as VH-UQK without C of A 1932, resold to UK 5.36. Application dated 15.5.36.
Improved Pou du Ciel	E.D.Abbott Ltd	-	C.P.2	Nil	Cancelled	16.6.38
Monospar ST.25	General A/C Ltd	G-AEJB	82	5607	29.7.36 (TM)	
Airspeed AS.6E Envoy	Airspeed	OK-BAN	53	5623	17.8.36	CSA Czechoslovakia
Airspeed AS.6E Envoy	Airspeed	-	54	5649	3.9.36	CSA Czechoslovakia as OK-BAO
Vega Gull	Percival	G-AEJJ	K.27	5524	30.5.36	L.H.Gibbs
Short Scion	Pobjoy Airmotor and A/C Ltd	G-AEJN	PA.1004	5645	5.9.36	
DH.87B Hornet Moth	deH	-	8088	5529	4.6.36	de Havilland Aircraft of South Africa. Became ZS-AHP.
DH.82A Tiger Moth	deH	-	3506	5556	23.6.36	de Havilland Aircraft of South Africa
DH.82A Tiger Moth	deH	-	3507	5548	22.6.36	de Havilland Aircraft of South Africa. Became VP-YBG.
BA Swallow II	BA	G-AEKC	443	5551	30.6.36	Yorkshire Air Services
BA Swallow II	BA	G-AEKB	444	5530	4.7.36	J.J.Lister
Monospar ST.25	General A/C Ltd	G-AEJV	83	5547	22.6.36 (TM)	
Airspeed Envoy II	Airspeed	VT-AHR	57	5697	28.10.36	Maharajah of Jaipur
DH.87B Hornet Moth	deH	-	8095	5536	11.6.36	Rous & Meeuwoord. Became PK-WOR
Vega Gull	Percival	G-AEKD	K.28	5540	15.6.36	P.Randolph
Vega Gull	Percival	G-AEKE	K.29	5570	3.7.36	Sir Connop Guthrie
DH.87B Hornet Moth	deH	-	8099	5541	15.6.36	de Havilland Aircraft of South Africa. Became CR-AAA
DH.82A Tiger Moth	deH	VH-UVZ	3508	5545	17.6.36	de Havilland Aircraft Pty
DH.90 Dragonfly	deH	G-AEDG	7516	5606	13.8.36	J.V.Fairbairn
Avro Avian IV	The Alpha Twenty Five Club	G-ADEO	-	5587	16.7.36 (TM)	The Alpha Club. C/n A25/1 on issue.
BA Swallow II	BA	G-AEKG	442	5553	14.7.36	Eastbourne Flying Club

COMMENTARY Just a few comments on this edition's offerings. G-AEEL is usually regarded as the last of nine Miles M.2X Hawk Trainers (larger rudder than the M.2W) but the Application gives it as the M.2Y variant. The Penshurst-based Avro 504N G-AEGW and G-AELJ were both quoted as J9702 (the former RAF serial) on the Applications, which gives just a hint of suspicion that their identities were switched. It was probably nothing more, however, than sloppy paperwork. For the record, the Application dates for G-AEGW and G-AELJ were 22.4.36 and 8.5.36 respectively. E.D.Abbott's Improved Pou du Ciel presents a slight problem of identity. The aircraft with c/n C.P.1 was G-AEGD/VT-AID and C.P.3 to 7 were G-AEJC to G-AEJG. The initials C.P. denoted a cantilever Pou and construction was at Farnham with a 30hp Carden-Ford engine. In the Merseyside Aviation Society publication "British Homebuilt Aircraft", Peter 'The Pou' Schofield (who has probably amassed more data on the type than anyone else) suggests that c/n C.P.2 relates to G-AEIE registered on 5.5.36 to the builders with c/n WB.1 and eventually cancelled in 12.37. The C of A Application above, dated 22.5.36, does seem to lend credence to this theory. Just to whom the initials WB relate we pass over to the ARCHIVE readership for speculation!

FEED BACK

The enthusiastic response of ARCHIVE readers to the Editor's invitation to send in additional information can be measured here. Please keep the contributions coming in, however small they may be they all add to our overall knowledge.

For ease of reference this feature is arranged under subject headings with the contents in their original order. So, without more ado, this is what you have added to ARCHIVE 1.

DH.60 MOTH

- 168 Exhibited to the Press at Stag Lane 3.2.25 (this could possibly be the date of the photo). Loaned to Lancashire Aero Club for demonstration to local dignitaries at Woodford when their own G-EBLR suffered pre-delivery engine problems. Flown Stag Lane-Woodford by Cobham and John Leeming 28.6.25 and returned next day.
- 169 Originally Cirrus I, changed to Cirrus II for India flight. Crash location was Lahore.
- 193 Regn date 21.8.25.
- 197 Regn date 27.11.25. As c/n 169 originally Cirrus I, to Cirrus II for India flight.
- 201 G-EBMQ is thought to have crashed near Leek in the Pennines in 1934. Does anyone know of further details?



The ill-fated G-EBMQ in Lancashire Aero Club colours at Woodford between mid-1932 and mid-1934. The photo can be dated by the presence of Tutors G-AARZ and G-ABZP in the hangar behind the Moth. (Basil Mears collection)

- 247 Regd G-EBVD 30.11.27. Seen at Croydon 6.8.48 possibly then with Rollasons.
- 261 Engine changed to Cirrus II for Kings Cup, July 1926. Aircraft survives at Svedino's Bil och Flygmuseum, Ugglarp, Sloinge, Sweden disguised as DH.60T Fv5555.
- 263 Delivered to Phillips & Powis 6.29.
- 268 Crash was due to pilot not coupling up the rudder bar prior to instructional flight.
- 337 Regd 29.5.28.
- 338 Regd 29.5.28.
- 340 Regd 16.10.28. Sold to unknown party 9.31. Crash was at Fen Ditton 24.6.37.
- 342 Regd 14.11.28. Sold to unknown owners 6.33 and 9.34; regd to Cambridge Aero Club 15.11.34, to University Aero Club 25.7.36.

Page 7: The seaplane Moth is G-AADV going ashore at Calshot to attend the 1929 Schneider Trophy Race, pilot Hubert Broad and front seat passenger Vicomte de Sibour. The wheels have been lowered below water for taxiing up the slipway which becomes increasingly obvious the more the Editor studies the picture!

U.K. C of A APPLICATIONS

- VH-AHB Leopard Moth. The 'last two' of the registration were for H.(F.)Broadbent, not Harry Broadhurst. Known as "Jimmy" Broadbent, he flew AHB from Darwin to Lympne in 6 days, 8 hours, 25 mins in 1937. The aircraft later became G-AFDV with Sam Harris at Redhill.
- G-AEON Praga. Was perhaps the first UK-built aircraft with a full C of A and could be the type certification machine, particularly as it was flown to Martlesham Heath for a month on 13.11.36 only one week after its first flight at Barton. Incidentally, was there any connect-

ion between Comper & Walker Ltd (the Applicants) who imported the Czech-built Praga G-ADXL, and Hills & Sons the UK licence builders?

G-AFDI Albatross. With reference to AJJ's "DH Aircraft since 1915", Jack Brownhill suggests that the modified, strengthened rear fuselage necessitated by the break-up of G-AEVL 27.8.38 on landing, was incorporated into all Imperial Airways' order of which FDI was the first. He floats the theory that 'TRF' means Reinforced Fuselage, with FDI being the first of the type to be certificated though the mod was tried out on EVW originally.

THE PIPER CUB IN WEST GERMANY

- 8391 Jens Toft informs us that OY-ECV was rebuilt using parts of D-ELAT c/n 12281, f/n 8644, purchased in 1973. The original fuselage of OY-ECV was itself later used in the rebuilding of OY-POL c/n 12818 ex 44-80522.
- 8766 As OO-AAH apparently went to Mrs Seynaeve-Isebaert of Oost-Rozebeke in the second quarter of 1950.
- 9059 Date of impressment as 43-2914 was 24.7.42. As OY-ANK now owned by Jørgen Koldsø, Frederiks.
- 10668 Paul De Maeyer gives Belgian owners as Mrs Jenny Guillaume 1947; J.B.Kramer, Kessel-Lo, 3.49; Ste.Bel. de Dem.Aer. 4.49; G.Devas & O.Van Lantschote, Namur, 1.52; R.Heuvelmans, Brussels, 22.9.59; cancelled as sold to West Germany 4.3.64.
The last two entries mean that this cannot be the original D-EGOR which was regd 5.1.56, although its documents say it is ex OO-RVC! The f/n of D-EGOR is 8567 so its true c/n would not be 10668 - so where did the documents come from? It seems that 10668 was rebuilt at some time using f/n 8567 but the true identity of the donor aircraft is unknown.

IMPRESSMENT REVIEW

The heading photo of G-AAFU was taken by A.J.Jackson at the RAeS Garden Party at Harmondsworth/Heathrow 5.38 and we are sorry that the printers cut the tail off! It was at that time owned by Roper Brown.

- G-EBRF Bluebird. Burned in a fire fighting demonstration at Gravesend Airport, 7.37.
- G-AACF Avian. Confiscated by occupying forces in Guernsey and shipped to Germany.
- G-AADW Moth. Sold to Shanghai 23.3.31, hence no other entry!

ARGENTINE DELIVERY REGISTRATIONS

- LV-PAE staged through Southampton as LV-PAE in May 1955, was logged there on 26.5.55 and stayed for a few days.
- LV-PDR possibly became LV-FXJ which is incorrectly quoted as having c/n "18-5474".
- LV-PFY (note typing error, also LV-PFZ) issued 9.57 to PA-18 c/n 18-5489 ex HB-... ntu, which instead became HC-ACS leaving LV-PFY to be reused as quoted.
- LV-PIO is ex N8540D.
- LV-PJB has been quoted as PA-22-150 c/n 22-4507, exported 11.56, later LV-FXE. However the date and subsequent registration would fit this in the gap LV-PCB more realistically.

We are reminded by a photograph from Mr.G.Terry that before the LV-P.. series came into use there were other instances of delivery marks being used. His photo, below, shows Avro York LV-XGO c/n 1355 before delivery to Flota Aerea Mercante Argentina in 1946. On arrival it became LV-AFY and was later to be Surrey Flying Services G-AMGM. Does any reader know





Left: The Orta St. Hubert monoplane OO-AKO on a visit to Heston in October 1930. (Gordon Riley/"Vintage Aircraft")
 Below: S/L Mike Newton of 490 Sqdn poses with the repainted Moth OO-AMM at Boma, Congo. (via M.Gibson, M.Fillmore)

whether the registration LV-XGD was one of a temporary series or was the York simply ordered by the Argentine Government, the proper users of this block, and handed over to the airline after delivery? The airline titles are, incidentally, clearly visible on the original print.

BELGIUM

- 27 O-BABI. Delivered Cricklewood-Brussels 10.8.20. Three others for SNETA were O-3, O-4 (both delivered 11.8.20) and O-5 (12.8.20). Does anyone know the previous or subsequent identities of these three DH.4s and whether an O-1 ever existed?
- 34 O-BARI. The photo on page 4 was taken by H.C.Rayner OBE.
- 51, 52, 54, 56. The Bleriot Spad S.33s O-BAHA, 'B and 'C have F-AICB, 'C and 'D as subsequent rather than previous identities. They were registered to CFRNA 4.26. The dates would fit better if O-BAHD had become F-AICD but the latter does seem to have been c/n 3063.
- 176 OO-AID is now generally regarded as being the almost new c/n 5097. Delete early identities except PH-AEP, regd to KLM 12.2.29 and cano 13.9.29 on sale to SABCA and onward to SABENA. Confirmed by KNVvL records.
- 177 OO-AKM. Name is Abeele, C of A issued to M.de Limelette.
- 189 OO-AKO. Photographic evidence (above) of a visit to Heston in October 1930 tends to confirm the theory that it was registered earlier that year.
- 192 OO-AIN. A previously unpublished accident report from the official records via the late Peter Moss' collection says: "After taking off on a night mail service from Croydon on 11.9.30 the pilot encountered thick fog. On returning to Croydon the starboard wing struck the ground during avoiding action with some trees on the airfield boundary. The aircraft cartwheeled and fire broke out on impact. Both the pilot, E.G.L.Sobry and mechanic, F.Cooremans, the only occupants, were killed."
- 214 OO-AAA. Owner is probably Suzanne Lippens. G-ABBP ntu.
- 242 OO-ARG. To UK 10.38, cano 8.3.39.
- 254 OO-AMN. C of A issued to L.Senden, believed initially to Ecole d'Aviation d'Anvers. Confirmed owners G.Roelants, Brussels; Club des Aviateurs de Bruxelles, 2.36.
- 255 OO-AMO. Later to Ecole d'Aviation d'Anvers.
- 256 OO-AML. C of A issued to Club des Aviateurs de Bruxelles who were probably operators not owners.
- 257 OO-AMM. C of A issued to De Caritat, Hartog & de Kern. Other owners were Club des Aviateurs de Bruxelles pre-36, A.Horlaint 2.36, H.Van Zurpele 2.38, then G.Meulenberghé. The Congo C of R was C.23 and our source remembers the owner at Boma who made himself 'Adjutant' Meulenberghé and offered his aircraft to British forces during the war. As No.490 Sqdn with Catalinas were based at Banana Creek, the



Moth was seconded to them for communications flights between nearby Moanda and Boma. The Moth was repainted in Belgian Air Force colours (see photo above). It appears to have been on the Congolese register as late as 31.12.50 with owner given as De Coninck (of Ghent!) since 1945 - indeed it may have survived until 1952.

260 OO-AMR. C of A issued to G.Perier but known Belgian owners are Camille Gutt, then R.Smits 2.37 and J.Dermot 2.38.

FEEDBACK

In response to our query about nationality markings carried on tail surfaces K.W.Ede has unearthed some publicity material from Czechoslovak Airlines. This indicates that the markings L-B were carried on the fin/rudder of early aircraft. For example an Aero A-14 (in service from 1923) and an Aero A-10 (from 1924) have them but types introduced in 1927 carried only the letter L.

PROBLEM

Reader C.T.Gibbons is researching Heston of the 1930s. He would like to identify the single-seat M.2 Hawk with no visible regn in the cover photo of Heston's large hangar in Air-Britain DIGEST of Nov-Dec 1972. Also confirmation that Leopard Moth G-ADAP was there 7.35, part of the regn being visible in an Aeroplane photo of 24.7.35. Anyone who can help identify colour schemes of aircraft based at Heston in the 1930s (eg Birkett Air Services, British American Air Services, Air Commerce, etc) is also invited to contact Mr.Gibbons direct at 68 Allenby Road, Southall, Middlesex UB1 2HH. We hope to be able to report some success in a future edition of ARCHIVE !

ARCHIVE

The AIR·BRITAIN Civil Aviation Historical Quarterly



Introducing our feature article in this edition - the Complete Civil Registers of Fiji - is DHA-3 Drover 2 VQ-FAH on the tarmac at Bankstown in 1965 prior to delivery to New Hebrides Airways. (Photo: Eric E. Allen)



ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly

Edited by David Partington

Editorial address: 8 Rochester Drive, Timperley,
Altrincham, Cheshire WA14 5BO.

This edition of ARCHIVE contains the same sections as the first two did together with a shorter two-part register for the first time. The Complete Civil Registers of Fiji have been around in the editorial files for quite some time in various forms but with the prompting of original research by other contributors it has now been possible to sort out some of the snags and to build up a fairly comprehensive survey of aviation in the Pacific island group.

Not that there is any pretence that this is the last word on the subject. The intention, as with all ARCHIVE material, is to give the reader the opportunity to contribute those extra items that may have been overlooked or ignored in the past. To accompany this register an article on early aviation in Fiji, up to about 1958, has been prepared for DIGEST and should appear there in the near future.

Grateful thanks are due to those whose research has made publication of the register possible, to Graham Slack, Ian Burnett, Alan Bovelt, Janic Geelen, Ian Callier and also to AHSNZ Journal for information used. Thanks too to Peter Keating for making available his photograph collection from which many of the illustrations are taken. The map was the work of Cliff Minney who also discovered that Fiji has two alphabets!

As usual the two UK register items are contributed by Bernard Martin, assisted by Malcolm Fillmore who is also responsible for The Whole Truth. Graham Slack compiled the Argentine Delivery Registrations, Peter Gerhardt and Colin Smith collaborated on the Cub in West Germany which is scheduled to end in the next edition. While the Editor has plenty of material in hand he would nonetheless be pleased to hear from anyone who can offer articles for future use in this, or any other, section of ARCHIVE. As the Belgian Register continues thanks are again due to Paul de Maeyer, Silvain Croes and Ian Burnett for their contributions.

Contributors to the Feedback section this time include, alphabetically, Phil Butler, John M. Davis, Harold Best-Devereux, Malcolm Fillmore, Paul de Maeyer, Bob Ogden, Colin Smith and John Wegg together with Messrs King and Tait at the B.A.A. Public Relations Department, Gatwick.

Photographs are still required to illustrate all the series articles, if you think that you can help please contact the editor without delay. Suggestions for the item below would also be well received!

PUZZLE PICTURE : 3

Not terribly difficult but as the aircraft has no markings it may at least send a few readers scurrying for recognition manuals. So, what is the type, and why is this a particularly significant time to be considering it? (Photo: R.W.Simpson)

The solution to puzzle number 2 was also quite straightforward. The aircraft wearing G-AAJW was of course the Metal Martlet which should have been painted G-ABJW but having already been corrected once (it was first painted as G-AAII) it managed to retain these marks for the remainder of its short career.



Looking at the cover photo on Archive no.2, Phil Butler is quite certain that no building such as the one behind G-AEKL ever existed at Speke. This leads us to the conclusion that the photo must have been taken at Gravesend prior to the naming ceremony at Speke as the aircraft was damaged and pilot Campbell Black killed in a ground collision there. By chance we have unearthed the above photos of G-AEKL showing variations in colour scheme before and after the event at Speke. Top, at Hatfield 9.7.36 and below that at Hatfield again on 10.9.37 before winning the King's Cup at the then record speed of 233.7 mph.

ARGENTINA : FEEDBACK continued from back page...

PNY add Fairchild C-82, c/n 10103, to LV-GIS. POA add Forney F.1, c/n 5666, to LV-IXS. POX possibly to LV-HXD. PPN to LQ-BZM, later LV-BZM. PPQ used by PA-24 (or PPQ-2) PPX N6754T ntu. PQR used by Cessna 180. PQU not w/o 12.3.61, in service 4.72. PQY N6764T ntu. PRF apparently also PA-25-150, c/n 25-158, 4.60. PRG to LQ-HZL. PRQ to LQ-CAF, later LV-CAF. PRR Caravelle is 1.62, therefore second series, John Wegg adds that this and two others sold to USA did not carry the allotted US marks, all went on to France (see later). PRU used by Cessna 180 (or PRU-2). PRZ add PA-28-160, c/n 28-302, ntu, to N10108. PSB later LV-GMG. PSR used by PA-22 (or PSR-2). PSZ c/n 24-1441, 4.60, ex N6875P. PTL add DHC-2 Beaver, c/n 1419, 8.60, to LV-GLJ. PUY N6921T ntu. PUZ N6915T ntu, not LV-NMU which was J3 c/n 20288.

Although aware that the Aztec is strictly model PA-23 we hope to justify the past and present use of PA-27 (eg. PRQ, PWX) in keeping with the c/n to avoid possible confusion of models.



Complete Civil Registers : 2

FIJI

VQ-F
DQ-

PART ONE

The registration block VQ-FAA to VQ-FAZ was allocated to Fiji by the British Government from its colonial series in 1928. It was reissued once VQ-FAZ was reached although Fiji Airways Ltd were ahead of the field with their re-use of VQ-FAL. Part of the way through this second sequence the VQ-FBA series was begun and this reached VQ-FBR without duplication before independence in 1971.

Such was the complexity of colonial holdings in the Pacific that the VQ-F registration group also included Pitcairn Island (well over 3,000 miles away) from 1952 until 10.10.70 when it became independent of Fiji. No aircraft from this register are known to have served there. New Hebrides aircraft with British owners were also able to use VQ-F, or later VP-P, while any French aviators in the condominium used the F-0 series.

In 1971 the callsign groups 3DN to 3DZ were allocated to the newly-independent Fiji and DQ- was selected rather than 3DQ to ease repainting and administration (though in theory this is part of the allocation for East Germany commencing at DM-). The Gilbert Islands and Tuvalu, formerly Ellice Islands, also make use of the DQ- marks although the batch from VP-PIA to VP-PPZ was allocated in 1968. Likewise Fijian marks could also be used by aircraft based in Tonga - depending on the current administration VP-P was the alternative - but this group has now been allocated the A3- prefix.

The register is treated below in two parts for completeness with all VQ- registrations and reissues alphabetically in this case to simplify reference, followed by all DQ- registrations. The nominal date of transfer to DQ- was 1.10.71 and this is what we have shown for all aircraft that were then current.

Some brief comments are necessary about the administration of the register and events in Fiji. There is no formal system of reservation and hence many rumours abound concerning aircraft allocated the marks VQ-FBE, DQ-FBU, DQ-FCI and DQ-FCL. While it is possible that certain imports were intended the hard facts were not written into the register as such. To include the details below may add credence to the rumours but readers will at least be well aware of the speculative nature of what is often quoted as fact elsewhere. The first users of the marks VQ-FAB, C and D were all cancelled after being withdrawn from use for some time, as made possible by the 1927 Air Navigation Order.

It is worth noting that Fiji Airways changed its name on 31.7.71 to Air Pacific which it was felt would better reflect its regional route expansion. In order to do this it purchased the name from the company operating internal air taxi services and this in turn became Fiji Air Services. Operating as Fiji Air this company now covers most internal destinations while Air Pacific mainly connects Fiji with more distant locations.

As much detail of previous owners as well as identities has been incorporated as time allowed for collection. Comments on this register or on the historical article due to appear in a forthcoming edition of DIGEST will be gratefully received by the ARCHIVE Editor.

BEFORE THE FIRST REGISTER.

One aircraft owned by a resident of Fiji is known (but see the article in DIGEST for details of other early flights):

G-EBZY DH.60G Moth c/n 806 -
N.S.Chalmers, Suva. Canc from UK register late 1929 and taken to Fiji, erected but badly damaged on first flight 3.2.30 at Suva. Shipped to New Zealand 13.2.30 and sold as ZK-ABV 3.30, w/o Rongotai 3.12.37.

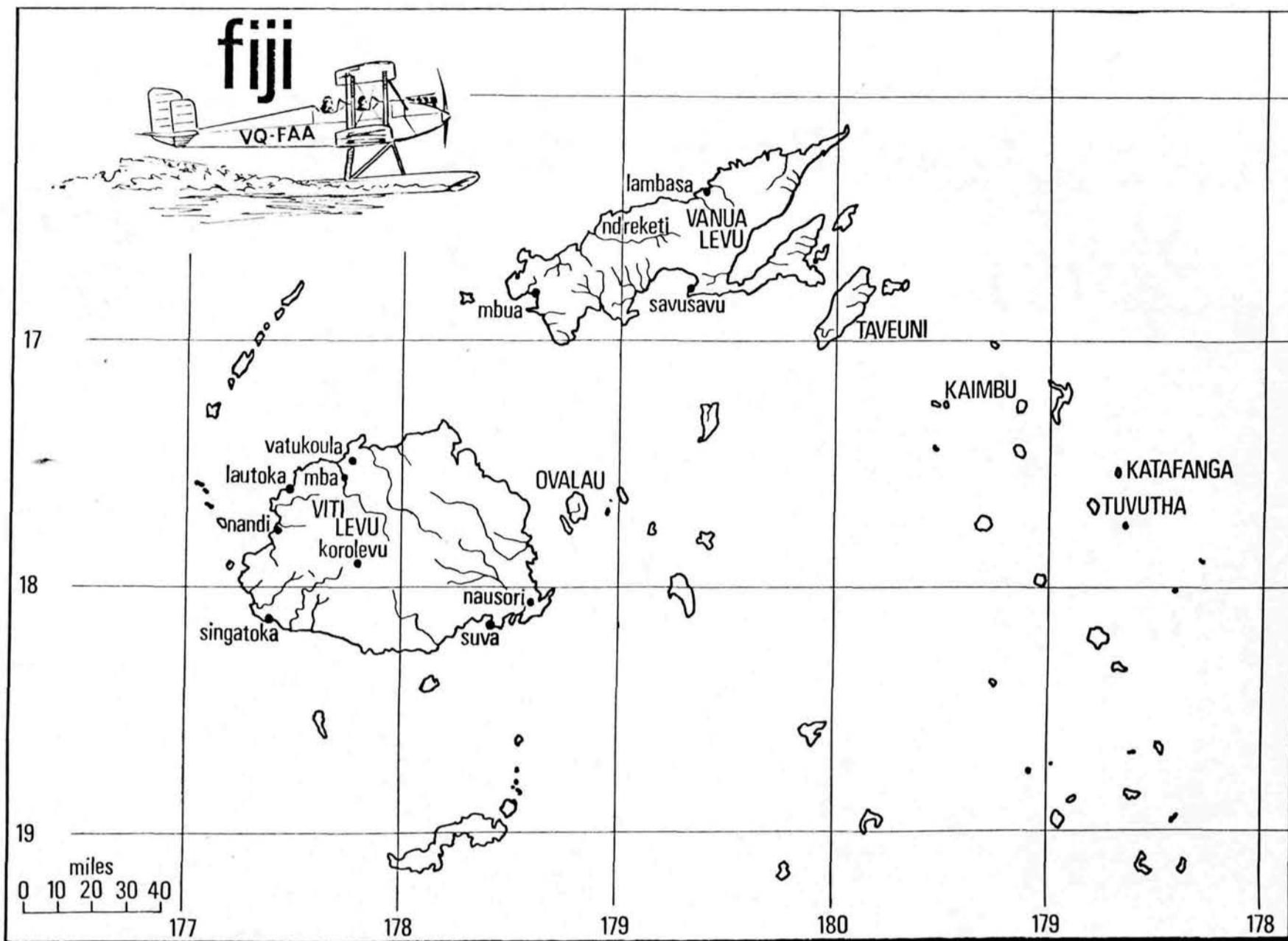
THE COLONIAL REGISTER, VQ-F..

VQ-FAA	Simmonds Spartan Floatplane	47	5.6.30
	Test-flown at Southampton 2.30 prior to delivery and UK C of A no.2403 issued 3.2.30 to Gordon Fenton. Regd to C.G.Fenton, to Fiji Airlines 8.10.30, to C.G.Fenton 23.10.31, to Fiji Airways Ltd 19.4.33 (though file in UK says 19.10.33), believed cancelled 21.8.33 and fate unknown though possibly to Australia.		
VQ-FAA	Taylorcraft L-2A	O-4247	13.2.46
(2)	Ex 42-5120. T.F.French. Apparently after re-allocating these marks the Authorities decided that the Spartan was technically still registered! The Taylorcraft therefore became VQ-FAE on 16.2.46 and the above marks were probably never carried.		
VQ-FAA	DHC-2 Beaver	741	4.3.60
(3)	Ex VH-DHI, VH-EAV. Fiji Airways Ltd, arrived 16.4.59 and operated on amphibious floats. Sold to Aerial Agriculture as VH-AVR 11.62 and w/o at Armdale, NSW, 9.7.64.		
VQ-FAB	Dornier Do 12 Libelle	117	15.9.30
	Built by Dornier Metallbauten GmbH and probably supplied via agents Port Jackson Avn Co Ltd, Sydney. Regd to A.H. Marlow. Canc when register closed 14.11.49 as wfu following damage in hurricane 3.31. Stored in Derrick Technical Institute, Suva, until 1972 and then in Marlow's Boatyard where it still lies.		



Two views of Beaver VQ-FAA: above as an amphibian with Union Jack on the fin (Ron Killick) and below on wheels and wearing the Australian flag, possibly just before its return to that country (Des White).





VQ-FAB	DH.114 Heron 2E	14068	21.11.62	VQ-FAG	Piper J3C-65 Cub	9538	12.5.48
(2)	Ex VT-DHF with Indian Airlines 4.55, Banwarilal 5.61. Fiji Airways Ltd. Wfu at Nausori and canc 19.6.69, cannibalised 69-70 and remains still to be seen in 1973.				Ex 43-677. L.W.Tarr & A.W.Brown. Canc 25.11.49 (file in UK says 9.12.50 but this appears to be date of notification received from Fiji) and regd ZK-ATU to L.W.Tarr & ptnr with whom it is still current. Left on board "Aorangi" 5.11.49.		
VQ-FAC	Genairco Floatplane	17	23.3.33	VQ-FAG	DH.82A Tiger Moth	83502	24.8.65
	Ex VH-UOH, f/f in Australia 5.32. Fiji Airways Ltd, sold as VH-UUI 24.9.36 but officially canc as wfu when register closed on 5.10.49. To Richard Sawyers Aviation Center, San Jose, California.			(2)	Ex ZK-AIE, NZ678, T5773. Assembled by DHNZ Ltd at Rongotai after arrival on "Rangitata". Declared surplus 11.46 and sold to New Plymouth Aero Club, twice rebuilt using parts of RAAF Tigers A17-74 and A17-330. Arrived Fiji 8.65 and regd to Nausori Flying Group. Dismantled 1970 and lay at Nausori until shipped to Christchurch NZ in 1973/4. Although officially re-regd <u>DQ-FAG</u> it never wore the marks.		
VQ-FAC	DH.114 Heron 2E	14075	12.62	VQ-FAH	Grumman G-21A Goose	1126	26.1.49
(2)	Ex VT-DHJ with Indian Airlines 8.55, Hindustan Steel .58, Indamer 5.62. Fiji Airways Ltd, to Air Pacific 31.7.71, re-regd <u>DQ-FAC</u> .				Ex NC68377, BuA 66334, FP476, (BW779), (BuA 0182). South Seas Marine Products Ltd. Shipped to USA on "Alameda" 21.9.50 after company failed, canc 7.10.50 on sale to Macdonald Construction, to Bahamas Airways as VP-BAR 10.51 but damaged 55-6 and sold to Miami as N68377 in 1956.		
VQ-FAD	Genairco Floatplane	18	23.3.33	VQ-FAH	DHA-3 Drover 2	5020	5.8.65
	Ex VH-UOJ, f/f in Australia 11.32. Fiji Airways Ltd, sold as VH-UUK 10.35 but officially canc as wfu when register closed on 5.10.49. Destroyed in fire at Cairns, Queensland, 12.6.37.			(2)	Ex VH-AHZ. New Hebrides Airways Ltd, re-regd VP-PAE 1.6.66, then sold to Pastoral Aviation as VH-PAB, 2.2.68.		
VQ-FAD	DHA-3 Drover 2	5002	4.2.64	VQ-FAH	Douglas C-47B	34227	22.5.67
(2)	Ex VH-BMU, (G-APPP), VH-BMU, (VH-CAT), VH-BMU. With Dept of Civil Aviation, Melbourne, regd 12.49. Regd to New Hebrides Airways Ltd, re-regd VP-PAD 1.6.66, w/o Tanna Island 21.10.66.			(3)	Ex ZK-APK, ZK-AOK, NZ3556, 45-9662. Leased from NZNAC by Fiji Airways Ltd. Reverted to ZK-APK ex-Fiji 2.10.67 and later sold to Fieldair Ltd.		
VQ-FAE	Taylorcraft L-2A	0-4247	16.3.46	VQ-FAI	PA-11 Cub Special Floatplane	11-894	8.8.49
	Ex VQ-FAA(2), 42-5120. T.F.French. Sold as ZK-ATY, leaving on the "Aorangi" 11.3.50. Cr on flight from Rotorua to Wairoa 23.11.56, found 2½ years later.				South Seas Marine Products Ltd. Sold as VH-AKD, regd 1.51, leaving on "Sembua" 15.9.50.		
VQ-FAE	DH.114 Heron 2E	14122	1.10.64	VQ-FAI	Douglas C-47A	18923	6.6.66
(2)	Ex G-ASVB, EC-AOC. With Aviaco 8.57 and Morton Air Services 31.7.64. Fiji Airways Ltd, to Air Pacific 31.7.71, re-regd <u>DQ-FAE</u> .			(2)	Ex ZK-CAW, VH-ANM, 42-100460. With Queensland A/W 9.56, Ansett ANA 7.12.58, NZNAC 9.61, 'Viewmaster' conversion. Leased to Fiji Airways Ltd, d/d 4.6.66, reverted to ZK-CAW 7.8.69, later to Fieldair Ltd.		
VQ-FAF	DH.82A Tiger Moth	82905	12.11.47	VQ-FAJ	Aeronca 100	AB.105	4.2.50
	Ex NZ893, R5010. Assembled by DHNZ Ltd, Rongotai, July 1940 after arrival on "Rangitane" from UK. Declared surplus 11.46 and sold to N.S.Chalmers in Fiji. To C.G.W.Kuhn 10.12.51, sold to New Zealand, leaving on "Tofui" 17.10.52, regd ZK-BCI 16.4.53, dbr in hurricane, Hawera, 22.5.59.				Ex VH-UXV (regd 3.38, canc 11.49). G.J.Webster. To J.P.Meehan, Lautoka 11.11.50, cr on golf course at Singatoka 1.51 and sold to T.A.Sanders, Nandi, on 20.2.52. Shipped to NZ on "Argentinian Raafar" for		
VQ-FAF	DH.114 Heron 2E	14123	1.10.64				
(2)	Ex G-ASVC, EC-AOE. With Aviaco 10.57 and Morton Air Services 31.7.64. Fiji Airways Ltd, to Air Pacific 31.7.71, re-regd <u>DQ-FAF</u> .						

Colin Feldwick on 28.10.65 but apparently not regd in NZ although ZK-AYW reputedly reserved.

VQ-FAK Cessna 17C Floatplane 19580 21.2.51
Ex N5553C. H.Gatty. Broke away from moorings and wrecked in storm, Katafanga Island, 24.6.51.

VQ-FAL DH.89A Dragon Rapide 6707 21.8.51
Ex G-ALWP, HG722. UK C of A 10892, with Allen Aircraft Services Ltd 23.1.50, C.W.J.Allen 4.5.50, Airwork Ltd 23.8.50, W.S.Shackleton 4.6.51, canc 28.6.51. Regd to Katafanga Estates Ltd, t/a Fiji Airways. Cr at Lambasa after engine failure on take-off, 26.4.54.

VQ-FAL DH.114 Heron 1B 14033 24.3.59
(2) Ex VH-GVH, ZK-BEQ, ZK-BBO. First regd to NZNAC on 27.10.53, re-regd 8.12.53 for Royal Tour of NZ, to Southern Airlines, Essendon 26.1.58, Qantas 6.1.59, canc 10.8.59. Fiji Airways Ltd. W/o at Ura, Taveuni 11.12.65. wreck still there in 1972.

VQ-FAL HS.748-233 1613 7.67
(3) Fiji Airways Ltd, d/d 11.9.67. To Air Pacific 31.7.71, re-regd DQ-FAL.

VQ-FAM DH.89A Dragon Rapide 6471 11.2.52
Ex G-AKSH, R5934. UK C of A 9962, with Brooklands Aviation Ltd 31.1.48, W.S.Shackleton 15.11.51, canc 22.11.51. Regd to Katafanga Estates Ltd, t/a Fiji Airways. C of A expired 17.3.55, wfu and used as spares for VQ-FAN.

VQ-FAN DH.89A Dragon Rapide 6577 20.2.53
Ex G-AKOR, X7417. UK C of A 9918, with W.A.Webb 31.12.47, Morton Air Services 9.3.48, J.Mowlem & Co Ltd 5.5.48, Morton A/S 11.7.49, Skyways Ltd 25.5.50, W.S.Shackleton 5.5.52, canc 4.12.52. Regd to Katafanga Estates Ltd, t/a Fiji Airways. Sold to New Caledonia, leaving on "Thors Isle" 9.10.56 and regd F-OAZT 12.7.57. W/o 13.12.58.

VQ-FAO DHA-3 Drover 2 5005 15.7.54
Ex VH-EBR, Qantas 9.4.51. Katafanga Estates Ltd, t/a Fiji Airways, d/d 11.6.54. Forced landing on a reef off Telau Island 28.8.54 and canc 23.11.54 due to salt water corrosion.

VQ-FAP DHA-3 Drover 2 5009 6.7.54
Ex VH-EBT, Qantas 31.10.51. Katafanga Estates Ltd, t/a Fiji Airways, d/d 11.6.54. Sold to TAA as VH-ADN 8.61.

VQ-FAQ DHA-3 Drover 2 5008 11.1.55
Ex VH-EBS, Qantas 19.9.51 (but not canc until 3.3.55). Katafanga Estates Ltd, t/a Fiji Airways, d/d 15.10.54. W/o Wainivatumbuso Gorge 30.12.55.

VQ-FAR DHA-3 Drover 2 5015 23.4.56
Ex (VH-EAY). Katafanga Estates Ltd, t/a Fiji Airways. Wfu 19.10.67 and donated to the Derrick Technical Institute, Suva. Removed to Nausori 1972.

VQ-FAS DHA-3 Drover 2 5016 6.7.56
Ex (VH-EAX). Katafanga Estates Ltd, t/a Fiji Airways. Leased to New Hebrides Airways and sold to them 11.12.62, re-regd VP-PAC 1.6.66, wfu and canc 7.67, to spares.

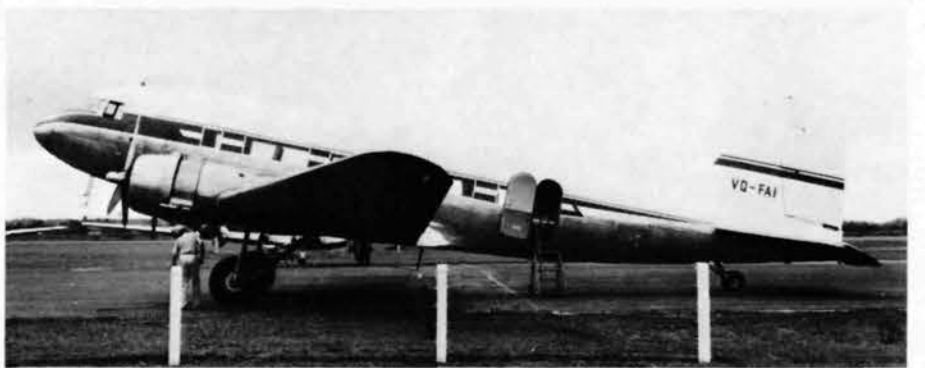
VQ-FAT DH.83 Fox Moth 4033 10.4.57
Ex ZK-AEK, G-ACDD, OO-ENC, G-ACDD, G-ACAJ. First regd to F/L E.H.Fielden 19.11.32 as CAJ, re-regd CDD 6.12.32, to deH 22.3.33, to Guy Hansez as OO-ENC 12.33 (see p.37), to deH 14.6.35, to Malcolm & Farqharson Ltd as CDD 25.6.35, to Air Travel (NZ) Ltd as AEK 18.10.35, NZNAC 1.10.47, W.K.Wakeman 1.10.53, C.A.Wornall 13.9.54, B.N.McCook 26.3.57 and canc 1.4.57. Regd in Fiji to B.N.McCook and arrived on board "Matua" 4.57. C of A suspended at Nausori 29.10.57 due to deterioration of a/c which was parked in the open. Engine and propellor shipped back to NZ 9.59. Canc 26.11.59.

VQ-FAU PA-18 Super Cub 150 18-5591 17.4.59
Ex ZK-BQW. Air Viti Ltd. Repossessed, leaving on "Matua" 12.8.59, believed canc 3.60. May have reverted to ZK-BQW but unlikely, to ZK-BWG 3.60.

VQ-FAV PA-22 Caribbean 150 22-6936 2.10.59
Ex N2962Z. Korolevu Air Transport. Arrived on "Monterey" 25.9.59 reportedly as 'N91630Z'. To Fiji Airways 31.7.61, wfu 7.12.66 and donated to the Derrick Technical Institute, Suva. Broken up 1972.

VQ-FAW DH.82A Tiger Moth DHNZ.106 6.12.58
Ex ZK-AUP, NZ1426. First regd to Aerial Fertilising Co Ltd 4.7.49, to Taranaki Aerial Services Ltd 10.12.56. Regd to Air Viti Ltd but wfu and canc 8.60, parts used to service VQ-FAG.

VQ-FAX DH.114 Heron 1B 14012 24.2.59
Ex VH-GVI, ZK-BBN. First regd to NZNAC 22.4.53, to Southern Airlines as GVI 4.3.58, Qantas 5.1.59 but not canc until 10.8.59. Fiji Airways Ltd. Dbr Suva 9.11.66, used for fire fighting practice, Nausori.



From top: VQ-FAC(2) in later colour scheme (M.W.Prime); VQ-FAD(2) in N.H.A./U.M.A. colours at Bankstown 13.7.64 (Bob Neate); a rare airborne shot of VQ-FAG(2) (M.W.Prime); VQ-FAI(2) shortly after commencement of lease and still without titles. Larger Viewmaster windows are clearly visible (Des White); VQ-FAL(2) in original colour scheme (R.Killick); VQ-FAL(3) showing modified titles used on HS.748 (P.Keating)

VQ-FAY DH.114 Heron 1B 14011 1.11.60
Ex ZK-BMB, NZNAC 20.3.53. Fiji Airways Ltd, based for some time at Tarawa, Gilbert & Ellice Islands. To Air Pacific 31.7.71, re-regd DQ-FAY.

VQ-FAZ DH.89A Dragon Rapide 4 6886 27.10.60
Ex VH-BFS, G-AGSI, NR810. UK C of A 7206, with Olley Air Services 25.7.45, British Transport Commission 16.2.53, Cambrian Air Services 19.2.53, W.S.Shackleton 21.4.54, to Queensland Ambulance Transport Brigade 28.10.54, canc UK 16.2.55, VH-BFS 2.55, canc 5.60. Regd to New Hebrides Airways Ltd but on inspection after arrival found to be unuseable and subsequently wfu. Canc 5.62.

VQ-FBA Beech 95-C55 Baron TE-352 6.67
Ex N2715T. Air Pacific Ltd to Fiji Air Services and re-regd DQ-FBA. Named "Te Tahine".

VQ-FBB PA-25 Pawnee 235 25-2342 10.67
Ex ZK-BZL, d/d to Aerial Farming Holdings Ltd 5.12.63, taken over by James Aviation Ltd 7.7.65 and transferred to Airspray Aviation Ltd 28.8.67 but still wore James titles when re-regd in Fiji. Regd to Air Pacific Ltd, canc 12.6.68 on sale as VP-PAI, canc 11.68 to Hazleton Air Services as VH-EVZ.

VQ-FBC Grumman G.73 Mallard J-13 2.69
Ex ZK-CDV, VH-TGA, (VH-KWB), JZ-PCB, PK-AKG, CF-FFG. Last owners Utah-Williamson-Burnett, Invercargill, NZ Government Gift aircraft. Regd to Air Pacific Ltd but canc 31.3.71 on sale to Crow Avn, Ohio as N2442H departing Fiji 14.4.71. Named "Na Secala".

VQ-FBD Victa Airtourer 115 R151 3.68
Ex ZK-CMB (rebuilt). Air Pacific Ltd, leased to Fiji Aero Club, to B.Gee 5.71, to Fiji Flying Club 3.6.71 and re-regd DQ-FBD.

(VQ-FBE) Registration believed to be intended for a second Victa Airtourer 115 for Air Pacific but not taken up. Late allocation of marks to the Baron VQ-FBE may tend to confirm this supposition.

VQ-FBE Beech 95-E55 Baron TE-783 1.70
Ex N3635A. Air Pacific Ltd d/d 23.3.70, f/f as FBE 5.5.70. Departed Fiji 25.2.71 and sold in USA as N111FC.

VQ-FBF Douglas C-47B 15699/27144 10.67
Ex ZK-AZA, NZ3531, 43-49883. Fiji Airways Ltd, lsd from NZNAC, d/d 10.10.67. To Air Pacific 31.7.71 and re-regd DQ-FBF.

VQ-FBG Beech 95-D55 Baron TE-478 4.6.68
Ex VH-DLZ, N7033N. From Hawker de Havilland (Beech distributors). Air Pacific Ltd, d/d 1.6.68. Sold to Macair Charters as VH-MKO departing Fiji 22.3.71, later P2-MKO and P2-GKO with Talair.

VQ-FBH HS.748-233 1661 11.68
Fiji Airways Ltd, d/d 8.12.68. To Air Pacific 31.7.71 and re-regd DQ-FBH.

VQ-FBI PA-22 Colt 108 22-9457 30.8.68
Ex VH-KFI, VH-PIQ. With Hazair Agricultural Services 24.6.63, Hazair Sales & Service 1.3.64, Kingsford Smith Flying Services 28.4.65 and re-regd KFI. Regd to Fiji Trading Co Ltd (T.F.French), re-regd DQ-FBI.

VQ-FBJ Douglas C-47B 16151/32899 6.69
Ex ZK-AOF, NZ3539, 44-76567. Fiji Airways Ltd, lsd from NZNAC, d/d 9.6.69. To Air Pacific 31.7.71 and re-regd DQ-FBJ.

VQ-FBK HS.748-233 1665 8.69
Fiji Airways Ltd, d/d 6.10.69. To Air Pacific 31.7.71 and re-regd DQ-FBK.

VQ-FBL Bell 47J-2 2627 12.69
Ex VH-INV of Airfast Services Ltd. Regd to Airfast Ltd, Sydney. Re-regd DQ-FBL.

VQ-FBM PA-28 Cherokee 140 28-20903 30.12.69
Ex VH-IAW, VH-PYK. From Air Training, Bankstown. Regd to O.W.Marshall, Vatukoula, test flown 1.3.70. Re-regd DQ-FBM.

VQ-FBN Bell 47G-4 3337 27.1.70
Ex VH-UTQ of Helicopter Utilities. Airfast Services Ltd, nominally re-regd DQ-FBN 1.10.71 but damaged in f/1 3mls S of Nausori 6.10.71 and shipped back to Australia where rebuilt as VH-UTQ.

VQ-FBO BN-2A Islander 195 24.3.71
Ex VH-ISB, G-AYHL, G-51-195. Britten-Norman Ltd 22.7.70, canc 27.10.70 to Islander Aircraft Sales. Fiji Air Services Ltd, t/a Fiji Air, arrived 19.3.71 and leased until 21.8.71, purchased 2.72. To DQ-FBO.

VQ-FBP BN-2A Islander 614 7.71
Ex G-AYAY, Britten-Norman Ltd 6.4.70, canc 16.12.70 to Australia. Fiji Air Services Ltd, t/a Fiji Air, arrived 3.7.71, re-regd DQ-FBP.

(VQ-FBQ) No record traced but may have been allocated to BAC One-Eleven c/n 245 which became DQ-FBQ before delivery.

VQ-FBR Cessna 172L 59729 1.71
Ex N9829G. Rex Aviation (NZ) Ltd. Arrived painted as VQ-FBR but re-regd DQ-FBR before being flown in Fiji.

This was the final entry in the colonial register, the complete DQ- register follows in the next edition of ARCHIVE.




VQ-FAP at Nausori 8.60 (R.Killick); VQ-FAX used for spares Nausori 3.67 (Des White); VQ-FBA, B, C and D all M.W.Prime.

The Whole Truth:



DH.60 MOTH

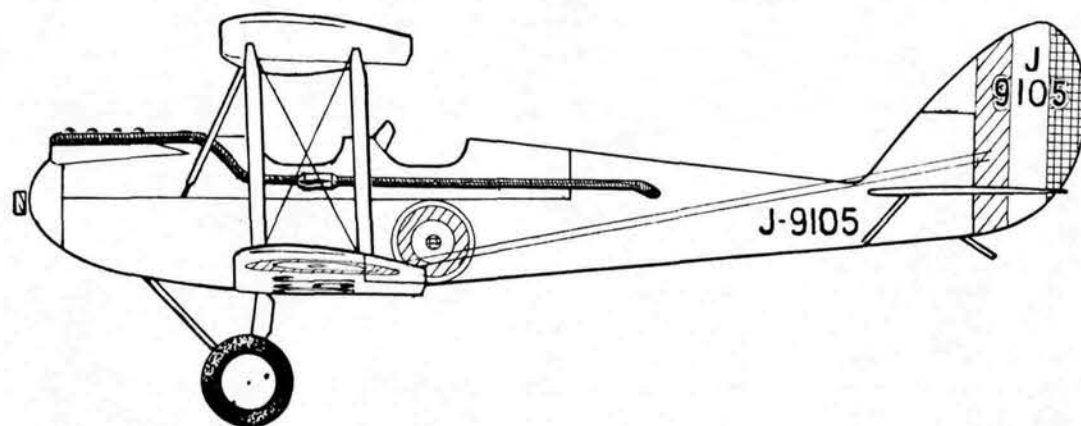
PART THREE

- 443 Cirrus II Regd 29.9.27 as G-EBUL to Lionel M. Robinson, Nairobi, Kenya. C of A issued 10.10.27 (and not renewed thereafter in UK). Regn canc 6.31. Fate unknown, though not registered in Kenya.
- 444 Cirrus II Regd 19.10.27 as G-EBUS to Sqn. Ldr. The Hon F.E. Guest with C of A issued 19.10.27. Sold 15.9.29 to J. Ashwell Cooke and possibly allocated NC9706? Sold .8.30 Phillips & Powis Aircraft (Reading) Ltd, Woodley but delivered to them by 4.30. Regd 2.4.37 to Yapton Aero Club, Portsmouth (fleet no.7). To storage at The National Garage, Twyford Avenue, Portsmouth 11.39 and thence to E.M.A. Garage, Grove Road, Southsea by 6.40. Fate thereafter not known; it does not appear to have been impressed alongside its colleagues from the Club in June 1940. Regn canc at 5.11.45 census.
- 445 Supplied as a "skeleton" without engine to Raab-Katzenstein Flugzeugwerke GmbH, Cassel, Germany in 1927. The actual fate of this Moth is unknown - it may have been used in a repair or as the basis of one of Raab-Katzenstein's own aircraft or for test and research purposes.
- 446 Cirrus II Regd 18.10.27 as G-EBUR to Ivor H. McClure of the Automobile Association, based at Stag Lane as replacement for and using parts including engine from G-EBRU (c/n 387). C of A issued 19.10.27. Sold 6.30 to Lt. S.E. Spencer but not registered to him. Crashed Detling 20.7.30 while performing a low loop and dbf killing Spencer and passenger.
- 447 Cirrus II Delivered as a seaplane to Aero O/Y, Finland, as K-SALF with C of A issued 31.10.27. Registration not officially taken up and re-regd K-SILA 2.28. Named 'Ilmatar'. Later converted to landplane. Crashed .31 but rebuilt and re-regd OH-ILA 4.12.33. Withdrawn from use .37. Restored to Tampareen Lentoliikenne O/Y. Canc .53 and to store. Currently in museum at Tampere.
- Photo, right, as K-SILA from Eino Ritaranta.
- 

- 448 Cirrus II To Canadian Dept. of National Defence with C of A issued 1.12.27. Regd 4.7.28 as G-CAKA and loaned to Victoria Aero Club. Crashed on landing Victoria B.C. after engine cut out 10.3.29.
- 449 Cirrus II To Canadian Dept. of National Defence with C of A issued 2.12.27. Damaged before Canadian certification in a collision with G-CAKU (573) Winnipeg 4.11.28. Regd 25.1.29 as G-CAKB and loaned to Winnipeg Aero Club. Fatal crash at Sanford, Manitoba 24.9.33.
- 450 Cirrus II Regd 27.9.27 as G-EBUJ to Royal Singapore Flying Club as a Seaplane. C of A issued 13.1.28, shipped out, erected and first flew Kallang, Singapore 19.4.28, cr 1930, rebt 1932 as landplane. UK regn canc 1.9.34 on entry on Malayan register as VR-SAE. Impressed into 'A' Flight, Malayan Volunteer Air Force, 1.12.44 and destroyed 2.42.
- 451 Cirrus II Regd 27.9.27 as G-EBUK to Royal Singapore Flying Club as a Seaplane. C of A issued 16.1.28. UK regn canc 1.9.34 on entry on Malayan register as VR-SAF. Damaged in accident and rebuilt .39 as VR-SBH. Impressed into 'A' Flight MVAf 1.12.41 and destroyed 2.42.
- 452 Cirrus II Regd 29.9.27 as G-EBUO to The Rhodesian Aviation Syndicate, Bulawayo. C of A issued 10.11.27 and regn canc 11.30 following entry on S. Rhodesian register 22.8.30 as VP-YAB. Crashed 20.11.31 at Bulawayo killing P. Judson and partner - the first fatal air accident in Rhodesia.
- 453 Cirrus II To Bush Church Aid Society, Sydney, Australia with C of A issued 11.11.27. Regd G-AUGM 4.28. Re-regd VH-UGM .29. Regn canc 12.47 but later restored. Crashed Melbourne 22.11.59.
- 454 Cirrus II To Canadian Dept. of National Defence with C of A issued 5.12.27. Regd 14.6.28 as G-CAKC and loaned Hamilton Aero Club, Hamilton, Ontario. Damaged beyond repair in forced landing following engine failure, 1 mile south of Alberton, Ontario.
- 455 Cirrus II To Canadian Dept. of National Defence with C of A issued 13.12.27. Regd 12.5.28 as G-CAKD and loaned to Montreal Light Aeroplane Club. Regd to Club 19.3.37. Regd to R. Parsons, Fort William, Ontario 26.10.37. Sold to I.B. Croll, Winnipeg 5.7.40 and regd to him 27.1.41. Regn lapsed 6.2.41 following owner being impressed into RCAF. Fate unknown.
- 456 Cirrus II To Canadian Ministry of Defence as "G-CAYX" with C of A issued 10.11.27 (Actually to RCAF as G-CYYX but since only "last two" painted on aircraft the error was academic). Taken on charge by RCAF 16.1.28 at Winnipeg. Struck off strength 3.12.29.
- 457 Cirrus II To Canadian Ministry of Defence as "G-CAYW"/G-CYYW. Taken on charge by RCAF 13.1.28 at Ottawa. Struck off strength 3.12.29.
- 458 Cirrus II To Canadian Dept. of National Defence with C of A issued 10.1.28. Regd 9.7.28 as G-CAKE and loaned to Granby Aero Club, Quebec. To Kingston Flying Club 23.2.31 (regd to the Club 18.9.36.) Crashed 2 miles west of Brockville, Ontario 14.8.38.
- 459 Cirrus II To Canadian Dept. of National Defence with C of A issued 10.1.28. Regd 9.7.28 as G-CAKF and loaned Border Cities Aero Club, Walkerville, Ontario. Damaged beyond repair in the USA 28.4.32.

