



The AIR-BRITAIN Civil Aviation Historical Quarterly

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As we enter the eleventh year of ARCHIVE it may be an appropriate time to remind subscribers of our aims and aspirations and to provide some background information on the articles currently appearing.

Back in 1980 we announced our intention to cover civil registers in complete form and we have certainly attempted to balance out the coverage between Europe and other parts of the world under this heading. The same applied to production lists and type histories although there has recently been a post-war bias in new material which we would wish to redress. A further aim was to introduce items of original research and in this we seem to be increasingly successful as contents and mailbag prove.

We share the hope of many readers that rare, extinct or unique material will come our way but we cannot make this happen. We do drop heavy hints to specialists, travellers and all variety of correspondents, sometimes with success, and we are prepared to take any manuscript and circulate it among our many contacts prior to publication. This leads to our fourth and perhaps the most important aim - to act as a catalyst for the exchange of information and to positively encourage reader participation in ARCHIVE.

With this in mind we hope that the present content reflects our aims and your wishes. We have not yet seen detailed responses to the Chairman's questionnaire but we do hope to take up any relevant points that they may raise. In addition, this year should see the publication of two more ARCHIVE SPECIALS which we hope will be as well-received as the first three titles.

In this issue we begin with the Civil Register of GREECE compiled by Robert Swan and previously unpublished - we must also add our thanks to Andrew Stamatopoulos who has provided a wealth of local information to add to the official data. Next comes FACT FILE, a new series which is a vehicle for any contributor who, like Fred Kirby in this issue, can put together fresh facts about stories which have become accepted as the truth.

The UK CIVIL REGISTER 1929 is extracted from the first-ever published register handbook compiled by R.L.Preston late in that year. Annotated by its owner Shoreham pilot A.G.Head it was unearthed for us by Malcolm Fillmore. Next comes the complete register of THE SUDAN, extracted from official files by Paul Boswell and following neatly onto the recent series on neighbouring Ethiopia. Another new item is the BULKOW LIGHTPLANES production list from Peter Gerhardt which will cover the development of the line from Kl 107 to Bo 209 in basic but highly accurate detail, as expected from Peter's research!



The Whole Truth series on the DH60 MOTH by Malcolm Fillmore has generated so much additional material that the feedback is still coming in. Three more titles in this series are currently well advanced and the first will be commencing shortly. Janic Geelen's NEW ZEALAND register threatens to be a long runner but always throws up something of interest even as it approaches the sixties. In CASUALTY COMPENDIUM we present accident reports in their original, if abbreviated, form and invite readers to pit their wits in order to identify the aircraft or the circumstances involved.

FEEDBACK is of course just that, the opportunity to add, amend or argue about what has gone before. It is rare that the file is not bulging (indeed this time we still have had to hold over a mass of Oxford/Consul material) and this says much about the persistence of our readers. Finally a mention for the owners of photographic collections which we regularly plunder to illustrate all the above articles; their work is always credited but we hope that it is not taken for granted, without it this magazine would look as interesting as the phone book!

HOW ? WHAT ? WHERE ?

A number of excellent responses to the Air France Fokker F.VII query in the last issue - thanks particularly to John Stroud, Geoff Allen and Tony Morris for fleet lists and to Robert Esperou for further details. Harm Hazewinkel managed to find time to send us a full production list, so rather than take up a lot of space here we will publish the entire list as soon as possible. Photos of all marks of F.VII would be greatly appreciated. No further news of the Beech 17 at Beutepark 5 yet, but we can add that the Cierva C.30 in the picture was c/n 776, F-AOHZ. Some further detail on the Monospars will appear next time.

Two new problems this time, both from Marcelo Miranda. The photos (top and left) of crashed landplane R-AGAF at Mar Chiquita, Argentina, were originally published on 23.3.27 but the type is not identified. The pilot was Sr Vera, he was injured and his female passenger killed. Does anyone out there recognise the aircraft? Also in Argentina (above) is Klemm L25 D-EGOP. Why was it in Rosario about 1937? Demonstration? Tour? Sale?

CLOSING DATE FOR NEXT ARCHIVE:
** APRIL 14th 1990 **

WANTED: Someone to store about 50 copies of future issues of Archive & Aeromilitaria for restocking Back Issues Dept - preferably in Slough, Southend or Gloucestershire area.

Complete Civil Registers : 8

GREECE

SX-



PART THREE



We continue with the post-war registrations in Certificate order:

SX-DAF Douglas DC-6B 45543 28.8.58
 (57) Victoria Financiera Panama SA, operated by Olympic Airways to whom ownership transferred (undated). Regn cld 6.4.60, sold as N65L.

SX-ADA Auster 5 1453 14.11.58
 (58) Ex TJ394, G-ANIP. Nikolaos Dumas. Re-entry of Regn No.43 with c/n now quoted as "D 1049". Current with expired C of A.

SX-DAH Douglas DC-6 43124 28.3.59
 (59) Ex SE-BDF. Scandinavian Charter Flights. Quoted as ownership transferred to Olympic, but only leased. Regn cld on date unknown, returned to SE-BDF 12.59, later to N301BC, PH-TRA, TF-AAD.

SX-DAI Douglas DC-6B 45544 18.7.59
 (60) Ex N6574C. Victoria Financiera Panama SA, operated by Olympic Airways, delivered 12.12.58. "Island of Crete". Re-entered as No.65 on sale of title to Olympic (qv).

SX-115 Sostaric Chavka ? 23.7.59
 (61) BALE. Built by State Aircraft Manufacturing, Greece. Destroyed 18.9.59 and regn cancelled 31.12.59.

SX-116 Sostaric Chavka ? 23.7.59
 (62) BALE. Built by State Aircraft Manufacturing, Greece. To AC of Edessa 4.8.78.

SX-DAD Douglas DC-6B 45539 6.4.60
 (63) No.46 re-entered to Olympic Airways. "Island of Rhodes". Cancelled 14.8.72 and sold as N111AD later to Guatemala AF 926.

SX-DAE Douglas DC-6B 45540 6.4.60
 (64) No.47 re-entered to Olympic Airways. "Island of Kerkyra". Crashed 8.12.69 on Mt Pan, near Keratea, Attika. Cancelled 4.8.71.

SX-DAI Douglas DC-6B 45544 6.4.60
 (65) Ex N6574C. No.60 re-entered to Olympic Airways. "Island of Crete". Nosewheel collapsed on landing at Corfu Town airport 5.11.70, wfu and broken up. Registration cancelled 17.7.71.

Above: Douglas DC-6B SX-DAF against a stormy sky on the apron at Beirut on 1.2.59. Comparison can be made between this colour scheme and the version introduced by Olympic during the sixties seen in other photographs in this edition. (P.R.Keating)

Below: The demise of DC-6B SX-DAI recorded at Kerkyra / Corfu Town Airport on 5.11.70 when it ran off the runway after the nosewheel collapsed. It would presumably not have been economical to recover and repair an elderly propliner at that time. (A.Stamatopoulos)



SX-DAK DH.106 Comet 4B 6437 3.5.60
 (66) Ex G-APYC. Olympic Airways "Queen Frederica", d/d 26.4.60. Registration cancelled 15.10.69, returned to G-APYC.

SX-DAL DH.106 Comet 4B 6438 3.5.60
 (67) Ex G-APYD. Olympic Airways "Queen Olga", d/d 14.5.60. Registration cancelled 15.10.69, to G-APYD.

SX-ADB Cessna 172A 47425 27.7.60
 (68) Ex N7825T. Harilaos Hatzikokolis. Regn cld 28.3.64, sold as PH-MVB regd as such 7.1.65, wfu 7.10.77.

SX-BDB Piaggio P.136L-2 242 7.10.60
 (69) Ex G-APNY, HB-LAV. Olympic Airways. CoA expired 3.9.72, stored Athens then broken up. Regn cld as "destroyed" 30.12.77.

SX-117 SZD-9 bis Bocian 1D P.378 8.2.61
 (70) BALE. Purchased 17.8.60 from Motoimport. Later BALE renamed National Aeroclub of Greece (1968?). Current.

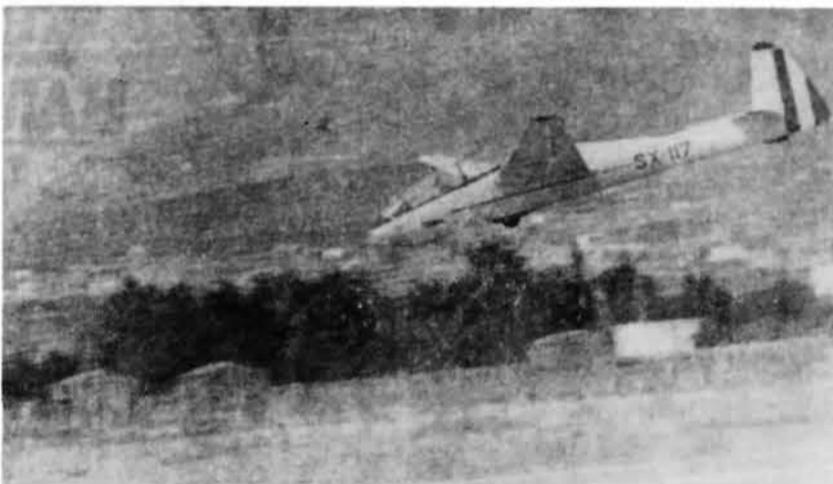


Above: Piaggio P.136L-2 SX-BDB seen hangared at Athens during April 1970, was formerly registered in the UK as G-APNY. (John Wegg)



Left: DH Comet SX-DAL arriving at Athens 17.5.60 after its first record-breaking flight from Paris in 2 hrs 39 minutes. (Andrew Stamatopoulos)

Below, left: A news photograph of Bocian 1D SX-117 making a hasty landing at Tatoi due to unexpected deterioration in the weather on 11.10.70. (via A.Stamatopoulos)



Above: Hellenic Shipyards' Agusta Bell 47J-2 SX-HAB with full flotation gear fitted, seen at Athens in March 1972 shortly before it was written off. (John Wegg)

Below: Olympic Airways first Boeing 707 SX-DBA "City of Athens" landing at Athens Airport 3.72. (John Wegg)



Right: Cub Special SX-ADD in ex-military colour scheme and stencilled registration at Athens in 1965. (B.N.Stainer via P.R.Keating)

Far right, top to bottom: Comet SX-DAN landing at Heathrow 10.6.68 wearing BEA logo by the rear door as a result of the fleet pooling arrangement. (P.R.Keating)

Cessna 180H SX-ADN undergoing surgery during 1968 (R.W.Simpson via P.R.K.)