- 460 Genet To Canadian Ministry of Defence with C of A issued 30.12.27. Taken on charge by RCAF 17.2.28 as 27. Crashed Angus, Ontario 7.5.30 and struck off strength 8.7.30.
- 461 Genet To Canadian Ministry of Defence with C of A issued 30.12.27. Taken on charge by RCAF 10.11.28 as 28. Based Camp Borden. Struck off strength 22.1.32.
- 462 Cirrus II To Canadian Dept. of National Defence with C of A issued 7.2.28. Regd 14.6.28 as G-CAKG and loaned Saskatoon Aero Club. Crashed 8.10.29 near Saskatoon after wing struts failed in loop. Pilot killed.
- 463 Cirrus II To Canadian Dept. of National Defence with C of A issued 7.2.28. Regd 12.6.28 as G-CAKH for loan to Aero Club of British Columbia, Vancouver. Crashed on take off 15.6.28 at High River Air Station, Alberta. Replaced by G-CYXI (c/n 530) and following repair it appears that this Moth became G-CYXI itself on 15.8.28. Transferred back to Civil Aviation Branch of DND 6.6.29 as CF-AFA. Re-engined Cirrus III 1.30. Based Regina 7.30 and loaned Saint John Flying Club, New Brunswick 29.6.32 (Regd to Club 15.4.37). Withdrawn from use 22.1.40 and destroyed in hangar fire Fredericton, N.B. 2.47.
- 464 Cirrus II To deHavilland Aircraft Pty Ltd, Australian without UK C of A and regd 8.28 as G-AUHD. Crashed Hillston N.S.W. 14.10.28.
- 465 Cirrus II To deHavilland Aircraft Pty Ltd, Australian without UK C of A and regd 5.28 as G-AUHG. Re-regd VH-UHG .29. Owned by H.Tubbs and partners, Bendigo, Victoria .30 and later converted 60G. Impressed 7.40 as A7-106.
- 466 Cirrus II To deHavilland Aircraft Pty Ltd, Australian without UK C of A and regd 5.28 as G-AUHJ. Owned by Airgold Ltd, Sydney and possibly not re-regd as VH-UHJ prior to canc 9.31.
- 467 Cirrus II Regd 13.12.27 as G-EBVK to Mrs.H.I.Jackaman with C of A issued 16.12.27. Regd to Lt. Cdr. Glen Kidston 23.4.28. Sold 6.29 to Surrey Flying Services, Croydon. Sold 5.30 to A.R.Frogley, Broxbourne and regd to Herts and Essex Aero Club, Broxbourne 16.4.31. Crashed Broxbourne 6.7.37 and regn canc at 31.12.38 census.
- 468 Cirrus II C of A issued to Italian Air Ministry 14.11.27 and subsequently regd I-RUSP. Fate not known.
- 469 Cirrus II Regd 16.11.27 as G-EBTG to W.R.Carr with C of A issued 18.11.27. Believed based Nairobi and acquired by Lady Mary Bailey to replace damaged G-EBSF (c/n 415) 20.4.28. Lady Bailey continued her flight to Cape Town, arriving 30.4.28, and successfully completed return flight to Croydon between 21.9.28 and 16.1.29. Sold 11.30 to Mrs.E.Watt. Regd 21.1.38 to Romford Flying Club. Damaged beyond repair when flew into the side of a furniture van on landing at Maylands 24.8.38. Regn canc at 1.12.46 census.
- 470 Cirrus II C of A issued to Italian Air Ministry 31.10.27 and subsequently regd I-GINO. Fate not known.
- 471 Cirrus II Regd 27.10.27 to the Scottish Flying Club, Renfrew as G-EBUU with C of A issued 31.10.27. Crashed Renfrew 1.5.28. Regn canc 9.28.
- 472 Cirrus II To Canadian Dept. of National Defence with C of A issued 9.2.28. Regd 30.5.28 as G-CAKI and loaned Moose Jaw Flying Club. Destroyed in hangar fire Moose Jaw, Saskatchewan 7.10.28.
- 473 Cirrus II To Canadian Dept. of National Defence with C of A issued 9.2.28. Regd 12.6.28 as G-CAKJ and loaned Edmonton and Northern Alberta Aero Club, Edmonton. Regd to Club .35. Crashed on landing Edmonton 20.8.35.
- 474 Cirrus II Seaplane. Regd 3.11.27 as G-EBUV to The Rt. Hon. Frederick E.Guest, Southampton with C of A issued 21.11.27. Crashed in the Grand Bahamas 8.28. Regn canc 2.29.
- 475 Cirrus II Regd 3.11.27 as G-EBUW to H.E.Hamer as nominee for The Irving Air Chute Co Ltd, Letchworth. C of A issued 2.12.27. Crashed Odsey, Cambridgeshire (or Letchworth?) 18.5.29. Regn canc 11.7.29.
- 476 Cirrus II Regd 3.11.27 as G-EBUX to Air Taxis Ltd, Stag Lane with C of A issued 18.11.27. Regd to Alan S.Butler 12.5.28. Regd to Scottish Flying Club, Renfrew 4.2.29. Sold 11.29 to Brooklands School of Flying. Regd 6.3.31 to Tehmurusf H.Dastur (c/o Brooklands School of Flying) and crashed Brooklands 22.3.31. Regn canc 12.31.
- 477 Cirrus II To Carlos E.Bleck, Portugal as C-PAAA with C of A issued 28.12.27. Returned to UK 8.29 and regd 26.9.29 as G-AARM to Lt. Col. G.L.P.Henderson, Brooklands. C of A Renewed 2.10.29. Crashed at Port Meadow, Oxford 4.11.29. Regn canc 11.29.
- 478 Cirrus II Regd 12.11.27 as G-EBUZ to G.E.Pitman with C of A issued 10.12.27. Regd to The Rt. Hon. F.E.Guest, 7.3.28. Sold 11.29 to J.H.A.Chapman, Brooklands. Sold 12.31 to Newcastle Aero Club. Regd 3.10.32 to Iain O'B.MacGregor, Shaftesbury. UK regn canc 12.34 (although C of A expired 12.10.33). Regd in India 2.34 as VT-AEE to C.P.Singh. Nominal change of ownership 4.35 to C.P.S.Estate and regn canc 17.6.42. Presumed impressed in India.
- 479 Cirrus II To Durban Light Aeroplane Club with C of A issued 28.11.27 and regd G-UAAI 2.2.28. Re-regd ZS-AAI 1.29. Fate not known.
- 480 Cirrus II To Aero Material AB Stockholm as S-AABM with C of A issued 2.12.27. Re-regd SE-ABM .29 and regn canc .30.
- 481 Cirrus II To Aero Material AB Stockholm as S-AABN with C of A issued 5.1.28. Re-regd SE-ABN .29. To Royal Swedish Air Force .30 (although possibly continued to wear civil registration).
- 482 Cirrus II To Aero Material AB Stockholm as S-AABO with C of A issued 5.1.28. Regd 2.28 and re-regd SE-ABO .29. Fate not known.
- 483 Cirrus II Regd 16.11.27 as G-EBVC to Maudes Motor Marts Ltd, Exeter with C of A issued 13.1.28. Regd 6.11.29 to Phillips and Powis Aircraft (Reading) Ltd, Woodley. Crashed Woodley 14.6.30. Regn canc 12.30.
- 484 Cirrus II To Laurentide Air Service Ltd, Canada as G-CATH with C of A issued 2.5.28. Regd 31.5.28 to W.K.Hogg and G.H.Trenholme, Lachine, Quebec. Regd 20.8.29 to W.A.Killingbeck, Montreal. Re-engined with Gipsy I 6.30. Sold 2.31 after accident to G.Miltimore, Knowlton, Quebec and to Amarco Registered, Verdun, Quebec 4.34. Regd 30.10.35 to A.L.Compton, Montreal. Regd 26.5.39 to A.Racicot, Montreal. Regd 31.5.39 to B.M.Porter, Minden, Ontario (trading as Kawartha Airways). Destroyed by fire Trout Lake, Ontario 10.5.40.
- 485 Cirrus II Seaplane. To Canadian Ministry of Defence as 'G-CAYS'/G-CYYS C of A issued 28.2.28. Taken on strength by RCAF 5.6.28 and operated at Norway House. Re-fuselaged as DH60M and re-engined with Cirrus III and regd CF-CDD 2.8.31 to DND for use by Border Cities Aero Club, Walkerville, Ontario. Overturned on take-off Walkerville 4.11.32 and dbf. Officially SOC by RCAF 3.9.36.
- 486 Cirrus II Seaplane. To Canadian Ministry of Defence as 'G-CAYR'/G-CYYR. C of A issued 2.3.28. Taken on strength by RCAF 5.6.28. Rebuilt with DH60M fuselage c/n 1344 and re-engined with Cirrus III 11.29. Regd to DND as CF-CEB 17.8.34 for use of Edmonton and Northern Alberta Aero Club. Crashed 3 miles N.W. of Calgary Airport whilst low flying 25.7.35.
- 487 Cirrus II Seaplane. To Canadian Ministry of Defence as 'G-CAYQ'/G-CYYQ. C of A issued 10.3.28. Taken on strength by RCAF 5.5.28. Crashed 26.7.29 and SOC 14.11.29.
- 488 Cirrus II Seaplane. To Canadian Ministry of Defence as 'G-CAYL'/G-CYYL. C of A issued 7.3.28. Taken on strength by RCAF 27.4.28. Re-engined Cirrus III. Regd to DND as CF-CED 6.9.34 for use of Cape Breton Flying Club, Sydney, N.S. Re-engined Gipsy I 3.39. Crashed on landing Sydney N.S. 17.6.40.
- 489 Cirrus II Seaplane. To Canadian Ministry of Defence as 'G-CAYK'/G-CYYK. C of A issued 2.3.28. Taken on strength by RCAF 27.4.28 and operated at Winnipeg. Converted to Instructional Airframe A3 from 12.3.35 and SOC 23.3.38.
- 490 Cirrus II Seaplane. To Canadian Ministry of Defence as 'G-CAYJ'/G-CYYJ. C of A issued 5.3.28. Taken on strength by RCAF 27.4.28. Re-engined Cirrus III. Regd 6.9.34 to DND as CF-CEF for use of Saint John Aero Club. Hit truck on landing Saint John NB 31.7.36. SOC by RCAF 15.4.37.
- 491 Cirrus II Seaplane. To Canadian Ministry of Defence as 'G-CAYP'/G-CYYP. C of A issued 4.4.28. Taken on strength by RCAF 29.5.28 and used at Shirleys Bay. SOC 16.1.29.
- 492 Cirrus II Seaplane. To Canadian Ministry of Defence as 'G-CAYO'/G-CYYO. C of A issued 16.4.28. Taken on strength by RCAF 7.7.28. Crashed 16.6.29 and SOC 5.9.29.

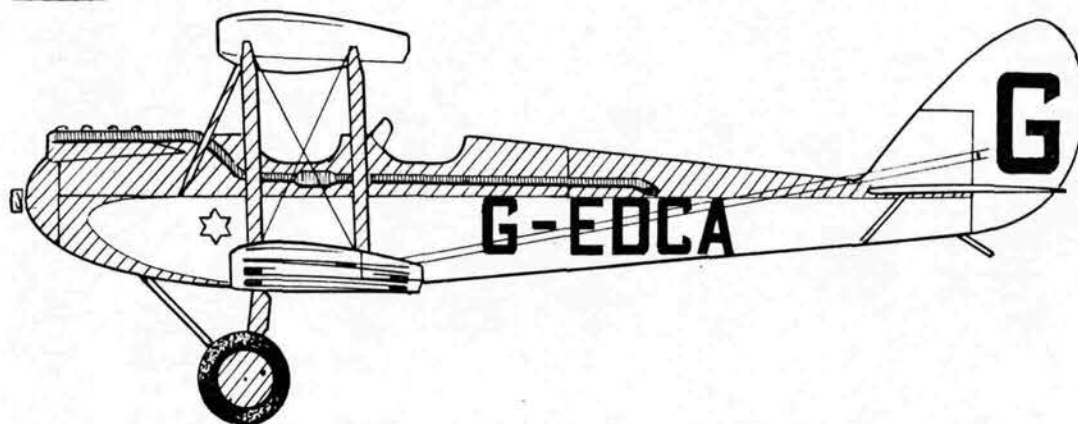
- 493 Cirrus II Seaplane. To Canadian Ministry of Defence as 'G-CAYN'/G-CYYN. C of A issued 4.4.28. Taken on strength by RCAF 7.7.28. Crashed 10.6.29 and SOC 16.8.29.
- 494 Cirrus II Seaplane. To Canadian Ministry of Defence as 'G-CAYM'/G-CYYM. C of A issued 16.4.28. Taken on strength by RCAF 7.7.28. Operated at Cormorant Lake. Rebuilt .29 as DH60M using c/n 1341 and re-engined Cirrus III. Sold to DeHavilland Aircraft of Canada, Toronto .31. Regd 9.5.31 as CF-APM to R.F.Stephenson, Winnipeg. Regd 21.1.33 to K.Johannesson Flying Service, Winnipeg. Regd 4.12.33 to A.R.Edwards, Winnipeg. Regd 19.12.34 to Mrs N.Walker, Winnipeg. WFU after C of A inspection 3.10.36.
- 495 Cirrus II Seaplane. To Canadian Ministry of Defence as 'G-CAYI'/G-CYII. C of A issued 18.4.28. Taken on strength by RCAF 7.7.28. Converted Instructional Airframe A2 20.2.36 and SOC 2.10.37.
- 496 Cirrus II Seaplane. To Canadian Ministry of Defence as 'G-CAYH'/G-CYIH. C of A issued 16.4.28. Taken on charge by RCAF 7.7.28, and used at High River. SOC 20.11.29.
- 497 Cirrus II One of two for Real Aero Club de Espana, Madrid imported by Carlos de Salamanca. C of A issued 16.12.27 and believed regd M-CACC (though quoted by DH as M-CCAA - see 498). Regd in Spain 3.28. Fate unknown.
- 498 Cirrus II One of two for Real Aero Club de Espana, Madrid imported by Carlos de Salamanca. C of A issued 28.12.27. Believed regd M-CCAA (but quoted as M-CACC by DH.) Regd in Spain 3.28. Re-regd EC-CAA .30. Crashed Barajas 5.35..
- 499 Cirrus II M-CCCA to Duque de Estremara, Madrid with C of A issued 29.12.27. Re-regd EC-CCA .30. Sold Real Aero Club de Balearies, Palma. Sold Ramon R.Frontera, Palma. Impressed into Republican Air Force at Mallorca 8.36, possibly as '30-75'. Therafter information is confused. It is possible that this aircraft became rebuilt with Avian c/n 465 M-CEAA/EC-EAA in 1951 and was regd EC-AEL. (An alternative is that it was regd EC-AEV 30.12.50 to Antonio Tous and cld. 22.11.63, though this is thought to be a DH82A. 30-75 has also been quoted as a DH60GIII.)
- 500 Cirrus II The first New Zealand Moth - to F.D.Mill as G-NZAT with C of A issued 29.12.27. Regd 1.5.28. Re-regd ZK-AAB 1.1.29 to Air Survey & Transport Co Ltd, Hobsonville. Sold to Hawkes Bay Aero Club, Hastings (later renamed Hawkes Bay & East Coast Aero Club). WFU Hastings and regn canc 13.6.38.
- 501 Cirrus II Regd 3.12.27 as G-EBVJ to Lt. Cdr. Glen Kidston with C of A issued 13.12.27. Sold.29 to S/Ldr Wynne-Eaton. Regd 10.6.30 to Cyril S.Meikle, Salisbury, S.Rhodesia and regn canc 12.30 as sold. Re-regd VP-YAE 28.10.30 to C.S.Meikle. Regd 17.10.31 to A.Veasey, Luanshya. Sold to N.Rhodesia as VP-RAB.
- 502 Cirrus II To Johannesburg Light Plane Club via J.H.Veasey with C of A issued 5.12.27. Regd G-UAAL 8.3.28 and named 'Sir Charles'. Re-regd ZS-AAL 1.1.29. Sold to SAAF Aero Club, Roberts Heights. Crashed Muldersdrift 6.12.37.
- 503 Cirrus II To High Commissioner for Canada as G-CYYG with C of A issued 22.2.28. Taken on charge by RCAF 4.5.28 and allotted for use by the Post Office Dept, Ottawa. Transferred to Edmonton & Northern Alberta Aero Club 31.5.29, uniquely still using "military" registration as a civilian marking. Regd to the Club 12.9.36. Regd 12.7.38 to G.J.Anderson, Wetaskiwin, Alberta and to W.J.Rivet, Edmonton 22.8.41. Regn lapsed 22.8.42 and aircraft sold to P.C.G.Baxandall, Westlock, Alberta 15.4.44. Subsequently stored for many years and currently kept in the Reynolds Pioneer Museum, Wetaskiwin, Alberta.
- 504 Cirrus II To Ontario Provincial Government without UK C of A and regd G-CAOY 11.5.28 for use by their Forestry Branch and based Sault Sainte Marie. Named "Yellowbird". Re-engined Gipsy I 22.4.32 and Gipsy II 29.5.34. Crashed on take-off from small lake 15 miles from Gogama, Ontario 7.8.41.
- 505 Cirrus II To Ontario Provincial Government without UK C of A and regd G-CAOZ 11.5.28 to Ontario Provincial Air Service. Named "Zeno". Re-engined Gipsy I 22.4.32 and Gipsy II 3.35. Crashed on take-off Kwagama Lake, Ontario 23.6.47.
- 506 Cirrus II To Ontario Provincial Government without UK C of A and regd G-CAPA 11.5.28 to OPAS. Named "Auk". Re-engined Gipsy I 22.4.32 and Gipsy II 12.5.34. Presumed also rebuilt with DH60M fuselage (c.1930?). Regd 9.6.48 to Hall's Air Service Ltd, Val d'Or, Quebec. Sold to Warner Bros. Inc, Burbank, California 21.10.55 for use in Lindbergh film 'Spirit of St.Louis'. Regd N1510V. Sold, after completion of film, to Harlan A.Gurney, Woodland Hills, California (who acted as Lindbergh in the flying scenes). Currently regd to him.
- 507 Cirrus II To Ontario Provincial Government without UK C of A and regd G-CAPB to OPAS 11.5.28 and named 'Bobolink'. Re-engined Gipsy I 22.4.32 and Gipsy II 12.5.34. Regd 9.6.48 to Halls Air Service Ltd, Val d'Or. Stalled on take-off and crashed Val d'Or, Quebec 19.9.48.
- 508 Cirrus II To Ontario Provincial Government without UK C of A and regd G-CAPC to OPAS 11.5.28 and named 'Crow'. Re-built with DH60M fuselage (c/n DHC.130) 25.4.31, re-engined Gipsy I 22.4.32 and Gipsy II 12.5.34. WFU 4.37 and rebuilt by OPAS with new DH60M fuselage (c/n W2 - significance not known) as CF-OAU. Regd to OPAS 14.6.37. Dbf Soo, Ontario 19.3.40.
- 509 Cirrus II Regd 13.3.28 G-EBWZ to Henry Petre with C of A issued 15.3.28. Regd 22.1.30 to Mrs.Marjorie H.Stevens, Brooklands but crashed four days previously at Addlestone, Surrey. Regn canc 1.30. (Note: This aircraft was originally intended for supply to Canada but was exchanged with c/n 595 earmarked as a Seaplane for Henry Petre.)
- 510 Cirrus II J-9103. The first of a batch of twenty Moths supplied to the Air Ministry from January 1928 mainly for use by the CFS. The first ten were supplied without engines, and the twentieth (c/n 529) earmarked in the contract for the use of the Director of Civil Aviation. The history and fate of most of these Moths is not known.
- 511 Cirrus II J-9104. To 'C' Flight, 24 Sqn. .28 and damaged by fire 4.9.28.



Cliff Minney's drawing shows J-9105 in silver overall with white outline around serials and fuselage roundel.

- 512 Cirrus II J-9105.
- 513 Cirrus II J-9106.
- 514 Cirrus II J-9107. Rebuilt as DH60G (GipsyII) 11.12.30 and regd 12.1.31 as G-ABID to Geoffrey Linnell, Sywell with C of A issued 21.3.31. Regd 31.5.34 to Henlys (1928) Ltd, Heston. Regn canc 8.3.35 as sold. Regd in India 3.35 as VT-AGJ to Himalaya Air Transport & Survey Co of Delhi. Regn canc 26.11.40 - possibly impressed locally. (Note: a second J-9107 appears to have replaced this aircraft; c/n 1681 was supplied under AM contract No. 27445/30 without engine and was still on Royal Navy charge in 12.39.)
- 515 Cirrus II J-9108.
- 516 Cirrus II J-9109.
- 517 Cirrus II J-9110. Known to have served with Electrical & Wireless School, Cranwell in April 1931.

- 518 Cirrus II J-9111.
- 519 Cirrus II J-9112.
- 520 Cirrus II J-9113. - with 43 Sqn. Tangmere in May 1931.
- 521 Cirrus II J-9114. - with 24 Sqn.
- 522 Cirrus II J-9115. Converted to DH60G prior to civilianisation as G-ADIL. Regd 3.6.35 to Surrey Flying Services Ltd, Croydon and C of A issued 21.12.35. Regd 4.5.39 to Horton Kirby Flying Club. Impressed 15.11.39 as X5050 and to 10.MU Hullavington 18.11.39. Issued to Sound City Films Ltd, for decoy purposes 21.9.40. SOC 30.10.40.
- 523 Cirrus II J-9116. issued to Andover Communications Flight 20.2.28. To DH for reconditioning 12.8.29 and issued to Halton 28.2.30. Relegated to Instructional Airframe 596M 4.9.33 and to 24 Group S.of T.T. 8.7.36.
- 524 Cirrus II J-9117. - with Home Communications Flight 5.31.
- 525 Cirrus II J-9118.
- 526 Cirrus II J-9119. Converted to DH60G prior to civilianisation as G-ACMB. Regd 21.4.34 to the Hon. Mrs. Victor Bruce, Croydon (a fixed registration for Mildred Bruce) with C of A issued 21.4.34. Regd 22.11.34 to Surrey Flying Services Ltd, Croydon. Impressed 4.4.40 as X9302 at 20MU Aston Down and issued to deHavillands for decoy purposes 24.9.40. SOC 29.6.41.
- 527 Cirrus II J-9120. - with 1.S. of T.T. prior to ground collision with Siskin J-8867 31.10.28.
- 528 Cirrus II J-9121.



One of the earliest fixed registrations, G-EDCA was used by the Director of Civil Aviation, Sir Sefton Branker. The letter 'G' was repeated on top of the tailplane.

- 529 Cirrus II Regd as second G-EDCA 22.2.28 to The Air Council for the use of the Director of Civil Aviation with C of A issued 23.2.28. The C of A expired 18.4.30 and the aircraft was cancelled as transferred to the RAF 12.29. However it certainly never was, nor did it become J-9122 (the Vickers 151 Jockey) and its fate is obscure. One theory is that it may be the unidentified Moth K-1241 which was SOC 21.12.34, though this is reported as a DH60G.
- 530 Cirrus II C of A issued 1.2.28 to Ottawa Car Manufacturing Co Ltd, but no civilian marks taken up (though conceivably G-CAJX allotted). To RCAF as G-CYXI 13.7.28 and transferred immediately to DND for use by Aero Club of British Columbia, Vancouver as G-CAKH (in exchange for damaged c/n 463). Collided with Eaglerock G-CAIS on landing Vancouver 9.3.30. Possibly not rebuilt as WFU 25.4.31. Scrapped 9.37.
- 531 Cirrus II C of A issued 29.12.27 to Major Shirley G.Kingsley, the DH agent in Argentina.
- 532 Cirrus II C of A issued 16.1.28, to Major Shirley G.Kingsley, the DH agent in Argentina.
- 533 Cirrus II C of A issued 18.1.28, to Major Shirley G.Kingsley, the DH agent in Argentina.
- 534 Cirrus II C of A issued to DeHavilland Aircraft Co 1.2.28 and sold to J.H.Veasey, DH agent in Southern Africa. Believed initially for sale in Northern Rhodesia though no ownership or identity traced. Regd 1.6.28 as G-UAAQ to Johannesburg Light Plane Club and named 'Dulmar'. Crashed Roodepoort 5.6.28.
- 535 Cirrus II C of A issued to DeHavilland Aircraft Co 11.2.28 and allocated by DH to J.H.Veasey, South Africa. Apparently not taken up. Regd 27.4.28 as G-CAJW to L.B.Sheppard, Toronto. Crashed on take-off Sturgeon River, Ontario 1.10.28. Rebuilt with Gypsy I and using DH60M fuselage (c/n 761). Re-regd CF-OAA 10.6.29 to Ontario Provincial Air Service, Sault Sainte Marie. Re-engined Gypsy II 5.34. Stalled and crashed on take-off from lake at Twin Lake, Ontario 19.6.46.
- 536 Cirrus II To Major Shirley G.Kingsley, Argentina with C of A issued 25.1.28 and subsequently regd in Brazil as P-BABL.
- 537 Cirrus II Regd 16.1.28 as G-EBVT to Scottish Flying Club, Renfrew with C of A issued 7.2.28. Crashed at Lumloch Colliery, near Lenzie, Dumbarton 10.2.29. Regn canc 1.30.
- 538 Cirrus II Regd 23.1.28 as G-EBVX to Lt. Cdr. Henry C.MacDonald, Stag Lane with C of A issued 27.2.28. Flown by him to Baghdad in April 1928 but crashed on a beach at Bay of Sollum, Egypt 17.5.28 on return flight. Regn canc 29.12.28.
- 539 Cirrus II Regd 23.1.28 as G-EBWA to Capt. O.S.Baker (on behalf of the Hon. A.E.Guinness). Regd 11.5.28 to K.G.Murray, Edinburgh with C of A issued 15.6.28. Sold 6.30 to Brooklands School of Flying. Sold 12.30 to C.F.P.Lowe, Barton though actually delivered 6.30. Used from 7.31 by Northern Air Lines Ltd, Barton. Sold 5.32 to a Mr. Bradley, Barton. Regd 30.12.32 to Northern Air Transport, Barton and 6.33 to a Mr.Collinge, Blackpool. Regd 25.5.34 to Cyril G.M.Alington, Broxbourne and crashed near Buxton, Derbyshire in October 1934 (and after final C of A renewal on 9.10.34). Regn canc 10.34.
- 540 Cirrus II To DeHavilland Aircraft Pty, Australia with C of A issued 14.4.28 and presumed to RAAF. Regd VH-UAQ 12.32. Impressed into RAF as A7-85 7.40.
- 541 Cirrus II To DeHavilland Aircraft Pty, Australia with C of A issued 18.4.28.
- 542 Cirrus II To DeHavilland Aircraft Pty, Australia with C of A issued 24.4.28. Regd VH-UAN 8.32. Collided with DH60 VH-UAV (c/n 369) Archerfield 19.6.37.
- 543 Cirrus II To DeHavilland Aircraft Pty, Australia with C of A issued 18.4.28.
- 544 Cirrus II To DeHavilland Aircraft Pty, Australia with C of A issued 16.4.28.
- 545 Cirrus II To DeHavilland Aircraft Pty, Australia with C of A issued 14.4.28. To RAAF as A7-4. Regd VH-UPU 4.31. Crashed Ballarat, Victoria 18.4.38.
- 546 Cirrus II To DeHavilland Aircraft Pty, Australia with C of A issued 14.4.28.
- 547 Cirrus II To Kenneth M.Lane, New York as NC5359 with C of A issued 14.4.28.
- 548 Cirrus II Regd .28 as G-EBXT to Midland Aero Club, Castle Bromwich with C of A issued 30.4.28. Named 'Wulfrun'. Subsequently converted to DH60G. C of A expired 4.9.36 and stored until renewal on 20.8.37. Regd 30.8.37 to Yapton Aero Club, Ford (later Portsmouth) with fleet no. 8. Into storage 11.39 at The National Garage, Portsmouth and from 6.40 at E.M.A.Garage, Southsea. Impressed as AW157 28.6.40, allegedly at 46MU Lossiemouth, but SOC at 32 MU St.Athan 30.10.40 with numerous other Moths.
- 549 Cirrus II To DeHavilland Aircraft Pty, Australia with C of A issued 14.4.28.
- 550 Cirrus II To DeHavilland Aircraft Pty, Australia with C of A issued 19.4.28. Regd VH-UPY 6.31. Crashed 21.5.39 at Roma, Queensland.
- 551 Cirrus II To DeHavilland Aircraft Pty, Australia with C of A issued 23.4.28.

To be continued....

Aircraft of European Civil Registers : I

The Piper Cub in West Germany



D-EFBP (c/n 12847) never received a German permit or C of A but was used as an advertising display in Essen-Grugapark during April 1975. (via A.le Nobel)

PART THREE

C/n	F/n	History
12281	12109* 8644	L-4H <u>44-79985</u> toc 13.7.44, sold by 12th AF in Italy 11.12.45, HB-OWD A.Noirat, Saiguelégier, completely overhauled after accident 26.6.50 using f/n 8644 instead of former 12109, sold to Germany 4.11.55 & canc 7.12.55, <u>D-ELAT</u> alloc 17.11.55, regd to Prof.E.Neufert, Egelsbach as J3C-65 13.1.56, to P.Neufert, Köln 30.8.56, to A.Pützer KG, Bonn 14.5.57, to LSC Roemryke Berge, Remscheid 5.58, wfu 9.61 & canc 4.9.64, stored until unairworthily, sold to J.Toft, Stauning in 1973, used to rebuild <u>OY-ECV</u> . (Note: not c/n 8644 which was L-4A 42-36520 & scrapped 12.11.43)
12308	12136	L-4H <u>44-80012</u> toc 18.7.44, sold to Belgium 16.10.46, 00-ZOU 12.46, <u>F-BFQK</u> regd 8.11.50. Club Aèr.Universitaire, Chelles-le-Pin, to AeC Sarre-Union, sold to Germany via R.Mary of Strasbourg & canc 17.6.70, <u>D-EFQK</u> alloc 6.7.70, permit 8.10.70, regd to K.Bock, Meschede as J3C-65 19.10.70, to W.Schwarz, Aschaffenburg 8.76, canc 4.78, <u>OY-AVD</u> E.Christensen, Odense 2.79, current.
12320	12148	L-4H <u>44-80024</u> toc 20.7.44, sold by 9th AF to unkn 24.4.46, <u>HB-OBT</u> 9.11.46, canc 7.12.55, <u>D-EFIL</u> alloc 12.12.55, regd to Frankfurter VfL, Egelsbach as J3C-65 15.3.56, to F.J.Lenneferx, Köln-Bonn 6.67, to W.Molz, Schameder 6.69, to W.Karass & ptrn, (Krefeld) 76, current.
12324	12152	L-4H <u>44-80028</u> toc 18.7.44, sold by 12th AF Italy 11.12.45 <u>HB-OSB</u> 29.5.47, <u>D-EBUG</u> alloc 30.7.55, regd to Kölner Club f.Luftsport, Köln-Butzweilerhof as J3C-65 4.1.56, damaged (location unknown) 17.10.68 & canc 7.1.69, restored to Luftfahrerschule NRW, Bonn 6.5.70, to W.Stommel, Bonn 6.71, to K.Scholz, Bonn 11.74, to W.Breitling, Bonn 12.75, to military flying club BwSportFGem Hangelar, Bonn 6.78, current.
12408	12236	L-4J <u>44-80112</u> toc 31.7.44, sold in Europe by 9th AF 12.3.46, <u>HB-OEK</u> 19.9.46, canc 1.5.57, <u>D-EBUR</u> alloc 22.3.57, regd to G.Schnell, Lindau-Wildberg strip as J3C-90 6.5.57, current (op. by Bodensee-Alpenflug GmbH).
12484	12312	L-4J(800) <u>44-80188</u> toc 12.8.44, sold by 9th AF to unkn 19.2.46 & badly damaged in .46, repaired by Farner-Werke AG at Grenchen as <u>HB-OIL</u> , regd 10.4.46, to E.Bianda, Ascona 8.2.54, <u>D-EMAT</u> alloc 6.1.56, regd to A.Zink (LSVgg Nürnberg), Nürnberg as J3C-65 18.5.56, to FC Nürnberg 3.60, to Aircraft G.Krautheim GmbH, Nürnberg 2.61, to FSV Passau 5.61, to A.Schwarz, Passau 17.5.62, to H.Nolte & ptrns, Porta Westfalica 11.65, to SFC Minden, Porta Westfalica 11.67, to IFL Hannover 8.68, to F/Sch S.Kautzmann, Augsburg 3.69, C of A expired 21.5.70 & canc 27.7.72, b/u at München-Riem.
12500		see c/n 12874
12512	12340	L-4J(800) <u>44-80216</u> toc 16.8.44, sold by 9th AF to unkn 22.8.46, <u>OK-YIM</u> regd 45, seen at Egelsbach with Autohage in dismantled state 23.1.58, <u>D-EKEG</u> alloc 9.11.59, permit 23.5.60, regd to C.Hennemann, Egelsbach as J3C-65 2.6.60, to M.Trier KG (Motorflugschule), Karlsruhe 7.63, to Dr.G.Rotta, Mannheim 4.68, canc 1.6.72, <u>OE-ANA</u> 6.72 current with Landflug Helmut Horschgl, Leopoldsdorf.
12513	12341*	L-4J(800) <u>44-80217</u> toc 16.8.44, delivered from Bremen to Kastrup 12.4.47, sold to Norway 15.4.47 and delivered via Malmö 23.4.47, sold to Norwegian AeC NAK, but not used until sold to J.C.Pracht in 55 & delivered to Egelsbach by rail, <u>D-EDUS</u> alloc 1.10.55 ntu, officially inspected after overhaul and "c/n" 12341 found, <u>D-EBIS</u> regd to W.Dahl (Deutsche Luftwerbung), Düsseldorf as J3C-65 13.4.56, to AeC Nürnberg 4.57, to F.W.Erbprinz v.Hohenzollern, Mengen 12.60, to K.Schieferstein (F/Sch Augusta-Flug), Augsburg 61, to Sigmund-Flugtechnik, Mosbach 9.69, to Fa.H.Walter, Winzeln 11.70, to LSV Schwarzwald, Winzeln 2.73, to H.W.Roller, Winzeln 10.74, reduced to permit 28.2.75, current status unknown (but still regd).
12522	12350	L-4J <u>44-80226</u> toc 18.8.44, sold by Office of the Army-Navy Liquidation Commissioner to R.Andresen, Oslo 1.8.46, (or sold by 9th AF 22.10.46?) <u>LN-SAG</u> regd 23.4.48, to S.Ovrenn, Oslo 2.7.48, to R.Andresen again 5.7.48, to O.Opsahl & ptrn, Lillestrom 1.2.56, to Aircraft G.Krautheim GmbH, Nürnberg & canc 19.8.57, <u>D-EJIB</u> alloc 31.7.57, permit 29.8.57, regd to Fluwa GmbH, Kassel as J3C-65 30.8.57, damaged when it hit parked Zlin <u>OK-KNQ</u> at Kassel 3.9.57, to K.Daum & ptrns, Nordhorn 3.71, to G.Nobis, Aachen 8.72 in unairworthy state, canc 3.7.74 as "insurance expired 29.11.73", <u>OH-PAD</u> 6.75, current with Vilho Savolainen, Kuopio.

12558 12386 L-4J 44-80262 toc 25.8.44, excluded from inventory 1.4.46 by 12th AF Italy, HB-ONS 26.4.47, to Farner-Werke or 12387 AG, Grenchen 17.5.55 but op. by Motorflugschule of BWLV, Stuttgart named "Baden-Württemberg", D-EHIL alloc or 12388 22.11.55, regd to BWLV as J3C-85 16.12.55, w/o when pilot suffered heart attack while towing Weihe 50 D-9062 after take-off from Spaichingen-Klippeneck, glider landed safely, but Cub crashed into wood and was dbf, 10.10.59, canc 15.10.59.

12566 12394 L-4J 44-80270 toc 25.8.44, sold 11.12.45 by 12th AF Italy, HB-OFZ 1.9.47, to E.Ott (F/Sch Bayernadler), München, or 12395 Germany 18.8.55, canc 31.12.55, D-EBEN alloc 8.10.55, regd to R.Delakowitz KG (F/Sch Bayernadler), München- or 12396 Riem as J3C-65 5.1.56, to Motorfliegerschule NRW, Mönchengladbach 12.56, to FSC Lebach 5.61, to R.Schlegel, Ampfing 10.63, to Saarflug GmbH, Saarbrücken 7.66, to H.Gellner, Saarbrücken 10.67, to J3C-90, to F.G.Hammes- fahr, Heide 11.71, to LSV "Günther Groenhoff", Stade 3.72, current.

12591 12421 L-4J 44-80295 toc 29.8.44, sold by 9th AF to unkn 23.9.46, HB-OBR 4.3.47, D-EGAR alloc 4.11.55, permit 5.1.56, regd to Aero Lux OHG, Frankfurt (who had bought it on 20.12.54) as J3C-65 9.3.56, to J.Doppelmann, Lorsch airstrip 56, to H.Kuhaupt & ptrn, Nordenbeck 2.61, to G.Grassmann, Peine 6.62, to A.F.Koch, Braunschweig 6.70, to E.Kreuzburg, Lübeck 12.74, damaged when overshot while landing at Lübeck 19.7.75 & canc as w/o 22.9.75, remains sold to Denmark, OY-ALF reserved for Jens Toft, Stauning.

12593 12423 L-4J 44-80297 toc 31.8.44, condemned to salvage in England 25.6.46, but apparently not b/u, OO-AHP 3.48 Air Union sprl, Knocke-le-Zoute 27.6.53, sold to Aero-Lux OHG, Frankfurt 20.12.54 & op. there until canc 22.11.55, D-EBUK alloc 23.8.55, regd to Aero-Lux as J3C-65 9.3.56, to J.Doppelmann, Lorsch airstrip 56, to Nord-West- Flug GmbH & Co, Braunschweig 4.57, to E.Heitkamp GmbH, Marl 2.5.62, to Hanseatischer FC/Lufthansa, Hamburg 1.65, to M.Liebisch, Hodenhagen 10.68, to H.W.Meier, Landshut 1.79, to Industrie Flugdienst GmbH & Co (IFL), München-Reim 8.79, current.

12602 12432 L-4J 44-80306 toc 6.9.44, sold by 9th AF to unkn 21.6.46, OE-ADV OeFAG, Salzburg 12.61, to K.Lipp, Wels 1.63, to OeFAG, Salzburg 11.64, canc 16.3.65, D-EHTU alloc 18.2.65, permit 16.3.65, regd to W.Hohnrath, Eudenbach strip 23.4.65, J3C-65, to A.Rutkowski (Itzehoer LSV), Itzehoe 6.66, to K.H.Röhl, Hartenholm 11.66, to W.Drygalla, Bremerhaven 4.67, to mil. F/C SFGGr Neubiberg 1.68, current.

12611 12441 L-4J 44-80315 toc 6.9.44, sold by 9th AF to unkn 1.4.46, OO-VIR 29.5.46, sold 30.6.56 LX-ACL AeC du Grand- Duché de Luxembourg, canc 2.9.58, D-EMYT alloc 12.8.58, permit 11.9.58, regd to FC Trier as J3C-65 12.9.58, canc 1.8.63, HB-OXR W.Eichenberger & ptrn (F/Sch Eichenberger AG) 19.6.64, current.

12612 12442 L-4J 44-80316 toc 7.9.44, sold by 9th AF to unkn 16.7.46, SE-BFE AB Jördbruksflyg, Stockholm regd 7.47, sold to Germany via Skandinavisk Aerotjänst 25.3.59, canc 20.4.59, D-ELIC alloc 6.4.59, permit 23.4.59, regd to Tempo GmbH, Bonn as J3C-65 13.5.59, canc 28.11.60, I-SARI AeC Bergamo 4.61, current.

12620 12450* L-4J 44-80324 toc 6.9.44, sold to Denmark 27.1.47 and then to NAK, where stored until sold to J.C.Pracht in 55, delivered to Egelsbach by rail, D-EBUR alloc 1.10.55 but ntu (see c/n 12408). Fate is unknown, but it could have been used like c/n 11924 (see there).

12621 12451* L-4J 44-80325 toc 6.9.44, sold by 9th AF 18.9.46, HB-OCV regd 20.4.49, to Farner-Werke AG, Grenchen 1.3.57 & canc 18.11.57, D-ELYN alloc 21.5.57, regd to SFC Bergneustadt as J3C-85 12.57, C of A expired 5.4.61, but canc as late as in 9.73 (!), stored by Flugdienst KG Teichmann & Co all the time since 61.

12622 12452 L-4J 44-80326 toc 15.9.44, sold by 9th AF to an individual 28.10.46, F-BFBI regd 4.49, AeC des Cheminots, Guyancourt, to Imprimerie et Edition des D.N., Strasbourg, sold via R.Mary of Strasbourg & canc 14.5.68 D-EOMA alloc 28.5.68, regd to R.Krapp, Bad Dürkheim as J3C-65 13.6.68, to W.Dauber & ptrn, Bad Dürkheim 4.70, current.

12640 12470 L-4J 44-80344 toc 8.9.44, sold by 9th AF to unkn 11.10.46 F-BDTL 11.48, SL-AAC 10.8.54, SL-ABC AeC de la Sarre, Saarbrücken 8.1.57, to D-EDUH 27.5.59, still regd as J3C-65 of F/Sch Saarbrücken im AeCS, to J.Gorsler, Hartenholm 10.71, canc 29.8.75 as LOA, OY-ALN J.H.Jensen & ptrn, Thisted 6.76, current.

12690 12520* L-4J 44-80394 toc 19.9.44, sold to Denmark 27.1.47 and then to NAK, where stored until sold to J.C.Pracht in 55 & delivered to Egelsbach by rail, D-EBYS alloc 1.10.55, inspected officially after overhaul 20.1.56 when "c/n" 12520 was found, regd to Fa.Rhenia, Egelsbach 2.2.56 as J3C-65, to FSV Karlsruhe 56, to Motorflug GmbH, Koblenz 12.60, to E.Rafflenbeul OHG (Motorflugschule), Egelsbach 62, to E.Külzer & ptrn, Idar-Oberstein, to W.Delzeit & ptrns, Idar-Oberstein 7.72, w/o when collided with falling winch-cable of glider just taking off when taking off simultaneously 8.7.72 at Idar-Oberstein, 2 killed, canc 10.8.72.

12722 12552* L-4J 44-80426 toc 25.9.44, sold to Denmark 27.1.47 etc. like c/n 12690, D-EDIT alloc 1.10.55, regd to FSV Sobernheim as J3C-65 16.5.56, to H.Untersteller, (Seelbach) 8.64, to FSC Trennfurt, Mainbullau 5.65, to K.Eizenhöfer & ptrn, Aschaffenburg 2.73, to H.Siebert (Aviafoto Luftbildwerbung), Bonn 9.76, current.

12760 12590 L-4J 44-80464 see c/n 12933 (OO-GEL).

12769 12599 L-4J 44-80473 toc 27.9.44, sold by 9th AF to unkn 20.9.46, HB-OAA regd 29.7.47, J.Zurkinden, Schmitten, sold to Germany 18.6.56 & canc 18.7.56, D-EGYS alloc 5.6.56, regd to FGr Leutkirch as J3C-65 6.9.56, to H.Ringer, Neubiberg 8.74, damaged by gust while parked at Neubiberg 29.12.74, to H.J.Krüger (Juraflyg), Beilngries in unairworthy state 5.2.75, canc 18.6.75 as dbr. Apparently repaired since, as a permit was issued to H.J. Krüger 1.11.78 (D-EGVS quoted), no further information.

12802 12632 L-4J 44-80506 toc 23.10.44, sold by 9th AF to France 11.11.46, F-BFQB Union Aéronautique Orleans, SL-AAAX AeC de L'Université de la Sarre 18.3.55, to D-ENAC 10.8.59, still regd as J3C-65 to Universitäts-FSC Saarbrücken, to W.Fischer, Worms in 1974, current.

12833 12663* L-4J 44-80537 toc 17.10.44, sold to Denmark 29.4.47 etc like c/n 12690 (rep as "80537" flying Grossenbrode-Kastrup 27.4.47 & Kastrup - Malmö later), sold to Pracht 8.8.55, D-EBES alloc 1.10.55, permit 7.11.55, regd to Bedarfs-Luftfahrt J.C.Pracht, Egelsbach as J3C-65 8.11.55, to LSVgg Göttingen 56, to W.Jacobi, (Osterode) 12.57, to LSVgg Göttingen again 2.58, to E.Beck & ptrn, Northeim 7.59, canc 16.11.76 as sold to J.Toft, Denmark. Awaiting restoration as OY-AVC to Cornelis Bos.

12837 12667 L-4J 44-80541 toc 18.10.44, sold by 9th AF to unkn 20.9.46, HB-OGU regd 4.7.47, canc 18.7.56, D-EHAC alloc 14.6.56, regd to E.Schäfer KG, Egelsbach as J3C-65 9.10.56, to FSC Lebach 3.5.60, damaged when collided with high-tension wire while turning to land at Lebach 25.9.60, canc 13.2.64 as LOA after accident, D-EMMV alloc 16.10.68, permit after repair issued 13.5.69, restored to W.Hirth GmbH, Nabern 9.6.69, to E.Zänkert, Friedrichshafen 7.72, to Landeplatz-Verein Günzburg 8.74, current.

12838 12668 L-4J 44-80542 toc 17.10.44, sold by 9th AF to unkn 18.9.46, HB-OAO regd 9.10.47, M.Roth, Bern-Belp, canc 6.9.55, D-EGEL alloc 7.9.55, regd to Dr.Nüsken & Co Aero-Reklame GmbH, Dortmund as J3C-65 7.10.55, to E.Lüdt KG (F/Sch Nordflug), Hartenholm 4.57, to Itzehoer LSV 21.11.64, to J.Schmidhuber, Oberschleissheim 26.2.68, to test pilot I.Pietsch, München 11.3.69, hit mountain "Hoher Tenn" 30km E of Salzburg in clouds, killing 2, 12.6.69, canc 16.6.69.



Above left: D-EKEG (12512) taken at an unidentified location (R.W.Simpson).
 Above right: D-EBIS (12513) with LSV Schwarzwald at Winzeln, 25.8.73 (P.M.Gerhardt).
 Below left: Prominent Burda titles on D-EBOR (12933) at Egelsbach, 3.7.58 (P.M.Gerhardt).
 Below right: The Dätwyler rebuild D-EBIW (12874) at Gelnhausen on 3.10.71 (P.M.Gerhardt).



- 12847 12677 L-4J 44-80551 toc 23.10.44, sold to Switzerland 16.10.46, HB-OAB regd 29.9.47, A.Müller, OE-ABO OeFAG, Salzburg 8.59, LX-ABO Aero Sport Grand Duché du Luxembourg 10.64, D-EFBP alloc to Idealismus GmbH 31.7.73, no permit issued & cancl 74, but used as display object at Essen 4.75 (see photograph) until sold to P. Jespersen & ptr, Herrested as OY-ALP in '76, current.
- 12859 12689 L-4J 44-80563 toc 23.10.44, sold to Switzerland 17.10.46, HB-OAF regd 26.11.47, to H.Dürr, Winterthur 10.6.53, cancl 10.4.56, D-EGUM alloc 24.10.55, regd to G.Single & ptr, Stuttgart as J3C-85 6.56, to LSVgg Grenzland, Grefrath 8.59, to MFGr Grenzland, Grefrath 11.60, to Mrs.G.Staerber, St.Hubert, Belgium 12.65, to R.Ockenfels, (Langenfeld) 5.69, to J3C-65 of MFGr Grenzland again 9.69, to F.Bihler, Rottweil 10.72, to H.J.Abel, Konstanz 8.76, current.
- 12874 12704 L-4J 44-80578 toc 23.10.44, sold by 9th AF 20.9.46, HB-ONO regd 18.2.47 Cercle Aerophile Genève, sold by M.Dätwyler to AeC Gelnhausen 28.8.59 as "brand new" aircraft built by himself at Bleinbach-Langenthal with "c/n" 12500 & quoted as formerly not regd anywhere, D-EBIW alloc 1.8.59, permit for ferry Bleinbach-Gelnhausen 29.8.59, regd to AeC Gelnhausen as J3C-65 8.9.59, damaged in heavy landing at Michelstadt 7.7.76 & cancl 10.8.76, remains sold to Norronafly, Oslo-Fornebu, 1.9.76, who sold it to Atle Kristensen, Evenskjer for rgn as LN-HAX 17.11.76, to Tönsberg Flygklubb 7.9.77.
 (Note: Fuselage no.12704 is confirmed! A further problem is I-AAAW regd 2.60, with c/n 12874, cancl 1971. Not to be confused with c/n 12500 ex 44-80204 which is HB-OCF.)
- 12878 12708 L-4J 44-80582 toc 24.10.44, sold by 9th AF to unkn 20.9.46, HB-OSH regd 22.4.47, cancl 9.54, D-EBAN alloc 10.55, regd to R.Albert, Dortmund as J3C-65 14.11.55 to F/Sch Weichelt GmbH, Bielefeld 22.8.56, to AeC Minden, Porta Westfalica 18.10.60, w/o in emergency landing after engine failure on take-off from Porta Westfalica 5.4.64, cancl 13.4.64.
 (Note: A/c was officially regd with "c/n" 11842, which should be regarded as 12015/11842/44-79719 toc 13.6.44 & sold by the 9th AF 21.6.46 becoming HB-OEN. It seems as if a paperwork mix-up between HB-OEN and HB-OSH has happened.)
- 12893 12723* L-4J 44-80597 toc 23.10.44, sold to Switzerland 16.10.46, HB-OWN regd 20.6.51, to Aerofoto AG, Speck 10.5.55, to Farner-Werke AG, Grenchen 2.7.57 & cancl 21.8.57, D-EGUH alloc 13.8.57, permit 25.10.57, regd to FGr Ebingen, Albstadt as J3C-65 31.10.57 to FGr "H.Köhl", Hettstadt 29.10.63, to Saarflug GmbH, Sarrbrücken 10.9.65, cancl 5.10.66, OO-SKY Publi-Fly, Balen-Net 5.67, current.
- 12908 12738 L-4J 44-80612 toc 20.10.44, sold to Switzerland 6.11.46, OO-AVY 1.47 J.Mus, D-ELUG alloc 6.1.56, regd to A.Terporten, (Herongen) as J3C-65 20.4.56, to LSV Wipperfürth, 26.6.56, w/o heavy landing at Wipperfürth after engine failure 10.7.62 & cancl 25.3.63.
- 12911 12741* L-4J 44-80615 toc 29.10.44, sold to Denmark 27.1.47 and then to NAK like c/n 12690 etc, D-EBYR alloc 1.10.55, inspected 11.4.56 when "c/n" 12741 was found, regd to SeFV Gütersloh, Bielefeld as J3C-85 4.4.56, to E. Mögling, Düsseldorf 11.65, to E.Scholz, (Stolberg) 5.66, to Westflug Aachen KG, 11.67, to Mrs.R.Wertz & ptr, Dahlemer Binz 4.71, C of A expired 23.3.71 & cancl 9.12.71, bought by Jens Toft 1973, currently at Stauning.
 (Note: identity was quoted as 44-80511 by Pracht, but this is c/n 12807 and was LN-RTM, SE-CGY, LN-PAM later.)
- 12914 12744 L-4J 44-80618 toc 24.10.44, sold BY 9th AF to unkn 18.9.46, HB-OCE regd 21.2.47, R.Steiner, Basel, to W. Jetzer-Rigassi, Porrentruy 6.53, 3.55 op. at Frankfurt for Aero-Lux, cancl 17.11.55, D-EMUR alloc 18.12.55, regd to Aero-Lux Büscher & Co, Egelsbach as J3C-65 14.5.56, to G.Mainusch, Egelsbach 17.5.62, to AeC Schwarzenfeld, Schmidgaden 9.63, AeC Schmidgaden 5.64, w/o in emergency landing Etterzhausen 30.5.71, cancl 22.9.71.
- 12933 12763* L-4J 44-80637 toc 31.10.44, sold to NAK (see c/n 12690), arrived Kastrup 28.1.47 & left for Halmstad 5.2.47 but the paperwork of 44-80464 (12760/12590) went with it. Entry in USAAF files says for 44-80464 (sic 44-80637) sold to Denmark 27.1.47; after NAK storage sold to J.C.Pracht 8.55 & shipped to Egelsbach

by rail, D-EBIS alloc 1.10.55 but ntu, inspected officially 15.6.56, when "c/n" 12763 was found, regd as D-EBOR (J3C-65) to Bedarfs-Luftfahrt J.C.Pracht, Egelsbach 18.6.56, to Badisch-Pfälzischer LFV, Mannheim 14.12.56, w/o when stalled while landing at Mannheim and was dbf 19.9.59, canc 30.9.59.
 (Note: It appears that serial was changed to 44-80464, sold to Denmark as above and then to OO-GEL 8.48, regd with c/n 12682 incorrectly but definitely having f/n 12590, which would correspond with c/n 12760. 12760 is also quoted as c/n for OO-GEK/00-CEK/90-CEK, help! "12682" OO-GEL became LX-ACL, LX-ACB and OO-ACB later.)

- 12941 12771* L-4J 44-80645 toc 25.10.44, sold to Switzerland 23.10.46, HB-OSO regd 25.1.48, MFG Zürich, canc 29.10.69, D-EFRI alloc 3.11.69, permit for ferry Altenrhein - Lindau 10.11.69, regd to E.Zänkert, Lindau-Wildberg strip as J3C-65 12.69, canc 21.3.72, C of A for export to Austria issued 3.5.72, OE-ARI.
- 12943 12773 L-4J 44-80647 toc 27.10.44, sold by 9th AF to unkn 20.9.46, HB-ONI regd 20.12.46, Flugzeughandels AG, Zürich, sold to Germany 30.11.55, D-EGAF alloc 26.11.55, regd to Geluna GmbH, München-Reim as J3C-65 4.1.56, to Flugdienst Oberweissenfeld GmbH.56, to Flugzeugführerschule GmbH, München-Oberweissenfeld 9.57, to G.Püttmann, same location 5.59, to J.Schliessmeyer, Birkenheide 7.60, to Club der Motorflieger, Saarbrücken 8.64, to W.Zimmermann, Saarbrücken 12.65, to R.Ebert, Saarbrücken 1.78, current.
- 12945 12775 L-4J 44-80649 toc 31.10.44, sold to Switzerland 11.4.47, HB-OSV regd 25.7.47, Farner-Werke AG, Grenchen, canc 17.7.56, D-EJUR alloc 14.2.56, regd to F/Sch Weichelt GmbH, Bielfeld as J3C-65 20.8.56, to LSV Detmold 4.61, w/o when collided with FW44 D-EHEF while taxiing after landing at Oerlinghausen 24.9.61, canc 26.9.61.
- 12953 12783 L-4J 44-80657 toc 31.10.44, sold to Switzerland 25.11.46, HB-OAU regd 22.8.52 (?), Flugzeughandels AG, Zürich, leased to Geluna, München 16.2.55 & sold 20.12.55, D-ECID alloc 26.11.55, regd to Geluna GmbH as J3C-65 4.1.56, history like 12943/12773 until sold to Intraco Luftfahrt GmbH, München-Riem 10.58, to E.Schäfer, Worms 5.59, to H.Mohr, Worms 7.61, to LSV Worms 62, to G.Sokolowski, Konstanz 7.63, to M. Armbruster & ptrns, Konstanz 3.65, to Mrs.F.Wagner (EWA-Aero GmbH), Konstanz 7.66, to Dreiländer Flugdienst GmbH, Konstanz 9.70, w/o when veered off runway taking off at Mühlendorf and nosed over 11.9.78, canc 2.79.
- 12987 12817 L-4J 44-80691 toc 31.10.44, sold by 9th AF to unkn 20.9.46, HB-OCL regd 10.3.47, W.Schaerer, Speck, canc 3.6.58 as sold to Germany 3.5.58, D-ECYC alloc 16.5.58, regd to LSV Oberberg, Bergneustadt as J3C-90 7.6.58, to Dortmunder Luftfahrt-Ges.Hengsbach & Co 27.6.63, C of A expired 30.9.67 & canc 23.10.68, D-EDMA alloc 26.10.72, permit issued on overhaul 17.6.75, expired after 3 months, another permit was issued to K.Achtinger, Bonn valid 12.5. - 12.8.76, finally canc in .78, OY-ALR J.Andersen, Varde 9.76.
- 12989 12819 L-4J 44-80693 toc 31.10.44, sold by 9th AF to unkn 20.9.46, HB-OGR regd 14.7.54, according to German reg files rebuilt by Farner-Werke AG Grenchen from two crashed air-frames 5.54 - 7.54, the "c/ns" of them quoted as 12809 & 12989 (12809 is the f/n of c/n 12979 which was 44-80683 with 8th AF, while c/n 12809 was 44-80513, HB-OUA, 25.10.46, current), canc 15.12.55, D-ECAS alloc 5.12.55, regd to Stuttgarter Flugdienst GmbH, Stuttgart as J3C-65 17.12.55, to W.Klaas, Dortmund 12.61, to G.Büßis, Nordhorn 6.63, to H.Kronig, Rheine-Eschendorf 4.65, to FGr Giengen 11.66, to Dr.G.Niklas, Schwabach 11.72, to FVgg Schwabach 2.74, to G.Bomba, Würzburg 10.75, to FGr Donzdorf 1.77, to R.Fröschle, Donzdorf 7.77, current.
- 12998 12828 L-4J 44-80702 toc 31.10.44, sold in Europe 24.9.46, HB-OGM regd 4.7.47, to P.Röhm, Grenchen 5.5.54, D-EBAS alloc 7.9.55, regd to Aero-Express, München as J3C-65 17.11.55, to K.Herfurtner, Düsseldorf 7.57, to Badisch-Pfälzischer LFV Mannheim 11.60, to W.Houfek, Mannheim 5.68, w/o at Dauborn when stalled from 25 ft after engine failure on take-off, hit trees in emergency landing 17.7.71, canc 14.10.71.
- 13019 12839 L-4J 44-80723 toc 9.11.44, sold to Switzerland 17.10.46, HB-OSP regd 13.8.47, Auto-Fachschule W.Hausermann, Zürich 47, sold to Germany 12.1.56, D-ECEL alloc 6.1.56, regd to LSGr Kempten as J3C-85 28.1.56, to MFC Oberland, (Weilheim) 5.63, to G.Aberl, Jesenwang 2.65, to A.F.Koch, (Raffturm) 5.66, to LSC Eifelflug, Dahlemer Binz 2.67, to J3C-65, canc 29.1.71 as temporarily wfu, restored 4.72, to G.W.Breder, Dahlemer Binz 8.76, traded to Sportavia-Putzer KG, Dahlemer Binz (for D-EGOD) 4.77, canc 20.9.78, G-BFZB P.Brennan-Dupleix & ptrn, Dahlemer Binz 21.9.78, delivered to Shoreham for C of A formalities 21.10.78 & returned to Mönchengladbach 29.10.78, to P.F.Ansell, A.Dunn & R.M.White, Shoreham, 2.10.79, current.
- 13021 12851* L-4J 44-80725 toc 16.11.44, sold to Denmark 27.3.47, rep on delivery as '80725' Grossenbrode - Kastrup 26.3.47, proceeded to Norway for NAK where stored until sold to J.C.Pracht 8.55 & delivered to Egelsbach by rail, D-EDAT alloc 1.10.55 but ntu, inspected officially 18.6.56 and "c/n" 12851 was found, regd as J3C-65 D-EDUS to W.Kuhn, Egelsbach 23.6.56, to AeC Odenwald, Michelstadt 8.57, to F/Sch E.Rafflenbeul OHG, Egelsbach 9.67, w/o when it collided with trees landing at Egelsbach 19.4.68, b/u by Fa.Malter at Neustadt Aisch in .68 & canc 16.12.71.
- 13051 12881 L-4J 44-80755 toc 16.11.44, sold to Switzerland 17.10.46, HB-ONF regd 11.4.47, canc 6.4.56, D-ECIR alloc 7.12.55, regd to Südflug GmbH, Stuttgart as J3C-65 21.4.56, to E.Erdle KG, Stuttgart 21.3.58 to K.H.Hezinger, Stuttgart 8.58, w/o when crashed from steep turn over pilot's home when engine failed at Ringingen, 2 killed, 19.11.58, canc 21.11.58.
- 13052 12882* L-4J 44-80756 toc 16.11.44, sold to Norway 15.4.47, rep on delivery as '80756' Bremen - Kastrup 12.4.47 & Kastrup - Malmö 23.4.47 on the way to NAK where it was stored until sent by rail to J.C.Pracht, Egelsbach in .55, D-EDYR alloc 1.10.55 ntu, OE-AAR regd 17.5.56, OeFAG, Salzburg, sold to Aircraft G.Krautheim GmbH Nürnberg 18.11.61, delivered 4.12.61 & canc 5.12.61, D-EGPI alloc to Krautheim 15.1.62 ntu (see c/n 13367), sold by Krautheim to H.Gemeinder, Coburg as D-EFPE which was allocated 26.2.62 & regd as J3C-65 26.3.62, to J.Heckmann (FSC Aschaffenburg) .62, to FSC Aschaffenburg 11.63, to SeFC Stegskopf, Betzdorf 1.73, canc 4.3.75 as wfu, OY-ANF regd 4.75, current, K.J.Pedersen & ptrn, Nyborg.
- 13058 12888 L-4J 44-80762 toc 17.11.44, sold to France 1.4.47, F-BEGB regd 16.10.47, AeC d'Alsace, Strasbourg-Neuhof; H.Kuhn, Haguenau, to Sté Aèron.de l'Est Mary & Cie, Strasbourg & canc 12.8.70, D-ELWY alloc 29.7.70, regd to C.F.Brauns, Bremerhaven as J3C-65 4.9.70, to AeC Bremerhaven 2.71, to H.Klein & ptrn, Ahrenlohe 5.73, canc 10.5.76, EI-BBV F.Cronin, Weston 14.6.76.
- 13134 12964 L-4J 44-80838 toc 11.12.44, sold by 12th AF, Italy on 11.12.45, HB-OSD regd 29.5.47, D-ECUD alloc 6.1.56, regd as J3C-85 to Rheinland-Flugwerbung GmbH, Düsseldorf 7.3.56, to SFC Musserheide, Bonn 24.2.58, to RFW GmbH, Düsseldorf .58, to Motorflug GmbH, Koblenz-Karthause 12.9.60, to E.Rafflenbeul OHG (Motorflugschule), Egelsbach 5.9.62, canc 9.12.64 as w/o when crashed on take-off from Egelsbach 22.5.64.
- 13136 12966 L-4J 44-80840 toc 19.12.44, sold by 9th AF to unknown 18.9.46, HB-ONU regd 2.12.46, to J.Binggali, Geneva 10.3.54, to Farner-Werke AG, Grenchen 25.4.56, canc 1.6.56, D-EFAM alloc 5.4.56, regd to BWLV, Stuttgart as J3C-85 6.6.56, w/o in emergency landing at Wildbad-Sommerberg after carburettor icing 29.8.59 and dbf, canc 1.9.59.

To be concluded....

U.K. C of A Applications

PART THREE

This third instalment covers Application Nos.6189 to 6330 dated 19.6.36 to 11.11.36.



The last of the entries in this instalment is British Burnelli Flying Wing G-AFMB. Based on the American-designed UB.14 it was built at Eastleigh and delivered to the FreeFrench in 1941. (Flight no.16569)

Type	Applicant	Regn	c/n	C of A No., Validity Date, Recipient and Remarks
DH.90 Dragonfly	deH	G-AEDK	7517	5569 5.9.36 C.J.Domada
DH.90 Dragonfly	deH	G-AEEK	7518	5555 11.9.36 Sir William Firth
DH.90 Dragonfly	deH	F-AOZC	7519	5633 27.8.36 Baron L.de Armella
DH.90 Dragonfly	deH	VP-YBB	7520	5575 8.7.36 London & Rhodesian Mining & Land Co Ltd
DH.90 Dragonfly	deH	CX-AAR	7532	5665 18.9.36 Marquez Vaeza
DH.90 Dragonfly	deH	-	7534	5668 22.9.36 Marquez Vaeza as CX-AAS
Baynes Bee	Carden-Baynes Aircraft Ltd	G-AEWC	1	- £60 fee paid. No C of A issue recorded
Miles M.3D Falcon Six	P & P	G-AEKK	248	5609 27.7.36 Dunlop Rubber Co Ltd
DH.87B Hornet Moth	deH	G-AEKP	8101	5567 3.7.36 Border Flying Club
DH.90 Dragonfly	deH	G-AEDV	7524	5580 8.10.36 The Hon. C.J.Winn
DH.90 Dragonfly	deH	YI-OSD	7525	5663 17.9.36 Director of Railways, Iraq
DH.90 Dragonfly	deH	CR-AAB	7526	5689 14.10.36 Railway Administration, Portuguese East Africa
DH.90 Dragonfly	deH	ZS-AHV	7523	5653 12.9.36 Vacuum Oil Co of South Africa Ltd
DH.90 Dragonfly	deH	VP-KCA	7528	5646 1.9.36 Wilson Airways Ltd
DH.90 Dragonfly	deH	F-APDE	7529	5674 29.9.36 Gustave Wolf
BAC 11	Kronfield Ltd	-	-	- £25 fee paid. Application cancelled 16.6.38
DH.85 Leopard Moth	deH	VH-UVF	7126	5591 20.7.36 de Havilland Aircraft (Pty)
Monospar ST.25	General A/C Ltd	G-AEJW	84	5577 11.7.36 (TM)
DH.87B Hornet Moth	deH	G-AEKS	8100	5589 20.7.36 R.D.Craig
DH.90 Dragonfly	deH	F-AOYK	7521	5655 14.9.36 Baron Jules de Koenigswarter
DH.90 Dragonfly	deH	VH-UXA	7533	5695 21.10.36 de Havilland Aircraft (Pty)
DH.86A Srs.1	deH	G-AEJM	2351	5669 24.9.36 (TM) Wrightways Ltd. Type amended to DH.86B on issue
P.10 Vega Gull	Percival	G-AELF	K.30	5588 17.7.36 Marquess of Douglas & Clydesdale
DH.87B Hornet Moth	deH	G-AEKY	8102	5579 18.7.36 R.A.Mitchell, Jnr
Miles M.12 Mohawk	P & P	G-AEKW	298	5775 28.1.37 (TM)
Miles M.12 Mohawk	P & P	G-AEKX	301	- - Believed built but not completed
BA Swallow II	BA	G-AELI	445	5601 12.8.36 W.Courtenay
BA Swallow II	BA	G-AELH	446	5583 24.7.36 P.G.Aldrich-Blake
BA Swallow II	BA	G-AELJ	448	5627 19.8.36 A.E.H.Campbell
BA Swallow II	BA	G-AELG	449	5582 28.7.36 Newcastle upon Tyne Aero Club
BA Swallow II	BA	VT-AHX	451	5626 17.8.36 Dr.F.Maxwell
DH.82 Tiger Moth	deH	G-AELA	3509	5584 13.8.36 Newcastle upon Tyne Aero Club
DH.82 Tiger Moth	deH	G-AELB	3510	5592 1.8.36 Merseyside Aero & Sports Co Ltd
DH.82 Tiger Moth	deH	G-AELC	3511	5593 8.8.36 Merseyside Aero & Sports Co Ltd
DH.82 Tiger Moth	deH	G-AELD	3512	5594 19.8.36 Merseyside Aero & Sports Co Ltd
P.10 Vega Gull	Percival	G-AELS	K.31	5596 22.7.36 Sir George Lewis
DH.87B Hornet Moth	deH	-	8103	5598 22.7.36 de Havilland Aircraft Co of South Africa as ZS-AHU
BA Swallow II	BA	G-AEMD	452	5618 21.8.36 Mrs F.M.Morris-Davies
DH.90 Dragonfly	deH	VT-AHW	7527	5676 29.9.36 R.E.Grant-Govan
DH.90 Dragonfly	deH	VT-AHY	7540	5715 20.11.36 Maharaja of Mayurbhanj
P.6 Mew Gull	Percival	ZS-AHM	E.22	5652 11.9.36 (TM) Alistair Miller
DH.82 Tiger Moth	deH	G-AELP	3513	5602 26.8.36
DH.87B Hornet Moth	deH	G-AELO	8105	5610 26.8.36 Major G.C.Maxwell
Miles M.5A Sparrowhawk	P & P	G-AELT	275	5656 16.9.36 (TM) Victor Smith

DH.87B Hornet Moth	deH	-	8104	5608	28.7.36	de Havilland Aircraft of South Africa as CR-AAC
Panther Audax Biplane	(Avro	-	943	-	£60 fee paid) Applications cancelled. These were Avro 674	
	(Avro	-	944-948	-	) for Egyptian Army AF as K400 to K405	
DH.90 Dragonfly	deH	-	7535	5704	4.11.36	de Havilland Aircraft of South Africa as ZS-AIK
DH.90 Dragonfly	deH	F-APAX	7536	5729	7.12.36	Jacques Dupuy
DH.90 Dragonfly	deH	-	7537	5691	16.10.36	Shell Mex Argentina. No marks given
DH.90 Dragonfly	deH	VH-UXA	7538	-		Application cancelled. Probably as a result of a switched order because VH-UXA was c/n 7533 and 7538 became CF-MPD delivered without a UK Export C of A
DH.90 Dragonfly	deH	PH-KOK	7539	5705	9.11.36	J.E.F. de Kok
DH.85 Leopard Moth	deH	HB-XAM	7127	5670	25.9.36	(TM) Robert Mussard
BA Swallow II	BA	G-AELV	447	5612	28.8.36	Blackburn Aircraft Ltd
P.10 Vega Gull	Percival	G-AELW	K.32	5613	31.7.36	Anglo American Oil Co Ltd
Monospar ST.25	General A/C Ltd	G-AEMN	88	5671	25.9.36	
P.10 Vega Gull	Percival	G-AEMB	K.33	5629	24.8.36	G.W.Harben
DH.87B Hornet Moth	deH	G-ADND	8097	5614	8.8.36	Fairey Aviation Co Ltd
Monospar ST.25	General A/C Ltd	YR-NIO	85	5654	14.9.36	HRH Prince Nikolas of Rumania
DH.87B Hornet Moth	deH	-	8098	5616	7.8.36	de Havilland Aircraft of South Africa as ZS-AII after initial allocation as G-ADSL
DH.85 Leopard Moth	deH	G-AENB	7128	5648	5.9.36	T.H.A.Tucker
DH.87B Hornet Moth	deH	G-AESE	8108	5754	22.1.37	London Aeroplane Club. This Application is dated 12.1.37 between Applications dated 7.8.36 and 12.8.36 !
DH.82 Tiger Moth	deH	G-AEMF	3514	5617	19.9.36	
DH.89 Dragon Rapide	deH	G-AEMH	6336	5639	5.9.36	Personal Airways Ltd
DH.84 Dragon 2	deH	G-AEMI	6110	5624	5.9.36	Commercial Air Hire Ltd
DH.84 Dragon 2	deH	-	6111	5870	13.4.37	(TM) Portugese AF
DH.84 Dragon 2	deH	G-AEMK	6112	5642	3.9.36	Union Founders Trust Ltd
BA Swallow II	BA	VT-AIA	450	5658	15.9.36	Bombay Flying Club
Heston Griffin	The Heston Aircraft Co Ltd	-	2/1	-		(TM) No C of A issued and nothing known unless it was a planned development of the Phoenix. Application dated 17.8.36
P.10 Vega Gull	Percival	VP-KCC	K.34	5638	31.8.36	(TM) J.Carberry
P.6 Mew Gull	Percival	ZS-AHO	E.23	5662	15.9.36	S.S.Halse
M.2Y Hawk Trainer	P & P	ZK-AEQ	302	5661	17.9.36	Wellington Aircraft
DH.82 Tiger Moth	deH	VH-UXC	3515	5632	26.8.36	de Havilland Aircraft Pty Ltd
BA Swallow II	BA	G-AEMV	454	5635	10.9.36	George Western
BA Swallow II	BA	G-AEMW	456	5641	19.9.36	M.C.Scarlett. To Eastbourne Flying Club initially
BA Swallow II	BA	G-AEMS	453	5636	18.9.36	Merseyside Aero & Sports Co
Heston Phoenix	The Heston Aircraft Co Ltd	G-AEMT	1/4	5920	22.5.37.	This C of A was initially issued to Scion G-AEOY c/n S.789 for Pobjoy Airmotors on 8.5.37
DH.89 Dragon Rapide	deH	G-AEMM	6339	5640	10.10.36	Anglo Iranian Oil Co
DH.82 Tiger Moth	deH	G-AEMU	3516	5637	18.9.36	Air Service Training Ltd
P.10 Vega Gull	Percival	CF-BAR	K.35	5693	15.10.36	Toronto Flying Club
Avro 504N	Air Travel Ltd	G-AEMP	"J9017"	5657	16.9.36	
DH.89 Dragon Rapide	deH	G-AEML	6337	5643	29.9.36	Wrightways Ltd
Airspeed Envoy II	Airspeed	G-AENA	60	5659	16.9.36	(TM) M.H.Findlay & K.H.F.Waller

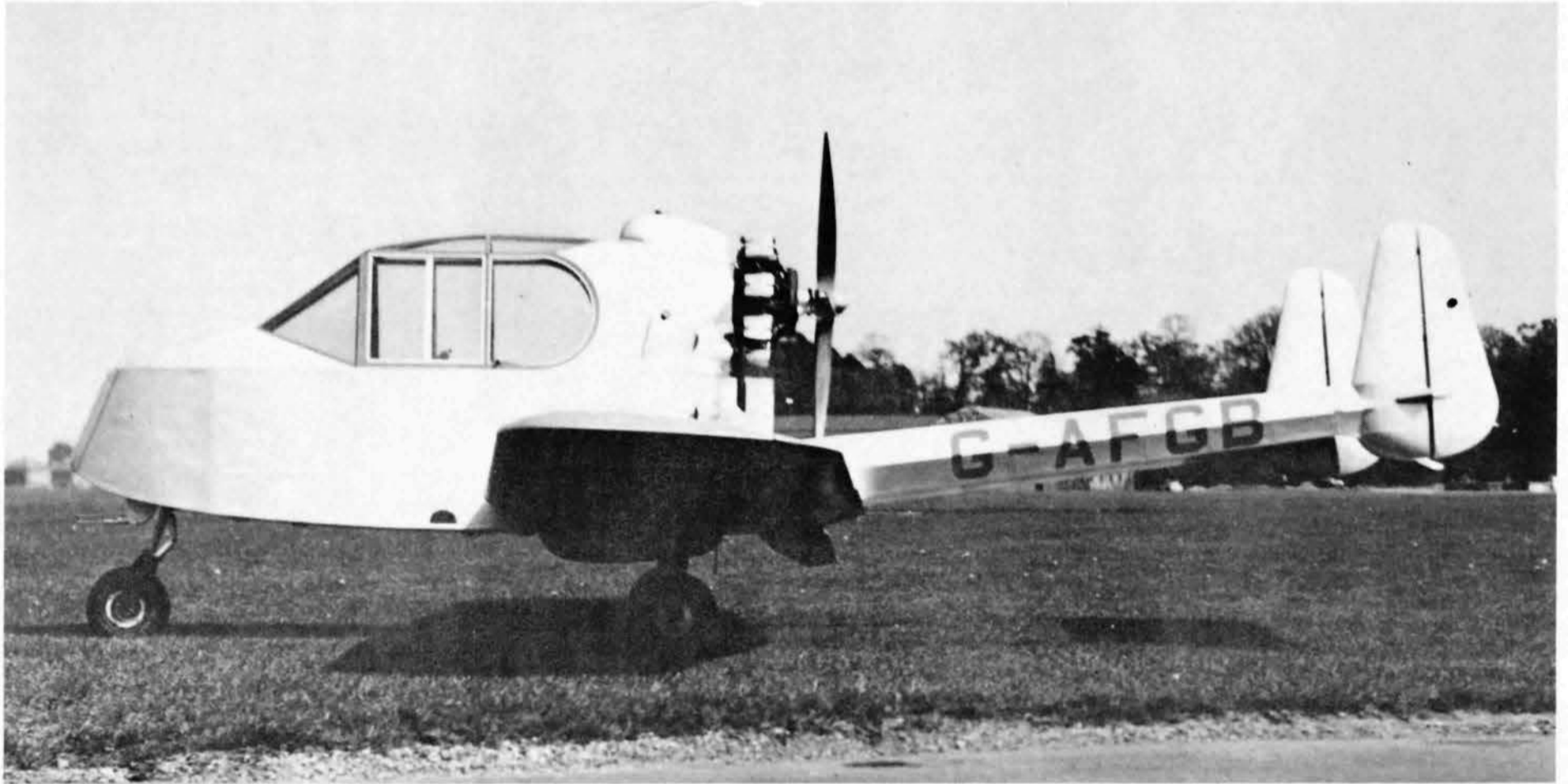


Above: G-AENA was in fact the first A.S.6J Envoy III with internal long-range tanks and Cheetah IX engines beneath the distinctive cowlings. It was named "Gabrielle" by its two owners who entered it for the Schlesinger Race from Portsmouth to Johannesburg. (Flight no.13458s).

Below: Taking on fuel at Portsmouth 23.9.36, the race number 13 proved prophetic as G-AENA was to crash in Northern Rhodesia on 1.10.36 killing M.H.Findlay.



BA Swallow II	BA	G-AENC	455	5650 18.9.36	A.J.Cormack
M.3A Falcon Major	P & P	G-AENG	234	5672 28.9.36	
M.11A Whitney Straight	P & P	G-AENH	303	5755 16.1.37 (TM)	Whitney Straight Ltd
Monospar ST.25	General A/C Ltd	CF-BAH	89	5675 29.9.36 (TM)	Eastern Canada A/L. Entry in Application Register says Cancelled 20.2.47 for some reason
Monospar ST.25	General A/C Ltd	(CF-BAI	90	5678)	
		(CF-BAJ	91	to)	30.9.36 for all which went to Eastern Canada Airlines
		(CF-BAK	92	5681)	
		(CF-BAO	86		
DH.90 Dragonfly	deH	VT-AIE	7545	5804 27.2.37	HH The Maharaja of Indore
Avro 643 Cadet II	Avro	G-AENL	949	5660 10.10.36	Air Service Training Ltd
DH.82 Tiger Moth	deH	G-AENK	3517	5666 9.10.36	Bristol Aeroplane Co Ltd
DH.85 Leopard Moth	deH	-	7129	5664 17.9.36	de Havilland Aircraft of South Africa Pty
DH.85 Leopard Moth	deH	-	7130	-	Application cancelled. Delivered to de Havilland India minus engine and became VT-AIL
Arpin Type A/1	M.B.Arpin & Co	G-AFGB	1	-	(T) No C of A issued but f/f 7.5.38



Above: As recorded above the Arpin A/1 did fly although it never received a C of A. G-AFGB is shown at Hanworth in its original 1938/9 configuration with Salmons radial, it later received a Cirrus Minor and a more streamlined nose cone and was finally scrapped in 1941. (Flight no.16184)

Below: Dragon Rapide ZK-AEW saw service with Cook Straight Airways before being impressed into the R.N.Z.A.F. but unfortunately it did not survive the war. (via J.N.Geelen)



P.10 Vega Gull	Percival	VH-UVG	K.36	5685 2.10.36	W.A.Baird
M.2H Hawk Major	P & P	G-AENS	198	5673 28.9.36	
M.2H Hawk Trainer	P & P	G-AENT	328	5684 3.10.36 (TM)	
DH.89 Dragon Rapide	deH	G-AENN	6340	5677 25.11.36	Blackpool & West Coast Air Services
DH.89 Dragon Rapide	deH	G-AENO	6341	5667 10.11.36	Blackpool & West Coast Air Services
DH.86B	deH	G-AENR	2352	5787 8.2.37 (TM)	Blackpool & West Coast Air Services
DH.82 Tiger Moth	deH	OE-DIK	3524	5699 31.10.36	N.Eltz
DH.82 Tiger Moth	deH	(ZS-AIL	3525	5709)14.11.36	de Havilland Aircraft of South Africa Ltd
		(ZS-AIM	3526	5710)	
DH.82 Tiger Moth	deH	OE-DAF	3527	5700 2.11.36	Oesterreichischen Aero Club

Miles Rolls Royce Trainer	P & P	G-AEOC	330	-	(T) No C of A issued but f/f 3.6.37 in B Conditions as U5 and designated M.9 Kestrel Trainer
DH.82 Tiger Moth	deH	-	3518	5686	8.10.36 de Havilland Aircraft of South Africa Ltd
DH.82 Tiger Moth	deH	-	3519	5687	8.10.36 de Havilland Aircraft of South Africa Ltd. Later VP-YBH
Reid & Sigrist Monoplane	R & S Ltd	G-AEOD	1	6637	3.6.39 (T) On C of A as Reid & Sigrist Trainer Type 1
DH.82 Tiger Moth	deH	G-AEVB	2264	5803	8.4.37
DH.82 Tiger Moth	deH	VT-AIF	3520	5711	14.11.36 HH Maharaja of Jaipur
DH.82 Tiger Moth	deH	G-AEOE	3521	5692	7.12.36 Midland Aero Club
DH.89 Dragon Rapide	deH	ZK-AEW	6343	5723	30.11.36 Cook Strait Airways Ltd
DH.82 Tiger Moth	deH	ZS-AIN	3522	5738	15.12.36 de Havilland Aircraft of South Africa
DH.82 Tiger Moth	deH	ZS-AIO	3523	5739	17.12.36 de Havilland Aircraft of South Africa
DH TK.4	deH	G-AETK	2265	6030	1.9.37 (T)



Above: The deHavilland Technical School design for a high-powered midget racer, G-AETK the TK.4 is seen here at Hatfield during the King's Cup meeting on 11.9.37. (Flight no.15992)

Left: British Aircraft Swallow G-AFCL demonstrating its slow flying qualities, large wing area and the lengthy exhausts of the Pobjoy Niagara! (Tom Dunstall)

BA Swallow II	BA	G-AEOW	457	5703	28.11.36
BA Swallow II	BA	G-AEOZ	458	5724	9.11.36 (TM) C.D.Godfrey
BA Swallow II	BA	G-AEVD	460	5818	19.3.37 A.J.Cormack
BA Swallow II	BA	VT-AIG	461	5707	6.11.36 Bombay Flying Club
BA Swallow II	BA	G-AFCL	462	6114	2.11.37 W.L.Hope
DH.90 Dragonfly	deH	I-DRAG	7541	5712	17.11.36 Count Mazzotti Biancinelli
BA Swallow II	BA	-	459	-	(TM) Applications withdrawn
Parasol Monoplane "Brawney"	Broughton Blayney Aircraft Co Ltd	-	BB/54	-	(T)
M.2H Hawk Major	P & P	G-AEOX	205	5702	7.11.36 W.L.Gordon
Monospar ST.25	General A/C Ltd	G-AEPG	87	5713	19.11.36 Marquess of Londonderry
Monospar ST.25	General A/C Ltd	G-AEPA	94	5726	4.12.36 James A.McDonald Henderson
P.10 Vega Gull	Percival	VP-KCD	K.39	5708	13.11.36 Wilson Airways
Short Scion Senior	Shorts	VT-AIJ	S.837	5740	16.12.36 Irrawaddy Flotilla & Airways Ltd
Airspeed Envoy II	Airspeed	OK-VIT	58	5725	3.12.36 (TM) Vitkovice Mine & Steel Co
DH.82 Tiger Moth	deH	(ZS-AIP	3528	5753	8.1.37)
		(ZS-AIR		5742	23.12.36)
		(-	to	5748	4.1.37)
		(-		5762	15.1.37)
		(-	3532	5767	19.1.37 Aero Club of Ceylon as VP-CAB
British Burnelli Flying Wing	Scottish Airline & Engineering Co Ltd	G-AFMB	1	-	(T) Application cancelled. (Appln. dated 11.11.36). New Application 4.4.38 by Sir Hugo Cunliffe-Owen, Bt. C of A 6881 issued 27.11.40. Type given as Flying Wing OA Mk.1 and issued to Cunliffe-Owen Aircraft Ltd

Argentine delivery registrations



PART 3

FIRST SERIES (Continued)....

LV-PWY Piper PA-27-250	27-293	.60		to LV-GXY
LV-PWZ				
LV-PXA Cessna 182C	52943	9.60	N9043T	to LV-HXI
LV-PXB Cessna 172B	47785	10.60	N6885X	to LV-GOH
LV-PXC Cessna 172B	47788	10.60	N6888X	to LV-GNS
LV-PXD Cessna 182C	52999	10.60	N9099T	to LV-GPN
LV-PXE Cessna 172B	47786	9.60	N6886X	to LV-GOB
LV-PXF Cessna 172B	47783	12.60	N6883X	to LV-GYZ
LV-PXG Cessna 182C	52998	11.60	N9098T	to LV-HMU
LV-PXH				
LV-PXI				
LV-PXJ Piper PA-27-250	27-332	.60		to LV-GSC w/o 3.7.71
LV-PXK				
LV-PXL Lockheed L.1649A	1008	9.60	N7307C	to LV-GLI
LV-PXM Lockheed L.1649A	1006	9.60	N7305C	to LV-GLH dbr 19.6.61
LV-PXN Cessna 182C	52997	12.60	N9097T	to LV-HRL
LV-PXO				
LV-PXP Cessna 182C	52995	11.60	N9095T	to LV-GTN
LV-PXQ Cessna 182C	53002	11.60	N9902T	to LV-GZC
LV-PXR Piper PA-18-150	18-7481	.60		to LQ-HZP
LV-PXS				
LV-PXT Cessna 172B	47830	11.60	N6930X	to LV-GXV
LV-PXU				
LV-PXV Cessna 172B	48135	11.60	N7635X	to LV-GPX
LV-PXW Cessna 172B	48112	11.60	N7612X	to LV-GYV
LV-PXX Cessna 182C	52985	10.60	N9085T	to LV-GSE
LV-PXY Cessna 172B	48169	12.60	N7669X	to LV-HCF
LV-PXZ				
LV-PYA Cessna 182C	52990	9.60	N9090T	to LV-GOD
LV-PYB Cessna 172B	47876	12.60	N6976X	to LV-HDB
LV-PYC Cessna 172B	47954	1.61	N7454X	to LV-HBG
LV-PYD				
LV-PYE Cessna 172B	47800	11.60	N6900X	to LV-HBW
LV-PYF Douglas C-54	unkn			
LV-PYG Piper PA-25-150	25-395	.60		to LV-GOT
LV-PYH Piper PA-25-150	25-396	.60		
LV-PYI Cessna 172B	47889	10.60	N6989X	to LV-GRX
LV-PYJ Cessna 182D	53017	10.60	N9917T	to LV-GPW
LV-PYK				
LV-PYL Cessna 182D	53014	11.60	N9914T	to LV-HCY
LV-PYM Cessna 182D	53013	10.60	N9913T	to LV-HFL
LV-PYN				
LV-PYO Piper PA-25-150	25-399	.60 ?		to LV-HEB
LV-PYP Piper PA-25-150	25-401	.60 ?		
LV-PYQ				
LV-PYR Cessna 172B	48174	1.61	N7674X	to LV-HOS
LV-PYS				
LV-PYT				
LV-PYU Cessna 210	57565	4.61	N6565X	to LV-HDW
LV-PYV Cessna 172B	48139	12.60	N7639X	to LV-IBT
LV-PYW				
LV-PYX Piper PA-27-250	27-324	.60		to LV-GTD
LV-PYY Piper PA-22	22-7568	.60		to LV-GYF
LV-PYZ Piper PA-18-150	18-7484	.60	N3791Z	to LV-HEE
LV-PZA Cessna 172B	48111	12.60	N7611X	to LV-HEF
LV-PZB Piper PA-25-150	25-414	.60 ?		to LV-GYN
LV-PZC Piper PA-25-150	25-413	.60 ?		to LV-HGV
LV-PZD Cessna 182D	53022	12.60	N9922T	to LV-IMT
LV-PZE Piper PA-24	24-2321	.60		to LV-GSG
LV-PZF				
LV-PZG Cessna 182D	53037	11.60	N9937T	to LQ-GMZ
LV-PZH				
LV-PZI				
LV-PZJ Piper PA-25-150	25-408	.60 ?		to LV-HCW
LV-PZK				
LV-PZL Cessna 172B	48213	1.61	N7713X	to LV-GNU
LV-PZM Cessna 172B	48215	1.61	N7715X	to LV-GNT
LV-PZN Piper PA-25-150	25-372	.60 ?		to LV-HFB
LV-PZO Piper PA-25-150	25-376	.60 ?		to LV-IED
LV-PZP Piper PA-25-150	25-371	.60 ?		to LQ-HJU
LV-PZQ Cessna 210A	57621	11.60	N6621X	to LV-HPF
LV-PZR				
LV-PZS Piper PA-18-150	18-7548	.60		to LV-IDD w/o 2.3.72

LV-PZT Cessna 182D	53051	12.60	N9951T	to LV-HEG
LV-PZU Cessna 172B	48134	12.60	N7634X	to LV-HGI
LV-PZV Piper PA-27-250	27-325	.60		to LQ-GNO
LV-PZW Cessna 172B	48241	1.61	N7741X	
LV-PZX Cessna 182D	53144	2.61	N8744X	to LV-HGB
LV-PZY Piper PA-18-150	18-7578	.60		to LV-HPJ
LV-PZZ Piper PA-18-150	18-7568	.60		to LV-HPL

SECOND SERIES: 1960 to 1964

LV-PAA				
LV-PAB Beech M35	D-6557	11.60		to LQ-GMB
LV-PAC Cessna 182D	53148	1.61	N3748X	to LQ-HAJ
LV-PAD Cessna 310F	0034	12.60	N6734X	to LQ-HAE
LV-PAE Cessna 210A	57725	.61 ?	N9425X	
LV-PAF Cessna 182D	53231	2.61	N8831X	to LV-HLP
LV-PAG Cessna 182D	53015	1.61	N9915T	to LV-GZF
LV-PAH Cessna 175B	56944	1.61	N8244T	to LV-HEX
LV-PAI				
LV-PAJ Piper PA-25-150	25-378	12.60		to LV-HFH
LV-PAK				
LV-PAL Piper PA-25-150	25-417	.60 ?		to LV-HEY
LV-PAM Piper PA-25-150	25-420	.60 ?	N6398Z	to LV-HDM
LV-PAN				
LV-PAO				
LV-PAP Cessna 172B	48271	2.61	N7771X	ntu ?
LV-PAQ Cessna 172B	48330	2.61	N7830X	to LV-GZE
LV-PAR Beech D50C	DH-292	12.60		to LV-GMN
LV-PAS Cessna 172B	48361	2.61	N7861X	to LV-HPI
LV-PAT Cessna 182D	53232	2.61	N8832X	to LV-HBT
LV-PAU				
LV-PAV Aero Com'der 500B	962-17	12.60		to LV-GXR
LV-PAW Piper PA-24	24-2405	.61	N7231P	to LV-HBJ
LV-PAX Cessna 172B	48285	3.61	N7785X	to LV-HRP
LV-PAY Cessna 172B	48287	3.61	N7787X	to LV-HRR
LV-PAZ Cessna 182D	53251	3.61	N8851X	to LV-HHT
LV-PBA				
LV-PBB Cessna 172B	48342	2.61	N7842X	to LV-HBR
LV-PBC				
LV-PBD Cessna 210A	57760	2.61	N9460X	to LV-HBM
LV-PBE				
LV-PBF				
LV-PBG Piper PA-24	24-2234	.61	N7082P	to LV-HDX
LV-PBH				
LV-PBI Beech D50C	DH-294	1.61		to LV-GNE
LV-PBJ Cessna 172B	48569	7.61	N8069X	to LV-ICV
LV-PBK				
LV-PBL				
LV-PBM Cessna 172B	48363	2.61	N7863X	to LV-IDH
LV-PBN Cessna 172B	48408	2.61	N7908X	to LV-HBF
LV-PBO Cessna 182D	53293	2.61	N8893X	to LV-HED
LV-PBP Aero Com'der 500B	1026-37	2.61		to LQ-HCM
LV-PBQ Aero Com'der 500B	1011-32	1.61		to LQ-HBN
LV-PBR				
LV-PBS Cessna 172B	48373	3.61	N7873X	to LV-HCN
LV-PBT				
LV-PBU				
LV-PBV Cessna 182D	53308	3.61	N8908X	to LV-HBO
LV-PBW Piper PA-27-250	27-360	.61	N4801P	to LV-GTR
LV-PBX Aero Com'der 500B	1059-48	5.61		to LQ-HCL
LV-PBY Piper PA-24	24-2480	.61		to LV-HBI
LV-PBZ Cessna 182D	53311	2.61	N8911X	to LV-HAN
LV-PCA to LV-PCC	unknown			
LV-PCD Cessna 182D	53335	3.61	N8935X	to LV-HGD
LV-PCE Cessna 172B	48420	3.61	N7920X	to LV-HBH
LV-PCF Cessna 182D	53223	2.61	N8823X	to LV-IBR
LV-PCG Piper PA-22-108	22-8108	.61		to LV-HPX
LV-PCH Cessna 172B	48440	5.61	N7940X	to LV-HFC
LV-PCI				
LV-PCJ Cessna 172B	48453	5.61	N7953X	to LV-HBP
LV-PCK				
LV-PCL Piper PA-22-108	22-8167	.61		to LV-IGY
LV-PCM Piper PA-22-108	22-8143	.61		to LV-ICG
LV-PCN				

LV-PCO Cessna 172B	48465	4.61	N7965X	to LV-HBS	LV-PFP Piper PA-24	24-2776	.61		to LV-HOE
LV-PCP Cessna 182D	53368	3.61	N8968X	to LV-HBB	LV-PFQ				
				w/o 28.5.67	LV-PFR Piper PA-25-150	25-527	.61		to LV-IAR
LV-PCQ Cessna 182D	53370	5.61	N8970X	to LV-HNJ	LV-PFS Piper PA-25-150	25-515	.61		to LV-IDI
LV-PCR Cessna 172B	48471	4.61	N7971X	to LV-HZG	LV-PFT Piper PA-25-150	25-507	.61		to LV-IAN
LV-PCS Cessna 172B	48468	4.61	N7968X	to LV-HFG	LV-PFU Piper PA-25-150	25-498	.61		to LV-IDF
LV-PCT					LV-PFV Piper PA-25-150	25-502	.61		to LV-IBD
LV-PCU Aero Com'der 560F	1002-8	3.61		to LV-GSI	LV-PFW Piper PA-22-108	22-8720	.61		to LV-ICW
LV-PCV Douglas DC-3	2108	4.61	N51D	to LV-GYP	LV-PFX Cessna 182D	53529	8.61	N9129X	to LV-HIP
			N512		LV-PFY Cessna 182D	53500	7.61	N9100X	to LV-IBW
			N80C,N21744,NC21744		LV-PFZ Piper PA-24	24-2568	.61		to LV-HUI
LV-PCW Callair A-6	306	3.61		to LV-HDV	LV-PGA				
LV-PCX Beech C-45H	AF-843	5.61	52-10913	to LQ-GYR	LV-PGB Piper PA-22-108	22-8699	.61		to LV-IAW
LV-PCY Beech C-45H	AF-633	5.61	52-10703	to LQ-GYS	LV-PGC Aero Com'der 500B	1071-49	6.61		to LQ-HIF
LV-PCZ Cessna 185	0013	4.61	N9813X	to LV-HBV	LV-PGD Aero Com'der 500B	1081-52	6.61		to LQ-HIG
LV-PDA to LV-PDG unknown					LV-PGE Aero Com'der 500B	1083-54	6.61		to LQ-HIH
					LV-PGF Cessna 310F	0137	.61	N5837X	to LV-HFE
					LV-PGG				
LV-PDH Aero Commander 680F	1017-46	3.61		to LV-GTM, ZP-PFZ	LV-PGH Cessna 185	0187	7.61	N9987X	to LV-HUF
LV-PDI Cessna 172B	48507	6.61	N8007X	to LV-HJR	LV-PGI Piper PA-27-250	27-446	.61		to LV-HHS
LV-PDJ Cessna 182D	53389	10.61	N8989X	to LV-HSZ	LV-PGJ Beech N35	D-6777	6.61		to LV-HIL
LV-PDK					LV-PGK				
LV-PDL Cessna 172B	48510	5.61	N8010X	to LV-HGN	LV-PGL Cessna 182D	53551	9.61	N9151X	to LV-HLH
LV-PDM Piper PA-22-108	22-8168	.61		to LV-IAZ	LV-PGM Cessna 182D	53556	9.61	N9156X	to LV-HLI
LV-PDN Piper PA-22-108	22-8187	.61		to LV-IBE	LV-PGN Cessna 182D	53560	9.61	N9160X	to LV-HUC
LV-PDO Piper PA-27	27-435	.61		to LV-HEW	LV-PGO Piper PA-22-108	22-8731	.61		to LV-HOI
LV-PDP					LV-PGP				
LV-PDQ Cessna 182D	53415	5.61	N9015X	to LV-HTF	LV-PGQ				
LV-PDR Piper PA-27	27-411	.61		to LV-GSN	LV-PGR Piper PA-22-108	22-8744	.61		to LV-ICJ
LV-PDS Cessna 182D	53392	4.61	N8992X	to LV-HBE	LV-PGS Piper PA-24	24-2786	.61		to LV-HJN
LV-PDT Beech D50C	DH-291	4.61		to LV-HBX	LV-PGT Piper PA-18-150	18-7689	.61		to LV-HFD
LV-PDU Cessna 185	0063	5.61	N9863X	to LV-HSW	LV-PGU Piper PA-18-150	18-7688	.61		to LV-HGL
LV-PDV Cessna 172B	48553	6.61	N8053X	to LV-IDN	LV-PGV Cessna 182D	53547	9.61	N9147X	to LV-HLG
LV-PDW Cessna 172B	48537	6.61	N8037X	to LV-IBM	LV-PGW Cessna 180D	51054	8.61	N8645X	to LQ-HLJ
LV-PDX					LV-PGX				
LV-PDY Cessna 185	0069	5.61	N9869X	to LV-HCG	LV-PGY Cessna 182D	53540	8.61	N9140X	to LV-HNP
LV-PDZ Cessna 185	0103	6.61	N9903X	to LV-HGP	LV-PGZ Piper PA-25-150	25-588	.61		to LV-IAO
LV-PEA					LV-PHA				
LV-PEB Mooney M.20B	1787	6.61	N74787	to LV-HZR	LV-PHB Piper PA-25-150	25-582	.61		to LV-IEX
LV-PEC					LV-PHC Piper PA-22-108	22-8834	.61		to LV-IBF
LV-PED Beech 55	TC-3	.61		to LV-GXU	LV-PHD Piper PA-25-150	25-589	.61		to LV-ICE, XB-SUY
LV-PEE Piper PA-22-108	22-8504	.61		to LV-ICO	LV-PHE				
LV-PEF Piper PA-22-108	22-8432	.61		to LV-IAV	LV-PHF				
LV-PEG Piper PA-22-108	22-8537	.61		to LV-IDJ	LV-PHG Piper PA-18-150	18-7682	.61		to LV-IAU
LV-PEH Piper PA-22-108	22-8503	.61		to LV-IBI	LV-PHH Cessna 182D	53564	9.61	N9164X	to LV-HIE
LV-PEI Cessna 172B	48522	6.61	N8022X	to LV-HNB	LV-PHI Cessna 182D	53545	9.61	N9145X	to LV-HMV
				w/o 9.7.66	LV-PHJ Cessna 182D	53568	9.61	N9168X	to LV-HMW
LV-PEJ Cessna 172B	48531	6.61	N8031X	to LV-IDW	LV-PHK				
LV-PEK					LV-PHL Piper PA-25-150	25-575	.61		to LV-ICU
LV-PEL Cessna 182D	53438	5.61	N9038X		LV-PHM				
LV-PEM Piper PA-22-108	22-8359	.61		to LV-HSM	LV-PHN				
LV-PEN Piper PA-22-108	22-8568	.61		to LV-ICP	LV-PHO Cessna 182D	53543	8.61	N9143X	to LV-ICN
LV-PEO Piper PA-22-108	22-8612	.61		to LV-HOF	LV-PHP				
LV-PEP Piper PA-24	24-2551	.61		to LV-HDY	LV-PHQ Piper PA-22-108	22-8745	.61		to LV-IBB
LV-PEQ Piper PA-22-108	22-8358	.61		to LV-IDL	LV-PHR Piper PA-22-108	22-8809	.61		to LV-HMI
LV-PER Piper PA-22-108	22-8589	.61		to LV-ICR	LV-PHS Piper PA-22-108	22-8810	.61		to LV-HSO
LV-PES Piper PA-24	24-2487	5.61		to LV-HGR	LV-PHT Piper PA-22-108	22-8827	.61		
LV-PET Piper PA-22-108	22-8646	.61		to LV-IBH	LV-PHU Cessna 182D	53537	8.61	N9137X	to LV-HOM
LV-PEU Cessna 172B	48618	6.61	N8118X	to LV-HGC	LV-PHV Lockheed L1649A	1023	8.61	N7320C	to LV-HCD
LV-PEV Aero Commander 500A	1092-50	7.61		to LV-HGE, ZP-PGT	LV-PHW Lockheed L1649A	1009	8.61	N7308C	to LV-HCU
LV-PEW Beech C-45G	AF-358	10.61	51-11801A	to LV-HGS	LV-PHX				
LV-PEX Cessna 182D	53482	7.61	N9082X	to LV-HOR	LV-PHY Piper PA-25-150	25-615	.61		to LV-IAS
LV-PEY					LV-PHZ Piper PA-25-150	25-598	.61		to LV-IDG, XB-SUY
LV-PEZ Cessna 172B	48600	8.61	N8100X	to LV-IBP	LV-PIA Piper PA-25-150	25-618	.61	ntu, to 5R-MBM	
				w/o 10.11.69	LV-PIB Piper PA-25-150	25-620	.61		to LV-IAT
LV-PFA					LV-PIC Piper PA-25-150	25-621	.61		to LV-IBL
LV-PFB Cessna 172B	48654	7.61	N8154X	to LV-IBN	LV-PID Beech 55	TC-169	8.61		to LV-HJS
LV-PFC Piper PA-27-250	27-444	.61		to LV-HFI	LV-PIE Beech 55	TC-170	8.61		to ?,N960J
LV-PFD Douglas DC-6B	43519	8.61	N6519C	to LV-HHR, N6519C	LV-PIF Cessna 182D	53553	8.61	N9153X	to LV-HXB
LV-PFE					LV-PIG Piper PA-22-108	22-8828	.61		
LV-PFF Cessna 172B	48643	7.61	N8143X	to LV-HPW	LV-PIH Piper PA-25-150	25-594	.61		to LV-ICT
LV-PFG Beech A33	CD-340	6.61			LV-PII				
LV-PFH Piper PA-24	24-2755			to LV-HTA	LV-PIJ Beech 55	TC-46	.61	N540T	to LV-HZW
LV-PFI					LV-PIK				
LV-PFJ Piper PA-27-250	27-481			to LV-HGM	LV-PIL Piper PA-22-108	22-8670	.61		to LV-HNZ
				w/o 25.8.70	LV-PIM Cessna 320	0034	10.61	N5734X	to LV-HHL
LV-PFK to LV-PFN unknown					LV-PIN Cessna 182D	53571	7.61	N9171X	to LV-HXO
LV-PFO Beech N35	D-6755	5.61		to LV-GZA	LV-PIO Cessna 172B	48734	9.61	N8234X	to LV-IBY
					LV-PIP				
					LV-PIQ Cessna 182D	53573	9.61	N9173X	to LV-HXM
					LV-PIR				
					LV-PIS Piper PA-27-250	27-453	.61		

Complete Civil Registers : I

BELGIUM



Post-war series: OO-...