Boeing 707 SX-DBC "City of Knossos" at Heathrow on 7.9.77.

(Ad Vercrujse)



SX-118 SZD-9 bis Bocian 1D P.367 8.2.61
(71) BALE. Purchased 17.8.60 from Motoimport. Later BALE renamed National Aeroclub of Greece. Current.

SX-ADC Beech 35 Bonanza D-1049 22.9.61
(72) Ex HB-ECO, SX-EAC. Sotirios Angelopoulos, Athens. Current, but CoA expired during sixties.

SX-HAB Agusta Bell 47J-2 2053 12.7.63
(73) Hellenic Shipyards, Elefsis. Crashed into sea 10mls south of Sounion 24.3.72. (Date quoted elsewhere as 27.3.72). Regn cld 17.5.72.

SX-119 SZD-22B Mucha Standard P.534 14.5.64
(74) BALE. Purchased 17.8.60 from Motoimport. Crashed at Tatoi 30.5.65. Regn cld 15.6.65.

SX-DAM Douglas DC-6B 44087 8.7.64
(75) Ex HB-IBO, OH-DCB, HB-IBO. Olympic Airways "Island of Lesbos". Regn cld 14.8.72, sold as N111AN, later CF-QAN, N111AN.

SX-ADD Piper PA-11 Cub Special 11-1313 1.8.64
(76) Ex 49-2838 (built as L-18B for Turkish Air Force). BALE, transferred to Aero Club of Athens (quoted as 1.6.64 ?). Current, CoA expired during sixties.

SX-AEA North American T-6G Harvard ? .65
(77) Andreas Potamianos. See next entry.

SX-AEB North American T-6G Harvard ? .65
(78) Andreas Potamianos.

Note: These two Harvards were registered to Andreas Potamianos (the owner of Epirotiki Lines) under a Ministerial Order of 9.1.65 but no regn date or individual aircraft details were given in the Registration Book. They were probably never inspected. No cancellation date is given but they have both been deleted. They were probably reservations, not taken up, entered in the Registration Book in error.

SX-ADG Beech C.18S 8252 9.3.65
(79) Ex 44-86993, RAF or RN Lend-Lease, FrenchAF 486993, SX-EAB. Aero Club of Athens. CoA expired pre-1968, reported on Athens dump 11.77 but still currently registered.

SX-ADF Piper PA-11 Cub Special 11-1298 11.3.65
(80) Ex 49-2823 (built as L-18B for Turkish Air Force), ex Greek Army. Rebuilt with frame no.18-3744 by the Hellenic Air Force maintenance unit 202 KEA, dated 25.1.66. BALE; to Vassilis Alexopoulos 24.5.78 with change recorded 13.7.78. CoA expired 13.5.70. Current. (C/n is incorrectly quoted as 11-1638)

SX-DBA Boeing 707-384C 18948 27.5.66
(81) Olympic Airways "City of Athens". F/f 5.5.66, d/d 11.5.66. Regn cld 15.3.75, sold as JY-AEB 7.3.75, later JY-AJK.

SX-DAN DH.106 Comet 4B 6440 6.6.66
(82) Ex G-APZM. Olympic Airways "Queen Sophia", d/d 14.7.60 and flown as G-APZM until 12.4.66. Regn cld 15.10.69 and returned to G-APZM 3.11.69.



SX-DAO DH.106 Comet 4B 6447 6.6.66
(83) Ex G-ARDI. Olympic Airways "Princess Sophia", d/d 25.3.61 and flown as G-ARDI until 12.4.66. Regn cld 15.10.69 and returned to G-ARDI 3.11.69.

SX-DBB Boeing 707-384C 18949 6.6.66
(84) Olympic Airways "City of Corinth". F/f 19.5.66, d/d 21.5.66. Regn cld 15.3.75, sold as JY-AEC 7.3.75.

SX-ADN Cessna 180H 51672 25.6.66
(85) Ex N2472F, N11B. Nikolaos Karatzas. To Aeropsekasmoi EPE 16.1.78, renamed Aeroporikai Epicheireisis Ikaros EPE 31.7.78. To Concord EPE 25.2.85. Current.

SX-ADT Piper PA-18 Super Cub 18-463 9.7.66
(86) Ex 50-1807, RHAF. Pantelis Pavlidis. Crashed 4.5.67 and regn cld 26.6.67. (Note: Fuselage no.18-466 is usually quoted as c/n.)

SX-DBC Boeing 707-384C 18950 9.7.66
(87) Olympic Airways "City of Knossos". F/f 14.6.66, d/d 18.6.66. Current.



Top: Super Cub SX-ADW flying over the port city of Thessaloniki. (AC Thessaloniki via Stig Jarlevik)
 Above: SX-DAP at Athens 12.3.71 was one of several former Northeast Airlines DC-6Bs purchased by Olympic during the sixties. (John Wegg via P.R.Keating)
 Below: The second Piaggio P.136L-2 on the register, SX-BDC was purchased new by Olympic and is shown at Athens 3.72. (John Wegg)



Above: DC-6B SX-DAR on the ramp at Athens 3.72. (John Wegg)
 Below: Olympic Airways SE.3160 Alouette III SX-HAC with, in the centre of the group, Alexander Onassis the son of the airline's founder Aristotle Onassis. (A.Stamatopoulos)



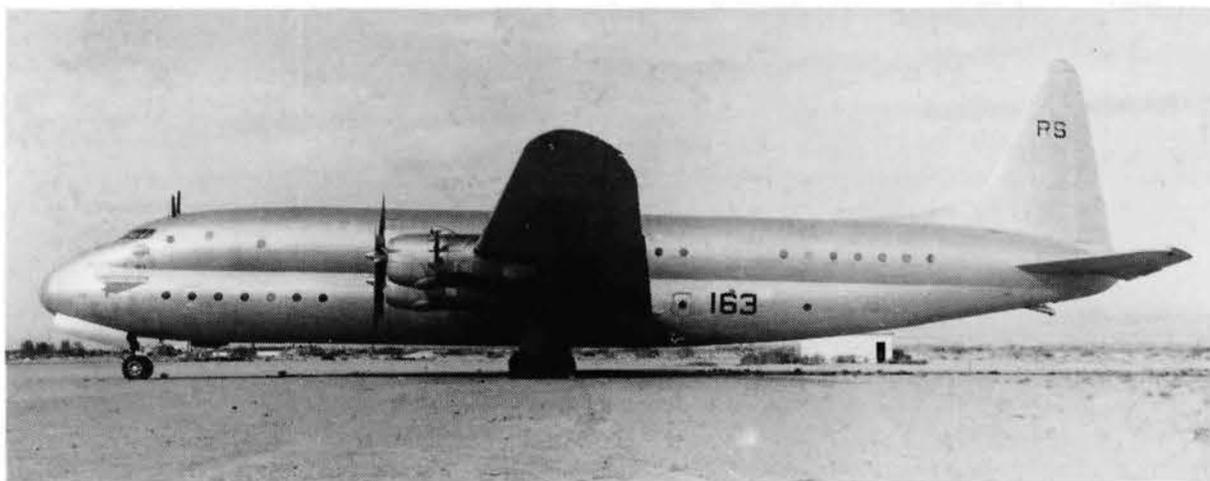
- SX-ADO Piper PA-18 Super Cub 18-4923 11.10.66
 (88) Aero Club of Athens. Crashed 26.6.71, registration cld 17.5.72. (Note: C/n quoted is that of a spare fuselage, true c/n unknown.)
- SX-ADP Piper PA-18 Super Cub 18-1010 11.10.66
 (89) Ex 51-15313, RHAF. Aero Club of Athens. To Antonis Mavrilako 25.3.78 (recorded 24.7.78). To Nikolaos Oikonomaki 5.11.81 (recorded 2.12.82). Current. (Note: Fuselage no.18-1079 is usually quoted as the c/n.)
- SX-ADX Piper PA-18 Super Cub 18-451 11.10.66
 (90) Ex 50-1795, RHAF. YMCA of Thessaloniki. To Aeroclub of Thessaloniki 10.1.71. To Gliding Club of Athens 19.10.73. Current. (Note: Fuselage no. 18-460 is usually quoted as the c/n.)
- SX-ADY Piper PA-18 Super Cub 18-460 11.10.66
 (91) Ex 50-1804, RHAF. YMCA of Thessaloniki. To Aeroclub of Thessaloniki 29.12.70. Regn cancelled 26.4.75 as "destroyed". Rebuilt as SX-AGN (No.182) using spare fuselage no.18-5000. (Note: Fuselage no. 18-470 is usually quoted as the c/n.)
- SX-ADW Piper PA-18-135 Super Cub 18-453 15.10.66
 (92) Ex 50-1797, RHAF. Yannis Aktseles, Thessaloniki. To Aeroclub of Thessaloniki 14.12.70. To Dimitris Kyr-iakakis 28.2.76. To Gliding Club of Athens 29.7.76. Current. (Note: Fuselage no.18-458 is usually given as the c/n.)
- SX-DAP Douglas DC-6B 45218 5.7.67
 (93) Ex N6582C. Olympic Airways "Island of Chios". Regn cld 31.10.72, sold to Concare 8.72 as N111AP.
- SX-HAA Agusta Bell 206A Jet Ranger 8006 1.8.67
 (94) Hellenic Shipyards, Tatoi. Regn cld 10.3.69, sold as D-HABI, later G-BPIB.
- SX-ADR Piper PA-18 Super Cub 18-1006 19.9.67
 (95) Ex 51-15309, RHAF. Aeroclub of Athens. Crashed 23.10.77. Regn cancelled 4.11.77. (Note: Fuselage no.18-1059 is usually quoted as the c/n.)
- SX-ADS Piper PA-18 Super Cub 18-4907 19.9.67
 (96) Aero Club of Athens. Registration cancelled 12.3.76 as "withdrawn from use" following inspection by 202 KEA, who later rebuilt it with a spare fuselage no. 18-5066 as SX-AGU, Regn No.226. (Note: Fuselage no. 18-4907 is itself a spare fuselage, original c/n is unknown.)
- SX-BDC Piaggio P.136L-2 246 22.12.67
 (97) Olympic Airways. Crashed 22.1.73 at Ellinikon. Regn cancelled 5.6.74.
- SX-DAQ Douglas DC-6B 44871 27.12.67
 (98) Ex F-BGSN, TU-TCG. Olympic Airways "Island of Limnos". Regn cld 2.8.72 and sold to Concare 8.72 as N111AQ.
- SX-AFA Piper PA-28-140 Cherokee 28-21472 27.4.68
 (99) Nikolaos Andrianaki. Regn cld 19.2.71 as destroyed. No further details.
- SX-ADQ Piper PA-18 Super Cub 18-1012 8.5.68
 (100) Ex 51-15315, RHAF. Aeroclub of Athens. Current, but CoA expired. (Note: Fuselage no. 18-1084 is usually quoted as the c/n.)
- SX-DAR Douglas DC-6B 45224 4.6.68
 (101) Ex N6588C. Olympic Airways "Island of Samos". Regn cld 31.10.72, sold to Concare 8.72 as N111AR.
- SX-DBD Boeing 707-384C 19760 26.6.68
 (102) Olympic Airways "City of Sparta". F/f 21.5.68, d/d 5.6.68. Current.
- SX-DAS Douglas DC-6B 45223 16.7.68
 (103) Ex N6587C. Olympic Airways "Island of Kos". Regn cld 9.9.72, sold to Concare 8.72 as N111AS.
- SX-HAC SE.3160 Alouette III 1509 7.8.68
 (104) Ex F-WMH. Olympic Airways. Regn cld 24.11.75, sold as N72590, regd 2.78.