PART 3

C of R number	Type	c/n	Reg.date
Regn. Identity, owner and cancellation details			

477	Douglas DC-3D	42968	11.3.46
OO-AUL	Rebuilt from partly completed C-117A. SABENA, regd in Congo 28.4.49 with C of R no.C.131. Operated by Air Katanga after Congo independence 1961, regd again in Congo 28.10.61. Returned to Belgium and leased to Aviaco 30.4.62 as EC-ASL. Restored to SABENA as OO-AUL 19.12.62 with C of R no.1447, lsd to Air Congo 6.63, canc in Belgium 9.4.64 on sale as EC-ASL.		
478	Douglas C-47-DL	9093	14.3.46
OO-AUS	Ex 42-32867. SABENA. Cannibalised. Canc 27.2.48.		
479	Auster J/1 Autocrat	1884	21.3.46
OO-ATY	A.Bauwens, Brussels; to G.L.van Puynbrouk 7.46, to Air Transport 11.47; to Van Passel & Vlieghe 6.50; to J.Bogaerts 6.55; to Lemoine 5.57; to R.Fagel 12.61; canc 29.12.64 and broken up at Gosselies.		
480	Douglas C-47-DL	4549	21.3.46
OO-AUR	Ex 41-38600. SABENA. Cr at Haren Airport, Brussels 16.9.46, canc 13.11.46.		
481	Cessna T-50 Bobcat	5884	12.4.46
OO-AUT	Ex 43-31946 (UC-78). SABENA, to G.Hanet, Ghent 30.4.46. Dismantled Ghent, 4.65.		
482	Douglas DC-3D	42973	17.4.46
OO-AUM	Rebuilt from partly completed C-117A. SABENA. Regd in Congo 18.6.51 with C of R no.C.140. Operated by Air Congo after independence, leased to Air Congo, canc in Belgium 9.3.61, to 90-CUM, later 9Q-CUM.		
483	Junkers Ju 52/3m	unkn	18.4.46
OO-SNA	Belgian State. Canc 17.4.54, believed sold abroad.		
484	Piper L-4H Cub	11700	.5.46
OO-TON	Ex 43-30409. G.Roelandts, Brussels. Canc 18.9.46 and re-regd OO-ALY with C of R no.559.		
485	Douglas DC-3D	42977	6.5.46
OO-AUN	Rebuilt from partly completed C-117A. SABENA. Regd in Congo 19.6.51 (possibly with C of R C.142 ?), leased to Air Congo, canc in Belgium 9.3.61, to 90-CUN, later 9Q-CUN.		
486	Piper L-4H Cub	11972	9.5.46
OO-LIL	Ex 44-79676. L.Jansen, Brussels. Canc 3.5.47.		
487	Avro 652A Nineteen Srs 1	1312	11.5.46
OO-ANT	J.Mahieu, Brussels. Canc 15.1.54.		
488	Piper L-4H Cub	12311	13.5.46
OO-RAY	Ex 44-80015. Corteville, to Cartigny 9.46, to De Necker, Veurne 10.47, to West AC, Veurne; canc 8.10.64.		
489	Piper J3C-65 Cub	16380	17.5.46
OO-GEA	Cogea SA, Keerbergen; to Groupement Aeronautique Namurois, Temploux; to G.Bertrand, Brussels; to L.Paulus, Brussels. Canc 24.7.52.		
490	Piper J3C-65 Cub	16379	17.5.46
OO-CEB	Cogea SA, Keerbergen. Cr Petit-Pays 2.7.51, canc.		
491	Piper J3C-65 Cub	16378	17.5.46
OO-GEC	Cogea SA, Keerbergen; to AC de la Haie des Chênes, Dolembreux; to Royal Antwerp Aviation Club 7.59, sold abroad 7.6.73, regd G-BBHJ 7.9.73.		
492	Piper J3C-65 Cub	16356	17.5.46
OO-GED	Cogea SA, Keerbergen. Wfu and canc 24.7.52.		
493	Piper L-4J Cub	12538	17.5.46
OO-GAC	Ex 44-80242. Ghent Aviation Club; to G.Gernay, Waregem; to AC Hainault 4.55, canc 4.6.68 and fuselage used to rebuild OO-AAT (C of R no.524).		
494	Piper L-4H Cub	12607	18.5.46
OO-AVI	Ex 44-80311. Royal Motor Union, Liege; to Club National d'Aviation. Cr Spa 21.5.49 and canc 4.11.49. (NB: often quoted as sold to F-BDUV, but see OO-AVL no.548.)		
495	Piper L-4H Cub	13054	18.5.46
OO-AVJ	Ex 44-80758. Royal Motor Union, Liege; to F.Demblon & Van Heibrant; canc 2.1.51, to F-BFYI 9.51.		

496	Piper L-4H Cub	11634	20.5.46
OO-LIM	Ex 43-30343. De Limelette, Brussels. Canc 21.10.47 and re-regd OO-UIM (C of R no.734), later OO-AVF (860) and cr Francorchamps 27.1.58.		
497	Piper L-4H Cub	11620	20.5.46
OO-AAE	Ex 43-30329. Air Union, Het Zoute; to Keyenburgh, St.Truiden. Cr and burnt, Het Zoute 12.6.48, canc 16.6.48.		
498	Piper L-4H Cub	12218	21.5.46
OO-AAG	Ex 44-79922. Air Union, Het Zoute, w/o .2.50 and canc 22.6.50.		
499	Piper L-4A Cub	8766	21.5.46
OO-AAH	Ex 42-36642. Air Union, Het Zoute; to Mrs Seynaeve-Isebaert, Oost-Rozebeke, 2.50; to Aero-Lux OHG, Frankfurt, 20.12.54. Sold as D-EMOG 19.10.56 and canc in Belgium 22.11.55. To OY-ALM 6.77.		
500	Piper L-4H Cub	12111	21.5.46
OO-GAA	Ex 44-79815. Air Union, Het Zoute; to Ghent Avn Club; canc 6.3.51 on sale as F-BFYJ, 4.51.		
501	Piper L-4H Cub	11599	21.5.46
OO-GAB	Ex 43-30308. Ghent Aviation Club. Canc 5.7.50 on sale as F-BFQT 6.51, to G-BGXV 20.7.79.		
502	Piper L-4H Cub	10498	29.5.46
OO-GOS	Ex 43-29207. Club Aeronautique Carolingien, Gosselies. Canc 25.3.49 on sale as F-OAFA 4.50.		
503	Piper L-4J Cub	12611	29.5.46
OO-VIR	Ex 44-80315. AC Luxembourgeois, Virton. Canc 30.6.56 on sale as LX-ACL, to D-EMYT 9.58 then HB-OXR 6.64.		
504	Auster J/1 Autocrat	1975	3.6.46
OO-AMI	Gillon, Brussels; to Vliedschool De Coninck, Ghent; to Bullens, Denderleeuw; to Jordens, Tienen. Sold as D-EJET 5.12.57, cr Salzgitter 6.8.61.		
505	Piper L-4H Cub	12005	5.6.46
OO-VVV	Ex 44-79709. Royal Verviers Aviation; to Corteville; to Lejeune; to Royal Verviers Avn; canc 19.4.56 and parts used to rebuild OO-VIL (no.516).		
506	Piper L-4H Cub	11355	5.6.46
OO-MAC	Ex 43-30064. Royal Verviers Aviation. Canc 6.12.47 probably as result of crash at Namur/Temploux on 12.9.47.		
507	Piper L-4H Cub	12237	13.6.46
OO-AAD	Ex 44-79941. Air Union, Het Zoute. Destroyed by fire at Bousval 16.5.48, canc 18.5.48.		
508	Piper L-4H Cub	11968	13.6.46
OO-AAF	Ex 44-79672. Air Union, Het Zoute; to Verbeke, Kortrijk; to Aero-Lux OHG, Frankfurt 20.12.54, canc 17.7.57 to D-EMAC regd 26.7.57, OY-ALI 5.76.		
509	Piper L-4H Cub	11527	13.6.46
OO-AAL	Ex 43-30236. Air Union, Het Zoute. Canc 21.4.48 on sale as F-BEGK 5.48.		
510	Aeronca 7AC Champion	7AC-1791	26.6.46
OO-TWA	Compagnie Commerciale d'Aviation et de l'Automobile SA (COCA), to L.Tonglet, Brussels; re-regd OO-AEB 30.6.47 (C of R no.694). Later OO-PVS (824) OO-KYM (925) and D-EJOP.		
511	Aeronca 7AC Champion	7AC-1792	26.6.46
OO-TWB	COCA. Canc 31.12.54 on sale as HB-ETF.		
512	Auster J/1 Autocrat	2012	26.6.46
OO-ANL	Ex G-AHHI. A.Bauwens, Brussels; to Osy de Zeyevoort; to L.Vogels. Re-regd OO-PIT 9.7.51 but apparently retained C of R no.512. Sold as G-AHHI 4.9.56, w/o 4.1.59.		
513	Percival Proctor 1	K.146	26.6.46
OO-AVG	Ex G-AHIK, P6034. L.de San, Wezembeek. Canc 25.5.50 and scrapped at Hong Kong (!) 1952.		
514	Piper L-4H Cub	11605	28.6.46
OO-AJI	Ex 43-30314. Club National d'Aviation; to Royal Verviers Aviation 4.53. Canc 11.9.72 and sold as G-BAET regd 26.9.72.		
515	Auster J/1 Autocrat	1996	28.6.46
OO-AVE	J.Bogaerts; to Leroy; to Fourneau, Mons; to Lippens & Casteleyn; cr Stuttgart and canc 15.7.47. Rebuilt and restored with C of R no.873 7.51, w/o 25.7.65.		



Piper Cubs were the first and most numerous trainers available to Belgian clubs after the war.

Above: OO-AAT (524) which suffered a complicated exchange of fuselages in the 60s - see below.

Top right: OO-AAO (536) in Royal Motor Union colours at Liege. (R.W.Simpson)

Right: Ghent Aviation Club badges and registration series worn by OO-GAA (500) visiting Southend in 1947. (P.R.A.Barrington via DMH)



516	Piper L-4H Cub	11024	28.6.46	529	Auster J/1 Autocrat	2026	24.7.46
OO-VIL	Ex 43-29733. Lejeune; to Royal Verviers Aviation, rebuilt using parts of OO-VVV c/n 12005 (no.505); to L.Vanderheyden, Oostende .76; to Western AC, Koksijde.			OO-ABB	P.Bailly, Welkenraedt; to J.Lemperau 3.48; canc 2.50 on sale as F-BFLR and w/o 15.5.60.		
517	Piper L-4J Cub	12516	28.6.46	530	Piper J3C-65 Cub	17975	25.7.46
OO-NIC	Ex 44-80220. R.Corteville. Canc 23.10.46 and re-regd OO-EIA with C of R no.571.			OO-GEE	Cogea SA, Keerbergen. Cr at Keerbergen 28.5.52 and canc 31.12.52.		
518	Piper L-4H Cub	11496	5.7.46	531	Piper J3C-65 Cub	18032	25.7.46
OO-DAA	Ex 43-30205. Club des Aviateurs de Bruxelles; to Van Passel, Antwerp. Canc 1.4.57 on sale as D-EMUX regd 22.10.57.			OO-GEF	Cogea SA, Keerbergen. Canc 27.12.63, fate unkn.		
519	Piper L-4H Cub	12068	5.7.46	532	Douglas C-47B-10-DK	26297	27.7.46
OO-DAB	Ex 44-79772. Club des Aviateurs de Bruxelles; destroyed at Kalmthout 11.7.49 and canc 13.7.49.			OO-AUW	Ex 43-49036. SABENA; transferred to Congo 10.2.51 with C of R no. C.212, used by Force Belge Indigene 1952/3, to Libya 1959; allotted 90-CUW but ntu and returned to Belgian register 20.1.61; to B.I.A.S., operated by Linair until 12.72, canc 5.7.73 and sold as N6903, 13.7.73.		
520	Auster J/1 Autocrat	2033	12.7.46	533	Piper L-4H Cub	11801	30.7.46
OO-ABG	A.Bauwens; to J.Bouillon 1.48; to Club National d'Aviation; crashed Namur/Temploux 8.5.49 and canc 18.5.49.			OO-REA	Ex 43-30510. P.Goemans, Brussels. Canc 8.5.47 on sale as F-BCPN 5.47.		
521	Aeronca 7AC Champion	7AC-2515	12.7.46	534	Noorduyn UC-64A Norseman	612	31.7.46
OO-TWC	COCA. Cr Brussels 11.7.48, canc 16.3.49.			OO-AAR	Ex 44-70347. Air Union, Het Zoute. Wfu, canc 22.6.50.		
522	Aeronca 7AC Champion	7AC-2474	12.7.46	535	Piper L-4H Cub	11391	31.7.46
OO-TWE	COCA; to Aero Club de la Meuse, Namur; to R.Heuvelmans, Woluwe-St.Lambert; to Golden River Aviation Club. Re-regd OO-LOU 13.8.59 retaining C of R no.522. Cr Risseignies 25.3.62 but apparently not w/o until cr Wevelgem 4.6.64.			OO-AAM	Ex 43-30100. Air Union, Het Zoute; to A.de Weerdt, canc 7.10.47 and re-regd 8.10.47 as OO-AIR with C of R no.727. Canc 28.4.50, to F-OAHQ 12.50, to CN-TTJ 10.58.		
523	Auster J/1 Autocrat	2030	12.7.46	536	Piper L-4H Cub	11692	31.7.46
OO-ABF	H.Neyens, Tienen; to Jordens .50; possibly returned to Neyens; canc 21.11.57 and regd D-EGYK 7.58.			OO-AAO	Ex 43-30401. Air Union, Het Zoute; to Royal Motor Union Liege 9.51; to G.Bertrand, Grimbergen 23.11.65. C of A expired 11.1.69, canc 31.3.72.		
524	Piper L-4H Cub	11529	12.7.46	537	Piper L-4H Cub	11624	31.7.46
OO-PAX	Ex 43-30238. O.Dierckx, Brussels; to R.Putzeys, Ixelles; to Central Aviation, Antwerp .59 and re-regd OO-AAT but retained C of R no.524. To Royal Antwerp Aviation Club; to SABENA. Cr 12.9.64 and rebuilt using fuselage of OO-GAC (no.493) which was c/n 12538, f/n 12366. C of A expired 25.4.74, canc 20.5.75 but regd G-BDEY 17.6.75. (NB: the original fuselage c/n 11529 was used in 1966-7 to construct OO-JAN(3), C of R no.1717.)			OO-AAP	Ex 43-30333. Air Union, Het Zoute. Cr Baasrode-Termonde 4.7.48, canc 8.7.48.		
525	Piper L-4H Cub	11488	15.7.46	538	Auster J/1 Autocrat	2046	31.7.46
OO-AAK	Ex 43-30197. Air Union, Het Zoute. Suffered serious damage at Liege 17.6.49, sold in France 22.6.50 and canc 12.50.			OO-ABM	G.Dassy, Brussels; to C.Devleminck, Grimbergen, 21.6.52, canc 29.12.67.		
526	Aeronca 7AC Champion	7AC-2144	15.7.46	539	Taylorcraft Plus D	218	2.8.46
OO-TWF	L.Tonglet, to COCA, sold 5.6.50 as N79854 to U.S. Embassy Flying Club in Britain, to G-AOEH 8.9.55.			OO-ABI	Ex LB371. A.Bauwens, to F.Barillon, to Club National d'Aviation, sold 3.8.50 as F-BEXR.		
527	Aeronca 7AC Champion	7AC-2192	17.7.46	540	Auster J/1 Autocrat	2041	2.8.46
OO-TWG	L.Tonglet, to COCA, to AC de la Meuse, Namur. Canc 31.7.50 on sale as F-BFPX.			OO-ABK	A.Bauwens, to Demets, Schaarbeek. Canc 5.10.51 on sale as F-OAKJ and used in Congo.		
528	DH.82A Tiger Moth	82029	19.7.46	541	Auster J/1 Autocrat	2047	6.8.46
OO-TWD	Ex G-AGYV, N6751. L.Tonglet, to COCA, again to L.Tonglet, Brussels. Cr Amay 4.5.47, canc 28.12.48.			OO-ABN	SABENA, Grimbergen. Canc 3.8.70, to Brussels Air Museum.		
				542	Auster J/1 Autocrat	2034	6.8.46
				OO-ABH	R.Aveniers & Delhaes, Verviers. Canc 15.6.49 on sale as LX-ABH, to LX-ACD 1.51, F-BEPC 10.54.		
				543	Douglas C-47A-50-DL	10063	7.8.46
				OO-AUP	Ex 42-24201. SABENA. Regd in Congo 18.6.51 with C of R no. C.139. Leased to Air Congo and canc in Belgium 9.3.61, becoming 90-CUP, later 9Q-CUP and w/o 9.10.62.		

544 Auster J/1 Autocrat 2042 9.8.46
 OO-ABL Taxiplane, Brussels; to Kononklijke Aero Club van
 Belgie (KAeCB), Brussels 1.48. Cr Schaffen 8.8.50
 and canc 2.10.50.
 545 Aeronca 7AC Champion 7AC-2855 9.8.46
 OO-TWI L.Tonglet, to COCA. Cr Dinant 29.8.48, canc
 20.10.48.
 546 Aeronca 7AC Champion 7AC-2633 9.8.46
 OO-TWH L.Tonglet, to COCA; to Guelton, Grignies; to Les
 Ailes Tournaisiennes; to Club National d'Aviation;
 to Jacquet, Vilvoorde; to Ferket & Cortois, Diest.



More Aeroncas were imported into Belgium than into any other European register. 7AC Champion OO-TWH was photographed at Mol on 14.9.74 by M.R.Smith.

547 Douglas C-47A-50-DL 10129 10.8.46
 OO-AUO Ex 42-24267. SABENA. Registered in Congo 18.6.51
 with C of R no. C.141; leased to Air Congo and canc
 in Belgium 9.3.61. Became 90-CUO, later 9Q-CUO and
 w/o 9.10.62.
 548 Piper L-4H Cub 11653 13.8.46
 OO-AVL Ex 43-30362. Cercle Brugois d'Aviation, Brugge;
 to R.Boucher; to Les Ailes Luxembourgeoises; to
 Collin, L'Eglise. Sold as F-BDUV, regd 5.55.
 (NB: Despite frequent confusion this is not the
 same aircraft as OO-AVL(2) which was C of R no.696)
 549 Piper L-4H Cub 11570 13.8.46
 OO-AVK Ex 43-30279. Cercle Brugois d'Aviation, Brugge;
 to Tanghe; to Forbat; to De Haan, Aye. Cr 21.7.52
 at Marche-en-Famenne, canc 8.9.52.
 550 Douglas C-47A-60-DL 10241 13.8.46
 OO-AUQ Ex 42-24379. SABENA. Cr at Aulney-sous-Bois, near
 Paris, 18.12.49. Canc 29.12.49.
 551 Junkers Ju 52/3m unkn 13.8.46
 OO-SNB Belgian State. Canc 17.4.54, believed sold abroad.
 552 PA-12 Super Cruiser 12-188 21.8.46
 OO-SCA Cogea SA, Keerbergen; to Th.Moncarey, Brussels.
 Re-regd OO-ZIM 17.4.48 (C of R no.764), later
 N9982F 26.2.52, HB-00U 25.8.52, D-EMAL 8.6.56 and
 OE-AHU 3.72.
 553 Piper L-4J Cub 12416 22.8.46
 OO-REX Ex 44-80120. Royal Antwerp Aviation Club, to AC
 Keiheuvel 19.10.67.
 554 Piper L-4H Cub 11327 22.8.46
 OO-JOE Ex 44-30036. Royal Antwerp Aviation Club, canc
 18,8,48 and re-regd OO-AJL (C of R no.816), w/o
 24.11.54.
 555 Taylorcraft Plus D 227 9.9.46
 OO-YES Ex LB380. Bauwens, Brussels; to Bogaerts, Casteau;
 to Byl, Dampremy. Cr 16.11.52 and canc 14.4.53.
 556 Stinson V-77 Reliant 6375 9.9.46
 OO-NUT Ex FB536. L.Tonglet, to COCA. Sold as SE-BZP
 26.10.51, wfu 30.9.65.
 557 Piper L-4H Cub 11372 10.9.46
 OO-BAF Ex 43-30081. Club de la RAF. Cr Gosselies 6.1.47
 and canc 3.5.47.
 558 Piper L-4H Cub 11947 10.9.46
 OO-RAF Ex 44-79651. Club de la RAF. Cr Het Zoute 5.3.48;
 parts rebuilt as OO-RAZ (C of R no.825) 9.49.
 559 Piper L-4H Cub 11700 19.9.46
 OO-ALY Ex OO-TON (484), 43-30409. J.Dupont, Gheluwe; to
 Coflair, Ieper; to Van de Poele, Ieper 3.50; to
 Schepens, Deurne .54; to Limburgse Vleugels, Genk
 28.9.57. Canc 22.2.72 after collision with PH-WAN
 at Zwartberg 15.3.70.
 560 Piper L-4H Cub 10961 26.9.46
 OO-EAA Ex 43-29670. E.Emants, Verviers; to R.Aveniere,
 Verviers. Cr Hollogne-à-Pierre 30.9.46 and canc
 20.10.46.

561 Miles M.57 Aerovan III 6381 1.10.46
 OO-HOM P.De Kelver, Brussels. Br at Hadbjaerg, Denmark
 6.10.46 and canc 25.3.47.
 562 Percival Proctor 1 K.254 10.10.46
 OO-USA Ex G-AHUY, P6195. Roelandts, Brussels; to Lamarche;
 to Cogea SA. Wfu Keerbergen 5.11.54.
 563 Piper L-4H Cub 12220 10.10.46
 OO-EAB Ex 44-79924. R.Aveniere, Verviers; to Emants,
 Verviers; to Schepen, Deurne; to SABENA 19.12.47.
 564 Piper L-4H Cub 11906 15.10.46
 OO-DEL Ex 44-79610. Delhaes, Verviers; to Aero Para Club
 Spa; to Geurinckx, Schaerbeek; again to APC Spa and
 re-regd OO-SPA 17.7.47 (C of R no.700), later to
 OO-SPB 23.5.50, F-BBFC 8.60, N10036 .72.
 (NB: Was thought to be f/n 11906, but see note in
 Feedback p.84 re c/n 12079 and also p.50.)
 565 Avro 652A Nineteen Srs 1 1357 15.10.46
 OO-APN J.Mahieu, Brussels. Named "Rene Van Boxmeer". Canc
 15.1.54, dismantled.
 566 Avro 652A Nineteen Srs 1 1358 15.10.46
 OO-APX J.Mahieu, Brussels. Named "Henry Verhaegen". Canc
 15.1.54, dismantled.
 567 Airspeed AS.65 Consul 4312 19.10.46
 OO-GVP Ex G-AIHC, PK248. Air Transport. Cr at Juba, Sudan
 6.1.47, canc 3.3.47. Replaced by Lodestar (no.656).
 568 PA-12 Super Cruiser 12-500 19.10.46
 OO-SCB Cogea SA, Cr Keerbergen 11.5.47, canc 20.5.47.
 (NB: This c/n seems to have always been N7625H and
 is still current as such. Correct c/n unknown.)
 569 Douglas C-47A-25-DK 13486 21.10.46
 OO-AWF Ex KG699, 42-93561. SABENA. Regd in Congo 10.12.51
 with C of R no. C.211. Operated by Air Katanga and
 Air Congo. Leased to Air Congo and canc in Belgium
 9.3.61. Allotted 90-CUI but ntu, to 90-CUF, later
 9Q-CUF.
 570 Beech D17S 4920 22.10.46
 OO-VIT Ex FZ430, 43-10872 (UC-43). R.Hansez, Brussels.
 Canc 22.4.50 on sale as SE-BRY, to HB-UIH 18.10.60,
 to G-BDGK 25.7.75.
 571 Piper L-4J Cub 12516 23.10.46
 OO-EIA Ex OO-NIC (517), 44-80220. N.S.Heija, Liege; to
 Aero Limburg; to Moors, Tienen; to Diest AC; to H.
 Mertens, Diest 28.6.79.
 572 Fairchild UC-61K Argus III 949 25.10.46
 OO-FAA Ex HB711, 43-14985. Cogea SA, to P.Burniat, Keer-
 bergen. Broken up at Keerbergen 1955 but remained
 on register until finally canc 31.12.63.
 573 Taylorcraft Plus D 232 28.10.46
 OO-JAQ Ex LB385. Ch.de Kerchove de Denterghem de Pinto,
 Pepinster; to AC Le Milan, Tienen. Canc 5.2.70.
 574 Ercoupe 415CD 2006 29.10.46
 OO-ERC Ex N99383. F.Ghems, Wijnegem; to F.Meeuws, Wijnegem.
 Canc 30.6.47 and re-regd OO-AEA (C of R no.693) on
 1.7.47. To D-EJAD 11.58.
 575 Piper L-4H Cub 12086 31.10.46
 OO-EAC Ex 44-79790. E.Emants, to Delhaes, Verviers. Canc
 18.1.49 on sale as F-BFBN 3.49, to G-BJAY 1.11.78.
 576 Piper L-4H Cub 11694 6.11.46
 OO-GEG Ex 43-30403. Cogea SA, Keerbergen; to Royal Motor
 Union Liege. Canc 19.4.68. Fuselage to Brussels Air
 Museum.
 (NB: An earlier attempt to use this regn was ntu.
 This involved Cub 12295 ex 44-79999 allocated OO-GEG
 but instead became LX-EKL in 1946.)
 577 Cessna 140 9067 7.11.46
 OO-ACA Association de Constructions Aeronautiques, Brussels;
 to W.Guinsbourg; to Club National d'Aviation. Re-
 regd OO-REL (C of R no.1495) 11.3.64.
 578 Auster J/1 Autocrat 2100 12.11.46
 OO-ABO Gillon, Brussels; to Vliedschool De Coninck, Ghent;
 to P.Cousin, Uruguay .51 and canc 15.10.53 on sale
 as CX-APA, later to Argentina.
 579 Topsy Belfair 531 12.11.46
 OO-TIA Ernest Tips, Brussels; to Club National d'Aviation;
 cr Grimbergen 21.6.53, canc 30.6.53.
 580 Fairchild UC-61K Argus III 955 18.11.46
 OO-FAB Ex HB717, 43-14991. Cogea SA, Keerbergen. Canc
 21.1.47 as sold to Switzerland but became I-SIEN.
 No Swiss regn traced but HB-EAC reserved for an
 Argus .47 and ntu - but see also OO-FAG (615).
 581 Aeronca 7AC Champion 7AC-3625 18.11.46
 OO-TWJ COCA; to AC de la Meuse, Namur; to Dufer, Namur; to
 AC Le Milan, Tienen. C of A expired 18.4.64, wfu
 Goetsenhoeven.
 582 Topsy B 15 19.11.46
 OO-DAU Ex G-AFVO (UK-built Trainer 1). Jean Dauchot,
 Gosselies; to Centre Aeronautique Carolingien; to
 Meulemans; to Weerts, Verviers; to Schumacher, Ghent.
 Cr Spa 22.5.66 and canc 17.6.66.



583	Kramme & Zeuthen SAI KZ-III	72	20.11.46
OO-MAA	Zurstrassen, Lambermont; to Van Passel, Antwerp; to De Scheepvaart, Antwerp 7.61. C of A expired 19.8.71 and wfu. to Brussels Aviation Museum and canc 14.6.79.		
584	Fairchild UC-61K Argus III	915	22.11.46
OO-FAC	Ex HB677, 43-14951. Cogea SA. Cr Keerbergen and canc 5.11.54.		
585	PA-12 Super Cruiser	12-560	22.11.46
OO-SCC	Cogea SA, Keerbergen; to AC de la Meuse, Namur; to Mutsaerts, Namur. Canc 5.10.53 on sale as F-OAOA 4.54, w/o 3.6.54.		
586	PA-12 Super Cruiser	12-558	22.11.46
OO-SCD	Cogea SA, Keerbergen; canc 21.1.47 and sold HB-00D.		
587	Percival Proctor V	Ae.109	22.11.46
OO-DED	Air Transport, Brussels; to Van Passel & Vlieghe, Antwerp. Cr 8.12.54 reportedly at Antwerp, and canc 8.1.58.		
588	Piper L-4H Cub	11487	29.11.46
OO-RAL	Ex 43-30196. Van Cauwenberghe & Schelstraete, Ghent; to Byl, Dampremy. Re-regd OO-EAF (C of A no.729) 10.10.47, w/o 27.4.52 Putte.		
589	Auster J/2 Arrow	2354	29.11.46
OO-ABP	A.Bauwens, Brussels; to R.Boucher. Sold as F-BFVJ 26.6.53.		
590	Piper L-4H Cub	11848	30.11.46
OO-EAD	Ex 44-79552. E.Emants, to Delhaes, Verviers; to AC de la Meuse, Namur. Cr Namur/Tempoux 19.6.49 and canc 19.7.49. (NB: Also quoted as c/n 12840 ex 44-80544, correct version still unknown.)		
591	PA-12 Super Cruiser	12-540	3.12.46
OO-PDC	P.Dumont & Chassart (note regn), Brussels. Re-regd OO-PDO 15.4.48 (C of R no.763), to F-BFQZ 9.50, HB-OVC 4.67.		
592	Stampe SV.4B	701	5.12.46
OO-SVE	Stampe & Vertongen, Antwerp. Canc 7.9.51.		
593	Piper L-4J Cub	12670	7.12.46
OO-JDF	Ex 44-80374. J.M.Dufour, Turnhout. Canc 19.2.52.		
594	Piper L-4J Cub	12680	7.12.46
OO-EAE	Ex 44-80384. E.Emants, to R.Aveniere, Verviers; to SABENA 19.12.47; to Devleminck, Halle 13.11.61 and re-regd OO-AGO on same date retaining C of R no.594. Cr Bornem 1.7.63 and canc 29.7.63.		
595	Piper L-4H Cub	12308	12.46
OO-ZOU	Ex 44-80012. Cartigny, Verviers. Canc 8.4.50 on sale as F-BFQK 8.11.50, then D-EFQK 19.10.70, OY-AVD 2.79.		
596	Douglas C-47B	13033	13.12.46
OO-SBB	Ex KG550, 42-93153. Sobelair "Kamembe". Canc 8.11.55 on sale as CF-ILZ.		
597	Percival P.16A Q.6	Q.46	13.12.46
OO-PQA	Ex G-AHTA, P5640. Cogea SA, Keerbergen. Dbr 1954 and canc 16.3.54.		
598	Piper L-4H Cub	11933	17.12.46
OO-JDB	Ex 44-79637. Debry, Diest. Canc 25.3.49 and re-regd OO-GEM (C of R no.804), w/o 17.11.49.		
599	Piper L-4H Cub	12013	19.12.46
OO-LAD	Ex 44-79717. De Beil, Staden; to Bultiauw, Kortrijk; to Van Strijdonck, Antwerp. Cr Hechtel 20.5.51, rebuilt and restored as OO-JDP (C of R no.1059) 28.11.55, to D-EMOD 1.3.57, w/o 16.5.60.		

Above: Bestmann OO-GAD (605) was another Southend visitor in 1947. Its actual origins are unknown. (P.R.A.Barrington via D.M.Hannah)

Below: A small number of KZ types found their way to the Belgian register. OO-MAA (583) is a KZ-III which since its active life at Antwerp ended has been placed in the Brussels Museum. (R.W.Simpson)



600	Piper L-4J Cub	12667	28.12.46
OO-TRI	Ex 44-80371. Triffaut, Marchienne. Canc 25.3.49 and sold as F-OAFC 9.49, canc .59.		
601	Cessna 140	9213	3.1.47
OO-GAY	R.Henkart, Ghent. Canc 16.11.49 and re-regd OO-GAX (C of R no.833), w/o 22.5.52.		
602	Beech D17S	3119	7.1.47
OO-TAX	Ex FL655, 42-38676 (UC-43). Hansez, Brussels. Canc 5.9.47 on sale as LX-TAX, to F-BEEK 8.50, fate unkn.		
603	Benes-Mraz Sokol M.1C	109	7.1.47
OO-AAZ	Air Union, Het Zoute; to Seynaeve, Oostrozebeke; dbr at Lokeren 18.7.51, canc 1.12.54.		
604	Piper L-4H Cub	12166	8.1.47
OO-PCR	Ex 44-79870. P.Lienart, Roeselare; to M.De Coster, Elsene; to Willems, Dendermonde. Canc 5.4.51 on sale as F-BFYM 9.51.		
605	Bücker 181B Bestmann	B1/500	9.1.47
OO-GAD	Fecheye & Voortman, Ghent; to Gernay, Waregem. Canc .60 or 21.3.61. (NB: Presumably a wartime Bucker or Fokker-built Bü 181A or 181D rebuilt ex-Luftwaffe.)		
606	Piper L-4H Cub	10668	15.1.47
OO-RVC	Ex 43-29377. Guillaume; to Kauners 8.49; to Ste Belge de Demonstrations Aeronautiques 10.49; to De Vos, Namur 17.4.52; to De Bavide Comogni 22.9.55; to Heuvelmans, Brussels. Sold as D-EGOR regd 5.1.56 but not canc in Belgium until 4.3.64. W/o 15.11.69.		
607	Fairchild UC-61K Argus III	986	15.1.47
OO-FMA	Ex HB748, 43-15022. KAeCB; to Boucher, Brussels; re-regd OO-FAE 17.2.47 (C of R no.640) on sale to Cogea SA. Sold as F-OANZ 24.7.52.		
608	Piper L-4J Cub	12684	15.1.47
OO-GAI	Ex 43-80388. Vercootere, Ghent. Re-regd OO-GAJ 16.9.48 (C of R no.783).		
609	Piper L-4H Cub	12052	17.1.47
OO-GAZ	Ex 43-79756. Deweirtdt, Ghent. Re-regd OO-GAS 17.9.48 (C of R no.786), later F-BFQV 6.49.		

To be continued....

Impressment Review

PART THREE

<u>Regn.</u>	<u>Type</u>	<u>C of A No. & Expiry date</u>	<u>Air Min Alloc'n</u>	<u>Owner and base shown</u>
G-AAWO	DH.60G Moth	2486 9.11.39	T	Scottish Airways Ltd, Inverness.
G-AAWR	DH.60G Moth	2506 10.4.40	T	Yorkshire Aviation Services Country Club Ltd, RAF Linton-on-Ouse, 14.9.39. Impressed 11.8.40, owner notified 28.8.40.
G-AAWY	Spartan Arrow	2598 18.6.40	E	The Isle of Wight Flying Club Ltd, Lea Airport, 30.8.39.
G-AAWZ	Spartan Arrow	2610 12.2.40	E	The Yapton Aero Club Ltd, Portsmouth, 30.8.39. Stored at The National Garage, Tyford Avenue, Portsmouth, 6.11.39. EMA Garage, Grove Road, Southsea, 10.6.40.
G-AAXC	Handley Page 42 (Western Type)	3182 25.5.40	NAC	Imperial Airways Ltd, Croydon.
G-AAXD	Handley Page 42 (Western Type)	3264 3.4.40	NAC	Imperial Airways Ltd, Croydon. Note states Crashed 20.12.39.
G-AAXF	Handley Page 42 (Western Type)	3305 30.12.39	NAC	Imperial Airways Ltd, Croydon. Impressed 25.7.40, owner notified 29.7.40.
G-AAXH	Avro Sports Avian IVM	2504 23.4.40	E	British Landing Gears Ltd, Hanworth.
G-AA XK	Klemm L.25-1A	V.30 22.3.40	E	John Wynn, Field in Dunton, Curdworth, near Birmingham, 30.8.39.
G-AA XO	DH.80A Puss Moth	2577 16.4.40	NAC 1	C.St.John Collier CMG, c/o Surrey Flying Services, Croydon, 29.8.39. Impressed 10.5.40, owner notified 12.6.40.
G-AA XR	DH.80A Puss Moth	2651 28.4.40	NAC 1	Capt.D.I.M.Kennard, Heston, 1.9.39. Impressed up to 18.2.41, owner notified 7.3.41.
G-AA XY	DH.80A Puss Moth	2587 28.3.40	NAC 1	T.W.Gracey, Brooklands, 1.9.39. Impressed 25.3.41, owner notified 7.4.41.
G-AA YA	DH.80A Puss Moth	2623 11.8.39	NAC 1	R.A.C.Sumner. Stored in house at Brooklands. Permit No.05 Ops.68P dated 27.1.40. C of A extended to 25.10.40.
G-AA YC	DH.80A Puss Moth	2583 8.5.40	NAC 1	Major A.A.Nathan, Stag Lane. Note questions this and suggests Hanworth
G-AA YG	DH.60M Moth	2549 1.12.39	T	The Herts. & Essex Aero Club Ltd, Broxbourne, 30.8.39. Impressed 12.2.40, owner notified 2.4.40.
G-AA YL	DH.60G Moth	2502 13.10.39	T	North British Aero Club Ltd, Dyce, 30.8.39. Impressed 10.9.40, owner notified 18.9.40.
G-AA YT	DH.60G Moth	2523 19.7.39	T	Eastbourne Flying Club Ltd, Lympne, 29.8.39. Stored at Wilmington 21.12.39. Impressed 31.5.41, owner notified 9.6.41.
G-AA YV	Avro 625 Avian Mono	2605 18.4.39	E	J.R.Ford, Broxbourne. Pencil note says to NAC Fleet.
G-AA YW	Avro 625 Avian Mono	2612 17.2.40	E	W.L.Handley, Elmdon, 30.8.39.
G-AA YX	Southern Martlet	3121 23.7.40	E	M.N.Mavrogordato, Witney 1.9.39.
G-AA ZC	Comper Swift	2796 28.5.38	E	Airwork Ltd, Renfrew, 29.8.39.
G-AA ZE	DH.60G Moth	2548 15.2.40	T	Ganton Flying Club Ltd, East Hesterton, 30.8.39. Impressed 17.9.40, owner notified 20.9.40.
G-AA ZH	Klemm-Salmson	V.34 4.7.40	E	L.A.Willard, Whitley, 30.8.39. Impressed 10.5.40, owner notified 12.6.40.
G-AA ZI	Desoutter II	2601 29.6.40	NAC 1	R.O.Shuttleworth, Old Warden, 30.8.39. Impressed 31.10.41, owner notified 7.11.41.
G-AA ZO	DH.80A Puss Moth	2628 2.5.40	NAC	The Hon.Mrs Victor Bruce, Cardiff. Impressed 23.7.40, owner notified 30.7.40. C of A extended to 17.7.41.
G-AA ZP	DH.80A Puss Moth	2578 24.11.39	NAC 1	H.G.Everitt, Elmdon, 1.9.39. Impressed 30.9.41, owner notified 7.11.41.
G-AA ZT	DH.80A Puss Moth	2642 12.3.40	NAC 1	Capt.A.E.H.Campbell & Sqdn.Ldr.H.B.Collins, Denham. Impressed 2.3.40, owner notified on unknown date.
G-AA ZV	DH.80A Puss Moth	2745 17.7.40	NAC	Surrey Flying Services Ltd, Croydon. Impressed 10.5.40, owner notified 12.6.40.
G-AA ZW	DH.80A Puss Moth	2704 16.5.40	NAC 1	G.W.Jarnett, Yeadon, 1.9.39. Impressed 31.5.41, owner notified 9.6.41.
G-AA ZX	DH 80A Puss Moth	2698 4.4.40	NAC 1	C.St.John Collier, CMG c/o Surrey Flying Services Ltd, Croydon 29.8.39. Impressed 10.5.40, owner notified 12.6.40.
G-ABAA	Avro 504K	2564 11.4.39	E	Williams & Co., Squires Gate. Last regd. owner but notified as Sold in Census as at 1.1.39.
G-ABAB	Avro 504K	2626 6.7.33	E	R.O.Roch, Flying Ground, Valiant Tailor, Dover Road, Folkestone.
G-ABAE	DH.60G Moth	2521 8.9.39	T	Bournemouth Flying Club Ltd, Bournemouth, 29.8.39. Impressed 23.6.40, owner notified 8.7.40. C of A extended to 10.3.41.
G-ABAG	DH.60G Moth	2592 19.7.39	T	F.P.Loftus, Witney, 30.8.39. C of A extended to 25.10.40.
G-ABAI	DH.60M Moth	2519 2.6.40	T	Midland Bank Flying Club Ltd, Chigwell Aerodrome. Impressed 2.3.40, owner notified 2.4.40. Notified 13.10.39 at Horton Kirby Aerodrome.
G-ABAJ	Westland Wessex	2310 24.8.38	NAC 5	Trafalgar Advertising Co Ltd, Gatwick, 30.8.39.
G-ABAL	DH.60G Moth	2531 18.5.40	T	Yorkshire Aeroplane Club Ltd, Yeadon, 30.8.39. Impressed 12.2.40, owner notified 2.4.40.
G-ABAM	DH.60G Moth	2543 11.5.40	T	Malling Aviation Ltd, West Malling. Note says Crashed 10.39.
G-ABAO	DH.60G Moth	2536 3.8.40	T	Brooklands Flying Club Ltd, Brooklands, 29.8.39. Impressed 11.8.40. owner notified 28.8.40.
G-ABAT	DH.60M Moth	2532 29.7.39	T	The Redhill Flying Club Ltd, Redhill, 30.8.39. Impressed 18.2.41, owner notified 7.3.41. C of A extended to 18.4.41.
G-ABAX	Hawker Tomtit	2604 27.7.39	E	Tollerton Aero Club Ltd, Tollerton, 1.9.39.
G-ABAZ	Simmonds Spartan	2582 25.6.39	E	Isle of Wight Flying Club Ltd, Lea, 1.9.39.
G-ABBA	DH.60G Moth	2554 19.1.40	T	Brooklands Flying Club Ltd, Shoreham, 29.8.39. Impressed 23.6.40, owner notified 8.7.40.
G-ABBC	Saunders-Roe Cutty Sark	2627 10.4.34	NAC 1	Saunders-Roe Ltd, Cowes, 1.9.39.
G-ABBD	DH.60G Moth	2555 23.1.40	T then List 4 App.A	The Hampshire School of Flying Ltd, Southampton, 31.8.39. Impressed 12.2.40, owner notified 2.4.40.
G-ABBF	Avro 504K	3107 27.7.34	E	R.E.Pancoast-Bliss, Croydon, but reported Sold 1.1.39 Census.
G-ABBJ	DH.60G Moth	2974 6.3.40	T	Surrey Flying Services Ltd, Croydon. Impressed 10.5.40, owner notified 12.6.40.

G-ABBK	DH.60G Moth	2641	14.6.40	T	Barnstaple & North Devon Flying Club Ltd, Barnstaple & North Devon Aerodrome, 29.8.39. Impressed 25.3.41, owner notified 7.4.41.
G-ABBU	Klemm Cirrus III	V.31	28.7.38	E	H.H.Sykes, High Post Aerodrome, Salisbury.
G-ABBW	DH.60G Moth	2632	26.2.40	T	Brooklands Flying Club Ltd, Brooklands.
G-ABBX	DH.60G Moth	2600	14.4.40	T	Isle of Wight Flying Club Ltd, Lea, 31.8.39. Impressed 23.6.40, owner notified 8.7.40.
G-ABBY	Avro Five	2986	18.1.40	E	Air Service Training Ltd, Hamble, C of A extended to 7.3.41.
G-ABCR	DH.80A Puss Moth	2699	7.6.40	NAC 1	I.L.Carr, Hatfield, 1.9.39. Impressed 24.11.40, owner notified 3.12.40.
G-ABCS	DH.60G Moth	2653	4.4.40	T	Yorkshire Aeroplane Club Ltd, Yeadon, 31.8.39. Impressed 12.2.40, owner notified 2.4.40.
G-ABCT	DH.60G Moth	2659	9.3.40	T	Horton Kirby Flying Club Ltd, Horton Kirby near Dartford, 31.8.39. Impressed 12.2.40, owner notified 2.4.40.
G-ABCY	Klemm L.25-1A	V.35	16.6.39	E	F/O C.E.R.Tait, Hanworth, 31.8.39 but note says Crashed and Withdrawn from use.
G-ABDA	DH.60G Moth	2660	29.6.40	T	Redhill Flying Club Ltd, Redhill, 31.8.39. Impressed 18.2.41, owner notified 7.3.41.
G-ABDB	DH.60M Moth	2649	19.7.35	T	L.L.Christiansen, Hatfield.
G-ABDC	Junkers F.13	V.37	18.3.34	NAC 5	Brooklands Airways Ltd, Brooklands.
G-ABDF	DH.80A Puss Moth	2739	17.5.36	NAC 1	E.W.Hart, Woodford, 1.9.39. Originally noted as Impressed 2.3.40 but later note says this referred to G-ABOF !
G-ABDG	DH.80A Puss Moth	2689	8.6.40	NAC 1	The Hon.Mrs.Victor Bruce, Cardiff. Impressed 23.7.40, owner notified 30.7.40. C of A extended to 17.7.41.
G-ABDK	DH.60G Moth	2847	30.11.39	T	Bournemouth Flying Club Ltd, 29.8.38. Imp.12.2.41, notified 28.8.40.
G-ABDL	DH.80A Puss Moth	2788	18.7.40	NAC 1	Yorkshire Aviation Services Country Club Ltd, RAF Linton-on-Ouse, 14.9.39. Impressed 11.8.40, owner notified 28.8.40.
G-ABDM	DH.80A Puss Moth	2750	23.4.40	NAC 1	F.A.White, Le Touquet. Impressed 31.7.41, owner notified 11.8.41.
G-ABDO	Robinson Redwing II	2838	19.9.36	E	Edith R.Gerrard, Abridge Aerodrome.
G-ABDP	Avro 594 Avian	2662	2.11.39	E	Grimsby Aviation Ltd, Waltham, 31.8.39.
G-ABDU	DH.60G Moth	2688	11.6.40	T	The Cambridge Aero Club Ltd, Cambridge, 29.8.39. Noted as Sold to Air Ministry 13.1.40 and Impressed 2.3.40.
G-ABED	Avro 594 Avian IVM	2692	12.2.40	E	Grimsby Aviation Ltd, Hooton. 1.9.39. Destroyed by fire 8.7.40.
G-ABEE	Avro 594 Avian IVM	2691	22.5.40	E	H.R.A.Edwards, RAF Turnerhouse (presumably intended to be Turnhouse). 31.8.39 (formerly at RAF Upavon).
G-ABEH	DH.80A Puss Moth	2737	16.7.40	NAC 1	W.P.Taylor, Speke, 1.9.39. Impressed 31.8.41, owner notified 23.9.41.
G-ABEI	DH.80A Puss Moth	2748	13.7.40	NAC 1	Hull Aero Club (1934) Ltd, Hull, 1.9.39. Impressed 17.9.40, owner notified 20.9.40.
G-ABEK	DH.60G Moth	2754	25.3.39	T	The Hampshire School of Flying Ltd, Southampton, 31.8.39.
G-ABEO	DH.60G Moth	2711	11.9.40	T	Strathay Aero Club Ltd, Perth, 31.8.39. Impressed 1.9.40, owner notified 10.9.40.
G-ABER	DH.60G Moth	2715	9.7.40	T	The Cotswold Aero Club Ltd, Gloucester, 29.8.39. Impressed 12.2.40, owner notified 2.4.40.
G-ABES	DH.60G Moth	2714	24.4.40	T	The Worcestershire Flying Club Ltd, Tilesford Aerodrome, Pershore. Impressed 18.7.40, owner notified 26.7.40.
G-ABET	Simmonds Spartan	2811	16.5.40	E	Kennings Ltd, Skegness 4.10.39.
G-ABFD	DH.60G Moth	2735	27.2.40	T	Yorkshire Aviation Services Country Club Ltd, RAF Linton-on-Ouse, 14.9.39. Impressed 17.9.40, owner notified 20.9.40.
G-ABFR	Blackburn Segrave	-	-	-	Redhill Flying Club Ltd. Entry Deleted due to crash 15.8.39.
G-ABFT	DH.60G Moth	2794	12.8.39	T	Hartlepoons & Tees-side Flying Club, Woolsington, 31.8.39. Impressed 10.9.40, owner notified 18.9.40.
G-ABFV	DH.80A Puss Moth	2830	16.1.40	NAC 1	The Plymouth & District Aero Club Ltd, Plymouth, 1.9.39. Impressed 2.3.40, owner notified 16.3.40.
G-ABGM	DH.60G Moth	2864	12.7.40	T	The Border Flying Club Ltd, Carlisle, 31.8.39. Impressed 12.2.40, owner notified 2.4.40.
G-ABGS	DH.80A Puss Moth	2877	14.4.40	NAC 1	International Air Freight Ltd, Croydon, 4.10.39. The Hon. Mrs Victor Bruce, Cardiff, 1.2.40. Impressed 28.7.40, owner notified 1.8.40. C of A extended to 9.5.40 and 8.5.41.
G-ABGT	DH.80A Puss Moth	2827	6.11.36	NAC 1	M.W.Bartlett, Zomba, Nyasaland.
G-ABHB	DH.80A Puss Moth	2831	20.7.40	NAC	Surrey Flying Services Ltd, Croydon. Impressed 10.5.40, owner notified 12.6.40.
G-ABHG	Saunders-Roe Cloud	3151	15.12.39	NAC 5	O.S.Baker, Southampton, 1.9.39. Imperial Airways Ltd, 11.1.40. BOAC 22.8.40. C of A extended to 28.12.40. W/o 23.5.41 as Obsolete.
G-ABHM	DH.60G Moth	3034	23.11.39	T	The Ganton Flying Club Ltd, East Heslerton, 31.8.39. Impressed 17.9.40, owner notified 20.9.40.
G-ABHN	DH.60M Moth	2853	3.3.40	T	The Herts & Essex Aero Club Ltd, Broxbourne, 31.8.39. Impressed 12.2.40, owner notified 2.4.40.
G-ABHZ	Fenton Cheel	Nil		E	J.B.Fenton, Heston.
G-ABIA	DH.80A Puss Moth	2873	12.3.40	NAC 1	R.Hope, Castle Bromwich, 1.9.39. Housed at works of Henry Hope & Sons Ltd, Smethwick, Birmingham as notified 18.2.40. To T.C.Sparrow 1.4.41. Impressed 31.5.41, owner notified 9.6.41.
G-ABIF	Southern Martlet	3051	17.3.40	E	G.D.Tucker, Hatfield, 31.8.39.
G-ABII	Hawker Tomtit	2894	13.9.39	E	The H.G.Hawker Engineering Co Ltd, Brooklands. C of A extended to 21.7.42.
G-ABIM	Avro Sports Avian IVM	2916	1.5.40	E	Grimsby Aviation Ltd, Waltham.
G-ABIN	DH.80A Puss Moth	2942	22.5.40	NAC 1	Redhill Flying Club Ltd, Redhill, 1.9.39. Impressed 18.2.41, owner notified 7.3.41.
G-ABIR	Avro 621 Tutor	2919	4.6.40	ERT)	Air Service Training Ltd, Hamble. Impressed 31.10.41, owner notified 7.11.41.
G-ABIS	Avro 621 Tutor	2938	11.4.40	ERT)	
G-ABIU	DH.80A Puss Moth	2965	3.5.40	NAC 1	W.S.Shackleton Ltd, Hanworth, 1.9.39. To Denham, 10.12.39. Impressed 31.5.41, owner notified 9.6.41. Service markings allocated 30.5.41.
G-ABIW	Avro 616 Avian IVM	2917	19.9.39	E	Isle of Wight Flying Club Ltd, c/o Rollasons, Hanworth, 31.8.39.
G-ABIZ	DH.80A Puss Moth	2914	27.4.40	NAC 1	C.R.A.Grant, Hatfield, 1.9.39. Impressed 31.3.40, owner notified 12.6.40.

then List 4 App.A

To be continued....



Impressment Review:
 Top: Saro Cutty Sark G-ABBC named "Progress", probably with British Amphibious Air Lines. (Flight 13568)
 Above: "Flying Amo" the Saro Cloud G-ABHG in second form with P & W Wasps and upper aerofoil. (Flight 13553s)
 Left: Brooklands Airways Junkers F.13 was actually sold to Sweden in 12.34! (Flight 13487)
 Below left: Sports Avian G-ABED "Jerry" pushed out at Woodford by Winifred Brown with Red Cross Desoutter G-ABRN of 1931 behind. (Basil Mears collection).
 Below right: Genet-powered Southern Martlet G-ABIF. (R.W.Simpson)





FEED BACK

More additions, comments and photos from both Archive 1 and 2 follow, presented as before by subject title.

DH.60 MOTH

- 235 Regd 14.5.29 to Homi Bharucha.
- 247 Sold .29 to D.E.Swann, Woodley; sold .30 to J.de Fraine.
- 337 Flown by Mr.Leathes & Mr.Bharucha from Brooklands en route to Kenya, departing 26.4.30. On nearing destination they set down in the bush for lunch and were attacked by a hostile tribe who set fire to the aircraft substantially damaging it. Presumed cancelled as a result of this incident. (What about the pilots? - Ed)
- 386 Later based at Heston with Dr.Martin.
- 414 Sold to N.F.S. and delivered 23.1.31.
- 420 Owner's name was Stisted.
- 429 Date to Aero Hire was 28.9.28.
- 437 Date to G.F.E.Storey was 9.4.29.
- 441 Re-engined with Cirrus Hermes by ADC Aircraft Ltd, Croydon immediately prior to C of A renewal 25.4.30.

While not strictly a Moth problem, Phil Butler comments that c/n 431 in Johore should possibly not have qualified for Straits Settlements marks. Johore was allocated the group from VR-JAA on 16.5.31 but no record of its use is known. It seems that the mainland states became federated at a later date. Can anybody clarify please?

IMPRESSMENT REVIEW

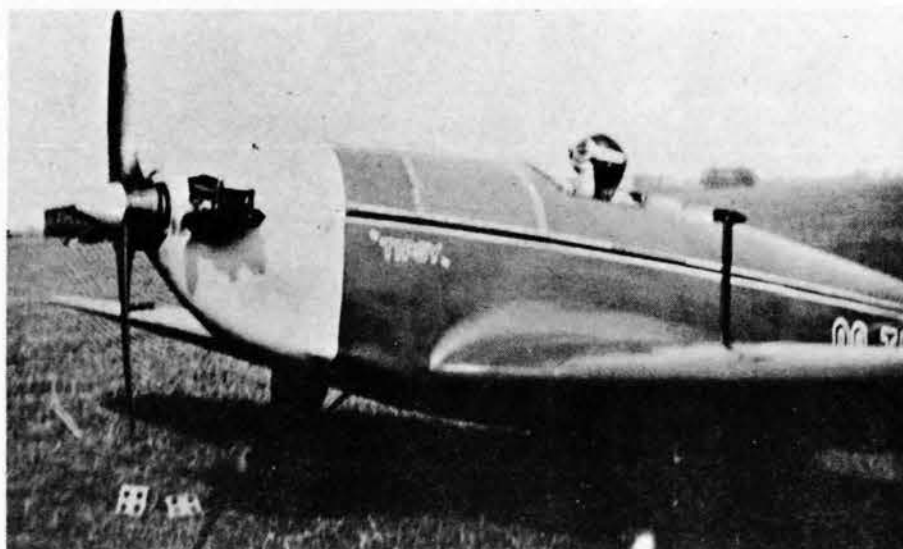
- G-AAGM DH.60X has an 'old' C of A because the a/c was re-imported from Switzerland ex HB-OLA in January 1939 and certification was not renewed at time of survey.
- G-AAVT Hendy 302. Photo on p.44 shows the aircraft in its original form with upright engine (low mounted airscrew), green & cream colour scheme and no spats. The later, lower, cowling gave the aircraft a more Percival Gull-like appearance.

BELGIUM

- 272 and 279 were both registered to Guy Hansez.
- 284 OO-ANG possibly ex ZS-. Not to Vermeulen a 2nd time.
- 288 J.Pierrard, Boma, Congo.
- 305 Bob Ogden has sorted out the Drone problems as follows: firstly our designation, BAC applying to all except the newly-designed Carden-Ford aircraft which are strictly the only Kronfeld Drones. The Belgian examples were locally designed and built under licence by Ghent Aero Club. The UK-built Drone no.2 ex BGA.196 was in fact sold as VT-AEU.
- 325 Type DH.89, believed to Spanish Republicans 1937.
- 342 Owner Dierckx, to Congo 3.10.39, TabaCongo, Leopoldville 22.8.41, AC du Congo Belge 9.9.42, R.Marcq 29.11.46.
- 424 OO-DOT is now in Svedino's Museum at Ugglarp as SE-AGP.
- C1 OO-CAA regd 24.4.34, Jeanty from 4.34.
- C- OO-CAC regd 25.2.35 to AC du Katanga, to Man Mohan Singh 14.11.35, to ZS-AGZ 14.1.36.
- C31 OO-CAF regd 6.40 to M.Fischer, Boma, to Kolomiaal Bestuur 9.10.40, to AC du Congo Belge 7.10.54.

The photograph above shows Bulte RB.1 OO-ALD (C of R.202) at Gatwick in 1931. It is believed to have been leased by the owners of the airport, Home Counties Aircraft Services Ltd and is actually inscribed "Sealandair Ltd, Cannon St, London EC.4". (Photo: BAA Gatwick)

Below: no record has yet been found of the British C of A said to have been issued to Topsy S.1 OO-TIP. Photo taken about 1936, via Malcolm Fillmore.



THE PIPER CUB IN WEST GERMANY

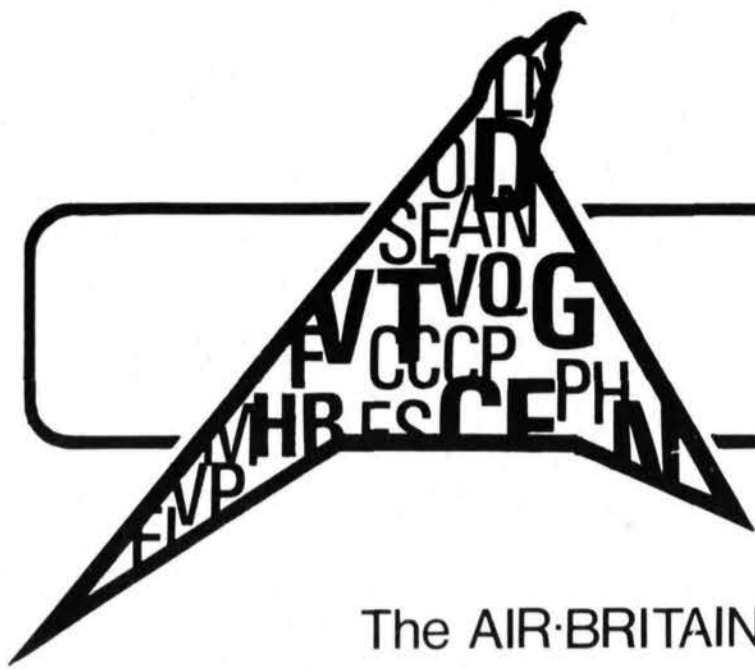
12079 Colin Smith comments that when N10036 was registered in the USA it was quoted as "44-79610" and then as 11906. It may be that the c/n 11906 is indeed genuine for that aircraft, but there are still two others masquerading as 12079....!

ARGENTINE DELIVERY REGISTRATIONS

With many additions from John Davis, and others, a space-saving formula has been adopted below. John comments that the P is for 'Pasabante' meaning to pass across in Spanish.

LV-PAB to LQ-FFX. PAE date 4.55. PAU as LV-FRB cr 10.12.69. PBD ex N3590D. PBQ N5258A ntu. PBU date 12.56, N5268A ntu. PBW w/o in 1957, N5280A ntu. PCF N5283A ntu. PCG add Helio 391B c/n 038, 11.56, to LV-FTC. PCN date 12.56. PCS to LQ-FXF. PCU w/o date is 30.6.61. PDH date 4.57. PDS N5298A ntu. PDQ add Aero Com'der 560A, c/n 394, 2.57, ex N2740B, to LV-FXH. PEH add Aero Com'der 680, c/n 512-183, 4.57, ex (N6245D), to LQ-FZC. PEL/M both 5.57. PEV date 11.57. PFF add Aero Com'der 680, c/n 474-144, 5.57, to LV-FYT. PFI to LQ-BFI. PFX to LQ-MAY 10.57, later to AAF. PGS add Cessna 170B, c/n 26394, ex N2851C, to LV-GEF. PHW model 182B. PHX N8649B ntu, ex N11B. PIG N8771B ntu, ex N11B. PIN to LQ-GEO. PJE also reported used by Anson V c/n 4117, ex CF-GKD, to LV-GJA. PKG probably used by Beech 18. PKP used by DC-3. PKX add L.1049H, c/n 4846, 7.58, to LV-FTU. PKZ add L.1049H, c/n 4847, 7.58, to LV-FTV. PLE add PA-18A, c/n 18-2997, 11.58, to LV-JIC. PLF add PA-18A, c/n 18-3000, 11.58, to LV-JID. PLT w/o 13.10.61 San Luis. PLW to SG-51E (Ejercito), later LQ-JOL. PMC date 3.59, w/o 29.11.68. PMR used by Cessna 180. PMZ used by Beech 18 (or PMZ-2 ?) PNT used by Cessna 172.

...list continued on page 58.



ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly



The Miles M.13 Hobby G-AFAW was the smallest aircraft built by the company and their first lightplane with retractable undercarriage. Problems with this undercarriage prevented it from entering the 1937 King's Cup and this photograph shows the Hobby before it was fully painted and registered U2 for its first flight on 4.9.37 running up at Woodley with F.G.Miles at the controls. (Flight 14776s)



ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly

Edited by David Partington

Editorial address : 8 Rochester Drive, Timperley,
Altrincham, Cheshire WA14 5BQ.

By the time the reader receives this edition, it will be apparent that the delays which affected no.3 have snowballed. However, without wishing to dwell on these, we do thank all those who have waited patiently, and trust that the result is still up to the expected standard.

Contributors to this edition are as for number 3, but the end of two items means that there will be new series commencing in the next edition, including previously unpublished data.

FEEDBACK . . continued from back page . . .

- 68 Serial 7779/18 belongs to an LVG C.VI not to a Rumpler.
71 Serial should probably be 9984/18, not /19. However, Mr.Dekker suggests that C of R no.71 (O-BILL) could have been 6681/18 which flew in 1919 for the Belgian Air Mail Service, comments please.
- Other Belgian additions:(by C of R number)
- 1 Was sold to a Mr.A.Cambier before being scrapped.
19 A reference in Aviation News of 10.12.76 says that O-BISE was sold to Stampe on 9.5.23 and became O-BABY. However as the latter was regd on 22.8.20 this seems to be most unlikely and only one O-BABY is known.
38 Date regd to Stampe was 30.4.23.
111 The Caudron C.25 seems to have been a tri-motor of which only one was built. It was exhibited in the Salon of 1919. This aircraft is perhaps more likely to be a C.27.
141 and 142 Mr.Dekker suggests several problems here but it seems likely that the dual c/ns quoted for this pair (and for one other non-Belgian machine) are to blame particularly as the official Dutch register quotes H-NABC as 4057 and PH-RSL as 1500. In all other sources studied by the Editor these are referred to as the same aircraft. To set the matter straight we list the two aircraft by c/n:
1500/4057 Fokker V.45 later F.II, f/f 10.19 regd D-57, flown to Netherlands 20.3.20, H-NABC 13.4.20 cancl 15.9.27, O-BAIC 9.27, OO-AIC .29, cancl 7.3.33 but regd PH-RSL 1.9.31, cancl 4.5.36 and repainted H-NABC .37 for 'Avia' Exhibition at Den Haag, finally broken up during the war.
1502/4058 regd H-NABD 13.9.20, cancl 15.9.27, O-BAIB 28.9.27, OO-AIB .29, cancl 5.5.36.
Dutch sources often quote the Belgian marks the other way round, ie H-NABC to O-BAIB, and explain the second use of H-NABC simply because it was the first Dutch registration. A further suggestion that OO-AIC was later sold to Deutsche Lufttreederei is only possible if that was the aircraft listed above as c/n 1502. We await a flood of correspondence in the hope that this long standing confusion can finally be resolved!
- 151 According to Robertson's "Sopwith, the man and his aircraft" page 214, O-BAJN is a 1½ Strutter, built in France and converted to a three-seater. The designation Sopwith 3 apparently does not exist.
171 Registered to H.Abeele of Oostende.
194 Registered to J.de Keyn.
209 Was a Schreck FBA 21/2, ex F-AHDJ.
245 Reported to be registered to Texaco Oil Co 22.8.31 and converted to a 2-seater by SABENA.
250 Crash date alternatively quoted as 13.9.31 or as 11.31.
270 Regn date of 13.9.31 quoted (see 250 above!) but this would be out of chronological order, a further suggestion is that this is the RAF Museum's aircraft for which identities of 2319/18 or 8417/18 are quoted - despite the official view that the aircraft perished in Paris.



PUZZLE PICTURE : 4

This time something for the really myopic! How many aircraft are there in this fly-past? When you've got that can you identify the type, operator and location? If anyone is still stuck here's a tiny clue; the lead aircraft is G-ACMP !

The answer to no.3 is a Parnall Elf, almost certainly the Elf I G-AAFH flying without marks in 1929. The reason for its significance is of course that 1980 saw the successful re-building and flight of the second and only remaining Elf G-AAIN at Old Warden.

- 292 One source calls this a Dassys DA 3 but there is doubt whether this designation (or indeed even the DA 2) ever existed.
300 Conflicting versions of this designation also abound, favourite seems to be 135/30.
311 No record of a pre-war German regn is known, but it should be in the D-3... range chronologically if it was first registered there.
458 Appears to have acquired a post-war French regn F-BBTZ but in 1939! Explanations welcome! It also seems to have been F-PBTZ later.
484 Possibly two aircraft here as OO-ALY has f/n 11930 so is not c/n 11700 but probably 12102 ex 44-79806.
556 Was restored during 1978/9 and is again flying as SE-BZP at Ska-Edeby.
609 Regn date for F-BFQV was 5.51.

ARGENTINE DELIVERY REGISTRATIONS

First series:

- LV-XGO (page 55) as FAMA was the Government airline in 1946 the York was correctly registered in the LV-X series. It actually became LV-AFY on 24.3.48 in the commercial airline series after FAMA became a mixed capital company.
LV-PJB Identity LV-PCB (p.55) not directly confirmed, but LV-FXE regd 2.57 and LV-PJB would not be used until early in 1958.
LV-PRF (page 58) Pawnee 25-158 became CC-PRF, not LV-PRF ?
LV-PRZ (page 58) this entry refers to 2nd series, see this instalment.
LV-PWY date is 9.60. PXZ was PA-18 c/n 18-7500 date .60. PYF possibly c/n 10455 becoming LV-HJC. PYP ex N10F.

Second series:

- LV-PAJ ex N6257Z. PAL ex N6397Z. PAN add PA-25-150 c/n 25-421 ex N6396Z to LV-HDP. PAO add PA-25-150 c/n 25-409 ex N6399Z to LV-HCP. PAR went to LQ-GMN. PBG date 12.60. PCV two most recent identities are reversed. PCW ex N2951G. PDY N9869X ntu. PDZ N9903X ntu. PED ex N941T. PEE,G,M,Q all dated 7.61. PEW ex N2846G PFG confirmed as PA-18-150 c/n 18-7676 6.61 to LV-IDX, in any case the Beech A33 is now known to have become LV-PFQ. PFH entry should be under LV-PHF, for PFH a PA-22-108 is reported. PFM a PA-22 has been reported. PFQ Beech A33 CD-340 6.61 (not LV-PFG). PGF date 7.61, N5837X ntu. PGH N9987X ntu. PHD delete XB-SUY which was 25-2589. PHT to LV-ISS. PHZ delete XB-SUW which was 25-2598. PIA damaged on delivery flight and ntu, to N10011 9.61, then 5R-MBM. PID to LQ-HJS. PIB and PIC both regd 10.61. PIE regd 7.61, like PIA was not delivered, became N333Z, N960J. PIM N5734X ntu.

Contributors to Feedback in this edition included, in alphabetical order, B.A.Clarke, John M. Davis, H.Dekker, Malcolm Fillmore, Peter M.Grosz, H.Hazewinkel, Roy Hough, Luftfartsverket (Norway), Paul de Maeyer, Bob Ogden, Eino Ritaranta, Colin Smith and Gerard Terry. Apologies to anyone accidentally omitted and thanks to you all!

The Whole Truth:

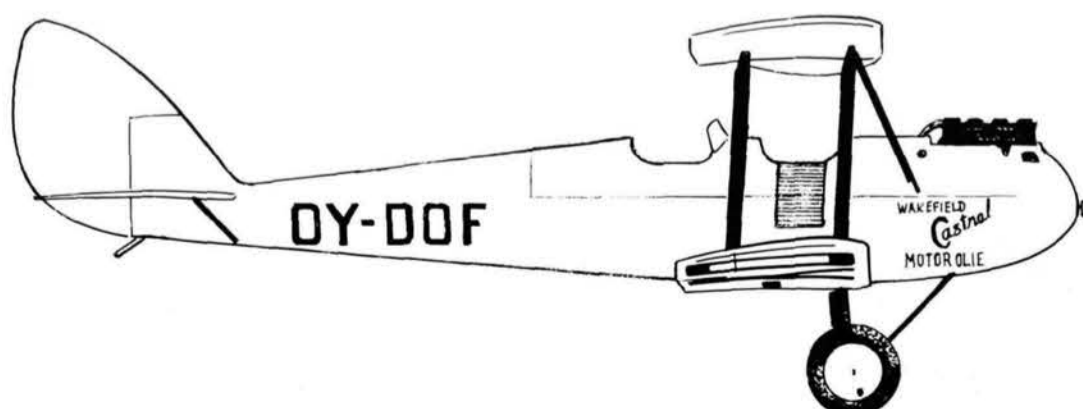


DH.60 MOTH

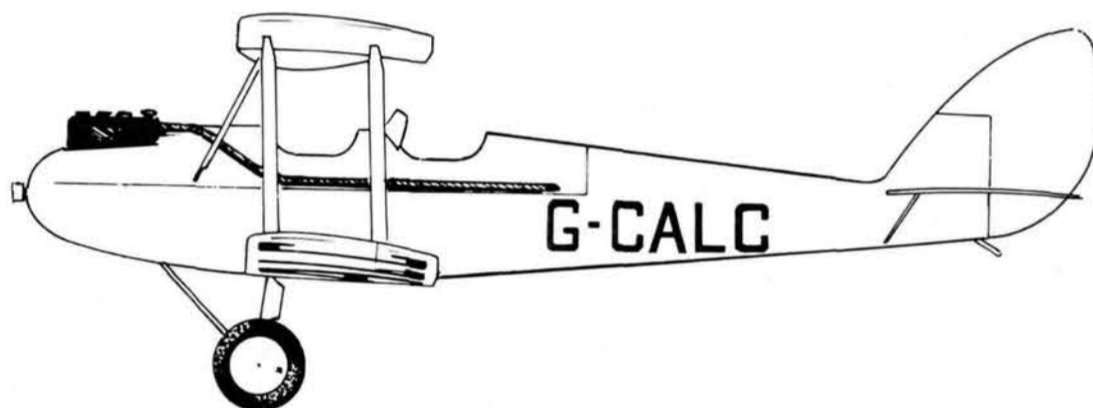
PART FOUR

- 552 Cirrus II Regd 2.3.28 as G-EBWD to Hylton Murray-Philipson with C of A issued 25.5.28. Sold 6.30 to D.L. de Villiers, Heston. Regd 23.1.32 to Richard O.Shuttleworth, Brooklands and stored during war at Old Warden following C of A expiry 26.6.40. Regn canc in post war census at 1.12.46. Restored to Register 28.6.51 to Mrs Dorothy C.Shuttleworth and transferred to The Shuttleworth Trust, Old Warden. Regd to Allen H.Wheeler as Trustee 24.10.68 and continues in flying condition, though with a Cirrus Hermes engine.
- 553 Cirrus II Regd 2.3.28 as G-EBWC to DeHavilland Aircraft Co Ltd, Stag Lane with C of A issued 27.3.28 and used briefly as a demonstrator. Sold 5.28 to Cinque Ports Flying Club, Lympne but not regd to them. An application to change the registration because of the 'embarrassing' last two letters was effected on 9.7.28 when it was re-regd G-EBZN. However fate obviously looked unkindly upon such tampering with the orthodox registration system since on 7.7.28 the Moth collided with a hangar wall at Lympne and was written off. Regn canc 17.7.28.
- 554 Cirrus II To DeHavilland Aircraft of Canada Ltd with C of A issued 13.3.28 and regd 13.6.28 as G-CAJV. Regd 18.6.29 to Aircraft Ltd, Toronto. Regd 21.2.30 to Skyways Ltd, Toronto. Sold 3.30 to R.M.Davis and A.Hayden-Bailey, trading as Northern Airways, Peterborough, Ontario but damaged on take off Sundridge, Ontario 7.5.30. Regd 11.7.30 to T.F.Carr, St. Thomas, Ontario (later Saint John, NB). Spun in and dbf North Wallace, Nova Scotia 7.8.32, killing the passenger.
- 555 Cirrus II To DeHavilland Aircraft of Canada Ltd with C of A issued 15.3.28 and regd to Dominion Airways Ltd, Vancouver as G-CANS 2.6.28. Regd 4.6.29 to Yarrow Aircraft Corp, Vancouver 4.6.29. Stalled in steep turn, spun in and dbf Vancouver BC 28.6.29.
- 556 Cirrus II Regd 2.3.28 as G-EBWL to Lord Ossulston, Chillingham with C of A issued 21.3.28. Sold .6.29 to Flt. Lt. H.M.King. Sold 6.30 to Phillips and Powis Aircraft (Reading) Ltd, Woodley (regd to them 23.7.30). Crashed during aerobatics, Hanworth 7.31. Regn canc 12.31.
- 557 Cirrus II Regd 15.2.28 as G-EBWI to Norman H.Jones with C of A issued 2.3.28. Named 'Camberwell Beauty'. Regd 15.3.29 to the Scottish Flying Club, Renfrew. Sold 5.30 to Newcastle upon Tyne Aero Club, Cramlington. Regd 8.8.35 to Herts and Essex Aero Club, Broxbourne. Regn canc 5.36 on C of A expiry on 9.5.36.
- 558 Cirrus II Regd 7.3.28 as G-EBWS to DeHavilland Aircraft Co Ltd with C of A issued 13.3.28 and earmarked for use by Lady Bailey (possibly for Cape Town flight for which G-EBSF (c/n 415) was actually used or as replacement machine - see G-EBTG (c/n 469)). In the event it does not appear to have been used by Lady Bailey and was instead delivered to Barcelona 6.28 as a demonstration machine. Regn canc 1.29 and presumed sold locally.
- 559 Cirrus II To Franco Mazzotti as I-BUBI with C of A issued 13.3.28.
- 560 Cirrus II To DeHavilland Aircraft of Canada Ltd with C of A issued 27.2.28 and regd G-CAJU 27.4.28 to Toronto Flying Club. Named 'The Sir Charles Wakefield' in honour of donor to the Club. Re-engined with Gipsy II 8.33. Regn lapsed 5.1.42 following earlier withdrawal from use.
- 561 Cirrus II To Maj. Shirley G.Kingsley, Argentina with C of A issued 17.3.28.
- 562 Cirrus II To Department of National Defence, Canada with C of A issued 25.4.28. Regd G-CAKK 25.5.28 and issued to Montreal Light Aeroplane Club. Destroyed in crash at Oshawa, Ontario 31.8.29, killing passenger.
- 563 Cirrus II To Department of National Defence, Canada with C of A issued 25.4.28. Regd G-CAKL 25.5.28 and issued to Hamilton Aero Club. Stalled and spun in Jordan Station, Ontario 26.12.28, killing passenger.
- 564 Cirrus II To Department of National Defence, Canada with C of A issued 4.5.28. Regd G-CAKM 18.6.28 and issued to Ottawa Flying Club. Damaged beyond repair 24.10.28.
- 565 Cirrus II To Department of National Defence, Canada with C of A issued 28.4.28. Regd G-CAKN 25.5.28 and issued to Granby Aero Club. Stalled on take off and crashed Granby, Quebec 29.8.28, killing pilot.
- 566 Cirrus II Regd 28.3.28 as G-EBWV, to DeHavilland Aircraft Co Ltd, and no C of A issued. Used by DH for tests and completed as long-range endurance model with Gipsy I engine in July 1928. Flown by Hubert Broad for continuous 24 hours - an unofficial lightplane endurance record 16/17.8.28. Supplied on loan to Lt. Cdr.H.C. MacDonald for Trans Atlantic flight and shipped to Newfoundland. Departed St. Johns, Newfoundland 17.10.28 and presumed lost in North Atlantic. Last seen some 600 miles out to sea. Regn canc 10.28.
- 567 Cirrus II To Department of National Defence, Canada with C of A issued 16.4.28. Regd G-CAKO 25.5.28 and issued to Saskatoon Aero Club. Badly damaged in heavy landing at Saskatoon 22.4.36 and regn cancelled 23.12.36. Sold in 1937 to M.L.M.Vitkowski, Clark's Crossing, Saskatoon for rebuilding but presumed abandoned.
- 568 Cirrus II To Department of National Defence, Canada with C of A issued 23.4.28. Regd G-CAKP 25.5.28 and issued to Regina Flying Club (Fleet No.1). Fitted with coupe top 1.33. Overturned on landing at Regina, Saskatchewan 11.2.36 and reduced to spares.
- 569 Cirrus II To Department of National Defence, Canada with C of A issued 23.4.28. Regd G-CAKQ 25.5.28 and issued to Calgary Aero Club. Withdrawn from use in damaged condition 2.32 and donated to Calgary Institute of Technology and Art as instructional airframe 29.5.33.
- 570 Cirrus II To Department of National Defence, Canada with C of A issued 24.4.28. Regd G-CAKR 25.5.28 and issued to Toronto Flying Club. Crashed on take-off, Toronto 14.1.34, killing passenger.

From Cliff Minney comes this view of c/n 249 featured in the first part of this series. Cliff comments that OY-DOF was used for parachute demonstrations and has a modified front cockpit apparently with some form of fuselage protection. The fuselage was white and the wings and tail were silver.



- 571 Cirrus II To Department of National Defence, Canada with C of A issued 5.5.28. Regd G-CAKS 1.6.28 and issued to Toronto Flying Club. Hit ground in diving finish to air race, Toronto 1.9.32, and written off.
- 572 Cirrus II To Department of National Defence, Canada with C of A issued 7.5.28. Regd G-CAKT 1.6.28 and issued to Regina Flying Club (Fleet No.2). Fitted with coupe top 1.33. Damaged in landing, Regina, Saskatchewan 4.9.33 and used as spares in rebuild of G-CAKV (c/n 574).
- 573 Cirrus II To Department of National Defence, Canada with C of A issued 9.5.28. Regd G-CAKU 12.6.28 and issued to Winnipeg Flying Club. Stalled and crashed, Winnipeg, 22.8.29.
- 574 Cirrus II To Department of National Defence, Canada with C of A issued 9.5.28. Regd G-CAKV 12.6.28 and issued to Moose Jaw Flying Club. Crashed on landing, Moose Jaw, Saskatchewan, 3.7.32. Wreck passed to Regina Flying Club .33 and rebuilt with spares from G-CAKT (c/n 572). Restored to register 5.10.33. Crashed .36 and regn canc 24.7.36. Proposed repair with spares from G-CAKP (c/n 568) abandoned.
- 575 Cirrus II To Department of National Defence, Canada with C of A issued 12.5.28. Regd G-CAKW 12.6.28 and initially used by Controller of Civil Aviation, Winnipeg. Transferred to Vancouver Aero Club 15.8.28, named "Manana". Fatal crash at Vancouver 22.7.29.
- 576 Cirrus II To Department of National Defence, Canada with C of A issued 23.5.28. Regd G-CALD 14.6.28 and issued to Halifax Aero Club as floatplane. Capsized on forced landing after take-off near Green Bank, Nova Scotia, 4.7.29. (Note: both DH and ARB records have this aircraft as G-CAKX, with G-CALD as c/n 582.)
- 577 Cirrus II To Department of National Defence, Canada with C of A issued 16.5.28. Regd G-CAKY 12.6.28 and issued to London Flying Club, London, Ontario. Damaged beyond repair in forced landing near Clinton, Ontario 16.12.31.
- 578 Cirrus II To Department of National Defence, Canada with C of A issued 16.5.28. Regd G-CAKZ 25.6.28 and issued to Ottawa Flying Club. Badly damaged at Ottawa 14.10.28 and then dbf in hangar fire, Ottawa 29.11.28.
- 579 Cirrus II To Department of National Defence, Canada with C of A issued 17.5.28. Regd G-CALA .6.28 and used by Controller of Civil Aviation, Ottawa. Damaged in accident at Woodstock, Ontario 19.8.28, repaired and issued to Calgary Aero Club 9.10.28. Destroyed after structural failure during loop over Calgary, Alberta 19.5.29, killing both on board.
- 580 Cirrus II To Department of National Defence, Canada with C of A issued 18.5.28. Regd G-CALB 12.6.28 and issued to Edmonton and Northern Alberta Aero Club. Spun in, Edmonton 25.3.29.
- 581 Cirrus II To Department of National Defence, Canada with C of A issued 18.5.28. Regd G-CALC 12.6.28 and issued to London Flying Club. Overtaken on landing, London, Ontario 20.4.30.



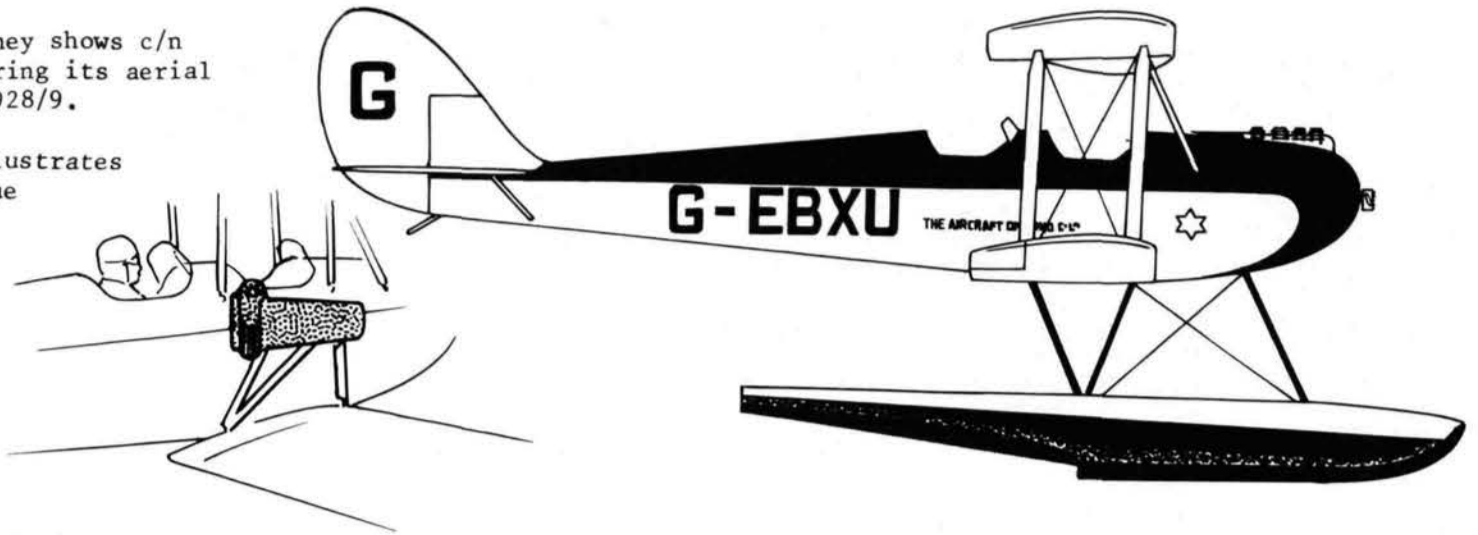
The London Flying Club's G-CALC was silver overall with black lettering. The nationality letter G also appeared on the tailplane upper surfaces.

- 582 Cirrus II To Department of National Defence, Canada with C of A issued 25.5.28. Regd G-CAKX 29.6.28 and issued to Halifax Aero Club as floatplane. Overtaken on landing, Halifax, Nova Scotia 10.8.29. (See c/n 576.)
- 583 Cirrus II Regd 10.3.28 as G-EBWX to Capt.H.H.Balfour with C of A issued 28.4.28. Regd to Ronald B.Walters, Croydon 18.3.30. Regn canc 12.31 after C of A expiry on 16.4.31.
- 584 Cirrus II Regd 10.3.28 as G-EBWY to Nigel Norman with C of A issued 5.4.28. Regd 21.1.29 to T.Rose Richards. Sold 8.29 to London Aeroplane Club and one of two raffled by them at their Annual Dinner on 17.2.31. Won by either Capt.Leighton Davies or Brian Lewis and immediately sold to Reginald C.Presland, Stag Lane, to whom regd 26.3.31. Sold 25.6.32 to Count Johnson Noad, West Malling, but not regd to him. Crashed 26.6.32 and regn canc 12.32.
- 585 Cirrus II C of A issued 13.3.28 to Sironore Vittoria Ponti and regd I-BIBL 10.28. Sold to Giuseppi Folonari, Turin .29, no further details.
- 586 Cirrus II C of A issued 17.5.28 to Major Shirley G.Kingsley, the DH Agent in Argentina.
- 587 Cirrus II C of A issued 11.6.28 to J.H.Veasey and regd G-UAAX to Johannesburg Light Plane Club. Re-regd ZS-AAX 30.8.29. Crashed Bloemfontein 22.4.30.
- 588 Cirrus II C of A issued 18.4.28 to J.H.Veasey and regd G-UAAN to Johannesburg Light Plane Club. Canc as destroyed 30.8.28.
- 589 Cirrus II C of A issued 19.4.28 to Professor Dr.R.Bastianelli, Cantocelle-N and regd I-SIDE. Aircraft still current in 1937 with Antonio Locatelli, Bergamo.
- 590 Cirrus II Regd 10.3.28 as G-EBWT to F.A.I.Muntz, Heston, with C of A issued 5.5.28. Regd 27.11.28 to W.L.Runciman, Cramlington. Regd 11.6.31 to Herts and Essex Aero Club, Broxbourne. Crashed Nazeing, Essex 24.3.34.
- 591 Cirrus II C of A issued 9.5.28 to F.D.Mill, New Zealand, and regd G-NZAU to K.W.J.Hall 4.7.28. Crashed 9.7.28 near Waikari, North Canterbury.
- 592 Cirrus II Regd 22.3.28 as G-EBXB to The de Havilland Aircraft Co Ltd for use by their School of Flying but diverted to Major Shirley G.Kingsley, Argentina, with C of A issued 2.4.28. UK regn canc as sold 29.3.28.
- 593 Cirrus II Regd 27.4.28 as G-EBXS to C.W.G.Wood (though DH records show sold to S.T.Lea). C of A issued 17.5.28. Sold 9.10.28 to London Aeroplane Club, Stag Lane. Believed to have been the other Moth raffled by the Club (see c/n 584) on 17.2.31. To L.Lipton 3.31. Sold 7.31 to Stark. Regd 17.1.34 to York County Aviation Club Ltd, Sherburn. Crashed South Milford, Yorkshire 28.4.36. Regn canc 8.36.
- 594 Cirrus II Regd 2.5.28 as G-EBXW to Richard P.Cooper, Stag Lane but regn canc 5.28 as sold abroad. C of A issued 14.6.28 to Senor Souza Machado, Portugal and regd C-PAAB.
- 595 Cirrus II Allocated to Major Henri Petre as a seaplane but exchanged with c/n 509. C of A issued 11.5.28 to The de Havilland Aircraft Co Ltd and regd G-CANA to F.L.Trethewey, Toronto 14.6.28. Regd 1.2.29 to Aircraft Ltd, Toronto. Regd 12.29 to Toronto Airport Ltd and 9.12.30 to Century Airways Ltd, Toronto. Stalled in turn and crashed, Century Airport, Toronto 6.4.32.
- 596 Cirrus II Eight airframes shipped in May 1928 to the de Havilland Aircraft Pty, Australia, for use by RAAF without to 603 UK C of A. Details of three aircraft known as follows:
- 597 Regd VH-UQC 8.31 and converted to DH.60G. Impressed as A7-101 7.40.
- 598 Regd VH-UPX 5.31. Crashed Tallarook, Victoria, 8.6.31.
- 599 Regd VH-UPK 12.30. Impressed as A7-83 7.40.

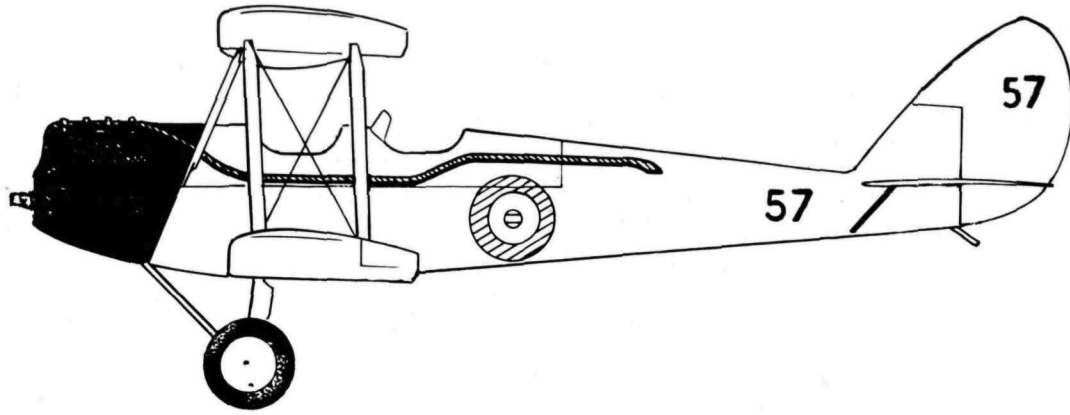
- 604 Cirrus II To de Havilland Aircraft Pty Ltd, Australia with C of A issued 12.6.28. Regd G-AUGS 8.28, re-regd VH-UGS .29. Owned by L.C.Matulich, Kimba, S.A. .30. Regn canc 12.47.
- 605 Cirrus II To de Havilland Aircraft Pty Ltd, Australia with C of A issued 6.6.28. Regd G-AUGT 8.28 and VH-UGT .29. Owned by Goolburn Aero Club .30.
- 606 Cirrus II To de Havilland Aircraft Pty Ltd, Australia with C of A issued 18.6.28. Regd G-AUGU 8.28 and VH-UGU .29. Regn canc 6.35.
- 607 Cirrus II To J.H.Veasey, South Africa with C of A issued 15.6.28. Regd G-UAAW to Johannesburg Light Plane Club 6.28. Re-regd ZS-AAW 15.8.29. To Port Elizabeth Light Plane Club .30. Regn canc 22.2.34 on sale to Southern Rhodesia. Regd VP-YAO 11.12.33 to Rhodesian and Nyasaland Airways (as a DH.60G and quoted as ex Christowitz Air Services, Nyasaland where it possibly flew as "Nyasa II"). Sold to South Africa as ZS-AFO 26.2.35, fate unknown.
- 608 Cirrus II To Capt Douglas Mail, South Africa with C of A issued 19.6.28. Regd G-UAAP 18.7.28. Crashed Zoutspan 10.8.28. Rebuilt and regd in Southern Rhodesia 1.4.30 as VP-YAA to Rhodesian Aviation Co Ltd, Bulawayo. Sold 10.31 to F.Fiander, Salisbury, 1.36 to H.C.Thorn, Enkeldoorn, and 12.36 to K.Hensman, Salisbury. Canc 12.37 on sale to Aero Club of Nyasaland. Regd VP-NAA 24.5.39. In June 1946 it was reported as being current with Nyasaland Light Plane Club, Zomba with expired C of A. Believed reduced to spares 12.47.
- 609 Cirrus II Regd 31.3.28 as G-EBXF to The de Havilland Aircraft Co Ltd for use of their School of Flying. C of A issued 23.5.28. Sold 6.29 to Bristol & Wessex Aeroplane Club, Filton. Regd 12.12.32 to Norman Edgar, Whitchurch. The C of A expired 15.12.33 but the aircraft was cancelled as sold abroad 12.34.
- 610 Cirrus II To de Havilland Aircraft of Canada with C of A issued 31.5.28. Regd G-CARV 23.6.28 to D.Cushing, Westmount, Quebec. Regd 20.12.28 to H.H.Cotton, Westmount. Regn canc 20.7.29 after aircraft reduced to spares for use in rebuild of G-CAUR (c/n 860) in early 1929.
- 611 Cirrus II To de Havilland Aircraft of Canada with C of A issued 31.5.28. Regd G-CARW 23.6.28 to J.B.Badgley and L.Williams, Montreal. Regd 19.1.29 to Ottawa Flying Club. Damaged in landing accident 3.6.30 at Blackburn, Ontario. Sold to W.C.Cannon, Ottawa .30 and to J.R.Hamilton, Harrowsmith, Ontario .30. Rebuilt and regd 17.12.30 to Leavens Bros, Belleville, Ontario. Regd 27.1.33 to London Flying Club. Dbr in forced landing after engine failure, Strathburn, Ontario 1.5.33.
- 612 Cirrus II To de Havilland Aircraft of Canada with C of A issued 21.6.28. Delivered as seaplane and regd G-CATK on 27.7.28 to H.Lockwood, Tugaske, Saskatchewan. Regd 30.6.30 to A.R.Smyth, Regina. Re-engined 8.12.30 with Cirrus III. Sold 25.1.32 to J.C.Webster, Swift Current, Saskatchewan. Regd 23.5.32 to L.D.Vines & E.T.Owen, Calgary. Regd 6.5.37 to J.K.Lewis, Edmonton. Regd 10.7.39 to J.A.Irwin, Calgary. Regd 21.8.40 to R.H. Mitchell, Medicine Hat, Alberta. Wfu 6.10.43.
- 613 Cirrus II To de Havilland Aircraft Pty Ltd, Australia with C of A issued 2.5.28. To RAAF as A7- . Sold and regd VH-UAO 8.32. Converted to DH.60G. Impressed as A7-92 7.40. Restored as VH-UAO 3.46. Owned by A.E.Aylmore, Gnowangerup .57. Regd to G.Aylmore .65. Currently regd and based at Sorento, W.A..
- 614 Cirrus II To de Havilland Aircraft Pty Ltd, Australia with C of A issued 7.5.28. To RAAF as A7- . Regd VH-UAU 9.32. Withdrawn from use 8.51. Preserved initially in an aircraft museum at Ultimo and currently in Museum of Applied Arts and Sciences, Sydney, NSW.
- 615 Cirrus II Regd 4.4.28 as G-EBXG to the de Havilland Aircraft Co Ltd for use as demonstrator. C of A issued 18.4.28. Regd 23.11.28 to Handley Page Ltd for trials with automatic wing slots (later known as auto-slots) to improve low-speed characteristics. This became a standard optional extra on Moths. Sold 2.30 to Michael D.Llewellyn Scott, Skegness. Quoted as sold 3.30 to National Flying Services Ltd but still with M.D.L.Scott 7.30. Regd 20.4.34 to Nottingham Flying Club, Tollerton. Crashed Chilwell, Notts 3.11.34. Regn canc 12.34.
- 616 Cirrus II To C.W.Deeds via de Havilland Aircraft of Canada with C of A issued 15.6.28 and regd NC7106.
- 617 Cirrus II To de Havilland Aircraft of Canada with C of A issued 6.6.28. Regd G-CATG to Montreal Light Aeroplane Club 25.7.28. Dbr when ski hit a rock in forced landing at Val Morin, Quebec 8.3.31.
- 618 Cirrus II To de Havilland Aircraft of Canada with C of A issued 15.6.28. Regd G-CATI 25.8.28 to Canadian Air Express Ltd, Toronto. Regd 4.4.29 to National Air Transport Ltd, Toronto. Stalled and crashed, Ramsay Lake, Ontario, 5.4.31.
- 619 Cirrus II To de Havilland Aircraft of Canada with C of A issued 12.6.28. Delivered as seaplane and regd G-CAJY to John Bailes & Sons, Toronto 4.7.28. Sold 23.4.30 to Northwest Aero Marine Ltd, Winnipeg but regd 23.5.30 to W.A.Coulson, Winnipeg. Regd to Northwest Aero Marine Ltd 7.8.30. Regd 29.4.31 to H.Wensley, Trail, BC. Re-engined .34 with Cirrus III. Regd 17.8.34 to C.D.Street, Berens River, Manitoba. Regd 30.9.37 to H.Nault, Norwood, Manitoba. Regn lapsed 7.10.38.
- 620 Cirrus II To de Havilland Aircraft of Canada with C of A issued 11.6.28. Delivered as seaplane and regd G-CAJZ 4.7.28 to John Bailes & Sons, Toronto. Sold 23.4.30 to Northwest Aero Marine Ltd, Winnipeg and regd 22.5.30 to E.S.Hough, Winnipeg. Regd 1.4.32 to R.A.Joberty, St.Boniface, Manitoba. Regd 29.12.32 to D.E.Orchard, Winnipeg. Regd 2.3.33 to C.Scarr, Winnipeg. Regd 14.12.33 to G.O.Mackie, Winnipeg. Crashed landing on "glassy" water, Lake Winnipeg, Manitoba 17.8.34 killing owner and passenger.
- 621 Cirrus II To de Havilland Aircraft of Canada with C of A issued 18.6.28. Regd G-CATZ 28.7.28 to Col.C.H.Ackerman, Peterborough, Ontario. Regd 6.4.29 to W.N.Millar, Peterborough. Destroyed by fire whilst under repair in automobile garage, North Bay, Ontario 27.10.31.
- 622 Cirrus II To de Havilland Aircraft of Canada with C of A issued 18.6.28. Regd G-CATJ 25.7.28 to General Airways Ltd, Rouyn, Quebec. Returned to de Havilland Aircraft of Canada 7.29 for repair and regd 30.10.30 to R.T.Cully, Moncton, NB. Regd 17.8.33 to B.J.Trerice, Amherst, NS. Regd 19.10.33 to L.A.Fletcher, North Devon, NB. Regd 22.1.35 to C.S.Kent, St. Lambert, Quebec. Regd 28.9.35 to E.H.Field, Kilmar, Quebec. Regd 30.5.36 to J.C.Sloan, Montreal. Regd 20.5.40 to H.B.Finestone, Montreal. Canc as wfu following wartime restrictions 10.7.40.
- 623 Cirrus II To de Havilland Aircraft of Canada with C of A issued 19.6.28. Regd G-CATF 17.7.28 to Canadian Air Express Ltd, Toronto. Regd 6.3.29 to A.A.Lampont, Toronto. Regd 4.4.29 to National Air Transport Ltd, Toronto. Dbr in hangar fire, Toronto 12.11.35.
- 624 Cirrus II Reserved for Capt. Mail, Bulawayo, but not delivered. To Senor Carlos de Salamanca, Madrid as M-CDDA with C of A issued 18.6.28 and regd to him .29 (apparently with c/n 634). Sold .30 to Nelia S.A., Barcelona. Re-regd EC-DDA .30. Sold to Aerotaxi S.L.. Transferred to Catalan Air Force 18.7.36.
- 625 Cirrus II To R.G.S.Chandler, Kimberley as G-UAAP with C of A issued 12.6.28. However c/n 608 was apparently regd G-UAAP 18.7.28 but crashed 10.8.28. This Moth was not officially regd until 6.5.29 and then as ZS-AAAP to R.Blake of Kenilworth, Capetown. Named "Sans Souci".
- 626 Cirrus II Regd G-EBXP 7.5.28 to John Carberry and a Mr. Trench (or French ?) to be based at Nyeri, Kenya. C of A issued 12.5.28 but aircraft actually shipped to Canada where it was regd G-CAXP to John Carberry 17.7.28. Sold .30 to T.R.Smith, San Diego, California as NC9305.
- 627 Cirrus II Seaplane regd G-EBXU 2.5.28 to Aircraft Operating Co Ltd with C of A issued 14.6.28. Shipped to Rio de Janeiro, Brazil, for use in an aerial survey during 1928/9. Possibly disposed of locally, the UK regn was canc 12.31. (See drawing overleaf.)