To be continued

FACT FILE

PART 1

In this occasional series we hope to take the "it must be true because it was published somewhere" attitude, which in fact leads to the repetition of half truths or even errors in aviation history, and by looking at previously unpublished sources attempt to discover the real facts of a case. Fred Kirby's article on the Maylands Fire in Archive 1/89 was in effect the first of this series and more will follow but this time he takes a look at the fate of the mighty Lockheed Constitution.



Taking as our starting point the story of the Lockheed Constitution as told in Rene Francillon's "Lockheed Aircraft since 1913" (Putnam) we can extract the following basic histories. The Model 89 was a very big aircraft with a span of over 189 ft, length over 156 feet and height of over 50 ft. Two were built, c/ns 089-1001 and -1002, designated XR60-1 (later XR6V-1) for the US Navy as BuNos 85163 and 85164. After a lengthy construction period they were delivered to the US Navy in 1949, retired for lack of spares in 1953 and stored at Litchfield Park, Arizona. Two years later they were sold as surplus for only \$98,000. Their new owners flew the first Constitution to Las Vegas and the second to Opa Locka, Florida. Both were scrapped after failing to obtain an Approved Type Certificate.

The story behind the aircraft at Opa Locka was far more dramatic than simply "scrapped". The following information has been gleaned from correspondence dealing with an insurance claim. In 1957 both aircraft were sold to Air Displays Inc and registered to them as N7672C and N7673C respectively. During 1963 N7673C, stored at the time at Sebring, Florida, was purchased from Air Displays Inc by Henry A. Warton for \$40,000 and an option to purchase was acquired on N7672C which at that time was stored at Las Vegas, Nevada.

Air Displays Inc prepared N7673C for flight and on July 1st 1963 it was flown from Sebring to Opa Locka by "Rusty" Heard who had been hired for the purpose of this one flight. It was said that the intention then was, after further preparation, to fly the aircraft to Barcelona in Spain where the airframe was to be converted to serve as a restaurant and/or night club and/or casino. The engines were to be removed and sold to Air Systems Inc (a subsidiary company of Cia Aeronaves de Panama) which operated Douglas C-74 Globemasters in Europe. The proceeds of this sale would, it was said, have been used for a down payment on a DC-4. A financial interest in the aircraft was held by Hugo Leeb and Walter Pharo of Wurzburg, Germany.

Further work was carried out on N7673C between 1st and 13th July 1963 at Opa Locka. A ferry permit was issued by the FAA valid for 30 days on 26.6.63 and on 8.7.63 a Temporary Sojourn Permit was issued valid for three months. The ferry flight to Barcelona was to have been undertaken in the name of Airtraders Inc, a company with which Warton was connected. The crew was to have been Warton as pilot, L.J. Bomback co-pilot and flight engineers T.H. Patterson and J.H. Engle, but both the flight engineers refused to depart without full pay in advance.

On 11th July 1963 some 6375 gallons of fuel were loaded, so making a total of approximately 7000 gallons on board. It is calculated however that the proposed direct flight would have required a fuel load of around 9000 gallons.

The ferry flight was due to commence on the morning of 14th July 1963. Warton and Bomback were seen working in and around the aircraft during the early evening of July 13th. At about 8.45 pm a patrolling airport watchman saw smoke coming from the aircraft and summoned the airport fire service who managed to contain the fire within the fuselage. It was afterwards found that there was extensive damage to the interior of the passenger compartment, the cockpit area, the metal flooring and support members of the main cabin floor, the structure in the belly compartment between front and rear spars and also damage resulting from the chemical reaction of the fire-fighters' foam. A preliminary investigation disclosed evidence of arson. It was found that a one-eighth of an inch hole had been drilled in a fuel transfer line and rags wrapped around the hole. There was also evidence that a candle had been left burning in the vicinity of the drilled hole.

Top: The first Constitution 85163 still wearing serial, Logistic Support squadron code VR-5 and base code RS, believed to have been taken in 1954. However a washed-out registration N7672C is just visible on the rear fuselage, so this may date from after 1955 when the aircraft was flown to Las Vegas. (via J.M.G. Gradidge)

Right: The second aircraft, and main subject of this article, at Opa Locka on 8.7.64. One year after the arson attempt it shows no external evidence of the damage suffered. (Robert O'Dell via JMGG)



Deputy Fire Marshall A.M. Willis placed all the available information and evidence in the hands of the State Attorney. When the authorities tried to make contact with Warton it was found that both he and Bomback had left the country. They later turned up in West Germany.

On 22nd December 1963 Bomback was killed in a motoring accident in Germany. His brothers in Miami, Donald and David, had his body returned to Miami and buried in Southern Memorial Park Cemetery. They then, in January 1964, made statements to the "Miami Herald" and to Arthur E. Huttoe (executive assistant to the State Attorney) alleging that their brother had told them of the attempt to burn the aircraft and that he had been promised \$10,000 for his part in the affair. They also claimed that there were suspicious circumstances surrounding their brother's death. An exhumation order was carried out on 5th February 1964 followed by an autopsy but apparently no evidence was found that would suggest or indicate that he had been murdered.

On 18th March 1964 State Attorney Richard E. Gerstein declared that the fire was arson and that the pilot Henry A. Warton had helped to set the fire to collect \$182,000 from the insurance coverage. At that time Warton was still in Europe. The aircraft, which from a distance appeared only slightly damaged, was later moved from its position near the Miami Aviation hangars to a site near the Continental Aviation hangar and eventually it was to be broken up. Meanwhile in Europe Henry "Hank" Warton was to have an affair with the infamous DC-4M CF-TFM/HP-925 as well as other escapades, then with the Biafran war (detailed in Peter Marson's "The Lockheed Constellation Series" pages 339-348) and later with ARCO Bermuda, but that's a lot of other stories.

As for the co-pilot co-arsonist Ludwig Jerome "Jerry" Bomback Jr, it is said that just three days before the Constitution fire incident he was flying as co-pilot to one McDonald in a DC-4 HP-382 of Aeronaves de Panama en route Panama to Miami on 10.7.63 when they reported engine failure and ditched. Both were uninjured and were promptly picked up by a conveniently situated vessel and landed the same afternoon at San Juan, Puerto Rico. For a flight of five hours they reportedly left with two and a half hours fuel on board! He is also reported to have been involved in flying B-25 and C-46 aircraft in the South American and Caribbean areas - not that there is any law against that - but it is also said that he had no valid licences and that he used his brothers'.

Returning to the Constitution, the option to purchase N7672C was not taken up. It is believed that it was converted into scrap at Las Vegas. At Opa Locka N7673C remained parked in its sorry state for some considerable time before being broken up. Presumably as long as action was pending against Warton, should he return to Florida, it was required as evidence. At some time during 1967 ownership was transferred to G.M. Conner of Miami Springs but the registration was finally cancelled between January 1969 and July 1971.



Above: N7673C still parked at Opa Locka on 23.6.70 with large Airplane Auction titles but no apparent evidence of the fire, though the port outer propeller has suffered damage at some time and all external doors are open. (R.W.Simpson)

SHORT SCIONS

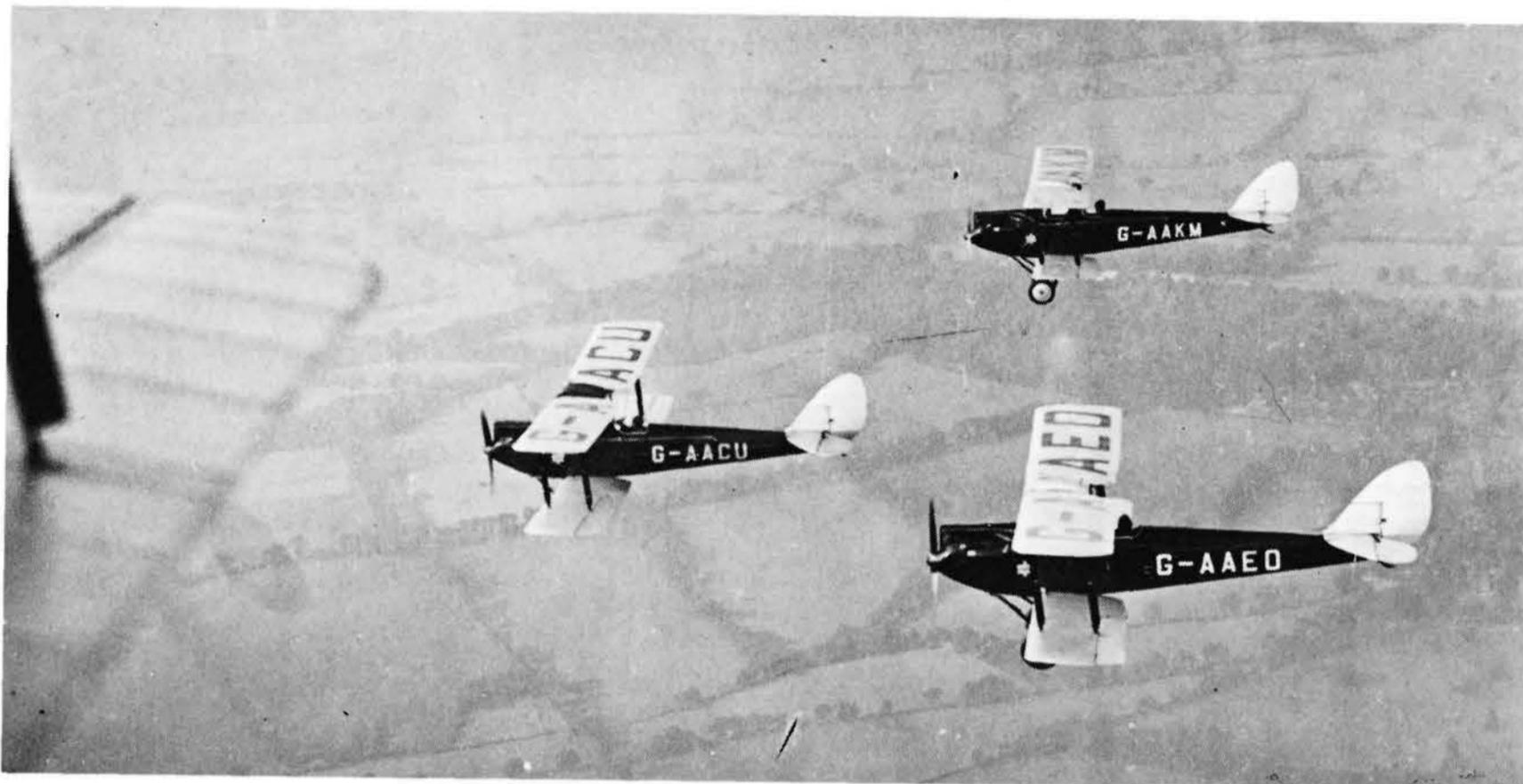
Again insurance data reveals doubts about the eventual fate of an aircraft:

G-ACUV was insured in the name of Nash Aircraft Sales & Hire Ltd for twelve months at 29.4.39 valued at 969 pounds. At 17.6.39 Air Touring Ltd was included as an additional insured and the value adjusted to 1069 pounds. The insurance was later extended to 22.5.40. But what happened on 31.8.39, apart from it being a Thursday? Although it would appear that no claim was paid, some loss assessors fees were incurred and paid in connection with something and the date is given as 31.8.39. No-one seems to be sure about the fate of G-ACUV, which was not impressed, except that it is on occasions said to have been broken up during the war but in view of the above information this may be only speculation rather than known fact.

Another piece of information gives rise to doubts about ownership. G-ADDN, G-ADDO and G-AETT were all insured in the name of Aircraft & Allied Enterprises Ltd from 20.7.39. The owner of G-ADDN at the relevant time is quoted by AJJ and Impressments Log as Southend-on-Sea Flying Services, but AJJ gives A&AE from 3.40. G-ADDO is given as Great Western & Southern Air Lines Ltd in 8.39 by AJJ but as A&AE in Impressments Log. Both these were impressed. G-AETT on the other hand was owned by Pobjoy and leased to Lundy & Atlantic Coast Air Lines Ltd in 11.39 according to AJJ. It was not impressed but crashed at Barnstaple 13.2.40, according to Impressments Log however it was actually owned by Clive Air Enterprises and leased to Lundy & Atlantic. The role of A&AE is thus unclear. Was it a holding company, an operating company or simply not very efficient at registering ownership changes in the immediate pre-war period?

U.K. Civil Register 1929

PART FIVE



Above: Three Moths of the DH School of Flying photographed from another in October 1929. G-AACU is a DH.60M which lasted until impressed as AV995 in 1940. The other two were DH.60G, G-AAEO went to India in 1936 as VT-AJP, while G-AAKM went to Ireland in 1934 as EI-ABB. (Aeroplane via Jack Meaden)

Regn	Type of Aircraft	Owner	Notes
G-AACZ	DH Moth	R.W.Thompson.	Note: Other sources give initials R.N.
G-AADA	DH Moth	J.D.Irving	
G-AADB	DH Moth	Midland Aero Club	
G-AADC	DH Moth	Captain W.R.Bailey	
G-AADD	DH Moth	R.C.Quilter	
G-AADE	Westland Widgeon III	C.S.Napier	
G-AADF	Avro Avian	Southern Aircraft Ltd	
G-AADG	Monocoupe	H.G.Hamer.	Note: Initials in other sources H.E.
G-AADH	DH Moth	Captain Stewart Birt.	Note: Name should be Burt ?
G-AADI	DH Moth	De Havilland Aircraft Co Ltd	
G-AADJ	DH Moth	Singapore Flying Club	
G-AADK	DH Moth	Singapore Flying Club	"Seaplane - was sunk and salved September 1929".
G-AADL	Avro Avian	Northern Air Lines Ltd	
G-AADO	Short Calcutta	Imperial Airways Ltd	Note: Should be G-AADN. Handwritten note then has "G-AADQ Gloster Survey Machine (Aircraft Operating Co)" - this was in fact G-AADO, the Gloster AS.31.
G-AADP	DH Moth	Household Brigade Flying Club	
G-AADS	DH Moth	H.A.Penny	Note: According to Peter Moss, Penny "did not register it", so this register's compiler must have had other sources.
G-AADT	Avro 548	Brooklands School of Flying	
G-AADU	DH.9	Surrey Flying Services Ltd	
G-AADV	DH Moth (Amphibian)	J.Scott-Taggart	"Down in the Channel Christmas 1929" Note: Actually crashed landing in rough seas 24.12.29 off Sandgate between Folkestone and Hythe.
G-AADW	DH Moth	W.G.Robson	
G-AADX	DH Moth	A.C.M.Jackaman	
G-AADY	Avro 504K	W.Cornell	
G-AADZ	Fokker F.VIIIB	V.L.B., Ltd	Note: Type is F.VIIIB/3m, owner Van Lear Black. This aircraft was wrecked at Calcutta 10.6.29 and was replaced by another with the same regn in 1.30.
G-AAEA	DH Moth	Mrs A.Cleaver	
G-AAEB	DH Moth	Marquis of Douglas & Clydesdale.	"Down at Shoreham for a week, February 1930. The Marquis has a B licence & flies remarkably well. He is known as the "Boxing Marquis" on account of his pugilistic qualities."
G-AAEC	Avro Avian IV	Lancashire Aero Club	
G-AAEE	DH Moth	Lady Bailey	

Right: G-AADE Westland Widgeon III c/n WA1778 (100 hp Gipsy I 4-cyl upright in-line engine) being held off for landing, a little high perhaps, by its owner C.S.Napier flying solo with the front cockpit empty. With the wing at a high angle of attack near the stall, the Handley Page wingtip slats can be seen in the extended position. (Aeroplane via J.Meaden)





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Top: Gipsy Moth G-AADV c/n 998 was damaged in an accident when flown by owner John Scott-Taggart on 3.3.29 (see Archive p.89/12). After rebuilding it was fitted with the amphibian undercarriage seen here in a flypast with wheels down by John Lankester Parker in 6.29. The floats and retractable wheels were later fitted to Short Mussel G-AAFZ. (Aeroplane via Jack Meaden)

Above: Klemm advert from the 1929 register stressed safety
Below: The Bristol 4-passenger cabin monoplane G-AAFG c/n 7384 was originally the Bristol 110 with 220 hp Titan 5-cyl radial, then becoming the 110A with 315 hp Neptune 7-cyl as seen here. (Bristol via Jack Meaden)

G-AAEF DH Moth

G-AAEH DH Moth

G-AAEI DH Moth

G-AAEJ Armstrong Whitworth
Argosy

G-AAEK Ryan Brougham

G-AAEL DH Moth

"Down at Shoreham 15.3.30, 22.3.30."

G-AAEM Avro 504K

G-AAEN DH Moth

G-AAEO DH Moth

G-AAEP DH Moth

G-AAES Avro 504K

G-AAET DH Moth

G-AAEU DH Moth

G-AAEV DH.61

G-AAEW DH Moth

G-AAEX DH Moth

G-AAEY Glenny &
Henderson "Gadfly"

G-AAEZ Avro 504K

G-AAFC DH Moth

G-AAFD Westland Widgeon

G-AAFE Avro 504K

G-AAFF DH Moth

G-AAFG Bristol 110A

H.B.Ferguson. Note: Moss has name as A.B.Ferguson.

A.G.Marshall

D.H.Corsillis

Imperial Airways Ltd

W.Adamson

Sqdn Ldr F.V.Soden Note:

Moss gives rank as Flt Lt.

Popular Flights Ltd

Rev F.A.Simpson

De Havilland Aircraft Co Ltd

L.Ingrams

T.J.Carslake

C.E.Horne

Miss O.M.Tremayne-Miles

Sir Alan Cobham

D.S.Schreiber

London Aeroplane Club

O.Greig Note: Usually known

as Henderson-Glenny Gadfly!

Aeroplane Services Ltd

Hon R.Westenra

Anglo-American Oil Co

Inland Flying Services

T.G.Mapplebeck Note: Agent

for DH in Yugoslavia, flown

in UK marks until 1933/4.

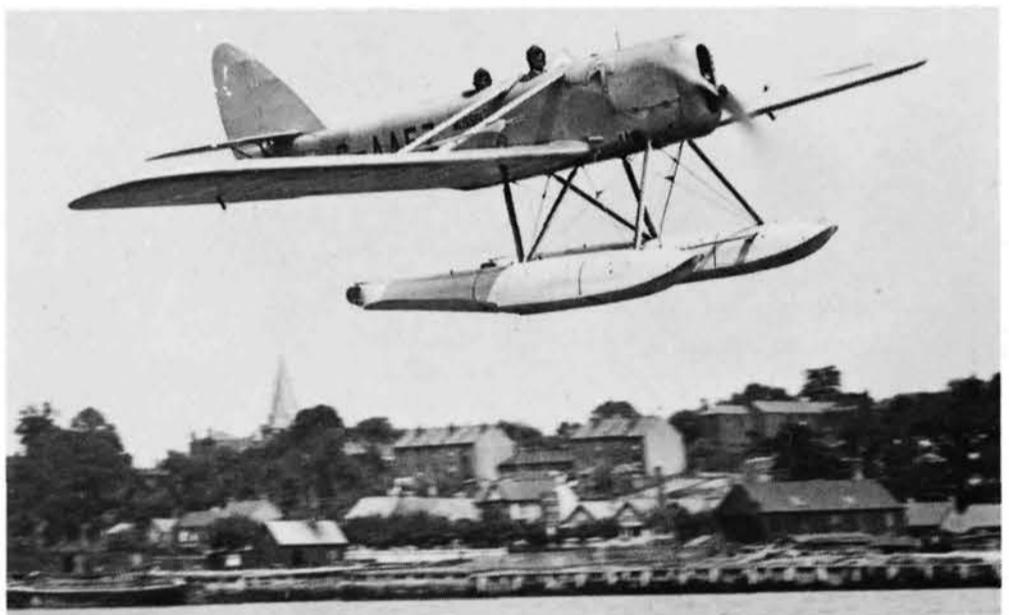
Bristol Aeroplane Co Ltd





Above: Prototype Parnall Elf G-AAFH c/n 1 pushed out at Yate to be photographed after painting. Structure was mostly wood with ply box fuselage and fabric covered wings which could be folded to a width of 7ft 11in. The 105 hp Hermes 4-cyl upright in-line engine was completely cowled, fuel from the 20-gal fuselage tank being pumped up to the 3-gal gravity tank in the slim centre section of the top wing. (Via Jack Meaden)