This drawing by Cliff Minney shows c/n 627 G-EBXU as operated during its aerial survey in Brazil during 1928/9.

The inset, below left, illustrates the mounting of the oblique survey camera.



- 628 Cirrus II To de Havilland Aircraft of Canada with C of A issued 19.6.28. Regd G-CAUC 15.8.28 to Aircraft Ltd, Toronto. Fatal crash at Weston, Ontario 15.12.29.
- 629 Cirrus II To de Havilland Aircraft of Canada with C of A issued 26.6.28. Regd G-CAUN to Aircraft Ltd, Toronto, but crashed at Weston, Ontario 21.9.28 before certificate of registration issued.
- 630 Cirrus II To de Havilland Aircraft of Canada with C of A issued 26.6.28. Regd 7.8.28 as G-CAUA to International Airways of Canada Ltd, Hamilton, Ontario (this company changing its name to Canadian Airways 25.11.30). Regd 6.6.33 to G.R.Pope, Summerside, PEI. Regd 19.3.36 to C.F.Burke & R.H.Yeo, Charlottetown. Regd 14.11.40 to W.B. Farquharson, Moncton, NB. Wfu through wartime restrictions and apparently sold back to C.F.Burke. Stored until 1962 when donated to National Aeronautical Collection at Ottawa. Currently on display at Uplands Airport.
- 631 Cirrus II To de Havilland Aircraft of Canada with C of A issued 29.6.28. Regd 7.8.28 as G-CAUB to International Airways of Canada Ltd, Hamilton, Ontario. Regd 17.11.30 to J.P.Wright, Toronto. Regd 22.5.32 to Century Airways Ltd, Toronto. Regd 28.6.33 to C.E.Munford, Kirkland Lake, Ontario. Regd 20.6.34 to Brant-Norfolk Aero Club, Brantford, Ontario. Re-engined 12.39 with Cirrus III. Sold 8.40 to Cub Aircraft Corporation Ltd, Hamilton and regd 19.11.40 to N.S.Cornish, Toronto. Regd 27.5.41 to M.Sherman, Tecumseh, Ontario. Canc as wfu 8.11.41.
- 632 Cirrus II To de Havilland Aircraft of Canada with C of A issued 29.6.28. Regd 29.11.28 as G-CAVI to Auburn Motor Sales Ltd, Toronto. Regd 24.6.29 to Skyways Ltd, Toronto. Regd 7.7.30 to Miss A.Samarow, Westmount, Quebec. Sold 4.32 to W.H.Davis, Ferris, Ontario and 11.33 to F.W.Hartwick. Regd to Saint John Flying Club 1.8.34. Re-engined with Cirrus III 11.35. Regd 25.6.40 to F.W.Hartwick, North Devon, NB. Regn canc 12.2.46 as wfu.
- 633 Cirrus II To de Havilland Aircraft of Canada with C of A issued 3.7.28 and regd 29.6.28 to H.G.Marpole, Montreal, as G-CARZ. Regd 28.3.29 to Great Western Airways, Calgary. Regd 25.2.32 to Chinook Flying Services Ltd, Calgary. Repossessed by Great Western Airways and regd 9.11.32 to H.H.Carr, Innisfail, Alberta. Regd 25.7.35 to C.J. Hodges, Olds, Alberta. Canc 15.4.39 as wfu.
- 634 Cirrus II To de Havilland Aircraft of Canada with C of A issued 27.6.28 and regd 25.8.28 as G-CAUO to G.N.Irwin, Whitby, Ontario, but not taken up. Regd 6.9.28 to W.Partridge, Winnipeg. Regd 28.9.28 to International Airways of Canada Ltd, Hamilton, Ontario. Regd 28.12.29 to A.E.Burtt, Fredericton. Regd 24.4.30 to H.S.Jones, Moncton, NB. Sold 2.31 to R.T.McCully, Moncton and 6.31 to F.W.Hartwick. Rebuilt with Cirrus III and regd to Hartwick at Millidgeville, NB, 4.7.32. Regd 27.7.33 to Saint John Flying Club. Re-engined with Gipsy I 4.35. Sold to Cub Aircraft Corporation Ltd, Hamilton 22.10.38 and regd 9.6.39 to H.Greaseon, Port Rowan, Ontario. Sold 4.42 to S.E.Misener, Welland, Ontario but ntu. Regn canc 6.42 as wfu.
- 635 Cirrus II To de Havilland Aircraft of Canada with C of A issued 28.6.28. Regd 25.7.28 as G-CARX to Great Western Airways, Calgary. Stalled and crashed into Elbow River, Calgary 25.5.30.
- 636 Cirrus II To de Havilland Aircraft of Canada with C of A issued 27.6.28. Regd 25.7.28 as G-CARY to Great Western Airways, Calgary. Regd 25.2.32 to Chinook Flying Services Ltd, Calgary. Re-possessed by Great Western and sold to B.S.Wallis, Wetaskiwin, Alberta .33. Damaged, rebuilt and regd to B.S.Wallis and partners 5.12.34. Crashed Pigeon Lake, 30 miles west of Millet, Alberta 16.10.36. Rebuild abandoned - airframe to Calgary Institute of Technology and Art in February 1938.
- 637 Cirrus II To de Havilland Aircraft of Canada with C of A issued 27.6.28. Regd 30.8.28 as G-CAUE to K.E.Whyte and H.R. Campbell, Grimsby, Ontario. Regd 3.12.29 to Edmonton and Northern Alberta Aero Club. Regd 19.8.37 to F.Burton and D.Patry, Edmonton, and on 3.1.39 to T.G.Bartsch and D.Patry. Sold 11.39 to W.Miller and H.Thompson, Grimshaw, Alberta, but stalled on take off from Grimshaw and dbr 11.11.39.
- 638 Cirrus II To de Havilland Aircraft of Canada with C of A issued 21.6.28. Regd 8.9.28 as G-CAUQ to Department of National Defence for use of Border Cities Aero Club, Walkerville, Ontario. Crashed at Walkerville 20.5.31 killing pilot and passenger.
- 639 Cirrus II To de Havilland Aircraft of Canada with C of A issued 20.6.28. Regd 16.8.28 as G-CAUD to National Air Transport Ltd, Toronto. Regd 25.9.30 to A.R.Ferguson, Gravenhurst, Ontario. Regd 13.5.35 to W.H.Davis, Ferris, Ontario. Sold 6.36 to W.A.Parsons, Brantford, Ontario and regd 6.8.36 to R.B.Allen, Peterborough, Ontario. Regd 9.3.37 to G.A.Stephens, Apsley, Ontario. Crashed on take off near Bancroft, Ontario, 27.3.37.
- 640 Cirrus II To de Havilland Aircraft of Canada with C of A issued 27.6.28. Regd 23.7.28 as G-CARU to Northern Aerial Minerals Exploration Ltd, Toronto. Regd 28.9.32 to H.W.Francis, Sioux Lookout, Ontario. Regd 22.12.33 to E.Farlinger, Sioux Lookout. Re-engined with Gipsy I 12.35. Regn canc as wfu 14.4.37.
- 641 Cirrus II To de Havilland Aircraft of Canada with C of A issued 20.7.28. Taken on charge by RCAF as 55 on 11.8.28. Struck off charge 12.1.31.
- 642 Cirrus II To de Havilland Aircraft of Canada with C of A issued 6.7.28. Regd G-CAUP 25.8.28 to International Airways of Canada Ltd, Hamilton. Regd 10.6.30 to A.L. and J.H.Compton, Montreal. Regd 13.4.31 to A.Racicot, Montreal. Regd 26.6.36 to A.Fecteau, Bergerville, Quebec. Re-engined 7.37 with Cirrus III. Regd 10.2.38 to M.Croteau, Amos, Quebec. Regn lapsed 10.2.39 and aircraft canc as wfu.
- 643 Cirrus II Regd G-EBZE 6.7.28 to The de Havilland Aircraft Co Ltd and used by their School of Flying. C of A issued 7.7.28. Sold 6.29 to Brooklands School of Flying. Sold .31 to E.H.Freshfield, Brooklands. Regd 17.5.32 to John Srark, Broxbourne. Regn canc 4.33 prior to C of A expiry on 9.5.33, possibly as result of an accident.
- 644 Cirrus II Regd G-EBZF 6.7.28 to The de Havilland Aircraft Co Ltd and used as a demonstration machine. Sold to Carlos de Salamanca, the de Havilland agent in Spain, and UK regn canc 1.29. Regd M-CAAK 12.29 to Dr. Antonio Habsburgo Borbon, Barcelona.
- 645 Cirrus II To de Havilland Aircraft of Canada with C of A issued 13.7.28. Taken on charge by RCAF as 56 on 3.8.28 and used by No.10 (AC) Squadron. Converted to instructional airframe number A1 on 14.2.35 and finally struck off charge 20.11.44.



C/n 646 in RCAF colours of silver overall with black cowlings and serials.

- 646 Cirrus II To de Havilland Aircraft of Canada with C of A issued 19.7.28. Taken on charge by RCAF as 57 on 10.7.28 and used at De Lessups Field. Struck off charge 31.3.31.
- 647 Cirrus II Regd 4.6.28 as G-EBYJ to Maj.J.C.Savage t/a The Savage Skywriting Co, Hendon. C of A issued 11.6.28. Regd 15.10.28 to Harrington R.Law, Hendon. Crashed on flight to Bombay at Ambert, 25 miles from Lyons, 24.9.29.
- 648 Cirrus II Regd 23.6.28 as G-EBYV to Maj.A.A.Nathan, Stag Lane. C of A issued 2.7.28. Sold 6.30 to F/O K.E. & J. Parker, Gosport. Canc as sold 7.6.31 to Iona National Airways, Dublin and regd EI-AAG 2.6.31. Returned to UK 9.32 and restored as G-EBYV to Newcastle-upon-Tyne Light Aeroplane Club, Cramlington 16.9.32. C of A renewed 30.9.32. Crashed Medomsley, Durham 30.6.36. Regn canc 12.36. Sometime re-engined with Gipsy.
- 649 Cirrus II Regd 26.7.28 as G-EBZX to The de Havilland Aircraft Co Ltd with C of A issued the same day. Supplied direct to Baron de Skorzewski, the DH agent in Poland, and UK regn canc 31.8.28. Regd SP-ALH .28. Fate not known but canc prior to 1931.
- 650 Cirrus II Regd 6.7.28 as G-EBZI to E.H.Thierry, Stag Lane. C of A issued 20.7.28. Sold 10.31 to Phillips & Powis Aircraft (Reading) Ltd. Sold 7.32 to Scottish Eastern Air Services Ltd. Regd 9.1.35 to Witney and Oxford Aero Club. Regn canc 31.12.38 after C of A expiry 5.4.38.
- 651 Cirrus II Supplied to Chilean Government as G.1 with C of A issued 6.7.28.
- 652 Cirrus II Supplied to Chilean Government as G.2 with C of A issued 9.7.28.
- 653 Cirrus II Supplied to Chilean Government as G.3 with C of A issued 13.7.28.
- 654 Cirrus II Supplied to Chilean Government as G.4 with C of A issued 9.7.28.
- 655 Cirrus II Supplied to Chilean Government as G.5 with C of A issued 19.7.28.
- 656 Cirrus II Supplied to Chilean Government as G.6 with C of A issued 16.7.28.
- 657 Cirrus II Supplied to Chilean Government as G.7 with C of A issued 24.7.28.
- 658 Cirrus II Supplied to Chilean Government as G.8 with C of A issued 20.7.28.
- 659 Cirrus II Supplied to Chilean Government as G.9 with C of A issued 19.7.28.
- 660 Cirrus II Supplied to Chilean Government as G.10 with C of A issued 19.7.28.
- 661 Cirrus II Supplied to Chilean Government as G.11 with C of A issued 24.7.28.
- 662 Cirrus II Supplied to Chilean Government as G.12 with C of A issued 24.7.28.
- 663 Cirrus II Supplied to Chilean Government as G.13 with C of A issued 2.8.28.
- 664 Cirrus II Supplied to Chilean Government as G.14 with C of A issued 1.8.28.
- 665 Cirrus II Supplied to Chilean Government as G.15 with C of A issued 3.8.28.
- 666 Cirrus II Supplied to Chilean Government as G.16 with C of A issued 13.8.28.
- 667 Cirrus II Supplied to Chilean Government as G.17 with C of A issued 13.8.28.
- 668 Cirrus II Supplied to Chilean Government as G.18 with C of A issued 13.8.28.
- 669 Cirrus II Supplied to Chilean Government as G.19 with C of A issued 13.8.28.
- 670 Cirrus II Supplied to Chilean Government as G.20 with C of A issued 13.8.28.
- 671 Cirrus II Supplied as seaplane to Chilean Government as G.21 with C of A issued 14.8.28.
- 672 Cirrus II Regd 17.5.28 as G-EBYD to The London Aeroplane Club, Stag Lane. C of A issued 4.7.28. Crashed at Stag Lane on 3.8.28.
- 673 Cirrus II Supplied as seaplane to Chilean Government as G.22 with C of A issued 14.8.28.
- 674 Cirrus II Supplied as seaplane to Chilean Government as G.23 with C of A issued 16.8.28.
- 675 Cirrus II Supplied as seaplane to Chilean Government as G.24 with C of A issued 14.8.28.
- 676 Cirrus II Regd 6.7.28 as G-EBZG to J.S.Oliver. C of A issued 16.7.28. Damaged on landing, Shoreham, bought by Southern Aircraft Ltd and rebuilt. Sold 11.30 to Mrs.M.F.M.Freeman-Thomas (Lady Rathendone), Shoreham. Named 'Jemimah' and regularly used thereafter by Southern Aircraft. (Mrs.Freeman-Thomas later became Mrs.F.G. Miles) Regd 11.1.33 to Viscount Knebworth, Hendon. Regd 16.5.34 to F/Lt.Harry M.A.Day, Abu Sueir, Egypt. C of A expired 28.2.37 and regn canc as permanently withdrawn from use 24.5.38.
- 677 Cirrus II Unidentified Moth supplied to a Mr.C.Cooper with C of A issued 10.7.28. Possibly to South Africa.
- 678 Cirrus II Regd 3.7.28 as G-EBZC to Lady Mary Heath with C of A issued 4.7.28. Sold 1.29 to London Aeroplane Club, Stag Lane. Sold 3.31 to Phillips & Powis Aircraft (Reading) Ltd and regd to them 6.31. Nominal change of ownership to Phillips & Powis Aircraft Ltd 7.7.36. Regd 22.7.36 to Yapton Aero Club (fleet no.5). Stored Portsmouth after C of A expired 24.8.39 and moved to EMA Garage, Southsea 6.40. Impressed 28.6.40 as AW158, officially at Lossiemouth, but transferred to 32 MU St.Athan 30.10.40 and soc. Possibly used as decoy a/c.
- 679 Cirrus II Reserved for Major A.A.Nathan (but he took G-EBYV, c/n 648). Regd 9.7.28 as G-EBZH to L.J.P.Fowler with C of A issued 24.7.28. Regd 19.9.29 to The Brooklands School of Flying Ltd. Regn canc on sale to Germany 7.32. Regd D-2298 to B.A.Kohls, Berlin 7.32 but canc as destroyed 8.32. Restored to Wiesner & Co, Berlin 7.33 and C of A renewed 6.9.33. Re-regd .34 as D-E... and C of A again renewed 6.2.35. Identity and fate not known.
- 680 Cirrus II To de Havilland Aircraft of Canada with C of A issued 26.7.28 and supplied direct to RCAF as 58. Taken on charge 15.8.28. Crashed Borden 1.11.28 and struck off charge 26.11.28.
- 681 Cirrus II Regd 14.7.28 as G-EBZP to The Hon.David F.Tennant, Stag Lane, with C of A issued 28.7.28. Sold 2.31 to The Brooklands School of Flying and believed used by Scarborough Aero Club. Sold 11.31 to Norman Holden, Selsey Bill. Sold 3.33 to G.S.Thirsk, Pocklington. Regd 26.6.34 to Witney and Oxford Aero Club after sale to them 1.34. Regn canc 11.36 prior to C of A expiry on 30.1.37. Believed to have burned out in hangar fire. A quoted ownership of J.H.Lawrence is unconfirmed; the ownership changes in 1931 may be reversed.
- 682 Cirrus II Regd 9.7.28 as G-EBZL to Handley Page Ltd, Cricklewood and to P.W.Hoare 13.7.28. Neither allocation taken up and regd 31.7.28 to G.R.Boyd-Carpenter, Kano, Nigeria with C of A issued 2.8.28. Returned to the UK 2.30 and sold to Phillips & Powis Aircraft (Reading) Ltd 7.30, regd to them 9.30. Sold .33 and regd 5.35 to C.A.Nepean Bishop & ptnrs, t/a The Moth Syndicate, Woodley. Sold 6.35 to H.C.Paul Ltd. Regd 19.8.35 to Yapton Aero Club. Stored at National Garage, Portsmouth from 11.39 and to EMA Garage, Southsea 6.40. Imp 28.6.40 as AW159, allegedly at 46 MU Lossiemouth and to 32 MU St.Athan 30.10.40. To 1 SoftTT Halton .41 as Instructional Airframe 2704M. Soc as scrap 29.4.44.

No fates are known for any of these Moths but it is likely that some were later civilianised.

- 683 Cirrus II Regd 14.7.28 as G-EBZO to James.D.Robert, Kidlington and Strathallan, with C of A issued 28.7.28. Crashed 18.7.29 on landing at Auchterarder, near Strathallan Castle. Regn canc 12.31.
- 684 Cirrus II Regd 23.7.28 as G-EBZS to The de Havilland Aircraft Co Ltd for use by their School of Flying. C of A issued 28.7.28. Crashed near Radlett 18.7.29. Regn canc 1.30.
- 685 Cirrus II Regd 23.7.28 as G-EBZT to The Aircraft Operating Co Ltd with C of A issued 1.8.28. Regd 31.5.29 to Aerofilms Ltd, Stag Lane. Regn canc 22.5.31 as sold. Regd in Denmark as OY-DUD 9.31 to Nordisk Luft Foto. Regn canc 13.12.33 but restored .34 to Hans H.Nielsen. Regn lapsed 15.11.39 and aircraft seized by Germans during 1943.
- 686 Cirrus II Regd 23.7.28 as G-EBZU to The de Havilland Aircraft Co Ltd for use by the School of Flying. C of A issued 28.7.28. Sold 4.29 to John F.Leeming, Barton, t/a Northern Air Lines (Manchester) Ltd. Regd 21.6.29 to Northern Air Transport Ltd, Barton. Although a Receiver was appointed to that company in 11.31, no change of ownership is known prior to the aircraft crashing at Irlam, Lancs 9.10.32. Regn canc 12.32.
- 687 Cirrus II Regd 23.7.28 as G-EBZW to Norfolk and Norwich Aero Club Ltd, Mousehold, with C of A issued 28.7.28. Crashed at Mousehold 19.5.32. Regn canc 12.32.
- 688 Cirrus II To de Havilland Aircraft of Canada with C of A issued 14.8.28. Regd G-CAVF 10.9.28 to Toronto Flying Club. Spun in on take off at Leaside, Ontario 23.4.29 and dbf. Both occupants were killed.
- 689 Cirrus II To de Havilland Aircraft of Canada with C of A issued 16.8.28. Regd G-CAVG 10.9.28 to International Airways of Canada Ltd, Toronto. Regd 13.2.30 to W.F.Dryden, Moncton, NB. Regd 17.6.30 to R.T.McCully, Amherst, NS. Crashed on take off following engine failure at Charlottetown, PEI, 2.11.30.
- 690 Cirrus II To de Havilland Aircraft of Canada with C of A issued 16.8.28. Regd G-CAVH 10.9.28 to International Airways of Canada Ltd, Toronto. Sold 12.6.30 to F.G.M.Sparks, Montreal and 7.30 to Flying and Services Ltd, Montreal. Re-engined with Gipsy I and regd 22.7.30 to W.N.Birks, Montreal. Regd 26.5.33 to G.H.Trenholme, Lachine, Quebec. Regd 20.3.41 to G.Dion, Windsor Mills, Quebec. Regd 23.12.41 to P.E.Lariviere, Montreal. Regd 13.7.43 to P.P.White, St.Laurent, Quebec. Hit trees in snowstorm at Hidden Lake, 26 miles ENE of Yellowknife, NWT, 4.12.45.
- 691 Cirrus II Regd 1.8.28 as G-EBZZ to Capt.R.S.Ratray, Lympe with C of A issued 9.8.28. Named 'Ashanti' and operated in Gold Coast from 12.28 until returned to UK in 5.29. Sold 6.31 to John R.Ashwell-Cooke. Sold 12.32 to J.C.Place, Stag Lane. Sold .33 to Dickinson, c/o County Flying Club, St.Albans. (Two other owners in 1933) Regd 28.3.34 to A.R.Frogley, t/a Herts & Essex Aero Club, Broxbourne. Crashed 23.6.34 at Stanstead Abbots, Essex. Regn canc 12.34.
- 692 Cirrus II Seaplane supplied to Genoa Aero Club as I-ABEB with C of A issued 23.8.28.
- 693 Cirrus II Seaplane supplied to Genoa Aero Club as I-ABEC with C of A issued 23.8.28. No further information, but IARB magazine of 5/72 quotes both as registered 1.29 to Aerocentro Ligure SA, Genoa.
- 694 Cirrus II Regd 10.8.28 as G-AAAC to J.H.Thompson, Holbeach, Lincs with C of A issued 16.8.28. Sold 9.31 to C.L.Ward, Woodley. Sold 1.32 to Phillips & Powis Aircraft (Reading) Ltd. Sold 2.33 to Norfolk and Norwich Aero Club. Sold 4.35 to Air Travel Ltd, Penshurst and Gatwick. Regd 16.8.38 to Redhill Flying Club and converted to DH.60G. Impressed 25.1.41 as DG587 at 20 MU Aston Down and used by 3 SFTS South Cerney from 23.5.41. Struck off charge 13.8.42.
- 695 Cirrus II Regd 15.8.28 as G-AAAD to G.A.Worth, Fleet and Holbeach, with C of A issued 17.8.28. Sold 5.31 (or earlier) to R.K.L.S.Mainwaring. Sold 12.32 to G.L.Young, Brooklands. Regd 26.5.33 to Herts & Essex Aero Club, Broxbourne. Regn canc 2.34 prior to C of A expiry on 6.3.34.
- 696 Cirrus II To de Havilland Aircraft of Canada with C of A issued 28.8.28 and regd 21.9.28 as G-CAUM to Klondike Airways Ltd, Whitehorse, Yukon. Regd 23.10.28 to W.L.Phelps, Whitehorse. Sold 11.33 to W.Strong & Ptnrs, Tulsequah, BC (and regd to Strong on 2.8.34). Regd 13.12.37 to Capt.W.H.Turner, Vancouver following re-engine with Cirrus III. Regd 3.8.46 to Kamloops Air Service Ltd, Kamloops, BC. Regd 20.11.47 to L.Sherman, Vancouver. Regn lapsed 20.10.48.
- 697 Cirrus II Regd .28 as G-AAAG to The de Havilland Aircraft Co Ltd for the use of their School of Flying. C of A issued 22.8.28. Unconfirmed sale 3.29 to L.R.Niewenhuizen, Brooklands. Sold 5.29 and regd 10.29 to Wight Aviation Ltd, Shanklin and reported as operated by Inland Flying Services, Maylands. Regd 15.1.30 to Portsmouth, Southsea and IoW Aviation Ltd for use of Portsmouth Aero Club. Crashed into The Solent 1.11.34 killing both on board. Regn canc 31.12.34.
- 698 Cirrus II To J.H.Veasey for the Johannesburg Light Plane Club with C of A issued 13.9.28. Regd G-UABD 9.11.28 and re-regd ZS-ABD 1.1.29. Sold to Southern Rhodesia 20.11.30 where regd VP-YAF 15.11.30, still to J.H.Veasey. Possibly delivered direct to Elizabethville, Belgian Congo, but no regn or fate traced.
- 699 Cirrus II Regd 11.9.28 as G-AABH to Capt.George F.Boyle, Heston with C of A issued 17.9.28. Sold 10.29 (or 8.29) to Lt.Col.G.L.P.Henderson, Brooklands. Sold 3.30 to Midland Aero Club, Castle Bromwich (fleet no.5). Regd 28.11.34 to The Wiltshire School of Flying, High Post and converted to Gipsy I. Regd 20.4.39 to Cotswold Aero Club, Cheltenham Road. Impressed at 10 MU Hullavington as V4738 on 16.1.40 and delivered to Sound City Films 30.11.40 for use as decoy. Struck off charge 1.1.41.
- 700 Cirrus II Regd 6.9.28 as G-AAABA to Nottingham Aero Club as replacement for G-EBSK (c/n 417). C of A issued 8.9.28. Crashed in the North Sea, 90 miles ESE of Hull 8.3.29. Regn canc 8.29.
- 701 Cirrus II To J.H.Veasey, South Africa, with C of A issued 11.9.28 and regd G-UABC to East London Light Aeroplane Club 29.10.28. Named 'Enid M'. Re-regd ZS-ABC 1.1.29. Destroyed, Queenstown .30.
- 702 Cirrus II Regd 14.9.28 as G-AABL to London Aeroplane Club as replacement for G-EBYD (c/n 672). C of A issued 19.9.28. Crashed, Neasden Lane, Kingsbury, London 15.10.30. Regn canc 11.30.

The c/ns following were allotted at a later date. The Gipsy-engined Moths became standard at this point and were allotted c/ns from 801. Some DH.60Xs were produced but were given c/ns in this batch.

For completeness it should be noted that c/ns 703 to 710 were respectively given to DH.66 Hercules G-AARY, DH.9J G-AASC, DH.75 Hawk Moths G-AAUZ, VH-UOY, G-CYVL, G-CYVM and one other not completed, and finally to the Cierva C24 G-ABLM.

The batch 711 to 800 were all DH.60M Moths with steel tube fuselages. Apart from the first two all were supplied to Canada, in the main in 'knock-down' form for local assembly.

- 711 Gipsy I Recorded by DH as being supplied to the Moth Aircraft Corporation, but the C of A issued 21.3.29 was to de Havilland Australia. Regd G-AUKC 5.29 and re-regd VH-UKC to de Havilland Aircraft Pty. Crashed 4.5.30 at Brewarrina, NSW.
- 712 Gipsy I C of A issued to Gerald Deane 28.2.29 though recorded to de Havilland Aircraft Pty, Australia by DH. Regd VH-ULL 8.29 and owned by Civil Aviation Branch of the Department of Defence. Crashed Modbury, SA, 26.11.29. Regn canc 12.30.
- 713 Gipsy I To de Havilland Aircraft of Canada for Canadian Government with C of A issued 14.1.29. Taken on charge by RCAF as 66 on 8.3.29. Crashed Borden 13.2.31. Struck off charge 18.4.31.
- 714 Gipsy I To de Havilland Aircraft of Canada for Canadian Government with C of A issued 14.1.29. Taken on charge by RCAF as 64 on 5.2.29. Regd CF-CFX 16.8.39 to Halifax Aero Club, Halifax, NS. Returned to RCAF as instructional airframe A109 on 11.10.40. Struck off Charge 1.9.44.

To be continued....

Aircraft of European Civil Registers : I

The Piper Cub in West Germany



D-EDYR (c/n 13384) landing at Egelsbach 1.6.58 during a period when it was based there with Motorflug GmbH. (Peter Gerhardt)

PART FOUR

C/n	F/n	History
13137	12967*	L-4J <u>44-80841</u> toc 19.12.44, sold to Switzerland 6.11.46, <u>OO-AVZ</u> G.C.M.Dewaele, Strombeek-Bever 26.2.47, to J.J.G.Libert, Ans 31.7.54, to FVA Aachen, Germany 7.11.55 and cancl from Belgian register 17.11.55, <u>D-EMYR</u> allocated 17.11.55, regd as J3C-65 18.5.56, to P.Hommes & ptrn as J3C-85, Aachen 12.6.62, to W.Prömper & ptrn, Aachen 3.65, to H.Kampsmann, Aachen 1.66, to Air Service Memert, Herzogenaurach 9.68, to A.K.Piede & ptrn, Egelsbach 7.69, to J3C-65 later, cancl 9.12.71 as sold to P.Lehtonen, Linna, Finland, regd <u>OH-PAE</u> to M.Saari, Nummela 11.76, current.
13156	12986*	L-4J <u>45-4416</u> toc 20.12.44, sold by 12th AF in Italy 11.12.45, <u>HB-OWR</u> 21.5.57 A.Sidler (F.Harlos), Sisseln, cancl <u>5.3.59</u> , <u>D-ELUL</u> allocated 10.4.59 and regd to LSVgg Schwarzwald-Baar, Donaueschingen as a J3C-85 28.5.59, w/o in emergency landing near Donaueschingen after engine failure on t/o 14.8.66, cancl 3.10.66. (Note: not to be confused with c/n 12986 ex 44-80690, toc 31.10.44, sold by 9th AF, which became HB-OGY, F-BFMM and HB-OXZ.)
13173	13003	L-4J <u>45-4433</u> toc 20.12.44, sold by 12th AF in Italy 11.12.45, <u>HB-OSC</u> regd 17.4.47, to H.Steiner, Basel 11.11.52, to M.Roth, Bern-Belp 27.4.54, base later transferred to Planeyse, cancl 31.8.55; <u>D-EBER</u> allocated 8.55, regd to Dr.Nüsken & Co, Dortmund as J3C-65 19.9.55, to E.Lüdt KG (F/Sch Nordflug), Hartenholm 3.57, to Itzehoer LSV 10.64, to E.Rauschhuber, Kirchdorf 8.67, to K.Drechsler, Peine 10.68, cancl 18.5.72 as sold to J.Toft, Denmark, <u>OY-DHC</u> P.H.Westergaard, Stauning 10.73, current with P.H.W.Nielsen, Stauning.
13197	13027	L-4J <u>45-4457</u> toc 27.12.44, sold in Europe 23.10.46, <u>F-BDTF</u> 7.47 Sté Air-Tourist, Toussus, <u>SL-AAR</u> 14.6.55, <u>D-EBAF</u> allocated 11.10.55, regd to MFC Hassfurt as J3C-65 on 30.4.56, to Air Service Memmert KG, Nürnberg 12.67, to A.Conrad, Saarlouis 3.69, to P.Wimmer & ptrn, Griesau 10.70, to G.Seidl & ptrn, Straubing 5.73, current.
13204	13034	L-4J <u>45-4464</u> toc 27.12.44, sold to Switzerland 17.10.46, <u>HB-OVO</u> regd 28.12.46, <u>OE-ABD</u> 9.4.57 Oesterr. Werbedienst, Wien, sold via OFAG, <u>D-EJGI</u> allocated 15.5.64, permit 9.7.64, regd to H.U.Steudemann, Augsburg as J3C-85 on 24.7.64, C of A expired 18.8.68 and cancl 12.2.70, new permit after overhaul issued 8.10.71, restored 25.10.71, current.
13210	13040	L-4J <u>45-4470</u> toc 6.2.45, sold by 9th AF to unkn 11.3.46, <u>HB-OCB</u> regd 16.11.46, to W.Ammann, Zurich 18.8.55 based at Bleienbach, <u>D-EMER</u> allocated 26.10.55, permit 12.1.56, regd to Dr.F.Burda, Offenburg as J3C-85 31.1.56, to LSGr Kempten 8.57, to FC Nürnberg 11.61, to Airang GmbH, Nürnberg as J3C-65 7.69, to Dr.W.Schuster, Peine 11.70, to J3C-90 about 1977, current.
13243	13073	L-4J <u>45-4503</u> toc 15.1.45, sold by 9th AF to unkn 12.3.46, <u>HB-OIB</u> regd 1.6.46, <u>D-ECIF</u> allocated 25.11.55, regd to Deutsche Luftbild KG W.Seelmann, Hamburg 13.1.56 as J3C-65, to K.Hoffmann, Bergneustadt 8.57, to F.Teichmann, (Wanne-Eickel) 9.58, to G.Schmidt, Dortmund 9.59, to T.Wüllenkemper (WDL), Essen 12.63, withdrawn from use 6.9.69 and cancl 8.12.70.
13249	13079	see c/n 11005.
13260	13090	L-4J <u>45-4520</u> toc 26.1.45, sold to Holland 7.11.46, <u>PH-UCX</u> NV Nationale Luchtvaart School, Ypenburg 2.47, cancl <u>30.12.69</u> , sold to Germany via B.Westerveld, Breedenbroek 28.2.70, <u>D-EKQE</u> allocated to Weckenbrock 1.12.69 (as PA-18 c/n 18-1354 ??), permit for delivery flight issued 29.12.69, regd to W.J.Kleingries, Stadtlohn 12.3.70 as J3C-65, to Mrs.I.Brüntink, Wesel 1.74, current.
13273	13103	L-4J <u>45-4533</u> toc 29.1.45, sold to Holland 7.11.46, <u>PH-UCT</u> A.L.Brujs, Bergen-op-Zoom, cancl 14.3.58, <u>D-ECAP</u> allocated 10.3.58, regd to Dortmunder Luftfahrt-Ges 3.4.58 as J3C-65, to P.Lorenzen, Flensburg 7.60, to LSV Flensburg 1.61, to LSV Nordfriesland, Flensburg 5.70, w/o Flensburg 15.8.70 and cancl 29.9.70.
13276	13106	L-4J <u>45-4536</u> toc 29.1.45, sold to Holland 7.11.46, <u>PH-UCU</u> Stichting Aero-Venlo, Venlo, cancl 24.3.58, <u>D-EGYM</u> allocated 11.2.58, permit for ferry Antwerp-Düsseldorf 13.5.58, regd to LSGem Moers, Düsseldorf 4.6.58 as J3C-65, to Dortmunder Luftfahrtges.Hengsbach KG 13.5.60, to E.Bruchmüller, Passau 10.3.64, to H.Kremsreiter & ptrns, Passau 3.8.64, to G.Schlautkötter, Jesenwang 1.9.66, w/o when stalled on take off from Jesenwang 8.6.67, killing two, cancl 10.7.67.

13367 13197 L-4J 45-4627 toc 26.2.45, sold by 9th AF to unkn 9.10.46, PH-UCO, cancl 4.5.56, D-EDUX allocated to H.Müller (Metallverarbeitungswerkstätten Hegnabrunn) 6.4.56, ntu, remained in storage of BWL until sold to Aircraft G.Krauthelm GmbH, Nürnberg, D-EGPI allocated 15.1.62 (but this was for c/n 13052, see page 70), inspected officially 15.3.62 when c/n "4627" was found (see US serial), permit issued after found to be airworthy 22.3.62, regd to Badisch-Pfälzischer LfV, Mannheim 17.4.62 as J3C-65, damaged in emergency landing at Mainz-Gustavsburg out of fuel 24.6.63 and cancl 25.11.63, restored as D-EGPL 24.1.67, to Elbeflug GmbH, Lübeck 8.70, cancl 27.2.73 as sold to J.Toft, Denmark, OY-ECS G.Jørgensen, Stauning .74, current.

13384 13214 L-4J 45-4644 toc 28.2.45, sold to Denmark 29.4.47, sold to NAK but stored until sold to J.C.Pracht 8.55 and delivered to Egelsbach by rail, D-EDET allocated 1.10.55, converted as last of the 14 aircraft imported from Norway and inspected officially 6.12.56 when c/n "13214" was found, regd as D-EDYR to Motorflug GmbH, Karlsruhe 7.12.56 as J3C-65, base transferred to Egelsbach 3.58, to FSV Bitburg, Erzen 3.4.62, to Hamburger VfL 5.64, to G.Hellinger (Westküstenflug), St.Michaelisdonn 5.65, w/o there 6.8.72 and cancl 25.10.72.

14430 NC42188 regd .45, later N42188, East Coast Aviation Corp, sold to Germany 29.2.56, Export C of A issued 23.4.56, D-EKEF allocated 4.6.56, regd to Motorflug GmbH, Donaueschingen as J3C-65 7.56, base transferred to Egelsbach 16.8.56, erroneously flown into East Germany 24.8.61 but returned by road 17.9.61, to H.Kampsmann, Aachen 15.11.62, to Westflug Aachen KG 5.68, wfu and C of A expired 14.4.69, cancl 11.10.71.

150.. 14644* Original aircraft was an L-4 of USAAF which was sold to NAK in 1946/7 and stored until sold to J.C.Pracht in 8.55 and delivered to Egelsbach by rail. Registration allocated on 1.10.55 unknown, but believed to be either D-EBUR (c/n 12620) or D-EDOT (c/n 11924). Converted as the thirteenth of the 14 ex-Norwegian aircraft and officially inspected on 15.11.56 when the c/n "14644" was found. Regd as D-EDAT to Motorflug GmbH, Karlsruhe 22.11.56 as J3C-65, to E.Rafflenbeul OHG (Motorflugschule), Egelsbach 14.6.62, to Aerowest Dortmund 11.68, dbr by gust on ground, presumably at Dortmund, 13.11.72 and cancl 4.12.72. (Note: Fuselage number 14644 was built late in 1945 and should have its true c/n somewhere between 15000 and 15020. This fuselage was apparently used to rebuild either c/n 12620 or 11924. It should not be confused with c/n 14644 which was N42387.)

15081 NC42770 regd .45, later N42770, to OE-AAZ MFC Kärnten, Klagenfurt 11.5.57, to R.Zobernig, Klagenfurt 8.59, to OeAeC, Wels .61, cancl 30.4.64, D-ELWE allocated 27.4.64, regd to Badisch-Pfälzischer LfV, Mannheim 1.7.64 as J3C-65, to Saarflug GmbH, Saarbrücken 6.65, to Airang GmbH, Nürnberg and Herzogenaurach 1.67, to Mrs.G. Tienemann, Kassel 10.68, to K.H.Metzler, Hartenholm 7.69, to E.Beschle, Stahringen 8.70, current.

15179 NC42857 regd .45, later N42857, sold to Germany by Safair 7.3.56, D-EFIB allocated 27.4.56, regd to Hanseatischer FC/Lufthansa, Hamburg 9.7.56 as J3C-65, to MFG "A.Euler", Oelde, damaged 23.7.70 and cancl as a write-off 7.10.70, wreck sold to P.Lehtonen, Linna, Finland rebuilt and regd OH-PDX, Savonlinnan Lentokerho, Savonlinna 4.77, current.

15326 NC42967 regd .46, later N42967, sold to Germany 7.4.58, D-EFCM allocated 24.4.62, permit issued 24.8.62, regd to FC München, München-Oberwiesefeld as J3C-65 on 30.8.62, cancl 26.3.68 as dbr by gust on ground at Neubiberg (date unknown), repaired, D-EGOL allocated 17.4.68, regd to K.Mayrhofer, Neubiberg 17.5.68, w/o when crashed while turning to land at Landshut 19.8.71, cancl 6.9.71.

15549 NC87931 regd .46, later N87931, cancl 16.6.59, D-EHER allocated to Airang 22.5.58, regd to FVgg Schwabach 3.7.59 as J3C-65, to Fluwa GmbH, Kassel 3.60, w/o when pilot distracted during take off at Schameder by aeronautical chart falling to the ground, aircraft swung to side, hit trees and crashed 7.5.60, cancl 24.6.60.

15733 NC88120 regd .46, later N88120, Bridgeport Flight Service Inc, sold to Germany 8.3.69 and US regn cancl 12.9.60, D-EJIQ allocated 21.4.60 and regd to Dortmunder Luftfahrt-Ges.Hengsbach & Co, Dortmund 3.61 as J3C-65, to B.Goll, Dortmund 4.66, to MFC Ochsenfurt, Giebelstadt 6.67, to M.Bernhard & ptrns, Giebelstadt 5.68, to D.Schade, Egelsbach 5.70, cancl 19.9.72, OH-PCZ regd to E.Lehtonen, Saarijärvi 4.75 as J3C-85, current.

16506 NC92073 regd .46, later N92073, Allan A.Bass, Ocean, NJ, cancl 14.6.58, D-ENIF allocated 23.6.58, regd to Dortmunder Luftfahrt-Ges.Hengsbach & Co, Dortmund 21.7.58 as J3C-65, w/o when stalled after take off due to loose control stick at Marl 8.3.60, cancl 3.5.60. Regn reallocated to F/Sch Strucksberg, Borkenberge 18.2.61 (but c/n not quoted), ntu and finally cancl 7.2.66, apparently repair abandoned.

16861? 16485* see c/n 22617.

16687 NC79076 regd .46, later N79076, EI-AFE regd 3.49, delivered to Frankfurt, Germany 21.6.54 after sale from C.C.Callaghan to Rhein-Main Flight Club, Frankfurt-Rebstock AAF, N9954F 6.54, cancl 9.4.57, D-ELAB allocated 3.4.57, regd to E.K.Pracht, Frankfurt 18.4.57 as J3C-65, to H.Halfmann, Bonn 11.57, damaged when hit by landing D-EDIS while waiting for take off clearance at Bonn 15.12.57, to Motorsportfliegerschule NRW, Bonn 11.58, to S.Köbernick, Hartenholm 5.63, to W.Schmidt, Neumünster 9.63, to H.J.Ruck, Neumünster 4.71, to H.Schmeer & ptrns, Bohmte 1.73, damaged in heavy landing there 10.7.73, to LSV Wittlage, Bohmte 9.75, sold to Belgium 9.11.77 and cancl 25.11.77, OO-COR 4.78 P.Pluymen, Leopoldsburg, current.

16842 NC92380 regd .46, later N92380, East Coast Aviation Corp, sold to Germany 1.3.56, D-EMOT allocated 4.6.56, regd to Motorflug GmbH, Donaueschingen as J3C-65 on 29.6.56, to MFC Bad Hersfeld .56, to Aircraft G.Krauthelm GmbH, Nürnberg 10.58, to FC Nürnberg 2.61, to Dortmunder Luftfahrt-Ges.Hengsbach & Co, Dortmund 9.64, to AeC Osnabrück 4.65, to FC Mosbach 12.67, to M.Neckermann, Würzburg 6.72, to G.Bomba, Würzburg 9.75, damaged when nosed over due to 10 knots gust while landing at Hettstadt 24.7.77, new permit issued to R.Breitenberger, Würzburg after repair 22.8.78, damaged in emergency landing at Windsbach after carburettor icing 28.9.78, current status unknown but still registered.

16879 NC92415 regd .46, later N92415, cancl from US register 10.12.57, D-EDIP allocated 5.12.57, regd to F/Sch Weichelt GmbH, Bielefeld 10.5.58 as J3C-65, cancl 16.5.59, OH-CPG regd 6.59, crashed 28.7.59 and restored 10.11.62 to V.Ahokanto & ptrns, Helsinki, to O.Riekkki & ptrnr, Helsinki .69 and currently with O.Riekkki and E.Hannuksela, Helsinki-Malmi, as J3C-85.

16885 NC92299 regd .46, later N92299, East Coast Aviation Corp, sold to Germany 15.5.56, D-ELID allocated 31.5.56, regd to Motorflug GmbH, Donaueschingen 7.56 as J3C-65, base transferred to Egelsbach 16.8.56, to E.Rafflenbeul OHG (Motorflugschule), Egelsbach 28.9.62, to FSV Daun 6.69, to LSV Bad Gandesheim 9.71, to B.Cornelsen, Peine 12.74, w/o when wing hit ground while flying low over model air display near Steinwedel 9.7.77, pilot had suffered carbon monoxide toxication, cancl 8.77.

17017 NC92648 regd .46, later N92648, sold by G.B.Warne Corp, New York to Herr Borkmann of Hamburg 14.8.56, with Export C of A dated 7.8.56, arrived at Frankfurt unregistered in crate 9.8.56, D-EGEF allocated 5.7.56, regd to AeC Telgte, Münster 8.9.56 as J3C-85, to E.Schröder, Rheine 10.57, to Dr.H.Meyer, Osnabrück 12.61, to G.Grassmann, Peine 8.8.62 as J3C-65, to H.Stelling, Wunstorf Air Base 5.65, to R.Bayer, Mosenberg 7.67, C of A expired 7.6.69 and cancl 17.9.73.



Above left: D-EJIQ (15733) at Egelsbach 15.8.70, its final German base before sale to Finland. (P.M.Gerhardt)
 Above right: D-EGOZ (23175) seen at Dortmund 23.3.72 was later damaged and is now undergoing restoration in Denmark. (P.M. Gerhardt)
 Below left: D-EHIP (19092) was a visitor to Herzogenaurach on 17.9.77. (R.Pöhlmann)
 Below right: D-EDAP (22617) at Braunschweig 30.10.70, is another German Cub still flying in Denmark (P.M.Gerhardt)



- 17052 see c/n 20395.
- 17100 NC70122 regd .46, later N70122, US regn canc 28.4.65, D-EMWA allocated 6.10.64, regd to MFC Hassfurt 7.5.65 as J3C-65, to Eisenbahn-LSV Hannover, Peine 5.70, to Foto-Hahn, Diepholz Air Base 30.1.73, wfu 1.9.74 and canc 5.11.74, new permit issued to H.Grüter & ptrns (Kroge) 23.10.75, dbr by gust 3.1.76, finally canc .76.
- 17628 17274* NC70616 regd .46, later N70616, US regn canc 10.12.57, D-ECET allocated 5.12.57, regd to Westdeutsche Luftwerbung GmbH, Essen 8.6.60 as J3C-65, to E.Pirkel, Essen 9.66, to S.Focke & ptrn, Dinslaken 6.72, to S. Mahnke, Essen 8.73, to E.Spörin, Konstanz 4.74, current.
 (Note: not to be confused with c/n 17274 ZS-AWW.)
- 18167 NC98024 regd .46, later N98024, Frankfurt Flyers Association, canc 7.2.66, D-ECIQ allocated 2.2.66, regd to W.Kuhn, Egelsbach 22.4.66 as J3C-65, to MFC Salzgitter 3.69, to S.Lucas & ptrns, Rheine 4.71, to H.Rosen, Nordhorn 5.79, current.
- 18321 NC98161 regd .46, later N98161, A.Zotac c/o Bridgeport Flight Service, sold to Germany 8.3.60 and arrived as air freight at Frankfurt 19.3.60, D-EJUQ allocated 21.4.60, regd to Dortmunder Luftfahrt-Ges.Hengsbach & Co, Dortmund 22.7.60 as J3C-65, to Mrs.E.Sichelstiel as J3C-90, Giebelstadt 7.64, to W.Wiegel, (Göttingen) 3.66, to F.Lampenscherf, Northeim 10.70, to H.Engel & ptrn, Northeim 4.72 to 3.73, to W.Wiegel again, Northeim 4.75 until 3.79, ownership pending until canc 5.80, N37682 regd 27.6.80, O.Knudsen, Brewster,NY.
- 19092 NC98842 regd .46, later N98842, US regn canc 16.11.56, D-EHIP allocated 17.4.57, regd to H.Halfmann, Bonn 28.6.57 as J3C-65, to Motorsportfliegerschule NRW, Bonn 12.58, to E.Schmidt, Bonn 4.60, to W.Aechter & ptrns, Oberschleissheim 11.71, current.
- 19861 NC6657H regd .46, later N6657H, US regn canc 29.7.57, D-EHEC allocated 8.8.57, permit same day, regd to AeC Braunschweig 10.8.57 as J3C-65, to Dortmunder Luftfahrt-Ges.Hengsbach & Co, Dortmund 8.63, to R.Götze, (Witten) 4.70, dbr in Denmark 26.7.70 and canc 28.10.70, nevertheless repaired to become OY-DRJ Stauning Aero Service, 5.73, current with A.Sørensen, Stauning.
- 20015 NC6800H regd .46, later N6800H, US regn canc 16.11.56, D-ELYF allocated 5.11.56, regd to Wentorf GmbH, Braunschweig as J-3C-65 on 15.12.56, to Nord-West-Flug GmbH, Braunschweig 4.58, to E.Lüdt KG (F/Sch Nordflug), Hartenholm 4.60, to G.Hellinger (F/Sch Westküstenflug), St.Michaelisdonn 12.66, canc 9.9.70 at request of owner, dbr and will not be repaired but details unknown.
- 20395 17052* NC7136H regd .46, later N7136H, East Coast Aviation Corp, sold to Germany 15.3.56 and C of A for export issued 31.5.56, D-EMET allocated 19.6.56, assembled by Deutscher Aero-Express at Hamburg after shipment, regd to Motorflug GmbH, Donaueschingen 7.8.56 as J3C-65, base transferred to Koblenz-Karthause .57 and to Egelsbach 3.59, damaged when trying to land in 60 kt (!) thunderstorm, nosed over at Egelsbach 10.8.59, repaired using new fuselage f/n 17052 (damaged fuselage was broken up) and restored 4.1.60, to M.Trier KG, Karlsruhe .62, to H.Burk & ptrn, Mannheim 4.68, to Industry Air Service GmbH, Düsseldorf 5.69, to H.E.Kockerscheidt, Düsseldorf 6.69, to K.Grouven, Mönchengladbach 8.70, to C.Pluta, Koblenz 1.76, to N.Amler, Egelsbach 3.77, current.
- 20488 NC7224H regd .46, later N7224H, US regn canc 13.5.65, D-ECZI allocated 22.2.65, permit 23.9.65, regd to K. Müller, Egelsbach 24.11.65 as J3C-65, current.
- 20541 NC7284H built 15.10.46, later N7284H, US regn canc 31.3.58, D-EMEZ allocated 16.6.58, regd to Fluwa GmbH, Kassel 26.6.58 as J3C-65, to H.Hess, Egelsbach 5.71, to A.Jäggle & ptrn, Eichstätt 6.71, to Dr.E.Geyer & ptrns, Herzogenaurach 9.72, canc as sold to Jay Price Hulbert, Kitzingen, Germany 2.76 and restored as N7284H.
- 20687 NC7425H regd .46, later N7425H, D-EHOB allocated 1.4.57, permit 1.8.57, regd to AeC Osnabrück 5.8.57 as a J3C-65, destroyed by fire while club members were changing electrical cables at Osnabrück 21.12.59, canc 2.2.60.

- 20791 NC2024M regd .46, later N2024M, Elliott Flying Service, Davenport, Iowa, cancl 6.12.56, D-ECIS allocated 16.11.56, regd to SFG_r Schweningen as J3C-65 on 17.12.56, to E.Birk, Rottweil 12.69, C of A expired 27.5.72 and cancl 31.1.77, stored in dismantled state at Rottweil.
- 22617 16485 NC4492M regd .46, built 26.12.46, later N4492M, rebuilt after accident in USA using fuselage no.16485, East Coast Aviation Corp, sold to Germany 28.5.56 and cancl 31.5.56, D-EDAP allocated 22.6.56, regd to Motorflug GmbH, Donaueschingen 24.7.56 as J3C-65, base transferred to Koblenz .57 and to Egelsbach .58, to Dortmunder Luftfahrt-Ges.Hengsbach & Co, Dortmund 1.10.62, base transferred to Braunschweig .69, cancl as sold to J.Toft, Denmark 9.5.73, OY-ECT J.T.Toft, Stauning 1.74, to P.Bungaard & V.Baastrup, Ry, current. (Note:The fuselage number 16485 could have come from c/n 16861 ex NC92399)
- 22699 PH-NCS regd 9.3.48 to Aero Ypenburg, sold to J.C.Pracht and delivered to Frankfurt 16.6.55, cancl 23.6.56, D-EGOT allocated 20.12.55, permit for ferry Lorsch - Bonn issued 27.12.55 when sold via Herr Doppelmann to Herr Kost, later sold to Zeki Ismet (a Turk), to W.Hirth GmbH until regd to Dr.H.Suiter & ptnr, Leutkirch 5.57 as J3C-65, to F.Thies, Borkenberge 11.58, to Sportflug Niederberg, Essen 2.59, to Westdeutsche Luftwerbung T.Wüllenkemper KG, Essen 5.61, C of A expired 15.5.70 and cancl 17.9.73.
- 23165 NC78424 regd .47, later N78424, East Coast Aviation Corp, sold to Germany 17.4.56, Export C of A dated 23.4.56, D-ENUL allocated 31.5.56, regd to Motorflug GmbH, Donaueschingen 7.56 as J3L-65, to FSVgg Celle .56, to AeC Odenwald, Michelstadt 10.59, to J3C-90, cancl 11.7.73, OE-ANC Agrarflug GmbH, Leopoldsdorf as J3C-65 .73, current with Landflug H.Horschgl, Leopoldsdorf.
- 23175 NC78434 regd .47, later N78434, G.B.Warne Corp, cancl 30.9.58, D-EGOZ allocated 23.1.59, regd to W.Ringler, Borkenberge 5.6.59 as J3C-65, to W.Molz, Meschede 4.11.59, damaged when nosed over in emergency landing at Mönchengladbach-Neuwerk 4.7.69, cancl 17.7.69, repaired by Herr Schmidt at Braunschweig and restored to A.Conrad, Dortmund 9.71, suffered taxiing damage at Bohmte 4.8.72 and cancl 18.10.72, sold to J.Toft as wreck, OY-AVS earmarked .79, H.Røy, Stauning.
- EN-1 F-BGKF regd 9.59 as type "SGAC Marabout" converted from a Lock Haven built J3C-65 airframe, AeC de l'Est, Nancy, to AeC R.Thiery, Verdun, to Sté.Aéron.de l'Est Mary & Cie, Strasbourg-Neuhof, cancl 10.4.69, D-EGWH allocated 26.3.69, permit 3.4.69, regd to W.Düllmann & ptnr, Saarbrücken as J3C-65 on 2.5.69, dbr on take off elsewhere and cancl 22.7.69, stored at Saarbrücken until repair by H.Hoffmann, Saarbrücken (allocated 28.5.70) and restored to H.Blumenthal, Jesenwang 9.72 (with date of manufacture now quoted as 1971 and c/n still as EN-1), to P.Wimmer, Griesau 8.76, to F.Klimt, Oberhinkofen strip 5.77, current. (Note: True identity quoted in registration documents to be "42462-7-8" which looks like a corruption of US serial. However c/n 13202 (45-4462) is LN-RAI, 13367 (45-4627) is D-EGPL and 13368 (45-4628) was in the USA at Brooklyn until 15.7.48 with nothing further known. Does anyone know the correct fuselage number?)
- "49215" L-4 of USAAF, sold to NAK in 46/7 where remained unused and stored until sold to J.C.Pracht 8.55 and delivered to Egelsbach by rail, German regn allocated 1.10.55 is unknown but should be either D-EBUR (see 12620) or D-EDOT (see 11924), converted as the twelfth of the 14 purchased in Norway and officially inspected 14.8.56 when c/n "49215" was found, date of manufacture quoted as 1946. The number 49215 is a corruption of US serial 43-29215, since this aircraft uses the paperwork of the former D-EBUS (see 10506) which also came from NAK. Regd as J3C-65 D-EDET to Motorflug GmbH, Donaueschingen 24.8.56, base transferred to Koblenz .57, to K.Schieferstein KG (Schwarzwaldflug), Donaueschingen 5.59, to K.Schieferstein (Augusta-Flug), Augsburg 4.12.62, to Augusta-Flug, Danauwüth 10.68, to Sigmund-Flugtechnik GmbH, Mosbach 9.69, to J.Schmidt & ptnr, Kaufbeuren Air Base 9.70, C of A expired 28.7.73, to Ikarus LSC, Oberschleissheim in unairworthy state 21.12.74 and finally cancl due to loss of airworthiness 13.9.76.
- 4-441 J-4A Cub Coupé, export C of A dated 2.2.39 and regd G-AFPP 2.39, W.Smyth, Huntingdon, cancl 26.6.56, D-EDED allocated 2.7.56, regd to FG_r Geislingen-Steige, Berneck 10.5.57, to E.Seibert, Regensburg 7.61, to H.G.R. Weigelt, St.Michaelisdonn 7.69, C of A expired 23.10.72 and cancl 4.78, remains sold to J.Toft, Denmark and currently under restoration with marks OY-AVG reserved, owner Kr.Højland, Ringkøbing.
- 4-449 J-4 Cub Coupé NC22765 regd 1.2.39, to J-4A later in .39, later N22765, D-EBYP allocated 12.5.58, permit 16.4.59, regd to K.Hezinger, Stuttgart 20.4.59, to W.Rall, Stuttgart 23.5.62, to Aircraft G.Krauthelm GmbH, Nürnberg 17.5.63, to W.Schubert, Egelsbach 25.9.63, to DE-Flug KG, Egelsbach 19.12.63, to H.G.Weigelt, St.Michaelisdonn 29.2.64, landed at Glockeneichwiesen strip due to sudden fog 23.7.66 and crashed there when stalled on take off 24.7.66, cancl 16.12.69, subsequently remains sold to Denmark and currently owned by A.Højland, Ringkøbing for eventual regn as OY-AVH.
- 4-880 J-4A Cub Coupé NC26758 regd .40, later N26758, W.J.Kealey, sold to F.Rang 15.2.58, D-EHYG allocated 22.5.58, regd to Airang GmbH, Nürnberg 22.8.58, to P.Lorenzen, Flensburg 7.60, to FSG_r Focke-Wulf, Weser-Wümme 1.61, to LSC Nienburg 4-71, to G.Oeltjen, Nienburg 6.77, current. (Note: C/n officially quoted wrongly as 4-448)
- 5-360 J-5A Cub Cruiser NC32663 regd .40, later N32663, Jo Ann Morton, sold 30.9.57, D-EDYC allocated to Strobl & Habenschaden 6.3.58, regd to J.Schliessmeyer, Birkenheide 21.5.58, C of A expired 22.5.60, was completely overhauled in .63 but no new C of A was issued and regn cancl 11.12.69. Having been stored at Worms new work on it was undertaken in .71 but efforts were finally abandoned in 1973.
- 5-679 J-5A Cub Cruiser NC35583 regd .41, later N35583, D-ENEX allocated 9.11.57, regd to Strobl & Habenschaden, München-Oberwiesenfeld 19.3.58, w/o when flying low illegally and stalled while turning to avoid a hill at Pähl near Weilheim 15.6.58 killing two, cancl 2.7.58.
- 11-914 PA-11 Cub Special N5034H regd .49, D-EMIX allocated to Jauch & Hübner for insecticide spraying 7.11.56, regd to Schering AG 6.4.57, C of A expired 15.4.59 and cancl 2.12.61, remains sold to Fa.H.Gerhard, Braunschweig 1.10.59, no further information.

This completes the listing of all German-registered Cub variants, the next edition of ARCHIVE will include a summary together with details of the conversions of the fourteen aircraft bought by J.C.Pracht from the Norwegian Aero Klubb.

Any further ammendments to the aircraft histories should be sent to the Editor as soon as possible.

Right: Built as a civil Cub post-war, D-ENUL (23165) was converted to J3C-90 in Germany and is seen here at its Michelstadt base with fully-cowled engine on 26.3.67.

(P.M.Gerhardt)



Impressment Review

PART FOUR

<u>Regn.</u>	<u>Type</u>	<u>C of A No. & Expiry Date</u>	<u>Air Min Alloc'n</u>	<u>Owner and base shown</u>
G-ABJG	Avro 637 'Trainer'	3060 10.7.35	E	A.V.Roe & Co Ltd, Woodford.
G-ABJH	DH.60G Moth	2935 26.10.39	T	The Border Flying Club Ltd, Carlisle 31.8.39. Impressed 12.2.40, owner notified 2.4.40.
G-ABJI	DH.60G Moth	2934 11.4.40	T	Northamptonshire Aero Club, Sywell 29.8.39. Impressed 12.2.40, owner notified 2.4.40.
G-ABJJ	DH.60G Moth	2962 16.8.40	T	Galton Flying Club Ltd, East Heslerton Aerodrome, near Malton, East Yorks 1.9.39. Impressed 17.9.40, owner notified 20.9.40.
G-ABJN	DH.60G Moth	2954 2.7.40	T	The Yorkshire Aeroplane Club Ltd, Brussels (!) 31.8.39. Impressed 16.6.40 owner notified 8.7.40.
G-ABJT	DH.60G Moth	2429 17.5.40	T	Brooklands Flying Club Ltd, Shoreham 29.8.39. Impressed 23.6.40, owner notified 8.7.40.
G-ABJU	DH.80A Puss Moth	2968 19.6.39	NAC 1	Lord Sempill, Gatwick 1.9.39. Impressed 31.5.41, owner notified 9.6.41.
G-ABJX	Klemm Cirrus Type FL.27 IIIA	V.46 23.11.39	E	Mrs Margaret Temple, Heston 14.10.39. To National Studios Ltd, Elstree. Ministry of Aircraft Production Permit No.20 issued on 10.2.44 to Vosper Ltd valid until 9.2.45. It was withdrawn however on 22.6.44 coincident with the issue of Permit No.21 to DH.82 G-ACDG to the same owners.
G-ABJZ	DH.60G Moth	- -	T	Airsales & Services Ltd, Bekesbourne. Initial entry until found that the aircraft was wfu in July 1939.
G-ABKB	Avro 616 Avian IVM	3041 1.2.40	E	Air Service Training Ltd, Hamble. Impressed 2.3.40, notification 2.4.40.
G-ABKD	DH.80A Puss Moth	2967 24.4.40	NAC 1	Major G.W.G.Allen, Clifton Hampden (private landing ground) 1.9.39. To The Secretary of State for Air 27.10.39. Impressed 10.5.40. Base given as Weston-super-Mare.
G-ABKG	DH.80A Puss Moth	3039 22.12.39	NAC 1	North of I eland Aero Club Ltd, c/o Yorkshire Airways, Yeadon 29.8.39. To Airwork Ltd, Heston. Permit No. YE,3 dated 28.11.39 reported housing at Heston. Impressed 1.3.40, owner notified 2.4.40.
G-ABKJ	Spartan Three Seater	2981 25.5.40	E	Kennings Ltd, Skegness Aerodrome 4.10.39.
G-ABKL	Spartan Arrow	2976 23.10.39	E	E.D.Ward, Hooton. Destroyed by fire (at Hooton, 8.7.40).
G-ABKT	Spartan Three Seater	2983 23.3.40	E	Peterborough Flying Club Ltd, Horsey Toll Aerodrome, Farcet 31.8.39. Later entries show Thomas W.Ward Ltd, Sheffield 29.1.41 and J.W.Stapleton, Peterborough 17.10.41.
G-ABKZ	DH.80A Puss Moth	2893 18.1.40	NAC 1	J.J.Dykes, Brooklands 29.8.39. Impressed 31.5.41, owner notified 9.6.41.
G-ABLB	DH.80A Puss Moth	2985 19.10.40	NAC 1	C.StJ.Collier CMG, York Aerodrome 29.8.39. Impressed 10.5.40, owner notified 12.6.40.
G-ABLG	DH.80A Puss Moth	3009 7.3.40	NAC 1	F.J.Bush, Hatfield 1.9.39. Impressed 18.2.41, owner notified 7.3.41.
G-ABLH	DH.60G Moth	3002 3.7.40	T	Malling Aviation Ltd, West Malling.
G-ABLJ	Spartan Three Seater	3005 17.8.39	E	Flying Officer A.C.Douglas, RAF Tangmere. On decease to C.J.Rice, Cosby, Leicester 27.6.(1940?). Reduced to produce 13.8.45.
G-ABLN	DH.60G Moth	3006 16.9.39	T	General Aircraft Ltd, Lea Airport, Sandown 31.8.39.
G-ABLP	DH.80A Puss Moth	3014 9.2.40	NAC 1	Hampshire School of Flying Ltd, Southampton. Impressed 31.5.41, owner notified 9.6.41.
G-ABLR	DH.80A Puss Moth	3013 25.8.40	NAC 1	W.L.Hey, c/o de Havillands, Hatfield 12.9.39. Impressed 27.10.40, owner notified 5.11.40.
G-ABLS	DH.80A Puss Moth	3042 14.2.40	NAC 1	Aberdeen Flying School Ltd, Stromness 1.9.39. Letter dated 26.11.39 notified housing at Aberdeen under Permit No. N.4. Notified 10.12.39 of move to Denham. C of A progressively extended to 27.10.43, 21.5.45 and 5.6.46.
G-ABLT	DH.60G Moth	3010 9.11.39	T	The Border Flying Club Ltd, Kingstown, Carlisle 31.8.39. Impressed 12.2.40, owner notified 2.4.40.
G-ABLV	Avro 504K	3018 15.5.32	E	R.H.Thomas, Bridgend, Glamorgan.
G-ABLX	DH.80A Puss Moth	3070 22.3.40	NAC 1	Eleanor I.Slade, Cowcroft, Ogbourne St.George, near Marlborough, some time after 1.9.39 when given as Heston. Impressed 31.5.41, owner notified 9.6.41.
G-ABLY	DH.80A Puss Moth	3136 22.8.40	NAC 1	C.H.A.Colman, Portsmouth. Later owners given as Capt.D.I.M.Kennard, Heston, and Exactor Control Co Ltd, Heston, the latter 29.8.39. Impressed 31.5.41, owner notified 9.6.41.
G-ABLZ	DH.60G Moth	3012 7.10.39	T	Brooklands Flying Club Ltd, Brooklands 29.8.39. Impressed 11.8.40, owner notified 28.8.40.
G-ABMB	Avro 548	3027 17.5.38	E	Giro Aviation Co, Hesketh Park, Southport.
G-ABMC	DH.80A Puss Moth	3016 9.7.40	NAC 1	A.E.Foster, Broxbourne 1.9.39, impressed 25.3.41, owner notified 7.4.41.
G-ABMD	DH.80A Puss Moth	3019 3.3.40	NAC 1	Utility Airways Ltd, Hooton Park 1.9.39. Destroyed by fire 8.7.40.
G-ABMF	Redwing Mk.II	3043 18.7.40	E	C.Harris & E.Pinnington, Wolverhampton 31.8.39.
G-ABMO	Avro 594 Avian	3083 24.7.39	E	A.T.Lawson-Tancred, Gatwick 12.9.39. Impressed 2.3.40, notified 2.4.40.
G-ABMP	DH.80A Puss Moth	3068 10.6.39	NAC 1	J.G.Ormsdon, Broxbourne 1.9.39. Impressed 25.3.41, owner notified 7.4.41.
G-ABMR	Hawker Hart	3152 9.2.40	T	The H.G.Hawker Engineering Co Ltd, Brooklands 31.8.39. C of A extended progressively to 4.4.41, 25.5.42, and 20.8.44 but the last C of A extension was withdrawn on 11.10.43 when MAP Permit No.6 was issued valid until 10.10.44. This was extended to 5.11.45 and 14.11.46 when the Permit lapsed. Permit was issued to Hawker Aircraft Ltd.
G-ABMS	DH.80A Puss Moth	3020 21.8.40	NAC 1	Southern Aircraft (Gatwick) Ltd, Gatwick 1.9.39. To Lympe by 12.9.39. Impressed 25.3.41. Owner notified 7.4.41.
G-ABMW	Desoutter I	3057 5.4.40	NAC 1	A.A.Rice, Colney, Norwich. Impressed 31.8.42, owner notified 18.9.42.
G-ABMX	DH.60M Moth	3003 12.6.39	T	R.C.F.Co Ltd, Lydda Airport, Palestine. Pencil note then shows 'Damaged beyond Repair' and owner as Ganton Flying Club Ltd, East Heslerton, near Malton, Yorkshire.

G-ABMZ	DH.60M Moth	2264	9.2.40	T	L.A.K.Halcomb, Firbeck Aerodrome, Worksop, Notts 31.8.39. Further entries show W.S.Shackleton Ltd 29.8.40 and 'Sold Abroad' on same date.
G-ABNR	DH.60M Moth	3093	17.7.40	T	Midland Bank Flying Club Ltd, Gravesend Airport 31.8.39. Impressed 31.3.40, owner notified 12.6.40.
G-ABNS	DH.80A Puss Moth	3100	4.4.40	NAC 1	R.C.Presland, RAF Manston 1.9.39.
G-ABNT	Civilian Coupe	3199	8.10.35	NAC 1	G.O.Rees, Cardiff Airport. This is a surprising entry since to the best of our knowledge this aircraft was never impressed and yet had an NAC allocation - albeit with no Impression date!
G-ABNU	Simmonds Spartan	3203	14.10.33	E	Aeronautical Educational Trust Ltd, Brooklands 31.8.39. Not in flying condition.
G-ABNW	Bellanca Pacemaker	V.59	11.8.40	NAC 5	Cunliffe-Owen Aircraft Ltd, Southampton 31.8.39. Impressed 1.8.41, owner notified 4.8.41. C of A extended to 15.7.41.
G-ABNX	Redwing II	3312	24.7.38	E	C.W.Morrison, Renfrew 31.8.39.
G-ABNZ	DH.80A Puss Moth	3115	1.12.39	NAC 1	Nash Aircraft Sales & Hire Ltd, Croydon. Noted 'sold' 12.6.39. Impressed 2.3.40 although another entry shows 'written off' 12.6.39. New owner was B.L.Pewtress and it was actually impressed as 2065M on 18.1.40.
G-ABOB	Spartan Arrow	3142	19.5.39	E	Thanet Aero Club Ltd, Ramsgate. Reduced to produce 26.8.41.
G-ABOD	Hawker Tomtit	3717	3.2.36	E	Tollerton Aero Club Ltd, Tollerton 1.9.39. In unserviceable condition.
G-ABOE	DH.60G Moth	3130	13.2.40	T	Airwork Flying Club Ltd, Heston 29.8.39. Impressed 12.2.40, owner notified 2.4.40.
G-ABOF	DH.80A Puss Moth	3129	9.9.39	NAC 1	Redhill Flying Club Ltd, Redhill 1.9.39. Impressed 20.10.40, owner notified 22.10.0.
G-ABOG	DH.60G Moth	3131	11.7.40	T	Cinque Ports Flying Club Ltd, Lympne 29.8.39. Impressed 30.6.40, owner notified 16.7.40.
G-ABOH	RAE Aero Club High-Wing Monoplane	-	-	E	P.N.G.Peters, RAE Farnborough 31.8.39. (Also known as the Scarab, the aircraft had actually been wfu in 1938 and stored.)
G-ABOI	Wheeler Slyph	-	-	E	Flt.Lt.A.H.Wheeler, Hinaidi, Iraq. (This aircraft had never flown.)
G-ABOJ	Klemm L.26 IIIA	V.49	27.7.39	E	R.E.Grant, Whitley, Coventry 2.9.39. J.Bragg, Canley, Coventry.
G-ABOP	Klemm L.27A	V.52	2.3.39	E	D.C.Burgoyne, Knowle, near Birmingham.
G-ABOR	Klemm L.27A	V.53	27.5.36	E	A.A.Bathurst (Lord Apsley DSO, MC.) c/o Rollasons, Ringway 4.10.39.
G-ABOU	DH.60G Moth	3154	5.1.40	T	R.W.Gropler, Heston.
G-ABOY	DH.60G Moth	3155	9.6.39	T	The Insurance Flying Club Ltd, Gatwick 31.8.39. Impressed 12.2.40, owner notified 12.6.40.
G-ABPB	DH.80A Puss Moth	3166	24.8.39	NAC 1	The Cambridge Aero Club Ltd, Cambridge 29.8.39. Sold to Air Ministry and impressed 2.3.40.
G-ABPC	DH.60G Moth	3163	9.3.39	T	B.L.Pewtress, Hatfield 1.9.39. Impressed 2.3.40, owner notified 2.4.40.
G-ABPD	DH.60G Moth	3173	10.8.40	T	Surrey Flying Services Ltd, Croydon. Impressed 10.5.40, owner notified 12.6.40.
G-ABPE	Comper Swift	3195	9.8.39	E	The Isle of Wight Flying Club Ltd, Lea Airport, Sandown 1.9.39. Impressed 23.6.40, owner notified 8.7.40.
G-ABPJ	DH.60M Moth	2798	2.2.40	T	Flt.Lt.D.F.W.Atcherley, RAF Debden 31.8.39.
G-ABPR	Comper Swift	3202	19.5.39	E	Cambridge Aero Club Ltd, Cambridge 29.8.39. Sold to Air Ministry and impressed 2.3.40.
G-ABRC	DH.82 Tiger Moth	3212	6.5.40	ERT	H.G.Everitt, Leamington. J.Hassall, Coleshill, Birmingham. R.A.Richardson, Hatfield.
G-ABRD	DH.60G Moth	3211	6.5.40	T	The de Havilland Aircraft Co Ltd, Hatfield 1.9.39. Taken over under Air Ministry Contract No. A.113012/40 dated 30.10.40.
G-ABRE	Comper Swift	3244	11.12.33	E	W.S.Shackleton Ltd, Shoreham 29.8.39. To Brooklands Flying Club Ltd, still at Shoreham. Impressed 23.6.40, owner notified 8.7.40.
G-ABRN	Desoutter I	3261	9.3.40	NAC 1	V.Smith, Capetown, South Africa.
G-ABRO	DH.60G Moth	3237	10.7.40	T	Sqdn.Ldr.J.R.Jones, RAF St.Athan 1.9.39. (Entry shows St.Athens!)
G-ABRR	DH.80A Puss Moth	3172	5.4.40	NAC 1	The Cotswold Aero Club Ltd, Cheltenham Road Aerodrome 29.8.39. Impressed 12.2.40, owner notified 2.4.40.
G-ABSC	Avro 594 Avian	3268	18.9.39	E	F.Bingham, c/o Air Taxis Ltd, Croydon. Impressed 31.3.40, owner notified 12.6.40.
G-ABSI	Airspeed AS.4 Envoy	3425	11.7.39	NAC	Southend-on-Sea Flying Services Ltd, Gravesend 31.8.39.
G-ABSO	DH.80A Puss Moth	3291	12.3.40	NAC 1	Air Publicity Ltd, Heston 29.8.39. Impressed 10.5.40, owner notified 12.6.40. C of A extended to 7.12.40.
G-ABSV	Avro 548	3416	31.7.35	E	P.Bailey, c/o Personal Airways, Croydon 1.9.39. Impressed 10.5.40, owner notified 12.6.40.
G-ABSW	DH.82 Tiger Moth	3360	30.3.40	ERT	Giro Aviation Co, Hesketh Park, Southport.
G-ABSX	DH.82 Tiger Moth	3362	5.4.40	ERT	The Bristol Aeroplane Co Ltd, Filton 1.9.39. Taken over under Air Ministry Contract No. A.109869/40. C of A extended to 4.4.41.
G-ABSY	DH.82 Tiger Moth	3365	5.4.40	ERT	As for G-ABSW. C of A extended to 20.5.41.
G-ABSZ	DH.82 Tiger Moth	3366	30.3.40	ERT	As for G-ABSW. C of A extended to 14.4.41.
G-ABTA	DH.82 Tiger Moth	3367	13.4.40	ERT	As for G-ABSW. C of A extended to 29.3.41.
G-ABTB	DH.82 Tiger Moth	3385	10.2.40	T	As for G-ABSW. C of A extended to 21.4.41.
G-ABTC	Comper Swift	3321	20.3.39	E	Brooklands Flying Club Ltd, Brooklands 29.8.39. Impressed 11.8.40, owner notified 28.8.40.
G-ABTD	DH.80A Puss Moth	3314	20.12.39	NAC 1	S.L.Dodwell, c/o Southern Aircraft Ltd, Gatwick 29.8.39. Later to J.F.Reed, RAF Blakehill Farm and to A.S.Malcolm, Barnet.
G-ABTF	DH.60M Moth	3348	18.5.40	T	E.H.Tinker, Cairo 1.9.39. C of A extended to 18.12.40.
G-ABTI	Armstrong Whitworth Type XV Atalanta	3594	12.5.40	NAC	The Strathray Aero Club Ltd, Perth 31.8.39. Impressed 1.9.40, owner notified 10.9.40.
G-ABTJ	Armstrong Whitworth Type XV Atalanta	3622	6.10.39	NAC	Imperial Airways Ltd, Croydon. Later BOAC. C of A extended to 5.5.41. Taken over by RAF 3.5.41.
G-ABTL	Armstrong Whitworth Type XV Atalanta	3834	9.4.40	NAC	Imperial Airways Ltd, Croydon. Later BOAC. Taken over by RAF 3.5.41.
G-ABTP	DH.60G Moth	3351	2.8.40	T	Imperial Airways Ltd, Croydon. Later BOAC. C of A extended to 9.4.41. Taken over by RAF 5.3.41. (Date possibly a mistake for 3.5.41)
G-ABTR	Spartan Three Seater II	3475	5.5.38	E	The Insurance Flying Club Ltd, Gatwick 31.8.39. Impressed 18.2.41, owner notified 7.2.41.

To be continued....



IMPRESSMENT REVIEW

Survivors! A selection of vintage types which survived impressment and have graced many an air display in the post-war period. (Photos: D.Partington)

Above: Robinsin Redwing 2 G-ABNX making a leisurely approach to Sywell's runway during the 1976 PFA Fly-in.



Above: One of four Comper Swifts still active, G-ABTC was a Blackpool Rally participant on 5.6.76.

Left: Hawker's Hart demonstrator G-ABMR became "J9933" in 1959 and later J9941 in 57 Sqn colours. In this guise it performed on the public days at the 1964 SBAC Show.

Below: Although Puss Moth G-ABLS was never impressed, it was in active use from Denham throughout the war. It is shown here in its current black and gold colour scheme over Old Warden at the Air-Britain Fly-in on 22.7.79.





C of A CANDIDATES

Top: The rather chunky looking Deekay Knight G-AFBA was flown from Broxbourne but did not survive the war. (Flight: 15108s)

Centre left: Whitney Straight G-AERV still survives today, but is seen here in its original form. (Miles Aircraft)

Centre right: Another Straight, ZK-AFH avoided impressment in New Zealand and was air-worthy until the late 1960s. (J.N.Geelen)

Right: The Willoughby Delta F G-AFPX appeared at the Heathrow Garden Party on 14.5.39 but survived less than two months, crashing on 10.7.39 and killing the designer. Name on the nose is "St.Francis". (Flight: 17154s)

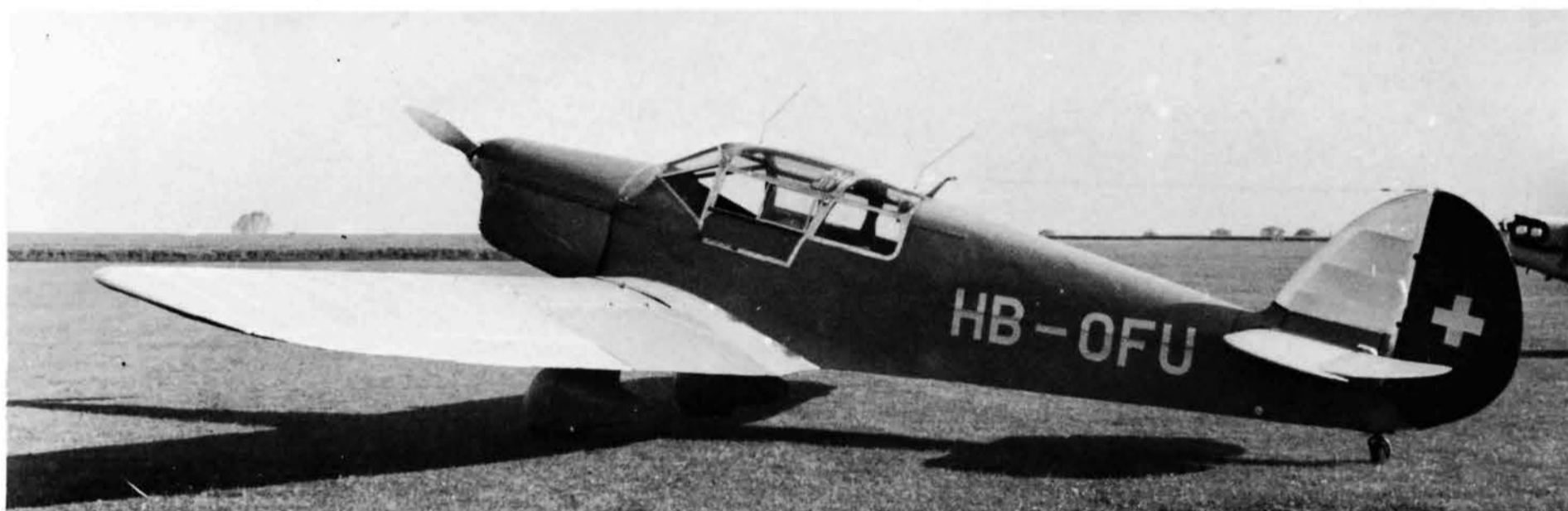


U.K. C of A Applications

PART FOUR

This instalment begins with Application No.6331 dated 12.11.36, for abbreviations see ARCHIVE Nos.1 and 2. Readers are also reminded that entries up to the C of A issue details are as shown in the records and where, for example, a registration is given on the C of A issue, or is different, this is indicated in the right-hand column. Also, where the Recipient and Applicant are the same the details are not repeated against the C of A Validity date. Photographs of any likely candidates for these columns are always welcome and the next ARCHIVE will continue with Applications from March 1937 (and Impressments from G-ABTS), so please dig them out of the attic NOW!

Type	Applicant	Regn	c/n	C of A No, Validity date, Recipient and Remarks
DH.90 Dragonfly	deH	-	7542	5735 15.12.36 Jean Raty as F-APFK
Vega Gull	Percival	G-AEPS	K.45	5793 13.2.37(TM) P.G.Aldrich-Blake
Aeronca 100	Aeronca of GB Ltd	-	AB.102	5716 23.11.36 Pike Bros Ltd. Became VH-UVZ
Aeronca 100	Aeronca of GB Ltd	-	AB.103	5718 23.11.36 Lyons Bros Ltd, Sydney
Aeronca 100	Aeronca of GB Ltd	-	AB.104	5721 25.11.36 Aerial Transport Co Ltd. Became VH-UXU
Aeronca 100	Aeronca of GB Ltd	-	AB.105	5722 25.11.36 Aerial Transport Co Ltd. Became VH-UXV
DH.89A Dragon Rapide	deH	G-AEOV	6342	5806 3.3.37(TM) Viscount Forbes
Whitney Straight	P & P	-	305	5785 5.2.37(TM) C.A.Villiers as G-AERC
BA Swallow II	BA	VT-AIH	463	5731 7.12.36 His Highness Maharaja of Joohpur
DH.89A Dragon Rapide	deH	G-AEPE	6344	5718 24.2.37 Personal Airways Ltd
Deekay Knight High-wing Monoplane	The Deekay A/c Corpn Ltd & Payne, Woolley and Dawson	G-AFBA	237/1	- -
BA IV	BA	ZS-AIY	903	5951 18.6.37(TM) The Aircraft Operating Co of Africa Pty, Survey aircraft later SAAF.1415 and ZS-AOC
BA Eagle II	BA	G-AERB	137	5719 8.1.37
Vega Gull	Percival	G-AERH	K.41	5730 5.12.36 W.R.Porter
Vega Gull	Percival	G-AERL	K.42	5744 24.12.36(TM) Air Service Training Ltd
DH.89A Dragon Rapide	deH	G-AEPW	6350	5819 15.3.37(TM) Olley Air Service
Monospar Ambulance	General A/c Ltd	-	66	5752 8.1.37 Industria Aeronautica Romana SA as YR-SAN
BA Swallow II	BA	G-AERI	465	5728 16.12.36 Blackburn Aircraft Ltd
BA Swallow II	BA	G-AERK	466	5737 21.12.36 A.Batchelor
DH.82A Tiger Moth	deH	-	3533	5765, 5771, 19.1.37, 22.1.37, 22.1.37, and 27.1.37
			to	5772 and First for de Havilland Aircraft Pty and the
			3536	5776 remainder for de Havilland Aircraft of S.Africa
Gull	Percival	HB-OFU	D.65	5747 8.1.37 A.Dufaux, Geneva



The Gull Six HB-OFU at Sywell 7.77 before becoming G-AERD with Cliff Lovell.(D.Partington)

DH.87B Hornet Moth	deH	G-AEPV	8106	5734 16.2.37 W.R.D.Perkins
Aeronca Srs.200	Aeronca of GB Ltd	-	-	- Application cancelled 22.2.39
Envoy	Airspeed	-	61	5745 29.12.36(TM) E.Hoffman, Austria
Envoy	Airspeed	-	62	5746 30.12.36 E.Hoffman, Austria
Envoy	Airspeed	-	68	5769 22.1.37(TM) as G-AERT
Aeronca Srs.100	Aeronca of GB Ltd	G-AESX	AB.106	5783 3.2.37
Aeronca Srs.100	Aeronca of GB Ltd	-	AB.107	Nil Nil issue
Aeronca Srs.100	Aeronca of GB Ltd	G-AEUW	AB.108	5826 23.2.37
DH.82A Tiger Moth	Air Council (DDI)	G-AERM	3280	5736 18.12.36 Formerly RAF K4284
Vega Gull	Percival	VP-KCE	K.44	5749 14.1.37 Wilson Airways
DH.89A Dragon Rapide	deH	-	6348	5875 17.4.37(TM) Lithuanian Air Force
DH.89A Dragon Rapide	deH	-	6349	5876 17.4.37 Lithuanian Air Force
DH.89A Dragon Rapide	deH	-	6351	5893 30.4.37(TM))Post & Telecommunications Dept, Ministry of
DH.89A Dragon Rapide	deH	-	6352	5894 30.4.37)Communications, Lithuania as YL-ABC and ABD
Whitney Straight	P & P	-	304	5760 20.1.37 Airwork Ltd as G-AERS
Whitney Straight	P & P	OO-UMK	306	5778 3.2.37(TM) C.Gutt
BA Swallow II	BA	G-AERR	468	5741 13.1.37 H.N.Peake
Whitney Straight	P & P	-	307	5761 30.1.37 H.W.H.Moore as G-AERV
Whitney Straight	P & P	ZK-AEO	308	5770 5.2.37 Canterbury Aero Club
Hawk Trainer	P & P	-	480	5784 5.2.37(TM) Arcos Ltd, Russia
DH.82A Tiger Moth	deH	VR-RAM	3537	5777 2.2.37 J.D.Mead

BA Swallow II	BA	G-AFES	464	6213	7.2.38	P.W.Kennedy
BA Swallow II	BA	-	467	6235	31.3.38	Sir D.H.Caine & D.H.Clayton as G-AFGC
DH.87B Hornet Moth	deH	EI-ABL	8107	5763	19.1.37	J.Sillery
DH.90 Dragonfly	deH	VH-UXS	7546	5764	19.1.37	de Havilland Aircraft Pty
DH.82A Tiger Moth	deH	LY-LAM	3582	5801	22.2.37	Lietuves Aero Klubas
DH.89A Dragon Rapide	deH	G-AEPW	6350	-		Listed as TM but deleted. See earlier entry above
DH.89A Dragon Rapide	deH	VP-YBJ	6358	5921	21.5.37	Rhodesian & Nyasaland Airways
DH.89A Dragon Rapide	deH	VP-YBK	6358	5922	24.5.37	Rhodesian & Nyasaland Airways
Whitney Straight	P & P	G-AERY	309	5781	13.2.37	British Air Transport
DH.82A Tiger Moth	deH	-	3538	5786, 5789	6.2.37, 9.2.37,)
			to	5794 and	13.2.37)
			3541,	5800,	22.2.37	) Royal Iraq
			3546	5825, 5832,	9.3.37, 12.3.37,	) Air Force
			to	5834, 5835,	17.3.37, 17.3.37,)
			3551	5849, 5850	22.3.37, 22.3.37)
Wicko Monoplane	Foster Wickner A/C Co Ltd	G-AEZZ	2	6042	8.9.37(T)	as Wicko 2
DH.89A Dragon Rapide	deH	G-AERN	6345	5820	24.3.37	Blackpool & West Coast Air Services
DH.84 Dragon 2	deH	-	6113	5912	10.5.37	Portuguese Air Force
DH.84 Dragon 2	deH	-	6114	5919	20.5.37	Portuguese Air Force
Hillson Praga	F.Hills & Sons Ltd	VH-UXQ	HA.21	5773	19.1.37	D.McArthur Onslow
Hillson Praga	F.Hills & Sons Ltd	VH-UXR	HA.22	5774	23.1.37	D.McArthur Onslow
Monospar ST.25	General A/c Ltd	G-AESS	79	5925	19.5.37(TM)	
DH.82A Tiger Moth	deH	G-AERW	3543	5756	1.3.37)
DH.82A Tiger Moth	deH	G-AESA	3544	5757	1.3.37	) Brooklands Flying Club
DH.82A Tiger Moth	deH	G-AESC	3545	5758	11.3.37)
DH.82A Tiger Moth	deH	G-AESD	3552	5759	7.4.37)
BA Swallow II	BA	G-AESI	473	5768	25.1.37	Leicestershire Aero Club
BA Eagle II	BA	G-AFAX	138	6009	6.8.37(TM)	
Envoy	Airspeed	-	69	5782	1.2.37	E.Hoffman as F-APPQ
Envoy	Airspeed	VT-AIC	59	5928	27.5.37(TM)	The Maharajah of Indore
BA Swallow II	BA	G-AESL	471	5766	20.1.37	Bristol & Wessex Aero Club
Heston Phoenix	Heston A/c Co Ltd	G-AESV	1/5	5848	23.3.37	
Miles M.13 Hobby	P & P	-	1.7	-		(T) Cancelled 15.5.38. Flew for first time under B conditions as U2 on 4.9.37. Application was dated 22.1.37.
(C/n entry could be 1.Y due to manuscript)						
Hawker Tomtit	C.B.Field,Kingswood	G-AEVO	"K1451"	5867	1.4.37	with identity given as 26845
Hawker Tomtit	C.B.Field,Kingswood	G-AFFL	"J9782"	6220	11.3.38	
Hillson Praga	F.Hills & Sons Ltd	G-AEPL	HA.23	5779	4.2.37	Malayan Motors Ltd
Hillson Praga	F.Hills & Sons Ltd	G-AEPM	HA.24	5795	6.2.37	Malayan Motors Ltd
Aeronca Series 100	Aeronca of GB Ltd	G-AESP	109	5827	23.2.37,	c/n given AB prefix on Certificate
Aeronca Series 100	Aeronca of GB Ltd	G-AETG	110	5828	23.2.37,	c/n given AB prefix on Certificate
Aeronca Series 100	Aeronca of GB Ltd	G-AEVR	AB.111	5860	31.3.37	
BA Swallow II	BA	-	472	Nil		later became G-AFIG
BA Swallow II	BA	-	475	5846	24.3.37	Hull Aero Club (1934) Ltd as G-AEVZ
BA Swallow II	BA	-	474	5814	3.3.37	Cinque Ports Flying Club as G-AEVC
Delta F	Willoughby Delta Co Ltd & Universal A/c Services Ltd	G-AFPX	1	Nil		(T) Eventually flew in 5.39
Vega Gull	Percival	G-AETD	K.46	5791	15.2.37	
Vega Gull	Percival	G-AETE	K.47	5802	1.3.37	I.G.Williamson
Vega Gull	Percival	G-AETF	K.48	6149	10.12.37(TM)	de Havilland Aircraft Co Ltd
DH.89A Dragon Rapide	deH	OH-BLA	6347	5816	5.3.37(TM)	Aero O/Y
Whitney Straight	P & P	G-AETB	310	5792	12.2.37(TM)	T.S.Fermor-Heskett
DH.87B Hornet Moth	deH	G-AETC	8109	5788	15.3.37	R.H.M.Sandeman
DH.89A Dragon Rapide	deH	VH-UXT	6346	5862	2.4.37	Australian National Airways Pty
DH.89A Dragon Rapide	deH	VH-UXZ	6365	5964	1.7.37	Australian National Airways Pty
Hillson Praga	F.Hills & Sons Ltd	G-AEPJ	HA.25	5790	11.2.37(TM)	
Hawk Trainer III	P & P	G-AETJ	331	5987	23.7.37(TM)	Royal New Zealand Air Force as ZK-AEX
Hawk Trainer III	P & P	G-AETL	332	5988	23.7.37(TM)	Royal New Zealand Air Force as ZK-AEY
DH.90 Dragonfly	deH	G-AESW	7544	5815	4.3.37(TM)	W.A.Rollason. Significance of DH.90A not known although (TM) indicates some modification.
Whitney Straight	P & P	ZK-AFH	311	5872	14.4.37(TM)	Royal New Zealand Air Force
Whitney Straight	P & P	-	312	5854	25.3.37(TM)	E.G.H.Forsyth as G-AETS
Short Empire Flying Boat	Shorts	G-AETV	S.838	5923	17.6.37(TM),	5953 28.6.37, 5966 16.7.37, 5994 26.7.37(TM),
		to	to	6004	16.8.37,	6019 26.8.37, 6028 13.9.37, 6048 25.9.37,
		G-AEUI	S.851	6063	9.10.37,	6089 23.10.37, 6103 9.11.37, 6166 8.1.38,
				6186	10.2.38,	6214 26.2.38. Last three to Qantas Empire Airways as VH-ABC/D/E; remainder issued to manufacturers.

To be continued...



Short S.23 Empire Flying Boat G-AEUA is seen here at Rochester. Named "Calypso" it entered service on 4.9.37 and was transferred to Qantas two years later. It became A18-11 with the RAAF and eventually crashed in New Guinea 8.8.42. (Flight:14809s)

Complete Civil Registers : I

BELGIUM



Post-war series: OO-...

PART 4

C of R number	Type	c/n	Reg.date
Regn.	Identity, owner and cancellation details		

610 Piper L-4J Cub 12950 17.1.47
 OO-ORT Ex 44-80654. R.Ortmans, Verviers. Canc 23.2.49 as sold in France, regd F-BFQC 7.50 and cr Angers 18.11.50.

611 Piper L-4J Cub 12597 20.1.47
 OO-AVU Ex 44-80301. Mutsaerts, Namur; to Sersteven, Namur; to Aero Para Club Spa, believed damaged 7.10.56, dbr Spa 25.5.58, canc 20.8.58.

612 Piper L-4J Cub 12851 20.1.47
 OO-AVM Ex 44-80555. Royal Motor Union Liege; to J.R.Leb-ichot, Fosses. Canc 6.7.50 on sale to France, 8.55 regd F-BBIJ, cr Orleans 13.5.66.

613 Piper L-4J Cub 12901 20.1.47
 OO-AVN Ex 44-80605. Royal Motor Union Liege. Canc 22.3.50 on sale as F-BFYE 5.51, dbf St.Cyr 5.2.71

614 Fairchild UC-61K Argus III 920 21.1.47
 OO-FAF Ex HB682, 43-14956. Cogea SA, broken up Keerbergen and canc 5.11.54.

615 Fairchild UC-61K Argus III 944 21.1.47
 OO-FAG Ex HB706, 43-14980. Cogea SA, Keerbergen. Canc 11.3.47 as sold to Switzerland. Sale not completed and aircraft restored as OO-FAG, C of R no.681, 4.6.47.

616 Piper L-4H Cub 12175 21.1.47
 OO-AJJ Ex 44-79879. Club National d'Aviation; to de Kerchhove de Denterghem. Canc 28.1.49 on sale as F-OABY (5.49), later CN-TDH 11.60.

617 Piper L-4J Cub 13221 21.1.47
 OO-SEL Ex 45-4481. Club Aeronautique Carolo-regien. Canc 25.3.49 on sale as F-OAFB (9.49), to CN-TVK 7.61.

618 Auster J/2 Arrow 2360 22.1.47
 OO-ABR A.Van Cotthem, to AC de la Meuse. Canc 31.12.54 and re-regd OO-YVO with C of R no.1030, 2.55. Sold as LX-REX 30.1.56.

619 Piper L-4H Cub 12333 23.1.47
 OO-AVO Ex 44-80037. Royal Motor Union Liege; to G.Calot, Brussels; canc 29.12.50 and re-regd OO-SAM, C of R no.858; later to HB-OKN 5.68.

620 Piper L-4J Cub 12682 23.1.47
 OO-AVP Ex 44-80386. Royal Motor Union Liege. Possibly damaged at Ouffet 7.3.48 but certainly canc on 31.8.48 and re-regd OO-GEL(2) with C of R no.781, 9.48. Current.
 (NB: aircraft actually has fuselage no.12590 and should therefore be c/n 12760 OO-GEK, see 668)

621 Piper L-4J Cub 12928 23.1.47
 OO-AVR Ex 44-80632. Royal Motor Union Liege. Cr Mons-les-Liege 26.4.51. Canc 10.5.51.

622 Piper L-4J Cub 12429 23.1.47
 OO-AVS Ex 44-80133. Royal Motor Union Liege, to Club Aeronautique Carolo-regien, to R.Bouchez, to Royal Antwerp Aviation Club. Canc 16.4.75 on sale as G-BDCD, regd 28.4.75.

623 Piper L-4J Cub 12784 23.1.47
 OO-AVT Ex 44-80488. Royal Motor Union Liege, to Club Aeronautique Carolo-regien, to R.Bouchez. Canc 18.5.56 on sale as F-BB00 6.56, later F-BKNO 8.70.

624 Piper L-4J Cub 13128 23.1.47
 OO-AVX Ex 44-80832. Regie der Luchtweegen/Regie des Voies Aer., canc 9.6.70, dismantled at Grimbergen.

625 Piper L-4J Cub 12908 23.1.47
 OO-AVY Ex 44-80612. Ghijs & Van Passel, to J.Mus, Heist; canc 6.4.56 and sold as D-ELUG 20.4.56, dbr at Wipperfurth 10.7.62 and canc 25.3.63.

626 Benes-Mraz Sokol M.1C 110 23.1.47
 OO-AHU Ex OK-BHD. Air Union, Het Zoute. Re-regd OO-RDH 22.11.54; sold to M.Himpe, Hamme 1.12.55 and re-regd OO-PIM; to Lafosse, Kortenberg; to F.Maxime, Grimbergen 14.3.67 and re-regd OO-MAX (always retaining C of R no.626); to Van de Winckel, Grimbergen; to J.Mignon, Grimbergen; C of A expired 16.10.70 and wfu Grimbergen. Canc 17.12.78.

627 Piper L-4J Cub 12657 23.1.47
 OO-GAE Ex 44-80361. Ghent Aviation Club, to Cie.Aeronautique Belge, canc 4.5.50 on sale to France, to F-BGXP 10.53, to EI-BIO .80.

628 Piper PA-12 Super Cruiser 12-1060 23.1.47
 OO-GAF Ghent Aviation Club. Cr Ghent 6.7.57, canc 15.7.57.

629 Fairchild UC-61K Argus III 925 24.1.47
 OO-FAD Ex HB687, 43-14961. Cogea SA, Keerbergen. Canc 25.1.47 on sale as HB-EAZ, regd 12.2.47, written off 22.4.51.

630 Miles M.3F Falcon Six 269 28.1.47
 OO-FLY Ex G-AGZX, R4071, PH-EAO, G-AEAO. Dierckx; to A. Jaune, Anderlecht. Canc 19.1.52 on sale to France, to F-BBCN 7.54.

631 Douglas C-47A 12156 29.1.47
 OO-SBA Ex FZ601, 42-92364. Sobelair "Kindu". Canc 7.1.56 on sale as SE-CAU, later OE-FDA.

632 DH.104 Dove 1 04011 30.1.47
 OO-AWD SABENA, Brussels. Re-regd OO-CWD 23.10.47 with C of R no. C.106. To Union Miniere du Haut Katanga 8.8.50, restored to SABENA as OO-AWD 8.5.57, with C of R no.1134. Later D-INKA 28.6.57, OO-DAL (C of R no.1192) 1.8.58, written off 19.6.59.

633 DH.104 Dove 1 04013 30.1.47
 OO-AWE SABENA, Brussels. Re-regd in Congo with C of R no. C.124. To Institut Geographique du Congo Belge 17.3.54, canc 11.5.56 on transfer to Force Publique du Congo Belge as D-19, later Katangan Air Force KAT-19, destroyed 8.61.

634 Kramme & Zeuthen S.A.I. KZ-III 88 4.2.47
 OO-KIM Y.de Brouwere, Etterbeek. Wfu and canc 31.12.50.

635 Fairchild UC-61K Argus III 924 5.2.47
 OO-GAO Ex HB686, 43-14960. A.Mast, Ghent. Canc 14.12.59.

636 Piper L-4J Cub 12476 7.2.47
 OO-AJK Ex 44-80180. Club National d'Aviation; to AC Aalst 1.1.55; dbr in forced landing 4.11.74 Aalst.

637 Fairchild UC-61K Argus III 904 7.2.47
 OO-FAI Ex HB666, 43-14940. Cogea SA, Keerbergen. Canc 17.3.47 on sale as HB-EIK, regd 24.9.47, written off 5.10.53.

638 Fairchild UC-61K Argus III 933 7.2.47
 OO-FAH Ex HB695, 43-14969. Cogea SA, Keerbergen. Canc 17.3.47 on sale to Switzerland. Sale not completed and aircraft restored as OO-FAH, C of R no.682, on 4.6.47.

639 Miles M.17 Monarch 787 8.2.47
 OO-UMK Ex TP819, G-AGFW, U-0226, OO-UMK (449). Camille Gutt, to J.Mahieu, Brussels; to Vlieghe, Lier; to Publiciel, Grimbergen; to Van de Broeck, Oostende. Crashed Ghent 22.11.60, canc 7.12.60.

640 Fairchild UC-61K Argus III 986 17.2.47
 OO-FAE Ex OO-FMA (607), HB748, 43-15022. Cogea SA, Keerbergen. Canc 24.7.52 on sale as F-OANZ, regd 12.11.52, canc 55.

641 Douglas C-47A-45-DL 9959/43087 18.2.47
 OO-AUV Ex 42-24097 rebuilt as DC-3C. SABENA, transferred to Libya 1959, operated by Linair 1962. Sold to Delta Air Transport, Antwerp, 5 or 6.70. Canc 16.12.72 on sale as N3433U, delivered ex Antwerp on 18.11.72 (as OO-AUV).



Above: A pair of 1947-vintage Auster Arrows which have both spent the whole of their careers in Belgium. OO-ABU is shown at the 1980 PFA Rally (D.Partington), while OO-ABV is at Ghent in G.A.C. colours during their ownership from 1950 to 1966 (R.W.Simpson).

Right: DC-3C OO-AUY (C of R no.647) seems to have had a relatively uncomplicated history with SABENA for almost twenty years. It is shown in the colour scheme adopted in 1956 at Turnhouse on 6.4.57 (via D.M.Hannah).