Right upper: Short S.7 Mussel II G-AAFZ (90 hp Cirrus II) flying over the Medway at Rochester piloted by Short's test pilot John Lankester Parker. The histories of the Mussel and Eustace Short are closely intertwined. He learned to fly on the first Mussel G-EBMJ before writing it off after hitting the mast of a barge and in the second (G-AAFZ) he died from a heart attack after landing on the Medway and the aircraft then grounded itself with the engine still running. (Aeroplane via Jack Meaden)



Right lower: In 1930 the Short Mussel II G-AAFZ was fitted with Short's amphibian undercarriage and wingtip floats tried out earlier on the Moth G-AADV (see opposite page). It is seen here touching down on the Medway with the wheels in the retracted position. (Shorts via Jack Meaden)



Below: DH.75 Hawk Moth G-AAFW c/n 343 (240 hp AS Lynx 7-cyl geared radial engine) seen on skis in Canada. The cowling can be seen to be enclosed over the top three cylinders to keep oil off the windscreen. Like an enlarged Puss Moth, the Hawk Moth could carry six, including pilot, in its short range version, or four in its long range version. American equivalents were the Stinson Reliant and the Fairchild 24 (Argus) but the UK market could not support "luxury size" singles and only 10 Hawk Moths were built. (Jack Meaden)



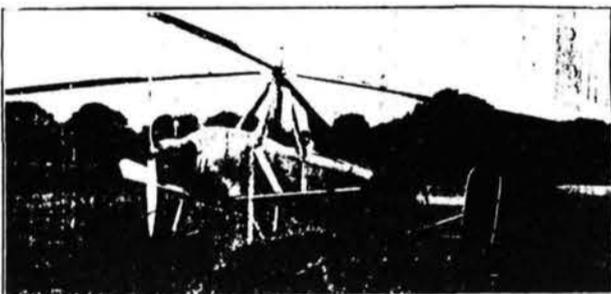


Left: G-AAGC was the second Koolhoven FK.41. It was brought to the UK to become the first Desoutter I, in which form the tailplane was lowered from the top of the fin to the top of the fuselage and changes were made to the cowlings to suit a 105 hp Hermes engine as seen here. (Jack Meaden)

G-AAFH Parnall Elf	George Parnall & Co Ltd	G-AAGB Avro 504K	Surrey Flying Services Ltd
G-AAFI DH Moth	De Havilland Aircraft Co Ltd		"(Used by Tranum)"
	Note: But regd to F.E.N.St. Barbe, with DH connections.	G-AAGC Desoutter FK.41	Desoutter Aircraft Co Ltd
G-AAFJ Avro 504K	Lieut Col Henderson	Note: Correctly Koolhoven FK.41 or, as exhibited at Olympia 7.29, the Desoutter Dolphin.	
G-AAFK DH Moth	G.Linnell. "Down on Brighton beach in fog, March 8th 1930"	G-AAGE DH Moth	De Havilland Aircraft Co Ltd
	T.O.Mills		Note: Owner J.Scott-Taggart substituted by hand (11.29)
G-AAFL DH Moth	Hon A.E.Guinness	G-AAGF Bristol Jupiter 89A	Bristol Aeroplane Co Ltd
G-AAFM DH Moth		Note: Type 89A Trainer	
		G-AAGG Avro 504K	Phillips and Powis
Note: Omitted is G-AAFN the Westland Widgeon demonstrator which crashed and was cancelled in 1.30.		G-AAGH Westland Widgeon	Westland Aircraft Works
		G-AAGI DH Moth	R.D.Tata
G-AAFO DH Moth	W.Campbell Black	G-AAGJ Cierva Autogyro C.17 Mk.II	Cierva Autogyro Co Ltd
G-AAFP Simmonds Spartan	Simmonds Aircraft Ltd	G-AAGK Cierva Autogyro C.17 Mk.II	Cierva Autogyro Co Ltd
G-AAFR Simmonds Spartan	Hampshire Aeroplane Club	G-AAGL Cierva Autogyro C.17 Mk.II	Note: Actually built as C.19
G-AAFS DH Moth	De Havilland Aircraft Co Ltd		Cierva Autogyro Co Ltd
G-AAFT Avro 504K	Inland Flying Services	G-AAGM DH Moth	Note: Actually built as C.19
G-AAFU Klemm	A.J.Richardson Note: L.25-1	G-AAGN Simmonds Spartan	S.B.Cave Note: Based Vienna
G-AAFV Klemm	E.F.Stephen Note: Printed as G-AAFY, corrected to 'V' by hand. Type L.25.	G-AAGO Simmonds Spartan	Simmonds Aircraft Co Ltd
		G-AAGP Avro Avian	Simmonds Aircraft Co Ltd
G-AAFW DH.75 Hawk Moth	De Havilland Aircraft Co Ltd		A.V.Roe & Co Ltd Note: Mk IV sold to Spain during 1929
	Note: To DH Canada 11.29	G-AAGR Avro Avian	E.Cohen Note: Mk IV
G-AAFX DH.75 Hawk Moth	De Havilland Aircraft Co Ltd	G-AAGS DH Moth	S.P.Tyzack
G-AAFY DH Moth	T.O.Mills	G-AAGT DH Moth	Marquis Du Casa Maury
G-AAFZ Short Mussel II	Short Bros Ltd	G-AAGU Junker 13	Frost Bros.
G-AAGA DH Moth	Lieut Col A.H.Gault	"Air Express Co, Croydon" added by hand. Note: Type is Junkers F 13, Moss gives Trost Bros, then on to Walcot Air Lines Ltd, Croydon 31.5.30.	
		G-AAGV Simmonds Spartan 3-seater	Pleasure Flying Services Ltd
		G-AAGW Westland IV	Imperial Airways Ltd

To be continued. . . .

SAFETY in the AIR



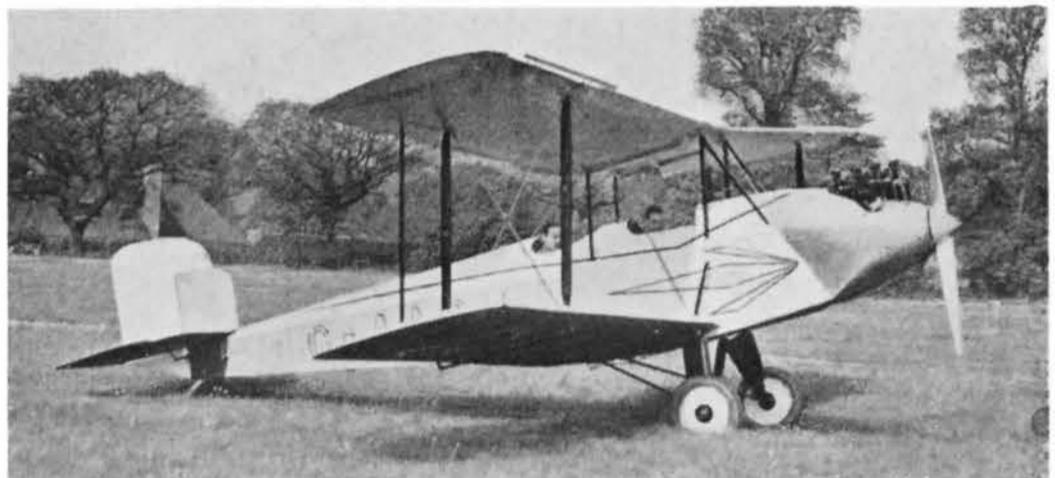
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and
Takes off almost Vertically
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Left: Like the Klemm advert earlier, that used by the Cierva Autogyro Company stressed the safety of their product. The model shown here is the C.19 as represented by G-AAGK/L above.

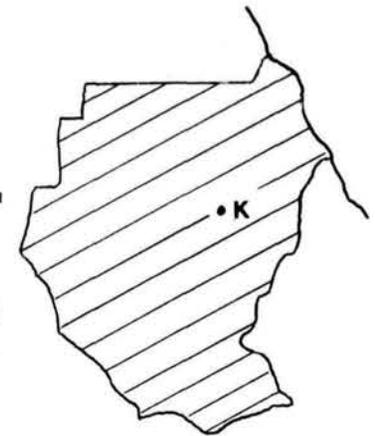
Below: G-AAGV c/n 27 was the first Simmonds Spartan 3-seater which, except for the extra seat in the front cockpit, was the same as the 2-seater. This manufacturer's photo shows it with the removable cover in place over the front seat which converted it back to 2-seat trainer configuration when required. The small Spartan transparent windscreens had no frames and were all but invisible in photographs. (via Jack Meaden)