642	Piper L-4J Cub	13137	24.2.47
OO-AVZ	Ex 44-80841. Osy de Zegevoort, Knokke; to G.C.M. De Waele, Strombeek; to J.J.G.Libert, Ans 31.7.54. Canc 17.11.55 on sale as D-EMYR, to OH-PAE 12.71.		
643	Piper L-4J Cub	12692	25.2.47
OO-TON	Ex 44-80396. Club Aeronautique Caroloregien; to (2) AC Luxembourgeois, Virton; to G.Roelandts, Brussels. Canc 19.4.48 and sold as LX-LOU (regd 6.10.50 ?); to LX-ACC 1.51, w/o Remich 20.7.52.		
644	Auster J/2 Arrow	2374	28.2.47
OO-ABT	A.Bauwens; to P.Laport, Comblain-au-Pont. Canc 29.11.67, to South Africa ?		
645	Douglas C-47A-5-DK	12318	4.3.47
OO-AWM	Ex 42-108847. SABENA. Transferred to Congo 23.4.52 with C of R no. C.221. Used by Force Belge Indigene 1953-5. Transferred to Libya 1959. Restored to Belgian register 20.4.61, to Linair .62. Canc on sale to Nigerian Air Force as '305' 6.6.69, derelict at Ikeja 1972.		
646	Luscombe 8A Silvaire	4252	4.3.47
OO-GMA	Ex N1525K. Maille-Air Belge; to G.Jeanty; to Cartigny, Verviers; to Royal Verviers Aviation. Canc 14.3.57 on sale to D-EGIG.		
647	Douglas C-47A-35-DL	9631/43089	7.3.47
OO-AUY	Ex 42-23769 rebuilt as DC-3C. SABENA. Sold as EC-BEC 24.5.66.		
648	Piper L-4H Cub	11967	10.3.47
OO-GAG	Ex 44-79671. G.De Gezelle, Ghent. Canc on sale to France 12.6.50, regd F-BDRT 7.50, to F-BGTP 2.54.		
649	Douglas C-47A-35-DL	9662/43088	12.3.47
OO-AUX	Ex 42-23800 rebt as DC-3C. SABENA, Brussels; regd in Congo 8.12.48 with C of R no. C.128 to SABENA, Leopoldville; operated by Air Katanga .60; allocated OO-CUX .61, ntu; re-regd in Belgium 1.12.61 still as C of R no.649; to Delta Air Transport, Antwerp .69; damaged at Amsterdam-Schiphol 8.5.70 and wfu, returned to Antwerp and static there until broken up and canc 13.3.72.		
650	Auster J/2 Arrow	2366	15.3.47
OO-ABS	Vliegschool De Coninck, Ghent. Canc 16.6.51 on sale as F-BFVV, re-regd F-BFUV, sold G-BEAB 6.76.		
651	Douglas C-47A-35-DL	9650/43090	21.3.47
OO-AUZ	Ex 42-23788 rebt as DC-3C. SABENA, Brussels. Regd in Congo 26.7.51 with C of R no. C.205; re-regd in Belgium 9.3.61 still as C of R no.651; sold as EC-BED 24.5.66 but later sold to Delta Air Transport as OO-GVG 1.4.71 with C of R no.2096; canc on sale as N3433H, 16.12.72.		

652	Douglas C-47A-35-DL	9739/43091	28.3.47
OO-AWG	Ex 42-23877 rebt as DC-3C. SABENA, Brussels. Regd in Congo 15.2.52 with C of R no. C.218; re-regd in Belgium 9.3.61 again as C of R no.652; sold to Spain 24.5.66, EC-BEG regd 6.6.66, canc .71.		
653	Auster J/2 Arrow	2377	28.3.47
OO-ABV	Vliegschool De Coninck, Ghent; to Ghent Aviation Club 6.4.50; to A.Weil 11.66; to G.Rappe & R.Pire .72; current since 3.76 with J-C.Sateur, Temploux.		
654	Piper L-4H Cub	13193	3.4.47
OO-OCR	Ex 45-4453. Les Transports du Condroz; to De Bosies; canc 25.10.49 on sale as F-BFQF, regd 9.50. (Identity quoted in Belgium and France as 44-80897 which is not a Cub serial, however 13193 may also be incorrect!)		
655	Auster J/1 Autocrat	2109	18.4.47
OO-ABQ	Les Transports du Condroz; to N.J.Hela, Liege 3.49; to Les Ailes Tournaisiennes, Tournai 4.50; canc 22.11.54 and re-regd OO-DJM (still as no.655); cr Aalst 18.10.55 and canc 6.12.55.		
656	Lockheed 18-56 Lodestar	2320	4.4.47
OO-GVP	Ex NC90954, 42-55905 (C-60A). Air Transport, Brussels; cr at Wadi Halfa, Sudan, 27.7.48 and canc 10.8.48.		
657	Piper PA-12 Super Cruiser	12-2428	8.4.47
OO-SCE	Ex NC2286M. Cogea SA, Keerbergen. Cr at Keerbergen 11.5.47 and canc 20.5.47.		
658	Auster J/2 Arrow	2375	9.4.47
OO-ABU	A.Bauwens, Brussels; to Club National d'Aviation, Brussels 3.49; to Zoute Aviation Club 10.57; still current with N.Dubaere, Wevelgem.		
659	Benes-Mraz Sokol M.1C	114	9.4.47
OO-AAW	Air Union, Het Zoute; to A.Depiesse. Canc 22.11.51 on sale as F-BGOR.		
660	Piper L-4H Cub	13028	9.4.47
OO-SUD	Ex 44-80732. Longree, Liege; to Pirson, Ukkel and canc 11.2.49 to France, regd F-BFQD 12.49.		
661	Piper L-4J Cub	12676	11.4.47
OO-GBA	Ex 44-80380. Les Grands Blesses de l'Aviation; to De Vleminck, Grimbergen. Dbf 25.7.58 during repair and canc 20.8.58 but rebuilt as OO-AFI with C of R no.1237, 26.2.59. Current.		
662	Douglas C-47A-25-DK	13457	26.4.47
OO-SBC	Ex KG645, 42-93535. Sobelair, Brussels. Leased to SABENA and regd to SABENA, Brussels 1.2.51; transferred to Congo 16.2.51 with C of R no. C.138; to Libyan operations .59; allotted 90-CUI but ntu; returned to Belgium 23.2.61, operated by Linair .62; sold to B.I.A.S., Antwerp 20.11.67. Wfu in Libya .71 and finally canc 7.4.77.		

663 Douglas C-47A-5-DK 12276/43154 30.4.47
OO-AWH Ex 42-92472 rebt as DC-3C. SABENA, Brussels. Cr at London (Heathrow) Airport 2.3.49, canc 5.3.49.

664 Aeronca 11AC Chief 11AC-1608 2.5.47
OO-TWM COCA SA; to Mauhin, Grimbergen; to De Paepe, Antwerp. Canc 21.2.57 and sold as D-ENYS.

665 Aeronca 11AC Chief 11AC-1612 2.5.47
OO-TWN COCA SA; to AC de la Meuse, Temploux; to Debay, Wanfercée; to Mvr.Kempinaire, Anderlecht; to De Vleminck, Grimbergen and re-regd OO-DFS 2.58 retaining C of R no.665. Sold as D-EGAW 11.6.59.

666 Piper L-4H Cub 12221 8.5.47
OO-RVA Ex 44-79925. Regie des Voies Aeriennes/Regie der Luchtwegen, Grimbergen. Wfu at Grimbergen and canc 21.10.75.

667 Lockheed 18-56 Lodestar 2469 8.5.47
OO-OLY Ex NC29218, 42-55996. Air Transport, Brussels. Wfu on company collapse 3.50, broken up and canc 31.12.50.

668 Piper L-4J Cub 12760 12.5.47
OO-GEK Ex 44-80464. Cogea SA, Keerbergen; to Desmottes, Ukkel 3.50; to Cogea SA 1.51; to COGEA Nouvelle, Oostende 11.54. Sold to AC SABENA and regd to them 29.9.58 as OO-CEK for operation in Congo. Became 90-CEK 7.4.61 (Congo C of R no. C.299) and later 9Q-CEK with W.Delvingt, Goma.

669 Topsy Belfair 532 13.5.47
OO-TIB E.O.Tips, Brussels. Canc on sale to New Zealand as ZK-BGZ 7.8.54, cr Rotorua 8.12.56.

670 Erco 415CD Ercoupe 4370 17.5.47
OO-AAA Ex NC3745H. Air Union, Het Zoute; to Seynaeve-Isebaut, Oostrozebeke 2.50. Canc 8.8.52 on sale to French Congo as F-OAMN. W/o .54.

671 Cessna 140 9212 19.5.47
OO-MUS Permeke, Antwerp; Cord. et Cabl. de Gilly; Golden River Aviation Club, Wevelgem. Cr at Wevelgem 6.5.62 and canc 16.12.64.

672 Aeronca 7AC Champion 7AC-485 21.5.47
OO-TWL COCA SA; to L.Tonglet, Brussels. Canc 10.11.49 on sale as F-BECX.

673 Piper PA-12 Super Cruiser 12-2174 23.5.47
OO-SCF Ex NC2249M, Cogea SA, Keerbergen. Canc 10.10.47 and re-regd OO-YAN with C of R no.730.

674 Piper PA-12 Super Cruiser 12-2405 23.5.47
OO-SCG Ex NC2289M. Cogea SA, Keerbergen. Canc 26.3.49 and re-regd OO-DBJ on same date with C of R no.805. Canc in Congo 23.1.59.

675 Benes-Mraz Sokol M.1C 116 26.6.47
OO-AAV Air Union, Het Zoute; to Seynaeve-Isebaut, Oostrozebeke. Canc 1.12.54 details unknown.

676 Benes-Mraz Sokol M.1C 113 26.6.47
OO-AAX Air Union, Het Zoute; to Seynaeve-Isebaut, Oostrozebeke; re-regd OO-AEB 31.12.54 with C of R no. 1042, then OO-JAW 20.4.61.

677 Auster J/2 Arrow 2382 27.5.47
OO-AXA Bauwens, Brussels. Cr Grimbergen 29.2.48 and canc 19.3.48.

678 Lockheed 12A 1211 2.6.47
OO-AFA Ex G-AGWM, LA620, 42-38352, NC17311. R.Hansez, Brussels. Canc 22.12.56 and sold as F-BHVT.

679 Short S.29 Stirling 5 SBSH.1535 2.6.47
OO-XAD Ex PK180. Transair, Brussels; to Air Transport, Brussels 27.10.47. Canc 2.10.48 on sale to Egypt.

680 Erco 415CD Ercoupe 4379 2.6.47
OO-ERO F.Marchal NV, St-Jans-Molenbeek. Canc 15.8.51 and believed sold to Switzerland but regn not traced.

681 Fairchild UC-61K Argus III 944 4.6.47
OO-FAG Ex (HB-...), OO-FAG (see 615), HB706, 43-14980. Cogea SA, Keerbergen. Canc 24.7.52 and broken up.

682 Fairchild UC-61K Argus III 933 4.6.47
OO-FAH Ex (HB-...), OO-FAH (see 637), HB695, 43-14969. Cogea SA, Keerbergen. Canc 24.7.52 and broken up.

683 Erco 415CD Ercoupe 4384 6.6.47
OO-JDG Ex NC3759H. Dupont, Geluwe; to Club National d' Aviation. Canc 21.10.57 and regd HB-ERG 11.57, wfu 24.4.62.

684 Douglas C-47A-40-DL 9865 6.6.47
OO-AWK Ex FD944, 42-24003. SABENA, Brussels. Canc 9.10.69 and sold to Nigerian Air Force as NAF306.

685 Erco 415CD Ercoupe 4367 9.6.47
OO-EXA Ex NC3742H. F.Meens, Wijnegem. Sold as HB-ERB and canc 26.6.47.

686 Erco 415CD Ercoupe 4376 9.6.47
OO-EXB Ex NC3751H. F.Meens, Wijnegem. Canc 9.6.47 as sold to Luxembourg but no regn traced.



A line-up of four SABENA Dakotas at Brussels in the mid-60s including in the foreground OO-AWK (684). (R.W.Simpson)

687 North American Navion 4 NAV-4-277 12.6.47
OO-TWX Ex NC91470. COCA SA. Re-regn OO-DEN 12.3.48 with C of R no.758. Sold as F-BIPP 8.58.

688 Auster J/2 Arrow 2378 13.6.47
OO-ABZ Vliedschool De Coninck, Ghent. Canc 7.8.51 on sale as F-BGJQ.

689 Piper PA-12 Super Cruiser 12-2245 19.6.47
OO-XAZ Ex NC2239M. Janne, Tangier; but possibly ntu since it was regd HB-OAP on 9.7.47. Swiss regn canc 7.52.

690 Douglas C-47A-30-DK 25457 24.6.47
OO-SBD Ex KG780, 43-48196. Sobelair, Brussels. To Air Congo division of C.F.L. 24.9.48 with C of A no. C.130 (C.F.L. = Cie.des Chemins de Fer du Congo Superieurs aux Grands Lacs Africains). To SABENA 18.3.50 and canc as sold to Air France as F-BHKU 1.2.56.

691 Short S.29 Stirling 5 unkn 25.6.47
OO-XAC Ex PK172. Transair, Brussels; to Air Transport, Brussels 27.10.47. Cr at Kunming, China 22.12.47 and canc 5.3.48.

692 Lockheed 18-56 Lodestar 2445 30.6.47
OO-EDS Ex NC66099, 42-55984. Air Transport, Brussels; to R.Lefebvre, Etterbeek. Canc 23.11.51 and sold as N9974F, later N318.

693 Erco 415CD Ercoupe 2006 1.7.47
OO-AEA Ex OO-ERG (574), NC99383. Aerobel, Antwerp; to Vauthier, Bosvrede; to Van Hasbroek, Brussels. Sold as D-EJAD 11.8.58.

694 Aeronca 7AC Champion 7AC-1791 1.7.47
OO-AEB Ex OO-TWA (510). Aerobel, Antwerp. Canc 12.8.49 and re-regd OO-PVS (C of R no.824), later OO-KYM 24.7.53 (no.925) and D-EJOP 28.8.57.

695 North American Navion 4 NAV-4-159 3.7.47
OO-TWY COCA SA; to J.Tiriard, St-Jans-Molenbeek. Canc 3.8.48 and re-regd OO-JPR (C of R no.776), later OO-ABY .59.

696 Piper L-4J Cub 12772 8.7.47
OO-GEI Ex 44-80476. Cogea SA, Keerbergen. Re-regd OO-AVL (the second) retaining C of R no.696, 24.12.58. Sold as PH-NLA 9.65.

697 Piper L-4J Cub 12008 8.7.47
OO-GEJ Ex 44-79712. Cogea SA, Keerbergen; to Groupement Aeronautique Namurois, Temploux; to G.Bertrand, Grimbergen; to Limburgse Vleugels, Zwartberg, current.

698 Avro 652A Nineteen Series I 1363 17.7.47
OO-APG John Mahieu Aviation, Brussels (with UK C of A dated 26.6.47); to Cotraxo 12.52; to Airtec, Ukkel 1.54; to C.Gillet 10.54; to Lekeu, Verviers 3.56; cr Baardegem 29.7.56 and canc 11.2.65.

699 Lockheed 414 Hudson 1 1812 17.7.47
OO-API Ex EI-ACB, EAC:91, P5123. John Mahieu Aviation, Brussels. Canc 15.1.54 reportedly either broken up or to military use.

700 Piper L-4H Cub 11906 17.7.47
OO-SPA Ex OO-DEL (564), 44-79610. Aero Para Club Spa; to Geurinckx, Schaarbeek and re-regd OO-SPB 23.5.50, still as C of R no.700. Possibly returned to APC Spa. Canc and sold as F-BBFC regd 8.60, and then N10036 in 1972.

701 Short S.29 Stirling 5 SBSH.1301 21.7.47
OO-XAH Ex PJ900. Transair, Brussels; to Air Transport, Brussels 27.10.47. Canc 29.10.48 on sale to Egypt.

702 Erco 415CD Ercoupe 4784 25.7.47
OO-ERU Ex NC7465H. Intair, Antwerp. Canc 27.8.47 on sale as G-AKFC, evaluated as VX147 47-52, G-AKFC 2.52, written off 13.8.67.

703 Piper L-4A Cub 8420 25.7.47
 OO-AVH Ex 42-15301. Kon. Aeroclub van Belgie. Sold to France 28.4.50 but no identity traced. (Note: the registration OO-AVH was reserved earlier for a Bestmann but the aircraft was instead regd OO-GAN(748) on 23.2.48.)

704 DH.90 Dragonfly 7529 28.7.47
 OO-PET Ex EC-AAQ (.45), EC-BAA (3.41), SpAF 756, F-APDE. Petermans, Brussels. Sold as F-OAMS regd 24.2.53, and as G-ANYK 3.59. Written off 22.6.61 La Baule. (Note: There is a problem here: an Argus was also regd OO-PET in 9.49 (C of R no.826) apparently before the Dragonfly was cancelled. According to Spanish records EC-AAQ was not cancelled until 12.3.49 and it therefore seems possible that the Argus was OO-PET (704) while the Dragonfly was OO-PET (826). Further contributions would be welcome..)

705 Piper L-4A Cub 8531 29.7.47
 OO-AVC Ex 42-36407. Delhougne; to Theys; to M.Van Neste, Moorslede. Canc 9.11.50 and regd F-BGPA 5.52.

706 Miles M.14 Hawk Trainer III 403 29.7.47
 OO-MIC Ex L5971. Vliedschool De Coninck, Ghent; to J.De Paepe; destroyed Koln/Ellbruck 4.9.55.

707 Piper L-4J Cub 12383 6.8.47
 OO-EPI Ex 44-80087. La Route de l'Air, Liege. Canc on unkn date and fuselage used to rebuild OO-SOC (C of R no.708).

708 Piper L-4H Cub 10418 6.8.47
 OO-SOC Ex 43-29127. La Route de l'Air, Liege; to SABENA, Grimbergen 2.5.51; rebuilt using fuselage of OO-EPI (C of R no.707) and retored to SABENA. Canc 20.5.75 on sale as G-BDEZ, current.

709 Aeronca 11AC Chief 11AC-1604 8.8.47
 OO-SGT Ste.Generale de Textiles, Zottegem; to Ghent Aviation Club; to AC de Spa (with whom current .58); to AC Le Milan, Tienen. Wfu and canc 31.3.77, to Oorlogsmuseum, Bree.



Above: This Aeronca Chief, now preserved, originally had a fixed registration which incorporated its owners' initials, a common practice in Belgium, even in 1947! OO-SGT (709) by Freddy Ceulemans.

Right: After at least seven changes of ownership Cessna 120 OO-ACE (711) is still active and is of course a frequent visitor to British rallies. This photo at Sywell PFA Rally 7.76. (D.Partington)



710 Erco 415CD Ercoupe 4780 8.8.47
 OO-EXC Ex NC94669. Intair, Antwerp. Canc 22.10.47 and sold as ZK-AQK.

711 Cessna 120 13872 .8.47
 OO-ACE Aquastra; to De Backer SA, Brussels .47; to Engelen, Ganshoren; to Golden River Aviation Club, Wevelgem 2.8.62; to Beerse Vleugels, Beerse 26.7.67; to A. Coosens, Ghent .72; to R.De Bruyne, Oostende; to G.Titeca & J.Martele, Moorsele .77; current.

712 Douglas C-47A-25-DK 13431/43092 19.8.47
 OO-UBJ Ex (OO-CBJ), 42-93511, rebt as DC-3C. SABENA, Brussels; transferred to Congo 8.12.48 with C of R no. C.126; leased to Air Congo and cancelled 9.3.61 as sold to them as 90-CUS, later 9Q-CUS, w/o 29.3.63. (Note: The reference to OO-CBJ is confusing. The aircraft appears to have been registered as such to SABENA on 30.3.47 but there are no gaps in the C of R sequences in either the Belgian or Congolese registers at that time.)

713 Douglas C-47A-80-DL 19536 19.8.47
 OO-CBT Ex 43-15070. SABENA, Brussels; re-regd OO-UBT, apparently on same day (see OO-UBJ above). Regd in Congo 8.12.48 with C of R no. C.127; transferred to Libya .60; re-registered in Belgium 9.3.61; operated by Linair .62; sold to BIAS 17.11.67. Canc .74 and sold as N6386.

714 Erco 415CD Ercoupe 4747 22.8.47
 OO-LGN Ex (NC94640). L.Nils, Antwerp. Canc 11.12.47 and re-regd OO-RIK with C of R no.741. W/o 2.7.50.

715 Erco 415CD Ercoupe 4750 25.8.47
 OO-EXD Ex (NC94643). Intair, Antwerp. Destroyed, Grimbergen 10.8.48.

716 Erco 415CD Ercoupe 4737 25.8.47
 OO-EXE Ex (NC94630). Intair, Antwerp. Canc on sale as HB-ERD, 16.10.47; later D-EJOR.

717 Douglas DC-6 43062 29.8.47
 OO-AWA SABENA, Brussels. First DC-6 registered in Europe, delivery 15-18.7.47. Re-registered OO-SDA 31.7.51 still as C of R no.717 with SABENA. Sold to T.A.I. 13.12.56 as F-BHVA, leased to SABENA during 1958 World Fair, later EP-AES and wfu 1.5.71.

718 Piper L-4J Cub 13048 3.9.47
 OO-SWA Ex 44-80752. R.Swaenen, Antwerp. Canc 12.2.49 and regd F-BFFH 3.49, to G-BCXJ 21.2.75.

719 Piper L-4J Cub 12468 3.9.47
 OO-GEL Ex 44-80172. Owner unknown. Canc 7.3.48 as LX-ACL, re-regd LX-ACB 7.52, restored as OO-ACB 10.58 with C of R no.1229, current. (Note: this actually has the fuselage no 11502 of c/n 11674 ex 43-30383 and F-BFQU !)

720 Erco 415CD Ercoupe 4683 .9.47
 OO-VER Intair, Antwerp; to Club National d'Aviation; to Royal Verviers Aviation. Canc 18.7.56 on sale as D-ELIG.

To be continued....

LV-PNL Cessna 182E	53796	1.62	N9396X to LV-HXG	LV-PRO Cessna 175C	57088	2.62	N8388T to LV-HLR
LV-PNM				LV-PRP			
LV-PNN Cessna 182E	53707	12.61	N9307X to LQ-IGI	LV-PRQ Cessna 182E	53891	2.62	N2891Y to LV-HXH
LV-PNO Cessna 182E	53703	12.61	N9303X to LV-HUD	LV-PRR Caravelle VI-N	19	1.62	F-WJAK to LV-HGX, F-BJAQ T-91,N45SB, F-WJAQ F-GBMI
LV-PNP				LV-PRS to LV-PRX unknown			
LV-PNQ Cessna 182E	53699	1.62	N9299X to LV-HXE	LV-PRY Cessna 182E	53838	2.62	N2838Y to LV-HTN
LV-PNR				LV-PRZ Piper PA-28-160B	28-302	.62	ntu, to F-BLOR
LV-PNS Cessna 182E	53695	1.62	N9295X to LV-HXJ	LV-PSA			
LV-PNT Cessna 185A	0299	1.62	N4099Y to LV-ICF w/o 5.10.67	LV-PSB Piper PA-28-160B	28-371	.62	ntu, to N202X
LV-PNU				LV-PSC			
LV-PNV				LV-PSD Piper PA-28-i60B	28-286	.62	ntu, to N203X
LV-PNW Cessna 185A	0292	12.61	N4092Y to LV-HLN	LV-PSE			
LV-PNX				LV-PSF Cessna 210B	57899	2.62	N9599X to LV-HNG w/o 18.10.62
LV-PNY Cessna 182E	53659	1.62	N9259X to LV-HZT	LV-PSG Cessna 185A	0347	2.62	N4147Y to LQ-HRA, LV-HRA
LV-PNZ				LV-PSH			
LV-POA				LV-PSI Piper PA-24	24-2957	.62	ntu, to N8047P,HC-AHA
LV-POB Piper PA-27-250	27-483	.62 ?	to LV-HMX w/o 12.12.62	LV-PSJ			
LV-POC Cessna 182E	53691	12.61	N9291X to LV-HND	LV-PSK Beech D50E	DH-323	3.62	to LQ-HOC
LV-POD				LV-PSL Beech A55	TC-257	2.62	to LQ-HJZ
LV-POE Beech N35	D-6815	11.61	to LV-HIM	LV-PSM Cessna 182E	53827	2.62	N2827Y to LQ-HXP
LV-PLF Hughes 269A	111-0022	11.61	to LV-HTW	LV-PSN Beech P35	D-6913	1.62	to LV-HJW
LV-POG Cessna CH-1C	45512	1.62	to mil?	LV-PSO Cessna 310G	0061	3.62	N8961Z to LQ-HME
LV-POH Cessna 182E	53720	1.62	N9320X to LV-HMJ	LV-PSP Cessna 185A	0373	3.62	N4173Y to LQ-HMD, LV-HMD
LV-POI Curtiss C-46F-1-CU	22562	11.61	N9320R to LV-HIB CF-KHP N67992, 44-78739	LV-PSQ Cessna 182E	53922	3.62	N2922Y to LV-HXS
LV-POJ Camair 480	1-082	6.62		LV-PSR			
LV-POK Cessna 180E	51084	1.62	N8684X to LQ-HNN	LV-PSS Aero Com'der 500B	1131-74	1.62	to LQ-HLD
LV-POL Cessna 310F	0155	12.61	N5855X to LQ-HNM	LV-PST Piper PA-27-250	27-2010	.62	ntu, to N5098Y, I-AIRI
LV-POM Cessna 180E	51083	1.62	N8683X to LQ-HNO	LV-PSU			
LV-PON				LV-PSV			
LV-POO				LV-PSW Cessna 182E	53941	3.62	N2941Y to LV-HTR
LV-POP Cessna 182E	53654	12.61	N9254X	LV-PSX Cessna 182E	53916	3.62	N2916Y to LV-HON
LV-POQ to LV-PPU unknown				LV-PSY			
LV-PPV Aero Com'der 500B	1127-73	12.61	to LV-HLE	LV-PSZ			
LV-PPW to LV-PQA unknown				LV-PTA Douglas DC-6B	43838	2.62	N6538C to LV-HIZ, N6538C, OB-R-746
LV-PQB Cessna 210B	57858	1.62	N9558X to LV-HUE	LV-PTB Cessna 182E	53973	5.62	N2973Y to LV-HTV
LV-PQC Piper PA-27-250	27-479	.62 ?	to LV-HJE	LV-PTC			
LV-PQD Piper PA-24	24-2807	.62 ? (N7596P)	ntu, to N4635S, F-BLYZ	LV-PTD Cessna 310G	0051	2.62	N8951Z to LV-HJX
LV-PQE Piper PA-24	24-2802	.62 ? (N7591P)	ntu, to N4636S, F-OCCC, F-BFAM	LV-PTE Piper PA-27-250	27-501	.62	
LV-PQF Piper PA-24	24- 2753	.62 ? (N7546P)	ntu, to N4637S, F-BLTZ	LV-PTF			
LV-PQG to LV-PQJ unknown				LV-PTG			
LV-PQK Beech A33	CD-376	11.61	to LV-HXC	LV-PTH Cessna 185A	0395	4.62	N4195Y to LV-HMR
LV-PQL Cessna 185A	0294	12.61	N4094Y to LV-HXV	LV-PTI Cessna 310G	0068	3.62	N8968Z to LV-HNI
LV-PQM Cessna 185	0161	12.61	N9961X to LV-HSL	LV-PTJ			
LV-PQN				LV-PTK			
LV-PQO				LV-PTL Cessna 310G	0067	3.62	N8967Z to LV-HMC
LV-PQP Champion 7HC	7HC-34	2.62	to LV-HLC	LV-PTM			
LV-PQQ				LV-PTN			
LV-PQR Aero Com'der 560F	1136-35	12.61	to LV-HNL	LV-PTO Fokker F-27-100	10200	.	(LV-PMP) ntu, see earlier entry
LV-PQS Cessna 320	0092	2.62	N5792X to LV-HRI	LV-PTP Fokker F-27-100	10201	.	(LV-PMR) ntu, see earlier entry
LV-PQT				LV-PTQ Fokker F-27-100	10202	.	(LV-PMS) ntu, see earlier entry
LV-PQU Cessna 310G	0049	2.62	N8949Z to LV-HPG	LV-PTR			
LV-PQV Piper PA-22-108	22-9064	.61	N10F ntu, to LN-BDK	LV-PTS			
LV-PQW Piper PA-22-108	22-9000	.61	ntu, to LN-BDE	LV-PTT Cessna 210B	57980	4.62	N9680X to LV-HNT
LV-PQX Piper PA-22-108	22-8953	.61	N10F ntu, to LN-BDB, SE-CZO	LV-PTU			
LV-PQY Piper PA-22-108	22-9106	.61	N10F ntu, to LN-BDA	LV-PTV Cessna 210B	57982	4.62	N9682X to LV-HMZ
LV-PQZ Cessna 310F	0089	2.62	N5789X to LV-HOB	LV-PTW			
LV-PRA Cessna 310F	0090	2.62	N5790X to LV-HOA	LV-PTX			
LV-PRB Cessna 210B	57860	1.62	N9560X to LV-HJL	LV-PTY Douglas DC-3	2265	4.62	N461K to LV-HOJ N46K N19964, NC19964
LV-PRC				LV-PTZ			
LV-PRD Cessna 210B	57857	2.62	N9557X to LV-HNR w/o 10.10.67	LV-PUA			
LV-PRE to LV-PRH unknown				LV-PUB Cessna 320	0097	5.62	N5797X to LV-HNC
LV-PRI Aero Com'der 500A	1129-59	12.61	to LV-HHU	LV-PUC HS.748 srs 105	1542	5.62	to LV-HHD, G-BEJD
LV-PRJ				LV-PUD			
LV-PRK Aero Com'der 500A	1142-62	1.62	to LV-HMP	LV-PUE			
LV-PRL Cessna 185A	0342	2.62	N4142Y to LV-HRB				
LV-PRM Cessna 210B	57846	12.61	N9546X to LV-HJT				
LV-PRN							

Comment: A number of unusual types are worthy of further identification: the Cessna CH-1C is a Skyhook helicopter, the Camair 480 is a twin Navion conversion, and the model 7HC is known as the Champion DX'er.

To be continued....

Complete Civil Registers : 2

VQ-F
DQ-

FIJI



PART TWO

THE INDEPENDENT REGISTER, DQ-F..

DQ-FAC	DH.114 Heron 2E	14075	10.71	DQ-FBM	PA-28 Cherokee 140	28-20903	10.71
	Ex VQ-FAC(2), VT-DHJ. Air Pacific Ltd. Sold to Connair in Australia ex-Fiji 12.6.75 and believed to have been destroyed at Alice Springs in subsequent suicide crash while still awaiting conversion.				Ex VQ-FBM, VH-IAW, VH-PYK. O.W.Marshall, Vatukoula, to C.A.Stinson & Ptnrs 10.71, to South Seas Air Charters 12.76. <u>Current.</u>		
DQ-FAE	DH.114 Heron 2E	14122	10.71	DQ-FBO	BN-2A Islander	195	10.71
	Ex VQ-FAE(2), G-ASVB, EC-AOC. Air Pacific Ltd. Sold to Connair as VH-CLY 29.7.75.				Ex VQ-FBO, VH-ISB, G-AYHL, G-51-195. Fiji Air Services Ltd, t/a Fiji Air. Written off near Mbua, Vanua Levu, 9 killed, 12.7.79.		
DQ-FAF	DH.114 Heron 2E	14123	10.71	DQ-FBP	BN-2A Islander	614	10.71
	Ex VQ-FAF(2), G-ASVC, EC-AOE. Air Pacific Ltd. Sold to Connair 15.5.75 and later to Kendall Airlines as VH-KAM.				Ex VQ-FBP, G-AYAY. Fiji Air Services Ltd, t/a Fiji Air. <u>Current.</u>		
DQ-FAG	DH.82A Tiger Moth	83502	10.71	DQ-FBQ	BAC One-Eleven 479FU	245	10.71
	Ex VQ-FAG(2), ZK-AIE, NZ678, T5773. Nausori Flying Group. Marks never worn, cancelled 5.72 and shipped to Christchurch, NZ, 1973/4.				Ex (VQ-FBQ). Air Pacific Ltd, arrived Fiji 10.3.72. Leased to Air Malawi as 7Q-YKG 9.7.74 and restored to Air Pacific Ltd on 16.11.75. <u>Current.</u>		
DQ-FAL	HS.748-233	1613	10.71	DQ-FBR	Cessna 172L	59729	10.71
	Ex VQ-FAL(3). Air Pacific Ltd. Sold to Dan-Air Services Ltd as G-BEBA 6.76.				Ex VQ-FBR, N9829G. Rex Aviation (NZ) Ltd, f/f 20.1.72. Sold as ZK-DLW 1.73.		
DQ-FAY	DH.114 Heron 1B	14011	10.71	DQ-FBS	Beech 95-C55 Baron	TE-446	2.72
	Ex VQ-FAY, ZK-BBM. Air Pacific Ltd. Sold as (ZK-EEX) ntu, ZK-BBM Air North 11.75.				Ex VH-DEZ Mining Supplies Ltd, WA, and N6258V. Fiji Air Services Ltd, t/a Fiji Air. Arrived 11.3.72. <u>Current.</u> (Sometimes quoted as TE-445 ex VH-ARY and N6244V, but the above is believed correct.)		
DQ-FBA	Beech 95-C55 Baron	TE-352	10.71	DQ-FBT	Beech A23 Musketeer	M-1094	9.72
	Ex VQ-FBA, N2715T. Fiji Air Services Ltd, t/a Fiji Air. Forced landing with wheels up at Nandi 18.1.72. Shipped to Australia and rebuilt as VH-GKG, later P2-GKG, P2-GKQ.				Ex VH-TYF, N2852B. From Hawker de Havilland. Arr. 21.9.72. Castaway Island Resort Ltd, Lautoka. Sold as VH-TYF but date unknown.		
DQ-FBD	Victa Airtourer 115	R151	10.71	DQ-FBU	Fairchild-Hiller FH-1100	51	9.72
	Ex VQ-FBD, ZK-CMB. Fiji Flying Club, to Screwair 1.72, to Flight Services Ltd 10.77. <u>Current.</u>				Ex VH-UHE. Airfast Ltd. Engine fell out in flight 1.73, shipped back to Australia for rebuild. (NB. It may have originally been intended to reserve DQ-FBU for another Musketeer which did not materialise. In fact no such entry was made in the register)		
DQ-FBF	Douglas C-47B	15699/27144	10.71				
	Ex VQ-FBF, ZK-AZA, NZ3531, 43-49883. Air Pacific Ltd. Reverted to ZK-AZA with NZNAC ex-Fiji 7.10.72 cancelled 14.12.72.						
DQ-FBH	HS.748-233	1661	10.71				
	Ex VQ-FBH. Air Pacific Ltd. Sold to Mount Cook Airlines as ZK-MCJ 10.79.						
DQ-FBI	PA-22 Colt 108	22- 9457	10.71				
	Ex VQ-FBI, VH-KFI, VH-PIQ. Fiji Trading Co Ltd, to R.Pearce 12.73, shipped to New Zealand 6.75 and registered ZK-EEW to same owner 12.75.						
DQ-FBJ	Douglas C-47B	16151/32899	10.71				
	Ex VQ-FBJ, ZK-AOF, NZ3539, 44-76567. Air Pacific Ltd. Reverted to ZK-AOF ex-Fiji 3.4.72.						
DQ-FBK	HS.748-233	1665	10.71				
	Ex VQ-FBK. Air Pacific Ltd. <u>Current.</u>						
DQ-FBL	Bell 47J-2	2627	10.71				
	Ex VQ-FBL, VH-INV. Airfast Ltd. Last flown in Fiji 3.10.72, left on "Gange" 9.11.72 to Australia but believed withdrawn from use on arrival.						



As described in the first part of the register, Baron E55 VQ-FBE left Fiji on 25.2.71 for sale in the USA. It is seen here at San Francisco in March 1971 still wearing its Air Pacific logo on the fin and with ferry tanks visible in the cabin.
(Jay L. Sherlock)



VQ-FBF in original colours at Nandi 3.68 (P.R.Keating); VQ-FBG, VQ-FBI, VQ-FBJ in 1970 colours (all M.W.Prime); VQ-FBK pre-delivery at Woodford 27.8.69 (G.A.Jenks); VQ-FBP at Bankstown awaiting onward delivery 26.6.71 (W.Duffy).

DQ-FBV	BN-2A Islander	89	-
	Ex VH-FLE Islander Aircraft Sales. Allocation only, the aircraft arrived 28.9.72 as VH-FLE intended for Air Vavua, Tonga, but as it did not have sufficient tankage to operate Fiji-Tonga it was refused a Fiji registration. Delivered to Tonga as VH-FLE and later damaged when it force-landed out of fuel on a Tongan reef! Repaired and continued to operate in Tonga as VH-FLE before returning to Australia.		
DQ-FBV	BAC One-Eleven 479FU	250	8.73
	(2) Air Pacific Ltd, delivered 14.8.73. <u>Current.</u>		
DQ-FBW	Bell 47J-2A	3711	9.72
	Ex VH-THH of General Credits Ltd. Airfast Services (Pty) Ltd. Reverted to VH-THH 4.75, then P2-THH and VH-THH.		
DQ-FBX	Piaggio P.136L	223	1.72
	Ex N40032 of J.Johnson, Lacanada, California. Regd to same J.Johnson, Kaimbu Island and operated in US marks from 19.1.71 until 1.72. Sold to Hawaii 1977 as N40032.		
DQ-FBY	BN-2A-III Trislander	322	1.73
	Ex G-BAFF, G-51-322. Britten-Norman (Bembridge) Ltd 17.10.72, canc 1.1.73 to Australia. Leased to Fiji Air Services Ltd, t/a Fiji Air. Demonstrated to Mount Cook Airlines in NZ 27.1.73 to 2.2.73. Returned to Australia 3.73 and registered VH-BGS to Barringer Geosurveys 11.73.		
DQ-FBZ	Fairchild-Hiller FH-1100	19	1.73
	Ex VH-UTZ, N522FH. From Helicopter Utilities. Regd to Airfast Services (Pty) Ltd. Reverted to VH-UTZ 3.76.		
DQ-FCA	BN-2A Islander	686	9.73
	Ex G-AZXS Britten-Norman (Bembridge) Ltd 29.6.72, canc on sale to Fiji 19.9.73. Fiji Air Services Ltd t/a Fiji Air. <u>Current.</u>		
DQ-FCB	SE.3160 Alouette III	1614	5.74
	Ex VH-UHS, ZK-HCX, variously regd to Airfast/Helicopter Utilities. Aircraft Services Fiji Ltd. Canc 1977.		
DQ-FCC	BN-2A-III Trislander	391	10.74
	Ex G-BCJX Britten-Norman (Bembridge) Ltd 22.7.74, SBAC Show demonstrator 1974, canc 11.2.75 on sale to Fiji. Air Pacific Ltd. Leased to Air Tungaru 4.76. <u>Current.</u>		
DQ-FCD	SA.318C Alouette Astazou	2158	.74
	Ex VH-MRP. Airfast Services Fiji Ltd. Canc on sale as ZS-HHO 10.78 to Court Helicopters.		
DQ-FCE	BN-2A-III Trislander	1004	3.75
	Ex G-BCNN Britten-Norman (Bembridge) Ltd 9.9.74, canc 7.3.75 on sale to Fiji. Air Pacific Ltd. Leased to Air Tungaru 4.76, later returned. <u>Current.</u>		
DQ-FCF	BN-2A-III Trislander	1008	6.75
	Ex G-BCXW Britten-Norman (Bembridge) Ltd 28.2.75, canc 7.1.76 on sale to Fiji. Air Pacific Ltd. Canc 21.1.80 to USA for onward sale to Cayman Airways as VR-CAA 8.80.		
DQ-FCG	BN-2A-III Trislander	1010	8.75
	Ex G-BCXY Britten-Norman (Bembridge) Ltd 28.2.75, canc 7.1.76 on sale to Fiji. Air Pacific Ltd. Canc on sale to USA .80.		
DQ-FCH	Hughes 369HS	12-0367S	1.76
	Ex C-FAOZ, CF-AOZ. United Helicopters Ltd. Canc 7.76, reason unknown.		
DQ-FCI	Cessna 320F	0022	.76
	Ex VH-EGY, N6172Q. Rex Aviation. Believed only a reservation, no other details known but marks not reallocated.		
DQ-FCJ	Hiller/Soloy UH-12J5	2534	9.76
	Ex CF-YYG, N90488. Pacific Crown Aviation Ltd. <u>Current.</u>		
DQ-FCK	PA-28 Archer 181	28-7790053	12.76
	South Seas Charters Ltd. <u>Current.</u>		
DQ-FCL	No details known but possibly reserved for another Hiller/Soloy UH-12 or for a Bede BD-5 known to have been under construction from 1973 onwards.		
DQ-FCM	Hiller/Soloy UH-12J3	HA3034	5.77
	Ex N134HA. Pacific Crown Aviation Ltd. <u>Current.</u>		
DQ-FCN	BN-2A Islander	676	8.77
	Ex G-AZGT, EC-CFX, G-AZGT. Originally regd in UK 11.10.71 to Britten-Norman Ltd, to B-N (Bembridge) Ltd 10.7.72, to Aerolineas Canarias, Tenerife, 7.11.73, to Aircraft Mart, Staverton 5.7.77 and sold to Fiji 30.9.77. Fiji Air Services Ltd, t/a Fiji Air. <u>Current.</u>		
DQ-FCO	SA.315B Lama	2473	9.77
	Ex N47320. Pacific Crown Aviation Ltd. <u>Current.</u>		

DQ-FCP	Hughes 369D	57-0143	8.78
	Ex N8669F. Pacific Crown Aviation Ltd. <u>Current.</u>		
DQ-FCQ	Beech 65-B80 Queen Air	LD-288	7.78
	Ex N271. Marine Pacific Ltd, operated by Fiji Air. <u>Current.</u>		
DQ-FCR	BAC One-Eleven 413FA	116	4.78
	Ex D-ALLI, G-AWGG. First regd to Channel Airways 8.4.68, to Bavaria 2.69, later Bavaria/Germanair. Air Pacific Ltd. <u>Current.</u>		
DQ-FCS	Cessna U206G amphibian	04381	10.78
	Ex N756VB. Turtle Island Airways Ltd, Nandi. Dbr in Yasawa Islands 28.4.79 but may still be included in register.		
DQ-FCT	PA-23 Aztec 250C	27-2556	.78
	Ex N5467Y. Gilbert Island Industries Ltd. <u>Current.</u>		
DQ-FCU	Cessna U206G amphibian	04698	1.79
	Ex N732MX. Turtle Island Airways Ltd, Nandi. <u>Current.</u>		
DQ-FCV	Embraer EMB-110P1 Bandeirante	221	8.79
	Air Pacific Ltd. <u>Current.</u>		
DQ-FCW	Embraer EMB-110P1 Bandeirante	225	8.79
	Air Pacific Ltd. <u>Current.</u>		
DQ-FCX	BN-2A Islander	833	2.79
	Ex G-BEMJ Britten-Norman (Bembridge) Ltd 4.2.77, canc 11.1.79 on sale to Australian agents. To Air Tungaru, Kiribati. <u>Current.</u>		
DQ-FCY	DHC-6 Twin Otter 300	208	3.79
	Ex N1024A, N852KB, CP-1395, HP-791, 6Y-JFY. Fiji Air Services Ltd, t/a Fiji Air. <u>Current.</u> (NB: A Twin Otter c/n 227, N54540 was cancelled from the US register 20.10.78 as sold to Fiji. Whether or not it was ultimately intended to go to Fiji it actually became VH-PAQ and was dbr 13.2.79)		
DQ-FCZ	Cessna U206G amphibian	04413	.79
	Ex N756WK. Turtle Island Airways Ltd. <u>Current.</u>		
DQ-FDA	Cessna 185D floatplane	0908	5.79
	Ex N1547F. Seaplane Charter Services Ltd. <u>Current.</u>		
DQ-FDB	Cessna U206G amphibian	04151	6.79
	Ex ZK-EKI, N756KL. Originally to Dalhoff & King Avn 10.1.78, to Floatplane Air Services, Rotorua, 30.5.78, canc in NZ 28.6.79. Delivered ex-Auckland on 19.6.79. Turtle Island Airways Ltd. <u>Current.</u>		
DQ-FDC	) not yet allocated.		
DQ-FDD	) not yet allocated.		
DQ-FDE	Embraer EMB-110P1 Bandeirante	253	4.80
	Air Pacific Ltd. <u>Current.</u>		
DQ-FDF	Embraer EMB-110P1 Bandeirante	254	4.80
	Air Pacific Ltd. <u>Current.</u>		

This marks the full extent of the Fijian register at the time of compilation in mid-1980. However, since the typing of this edition began a few items of FEEDBACK have been received concerning entries in the colonial register which appeared in ARCHIVE 3. For completeness and ease of reference these are included below.

FEEDBACK

VQ-FAB Bob Ogden writes that the Dornier Libelle is now back in Germany. A news article and photo dated 21.2.80 show it to be on exhibition in the Dornier Museum at Immenstaad.

VQ-FAG Colin Smith has unearthed the USAAF card for Cub 43-677 which shows that it was probably not the aircraft which became VQ-FAG(1). Briefly, it was assigned to the 8thAF in England 4.11.42 arriving 24.11.42 and operated until condemned on 5.4.44. Since VQ-FAG was obtained from USAAF disposals at Honiara the quoted c/n must be its fuselage number and not the genuine c/n 9538. Present calculations indicate that the true c/n may be 9700 ex 43-839 or something close to it but insufficient data is available for positive identification. If any New Zealand readers can check out ZK-ATU and its owner we may get to the truth more rapidly!

VQ-FAH John Davis comments that the original BuA serial of the Goose was 0182B (ntu) and its accident as VP-BAR was in 1956.

VQ-FAU Should be a Super Cub 95.

VQ-FAV It seems likely that the incorrect identity "N91630Z" could be a corruption of an export C of A number, perhaps E91630 ?

VQ-FAY Identity mistyped, should read ZK-BBM.

VQ-FBB Date of cancellation of VP-PAI also reported as 22.1.69. Aircraft not erected in Australia for some time due to corrosion problems.



Above: DQ-FBV during 1978 (P.J.Ricketts); DQ-FBX after re-registration 1.72 (I.Callier); DQ-FBY at Noumea 3.2.73 after NZ tour (R.Caratini). Below: DQ-FCJ at Mbua on 16.7.79 (P.J.Cooper); DQ-FCQ at the same location with Marine Pacific titles on nose (P.J.Cooper); DQ-FCY at Nausori on 19.7.79 (P.J.Cooper).



FEED BACK

DH.60 MOTH

- 186 Reported as operated by Witney and Oxford Aero Club from 1.35.
- 188 Sold to J.A.Anderson 10.27 and regd to him 20.12.27.
- 191 A contemporary newspaper report in The Times gives the date of the accident as 22.2.27. Crash occurred due to engine failure on take off.
- 197 Sold to Vetch Mabout, Calcutta 6.27 and crashed at Shellong, Assam 18.7.27.
- 198 Probably used by several clubs whilst in DH ownership, including London Aeroplane Club and the Norfolk and Norwich Aero Club (latter during 1927). Regd to London Aeroplane Club 9.12.27.
- 262 Almost certainly initially owned by L.L.Irving and based on a strip at Letchworth.
- 342 Sale in 9.34 to Marshalls School of Flying Ltd.
- 357 Regd to Lt.Richardson on 3.5.27.
- 363 It now seems likely that the first UK owner was W.R. Westhead and that it was sold to N.A.D.D., via Henlys Ltd, 29.8.32.
- 370 Ownership after Shell-Mex now believed to be 7.29 Malcolm Campbell (London) Ltd; 9.29 Christopher Hammersley; 11.29 W.R.D.Perkins; 2.30 Cinque Ports Flying Club; 7.31 P.Bertrand (alias K-M & S Ltd), Croydon.
- 371 Named 'Marjorie' with Denis Rooke.
- 373 Delivered to Nottingham Aero Club 4.29.
- 374 Was delivered by air to Berlin/Templehof by Capt.H.S. Broad 22/23.4.27 as first British aeroplane bought by Germany since the war.
- 376 Based at Stag Lane with Capt.Bailey
- 386 Owner in Feedback p.84 should be Merton as on p.32.
- 414 A contemporary report in a local newspaper records that this Moth crashed when forced landing at Hooperton Cross, near Crockernwell, Devon; the pilot and passenger were injured. The pilot had lost his bearings in poor weather flying from London to Newquay.
- 416 Flown by Hubert Broad at International Meeting at Copenhagen in 8.27 prior to sale to 'Ude og Hjemme' magazine.
- 419 Converted to Cirrus III, 8.28. Crashed on take off after G.I.P.A.N. Display.
- 423 Delivered to Cinque Ports Flying Club as replacement for G-EBWC on 8.7.28. Pilot killed when jerked out of cockpit following spin recovery after losing control in a roll.
- 427 Sale on 12.33 believed to Critchley Grahame, Castle Bromwich.
- 428 Hit lighthouse at Calais and destroyed by fire.
- 430 Initially used by DH for stalling trials using Handley Page wing slots.
- 431 Quoted as delivered to Henderson School of Flying, Croydon 5.29.
- 441 Delivered 1.5.32 to J.de B.Carling.
- 447 OH-ILA was not used by Tampere Lentoliikenne but stored in Tampere Technical Museum since 1937.
- 450 Date to M.V.A.F. should be 1.12.41.
- 451 Believed registered VR-SBH in 10.38.
- 466 As VH-UHJ crashed 7.10.30 at Wau.
- 467 Operated by Household Brigade Flying Club 12.28. Sales to Graham McKinnon 5.29 and Henderson School of Flying 7.29 also now quoted.
- 478 To Brooklands School of Flying 5.29. Known to have been with Newcastle upon Tyne Aero Club 8.31.
- 501 Regd 16.1.28 to Sqdn Leader C.S.Wynne-Eaton, Southern Rhodesia.
- 548 Presented to Midland Aero Club by 'Wolverhampton Star' newspaper.

THE PIPER CUB IN WEST GERMANY

- 10793 Was actually regd LN-FAV on 17.7.80 to Stord Flyklubb Andelslag, Stord.
- 12079/11906 (and Feedback p.84) John Davis quotes the c/n as 11906 with f/n 11734, mfd 9.5.44, ex 44-79610. As F-BBFC it was cancd 22.3.72 as sold in USA. This seems to confirm the view expressed on p.84.
- 12522 The USAAF record card does not mention ANLC, only sale 22.10.46. However, 44-80226 arrived 6.11.46 at Kastrup from Bremen and went on to Malmo 14.11.46 en route to Norway.
- 12602 Between sale on 21.6.46 and registry in Austria in 12.61 this aircraft was probably in Czechoslovakia.



Moth in a tree. Having lost the crucial part of its registration in the accident we can only guess that this was either G-EBRT (410) or G-EBRZ (413), on the other hand it could be one of the other G-EBR. Moths and have survived this arboreal contact! Any ideas welcome.

(Photo via G.A.Jenks)

12933 Colin Smith suggests that the note requires further clarification. It appears that the serial was changed on paper to 44-80464 and sold to Denmark as described. The real 44-80464 going to Belgium and then to 00-GEL etc. It is not known yet which papers went to Belgium with 44-80464.

BELGIUM

Firstly an appeal for some military expertise! Peter Grosz and Gerard Terry have commented that the 'c/ns' quoted for many German-built aircraft are actually German Air Force serials. While this is a perfectly acceptable explanation in many cases, there are others in which the serial is at fault and may indeed be a corruption of some sort of c/n or merely the result of inadequate record keeping in those days. Any additional views on the points listed below will be most welcome.

The following aircraft should all have the suffix '/18' added to the 'c/n' to give the correct German serial:
C of R nos: 14, 19, 23, 24, 25, 26, 29, 32, 41, 42.

The following would be incorrect as serials:

- 1 Not 6162/18 which was an SSW DIV and cannot be correct as Fokker c/n 6162 in 1920.
- 18 Serial 4298/18 incorrect for an LVG C.VI.
- 48 Serial 5258 or 5258/18 not a DFW.
- 49 This figure cannot be a German serial, likewise those quoted for 67, 80, 104. Could they be c/ns?
- 62 and 64: serials 3819/18 and 5068/18 are not LVG serials.
- 63 If 3190/18 was not correct for Fokker D.VII serial.

.....Feedback continued on page 86.