Complete Civil Registers : 9

THE SUDAN

SN-
ST-



PART THREE



- ST-ACD PA-18-150 Super Cub 18-7912 1.6.63
Ministry of Agriculture. CoR No.58. Damaged beyond repair 3.6.65.
- ST-ACE PA-18-150 Super Cub 18-7915 1.6.63
Ministry of Agriculture. CoR No.59. Cancelled, no details known.
- ST-ACF PA-25-235 Pawnee 25-2272 31.7.63
Ex N6700Z, G-ASKV. Crop Spray Ltd. CoR No.60. Regn cld 10.10.63, returned to UK as G-ASKV. [Usually shown as to ST-ACF 10.65, G-ASKV 13.6.67. It seems that there must have been two spells in the Sudan as ST-ACF or probably it was simultaneously registered ACF and G-ASKV on the same date 31.7.63, the regn ST-ACF being cld in favour of the UK marks in which it operated in the Sudan, but finally being taken up in 1965.] Later became ST-ACW (qv), then G-ASKV, 9Q-CHV, G-ASKV.
- ST-ACG PA-25-235 Pawnee 25-2370 20.8.63
Ex N6801Z, G-ASLK. Crop Spray Ltd. CoR No.61. Regn cld 10.10.63, returned to UK as G-ASLK. [Comments under ST-ACF also apply here: ST-ACG is given as 10.65.] Later became ST-ADT (qv), then G-ASLK and 9Q-CFK, G-ASLK.
- ST-ACH PA-25-235 Pawnee 25-2264 .63
Ex N6694Z, G-ASLJ. Crop Spray Ltd. CoR No.62. Regn cld 15.10.63 in favour of G-ASLJ but was probably taken up in 1965. [Again see comment under ST-ACF] Later became ST-ADS (qv), G-ASLJ, (PH-VOW), PH-VBC.
- ST-ACI PA-25-235 Pawnee 25-2353 18.8.63
Ex N6825Z. Sudanese Agravia Co Ltd. CoR No.63, later No.36. Probably written off 1.7.69, CoA expd 1971 and regn cld 11.3.86.
- ST-ACJ PA-25-235 Pawnee 25-2356 1.9.63
Ex N6826Z. Sudanese Agravia Co Ltd. CoR No.64, later No.37. Lsd to Anwar Mohd Salih 30.11.74 and purchased 14.4.84. Current.
- ST-ACK PA-25-235 Pawnee 25-2374 1.9.63
Ex N6827Z. Sudanese Agravia Co Ltd. CoR No.65, later No.38. Crashed 11.11.67. Regn cld.
- Above: Beagle 206S ST-ADA at Nairobi-Wilson on 14.10.69.
(Peter Keating)
- ST-ACL PA-18-150 Super Cub 18-7986 22.9.63
Ex D-ELNO. Sudanese Agravia Co Ltd. CoR No.66, later No.39. CoA expired 9.68. Regn cld 11.3.86.
- ST-ACM Dornier Do28A-1 3049 4.64
Ex D-IBOL. Ministry of Local Government. CoR No.67 later No.40. Written off 12.11.69, cld 1.1.70.
- ST-ACN Cessna 170 18254 7.64
Ex N3935V, OO-PEC, OO-CDQ(?). Crop Saviour (Sudan) Co Ltd. CoR No.70, later No.43. To W. Van Mierlo. Destroyed by storm at Khartoum airport 24.1.84.
- ST-ACO Dornier Do28A-1 3052 16.9.64
Ex D-IBON. United Nations Special Fund. CoR No.71, later No. 44. Regn cld 19.11.69 as sold in Senegal but other sources say to USA.
- ST-ACP PA-18-150 Super Cub 18-8168 6.3.65
Ministry of Agriculture. CoR No.72, later No.45. To General Construction & Contracting Ltd 25.6.70. To Mahgoub Mohieldin Adam & ptnrs 29.5.83. Current. (Note: Also quoted as ex N1796A c/n 18-1666, but a US Export CoA No.60179 was issued to 18-8168 on 15.7.64 for the Sudan.)
- ST-ACQ Registration not allotted.
- ST-ACR No record of allocation traced.
- ST-ACS No record of Allocation traced, however the marks were quoted for an unidentified Do28 in the Africa Civil Registers of 1981.
- ST-ACT No record of allocation traced.
- ST-ACU PA-25-235 Pawnee B 25-3504 8.9.65
Ex (5Y-ACU). Fisons Pest Control (Sudan) Ltd. CoR No.73, later No.46. To National Agriculture Organisation 3.9.68. CoA expired 1974, wfu. Regn cld on 25.8.86.
- ST-ACV PA-25-235 Pawnee B 25-3498 8.9.65
Ex (5Y-ACT). Fisons Pest Control (Sudan) Ltd. CoR



No.74, later No.47. To National Agriculture Organisation, 3.9.68. To Crop Protection (Sudan) Ltd, 4.12.80. Crashed. Regn cld 15.12.83.

Above: Twin Otter ST-ADC was Sudan Airways second and the one hundredth built. (N.O. via P.Keating) Below: United Nations Islander ST-ADJ at Wilson 27.1.74. (P.Keating)

ST-ACW PA-25-235 Pawnee 25-2272 5.10.65
Ex N6700Z, G-ASKV, ST-ACF, G-ASKV. Crop Saviour (Sudan) Co Ltd. CoR No.75, later No.48. Nominally restored as G-ASKV 13.6.67 but cld 17.10.67 again as ST-ACW. Regn cld 17.2.69 and regd G-ASKV on the following day. To 9Q-CHV 2.72, then G-ASKV.

ST-ADC DHC-6 Twin Otter 100 25.11.67
Sudan Airways. CoR No.54. Regn cld 10.7.76, sold as C-GPBO, written off 1.12.77.

ST-ACX PA-18-150 Super Cub 18-6645 20.2.66
Ex N9378D. Ministry of Agriculture. CoR No.76, later No.49. To General Construction & Contracting Ltd 28.2.70. To Mahgoub Mohieldin Adam & ptrns on 29.5.83. Current. (Note: reported crashed 9.8.68, "derelict" 1974 and "repaired" by 1986.)

ST-ADD DHC-6 Twin Otter 112 25.11.67
Sudan Airways. CoR No.55. Regn cld 14.7.76, sold as C-GPBP, later N80701, N120DA, N80701.

ST-ACY PA-23-250 Aztec C 27-2920 14.4.66
Ex N5839Y, G-ATFT. Sir Alexander Gibb & ptrns. CoR No.77, later No.50. Regn cld 20.7.67 and regd as 5Y-AGP to same owners. Later 5H-TIM.

ST-ADE Pilatus PC-6/B1-H2 Porter 645 18.10.67
Ex HB-FCX. National Agriculture Organisation. CoR No.56. Regn cld 6.5.69, to HB-FCX, OO-AER, HB-FCX.

ST-ACZ PA-18-150 Super Cub 18-1668 4.2.67
Ex N1797A. Ministry of Agriculture. CoR No.51. CoA expired 13.8.68 but currently registered.

ST-ADF Pilatus PC-6/B1-H2 Porter 650 1.4.68
Ex HB-FCY. National Agriculture Organisation. CoR No.57. Regn cld 26.7.69, to HB-FCY, 9M-API.

ST-ADA Beagle B.206 Srs2 B.032 29.11.66
Ex G-ATUK. El Sayid El Imam El Hadi El Mahdi. CoR No.52. To Sudan Government 16.7.70; Sudan Airways 16.6.71; Ministry of Interior 23.4.73. Regn cld as sold to Kenya 14.7.73 but regd N100FE.

ST-ADG Pilatus PC-6/B1-H2 Porter 641 1.4.68
Ex HB-FCZ. National Agriculture Organisation. CoR No.58. Regn cld 6.5.79, to HB-FCZ, OH-POB.

ST-ADB DHC-6 Twin Otter 85 25.11.67
Sudan Airways. CoR No.53. Written off at Dinder 18.3.75.

ST-ADH Pilatus PC-6/B1-H2 Porter 655 1.4.68
Ex HB-FDA. National Agriculture Organisation. CoR No.59. Regn cld 6.5.69, to HB-FDA, 9M-APJ.

ST-ADI Pilatus PC-6/B1-H2 Porter 616 .68
Ex HB-FCK. Not taken up. (CoR No.60 ntu) To G-AWDS 22.2.68, later registered ST-AEU (qv).

ST-ADI PA-25-295 Pawnee C 25-4414 26.1.69
(2) Ex N4683Y. Ministry of Agriculture. CoR No.73. Dbr in storm, Khartoum 12.9.78, though currently regd. (Note: Exported from USA to Kenya.)



Right: Government-owned Cessna 402A ST-ADK receiving some open air maintenance at Nairobi-Wilson airport on 17.1.76.

Below: Another Sudanese Government aircraft at Wison on 8.12.72 was the former Kenyan-registered Commander 500A ST-ADZ. (Photos P.Keating)



ST-ADJ Pilatus PC-6/B1-H2 Porter 627 .68 Ex HB-FDE. Not taken up. (CoR No.61 ntu) To 5Y-AHY later 9M-APQ, N4229S.	ST-ADR Cessna U206C 1225 14.9.68 Ex N71920. Ministry of Agriculture. CoR No69. Regn cld 18.12.76 as sold, subsequent identity unknown.
ST-ADJ BN-2A Islander 116 13.11.69 (2) Ex G-51-46, (VH-FLF). United Nations Development Project. CoR No.74. Regn cld 23.3.78, to G-BGRZ, N2905C.	ST-ADS PA-25-235 Pawnee 25-2264 30.9.68 Ex N6694Z, G-ASLJ, ST-ACH, G-ASLJ. Crop Saviour (Sudan) Co Ltd. CoR No.70. Regn cld 17.2.69, regd G-ASLJ 18.2.69, later (PH-VOW), PH-VBC.
ST-ADK PA-25-235 Pawnee 25-2979 9.9.67 Ex G-ASVR. Not taken up. (CoR No.62 ntu) Restored to UK register as G-ASVR 18.9.68. W/o 2.1.76.	ST-ADT PA-25-235 Pawnee 25-2370 3.11.68 Ex N6801Z, G-ASLK, ST-ACG, G-ASLK. Crop Saviour (Sudan) Co Ltd. CoR No.71. Regn cld 17.2.69, regd G-ASLK 18.2.69, later 9Q-CFK, G-ASLK.
ST-ADK Cessna 402A 0119 6.4.70 (2) Ex N7819Q. Ministry of the Interior. CoR No.75. To National Agriculture Organisation 19.7.77. Crashed 28.4.78.	ST-ADU PA-28-180 Cherokee C 28-2800 11.12.68 Ex G-ATHS. Sudan Portland Cement Co Ltd. CoR No72. To Maspio Cement Corp 12.9.70. To Ministry of Agriculture 17.6.71. Current.
ST-ADL PA-25-235 Pawnee 25-2923 18.10.67 Ex N7138Z, G-ASVY. National Agriculture Organisation. CoR No.63. Crashed 21.11.67.	ST-ADV PA-25-235 Pawnee C 25-4982 3.7.70 Ministry of Agriculture. CoR No.76. Current (Note: US Export CoA to Kenya 15.4.69).
ST-ADM PA-25-235 Pawnee 25-2900 18.10.67 Ex N7113Z, G-ASWG. National Agriculture Organisation. CoR No.64. Damaged and returned to UK 3.69 for repair. Regn cld 1.6.72, G-ASWG restd 15.6.72 though test flown as such 3.8.71. Later SE-IXI.	ST-ADW Fokker F.27 Friendship 400 10282 12.8.70 Ex PH-FGZ, SudanAF 888. Sudan Airways. CoR No.77. Crashed at El Fasher 6.6.77.
ST-ADN Dornier Do28B-1 3105 29.11.67 Ex D-IBYN. Ministry of Local Government. CoR No65. Crashed 15.10.71, regn cld.	ST-ADX Fokker F.27 Friendship 400 10273 12.8.70 Ex PH-FGP, SudanAF 833. Sudan Airways. CoR No.78. Crashed at El Obeid 10.5.72.
ST-ADO Dornier Do28B-1 3106 29.11.67 Ex D-IBYP. Ministry of Local Government. CoR No66. Written off 5.10.69, regn cld.	ST-ADY Fokker F.27 Friendship 400 10277 12.8.70 Ex PH-FGU, SudanAF 844. Sudan Airways. CoR No.79. Destroyed by ground fire while en route Malakal to Khartoum 16.8.86.
ST-ADP PA-18-150 Super Cub 18-8668 17.8.68 Ex (5Y-AIE). Ministry of Agriculture. CoR No67. To Balla Trading Co 30.1.77. CoA expired 3.77, regn cld 9.3.86.	ST-ADZ Aero Commander 500A 1262-85 1.4.71 Ex ZS-COS, VP-KST, 5Y-KST. Ministry of Interior. CoR No.80. To Mefit & Co SpA 14.10.75. Regn cld on 28.10.76, sold to Kenya with US marks N72601. Seen derelict at Khartoum 12.80.
ST-ADQ PA-25-235 Pawnee C 25-4590 17.8.68 Ex (5Y- ?) exported to Kenya 7.3.68. Ministry of Agriculture. CoR No.68. Crashed Gedaref 23.10.70, regn cld 13.11.70.	ST-AEA Cessna 182K / Wren 460 57656/39 18.5.72 Ex N2456Q, 5Y-AEN. Ministry of Interior. CoR No81. Destroyed. Regn cld 7.1.74.

ST-AEB PA-25-260 Pawnee C	25-5476	4.9.72	ST-AER Thrush Commander S2R-600	1665R	26.11.72
Ex N9687N. National Agriculture Organisation. CoR No.82. Regn cld 13.11.82, sold to Cyprus as 5B-CFH later restored as ST-AJS.			Ex N8995Q. National Agriculture Organisation. CoR No.98. To Crop Protection (Sudan) Ltd 17.9.80. CoA expired 9.81, regn cld 15.3.86.		
ST-AEC PA-25-260 Pawnee C	25-5453	4.9.72	ST-AES Thrush Commander S2R-600	1666R	26.11.72
Ex N9654N. National Agriculture Organisation. CoR No.83. To Crop Protection (Sudan) Ltd, 13.9.80; to Nile Dallah for Agricultural Crop Protection Co Ltd, 15.2.85. Current, reported dismantled.			Ex N8996Q. National Agriculture Organisation. CoR No.99. Crashed 24.9.75.		
ST-AED PA-25-260 Pawnee C	25-5445	4.9.72	ST-AET Thrush Commander S2R-600	1667R	26.11.72
Ex (LV-PSB). National Agriculture Organisation. CoR No.84. Destroyed, Terabi 27.9.72.			Ex N8997Q. National Agriculture Organisation. CoR No.100. To Crop Protection (Sudan) Ltd 20.10.80. To Nile Dallah for Agricultural Crop Protection Co Ltd 15.2.85. Current.		
ST-AEE PA-25-260 Pawnee C	25-5481	4.9.72	ST-AEU Pilatus PC-6/B1-H2 Porter	616	2.6.73
Ex N8793L. National Agriculture Organisation. CoR No.85. Regn cld 13.11.82, sold to Cyprus as 5B-CFI later restored as ST-AJQ.			Ex HB-FCK, (ST-ADI), G-AWDS. National Agriculture Organisation. CoR No.101. Written off 17.8.73 at Eddamazin.		
ST-AEF PA-25-235 Pawnee C	25-5491	4.9.72	ST-AEV Pilatus PC-6/B1-H2 Porter	666	23.12.73
Ex N6574L. National Agriculture Organisation. CoR No.86. Not imported, destroyed in flood at the Piper Lock Haven factory 23.6.72. Registration cld 22.6.77. (Note: The entire batch ST-AEB to ST-AEO consists of Pawnees damaged in the flood but some were clearly beyond renovation.)			Ex HB-FDP. National Agriculture Organisation. CoR No.102. Destroyed 4.1.74.		
ST-AEG PA-25-235 Pawnee C	25-5494	4.9.72	ST-AEW Pilatus PC-6/B1-H2 Porter	732	23.12.73
Ex N6609L. National Agriculture Organisation. CoR No.87. Not imported. Regn cld 22.6.77. (As for ST-AEF.)			Ex HB-FFT. National Agriculture Organisation. CoR No.103. Regn cld 17.2.79, to HB-FFT later G-BHCR.		
ST-AEH PA-25-235 Pawnee C	25-5495	4.9.72	ST-AEX Sikorsky S-58	58-1102	-
Ex AN-BFF. National Agriculture Organisation. CoR No.88. Not imported. Regn cld 22.6.77. (As for ST-AEF.)			Ex N947, PH+262, 80+37. Sudan Air Force. CoR No. 104. Not taken up, permission to fly withdrawn by military, aircraft grounded.		
ST-AEI PA-25-235 Pawnee C	25-5472	4.9.72	ST-AEY Sikorsky S-58	58-748	-
Ex TG-KAX-F. National Agriculture Organisation. CoR No.89. Damaged at Khartoum 29.7.81. Regn cld 13.11.82, possibly as spares to Cyprus with ST-AEJ and AEK.			Ex QB+463, 80+07. Sudan Air Force. CoR No.105. Not taken up, permission to fly withdrawn by military, aircraft grounded.		
ST-AEJ PA-25-235 Pawnee C	25-5474	4.9.72	ST-AEZ Sikorsky S-58	58-834	-
Ex TG-KAY-F. National Agriculture Organisation. CoR No.90. Regn cld 13.11.82, sold to Cyprus as 5B-CES later restored as ST-AJV.			Ex 80+17. Sudan Air Force. CoR No.106. Not taken up, permission to fly withdrawn by military, aircraft grounded.		
ST-AEK PA-25-235 Pawnee C	25-5492	4.9.72	ST-AFA Boeing 707-3J8C	20897	7.5.74
Ex N6590L. National Agriculture Organisation. CoR No.91. Regn cld 13.11.82, sold to Cyprus as 5B-CFN later restored as ST-AKI.			Sudan Airways. CoR No.107. F/f 5.6.74, d/d 17.6.74. Current.		
ST-AEL PA-25-235 Pawnee C	25-5493	4.9.72	ST-AFB Boeing 707-3J8C	20898	7.5.74
Ex N6592L. National Agriculture Organisation. CoR No.92. Written off, El Turabi 11.12.76. Regn cld 13.11.82, possibly as spares to Cyprus with ST-AEJ and AEK.			Sudan Airways. CoR No.108. F/f 29.6.74, d/d 10.7.74. Current.		
ST-AEM PA-25-235 Pawnee C	25-5496	4.9.72	ST-AFC Sikorsky S-58	58-1594	-
Ex N6612L. National Agriculture Organisation. CoR No.93. Not imported. Regn cld 22.6.77. (As for ST-AEF.)			Ex BuA.150776, 80+92. Sudan Air Force. CoR No.109. Not taken up, permission to fly withdrawn by military, aircraft grounded.		
ST-AEN PA-25-235 Pawnee C	25-5497	4.9.72			
Ex N6712L. National Agriculture Organisation. CoR No.94. Not imported. Regn cld 22.6.77. (As for ST-AEF.)					
ST-AEO PA-25-235 Pawnee C	25-5498	4.9.72			
Ex N6714L. National Agriculture Organisation. CoR No.95. Not imported. Regn cld 22.6.77. (As for ST-AEF.)					
ST-AEP Thrush Commander S2R-600	1663R	26.11.72			
Ex N8993Q. National Agriculture Organisation. CoR No.96. To Crop Protection (Sudan) Ltd 20.12.80; to Nile Dallah for Agricultural Crop Protection Co Ltd 15.2.85. Current.					
ST-AEQ Thrush Commander S2R-600	1664R	26.11.72			
Ex N8994Q. National Agriculture Organisation. CoR No.97. To Crop Protection (Sudan) Ltd 4.12.80; to Nile Dallah for Agricultural Crop Protection Co Ltd 15.2.85. Current.					

To be continued. . . .



Above: Sudan Airways Boeing 707 ST-AFA on the "Blue Nile" service arriving at Heathrow in September 1974.

Below: The second Boeing 707, ST-AFB at Heathrow outside the BA engineering base on 22.8.74. (Photos P.Keating)



Aircraft of European Civil Registers : 6

THE BÖLKOW LIGHTPLANES

PART ONE

THE KLEMM K1 107

Hanns Klemm Flugzeugbau are famous for their pre-war lightplane types, the Klemm L 25, L 26, K1 31, K1 32, K1 35, K1 36, K1 105 and K1 106. The logical development of the line was the K1 107, powered by a 105 hp Hirth HM 500A-1 engine, of which seven prototypes were built at Boblingen as a private venture in 1940/1 when the project was stopped by the war. These were:

V-1	c/n	.	D-EXKL	f/f	early 1940.
V-2	1656		D-ERKS	f/f	early 1940, 30th & last flight on 2.7.40.
V-3	1657		D-ENQR	f/f	19.10.40.
V-4	1658		D-EPFM	f/f	unrecorded, 2nd on 5.2.41.
V-5	1659		D-ESKL	f/f	20.5.41.
V-6	107000006		D-EVNV	f/f	27.8.41.
V-7	107000007		?		apparently not flown.

It is believed that all seven prototypes survived the war at Boblingen, dismantled but basically airworthy, until burnt by French troops in April 1945.

After the war, Hanns Klemm Flugzeugbau GmbH formed, along with Bolkow Entwicklungen KG (a small engineering firm formed by Ludwig Bolkow), a joint-venture firm known as Arbeitsgemeinschaft Hanns Klemm - Bolkow Entwicklungen KG at Stuttgart to develop the K1 107 design into a modern 2-seat lightplane powered by a Continental C-90-12F. The prototype, initially designated K1 107 V-8, c/n 101 was constructed at Nabern on 3.8.56, registration D-ECAD was allocated on 28.8.56 and the first flight took place at Stuttgart Airport on 4.9.56.

Following modifications it was known as the K1 107A from 2.57 onwards until it was re-engined with a Lycoming O-320-A2A in 10.57 and redesignated K1 107B V-1. Series production was started in 1958 by the joint Klemm-Bolkow company at Nabern. The company was re-named Apparatebau Nabern GmbH in mid-59. Export aircraft were painted with the foreign registrations prior to their first flights, with the German registrations taped on top. In the lists which follow, multiple use of German registrations since the war is indicated by the suffix number which is not of course part of the registration.

KLEMM K1 107B

101	D-ECAD /1	f/f 4.9.56	w/o Ailertchen 6.8.61, broken up 11.62.
102	D-ENOF /1	13.8.58	collided with D-ELAQ c/n 147 nr Koln 22.10.61. W/o.
103	D-ENYX /1	-	res 26.6.58, ntu, cld 4.8.58.
	D-EKAT /1	-	res 4.8.58, ntu, cld 11.2.59.
	D-EKOD /2	16.12.58	w/o Schochau, near Deggendorf 11.11.68.
104	D-ELIK	23.1.59	current.
105	D-EKOD /1	-	res 26.6.58, ntu, cld 11.2.59
	D-EFAZ /1	12.2.59	w/o Donaueschingen 24.10.65.
106	D-ECYK /1	27.2.59	cld to Switzerland 2.4.59.
	HB-UXX		cld 6.64.
	D-EHSI /1		insurance expired 1.7.67, cld 12.2.70.
107	D-EFEW /1	9.3.59	to Sweden 15.3.59.
	SE-CHE		to Denmark 12.66.
	OY-DDV		cld 4.12.72 as broken up.
108	D-EFIW /1	-	res 20.10.58 ntu, cld 11.2.59
	D-EKAT /2	19.3.59	w/o Uetersen 7.7.82.
109	D-EFOW /1	3.4.59	CoA exp 12.4.79, to Air Classik, exhibited Dusseldorf and Berlin, to museum at Marl 1987, present locn unkn.
110	D-EFUW	20.4.59	w/o Poltringen 6.4.59.



Above: A works photo of 1941 showing the fifth prototype Klemm K1 107 D-ESKL. Below: C/n 109 D-EFOW displayed by Air Classik at Berlin-Tegel with Do 27A-5 c/n 371 "DO-27" (K.Wesnicke via P-M.Gerhardt)



111	D-EFEZ	11.5.59	current.
112	D-EFIZ /1	19.5.59	w/o Bad Kissingen 10.6.67.
113	D-ECYK /2	3.6.59	K1 107C, see below.
114	D-EFEW /2	22.6.59	w/o Bad Reichenhall 28.7.68.
115	D-EGAX /1	1.9.59	for Argentina but not delivered. W/o Neubiberg 6.8.61.
116	D-EGEX /1	17.7.59	w/o Verden 18.10.75.
117	D-EGIX	22.7.59	CoA exp 4.76, cld 22.4.77. To be rebuilt 1985 at Aalen, but not proceeded with.
118	D-EGOX /1	6.8.59	w/o Koln-Butzweilerhof 9.6.63
119	D-EGYX /1	21.8.59	to Sweden 27.8.59.
	SE-CHI		cld.
120	D-EJAK /1	23.9.59	to Sweden 9.4.60 for demonstrations, sold 15.3.61.
	SE-CPD		to Norway 7.65
	LN-DAL		res 12.65, ntu, burnt c.74.
121	D-EJEK	7.10.59	w/o Munchen-Oberwiesenfeld 17.8.67.



Above: D-EGIX K1 107B c/n 117 tied down at Leutkirch on 10.5.75 (K.Kramer via P-M.Gerhardt) Below: D-EJUK c/n 124 arriving at Schaffen-Diest 8.88. (H.Wadman/Airniews)





Left: The prototype K1 107B D-ECAD c/n 101 visiting Egelsbach on a European rally on 16.6.59. Below left: Still current after 30 years, K1 107C c/n 127 D-ECEH is seen at Gelnhausen on 13.10.85. Below: Also still current, c/n 133 D-EKOK wearing rally number 428 at Bad Durkheim on 26.6.75. (All photos P-M. Gerhardt)



122	D-EJIK /1	14.10.59	to Sweden 7.2.60.
	SE-CPC		cld.
123	D-EJOK/1	11.59	w/o Erbach 11.5.71.
124	D-EJUK	12.11.59	current.
125	D-EJYK	10.9.59	K1 107C, see below
126	D-ECAH	13.11.59	current, dism at Westerland.

The first task of the re-named Apparatebau Nabern GmbH in 1959 was to redesign the cabin to give three-seat accommodation. In this form the aircraft became the K1 107C.

KLEMM K1 107C

113	D-ECYK /2	f/f 3.6.59	w/o Bad Tolz 25.11.67.
125	D-EJYK	10.9.59	w/o Ochsenfurt 19.7.64.
127	D-ECEH	13.12.59	current.
128	D-ECIH	17.12.59	current.
129	D-ECOH	4.1.60	CoA exp 8.87 Oerlinghausen, cld 4.12.87.
130	D-ECUH /1	26.1.60	w/o Frankfurt 18.12.71.
131	D-ECYH	22.1.60	wfu Paderborn-Lippstadt 1.81, cld 6.5.82, b/u.
132	D-EKEK	3.2.60	current.

133	D-EKOK	22.2.60	current.
134	D-EKUK /1	7.3.60	w/o Hassfurt 6.7.69.
135	D-EKYK	10.3.60	cld to Portugal 1.6.70.
	CS-AFT		regd 25.5.71, current.
136	D-EFAH	12.5.60	current.
137	D-EFEH /1	9.5.60	w/o Mauterndorf OE- 19.5.75.
138	D-EFIH /1	28.3.60	w/o Schwenningen 7.4.69.
139	D-EFOH	22.6.60	current.
140	D-EFUH /1	20.4.60	w/o Verden 14.8.65. (Regd as c/n 142 officially but MBB documents prove 140 correct)
			w/o Brilon 26.5.63.
141	D-EFYH /1	11.7.60	w/o Egelsbach 24.8.60 on dely to Iran 16.9.60, cld 27.12.61
142	D-ECAW /1	17.8.60	w/o 15.2.67.
143	D-ECEW /1	14.9.60	w/o Weiden 23.4.72.
	EP-AAZ		w/o Kalbe/Milde DDR 4.11.63.
144	D-ECIW /1	16.8.60	CoA exp 4.82, stored Monchengladbach, cld 26.5.83, fate?
145	D-ECOW /1	27.9.60	w/o collided with c/n 102 nr Koln 22.10.61.
146	D-EMYQ	13.10.60	current.
147	D-ELAQ /1	26.10.60	cr Ansbach-Petersdorf 19.4.76 to UK 22.3.61, cld 4.6.62. w/o 5.1.65.
148	D-ELEQ	6.12.60	current.
149	D-ELIQ	4.1.61	current, CoA exp 4.86, stored at Friedrichshafen.
150	D-ELOQ	16.12.60	to Sweden 25.3.61.
	G-ASAW		to Germany 5.65.
151	D-ELUQ	19.1.61	w/o Giebelstadt 4.12.66.
152	D-ELYQ	20.1.61	current.
153	D-EBIQ /1	15.2.61	
	SE-COP		
	D-EMKH		
154	D-ECAB /2	27.9.61	



End of K1 107 production.

Series to be continued. . . .



Above left: One of the last production K1 107C's, c/n 152 D-ELYQ was a visitor to the rally at Brive-Laroche in summer 1978. (Henk Wadman/Airnieuws)

Left: This unusual version of the Klemm K1 107C was exhibited at Hanover 2.5.60 as an agricultural aircraft. D-EFIH c/n 138 had a pair of underwing tanks faired into the undercarriage legs, spray-bars and a wind-powered generator under the front fuselage. (P-M.Gerhardt)

The Whole Truth:



DH.60 MOTH

PART FORTY

MOTH

BACK DEED



Right: A superb flying shot of c/n 1322 CF-APA after rebuild as a Gipsy Moth during the sixties. Features such as the fuel tank, trailing edge cut-out and leading edge slots can all be seen clearly from this angle.
(via M.J.Hooks)

- 1274 VH-UPF regd 17.10.30 to De Havilland Acft Pty Ltd, Mascot (fitted with Gipsy II). Regd 13.11.30 to Queensland Air Navigation Ltd, Brisbane. Regd 3.7.31 to Mrs E.R.Treacy, Brisbane. Regd 20.10.31 to T.O.Baker, Bowenville, Queensland. Regd 6.8.37 to Royal Queensland Aero Club, Brisbane. Regn cld 8.7.40; impressed into 2 EFTS Archerfield as A7-86. Damaged in heavy landing Archerfield 27.2.41. Reduced to spares 18.7.41.
- 1279 G-AAMP Date of ownership to William Moss now unconfirmed. Known to have been with Moss on his Chorley farm in 1937 but believed based at Yeadon about 1935/36.
- 1280 G-AAMR delivered to Yorkshire Aeroplane Club at Sherburn (not Yeadon) 18.11.30. Moved to Yeadon with club .31. On collapse of YAC, it was sold 5.34 to Yorkshire Airways Ltd, Yeadon. Re-regd to (new) Yorkshire Aeroplane Club Ltd 9.34, and retained until sold to Romford Flying Club.
- 1282 G-ABCS was purchased by Yorkshire Aeroplane Club from local owners Messrs Diggs la Touche, so indicating they were the unidentified parties who bought it in 7.34, rather than being prior to Airwork ownership.
- 1292 G-ABEP Accident Report C191 refers to an accident at Titsey Hill Tatsfield, Surrey 27.5.31; no further details.
- 1293 M-CNAN regd 8.1.31 and very quickly re-regd EC-NAN. Nationlist identity of 30-52 confirmed. Regd EC-BAU 3.43. Regd EC-ABX to Aero Club de Andalucia. Regn cld .62. To Cliff Lovell .86. Regd G-AAMZ to C.C. & Mrs J.M.Lovell 13.7.87, and on rebuild.
- 1322 CF-APA At 30.6.73 (and 30.9.75) this was regd to Benson & Hedges Canada, Toronto.
- 1362 G-AAHY Badly damaged when hit tree in forced landing nr.Stoke Golding 23.5.33. Repaired at Stag Lane. In 1983, the remains of this aircraft were recovered from Bad Ragaz by Ron Souch. Restored as G-AAHY 7.3.84 to I.McL.White and rebuilt at Hamble, repainted in Brooklands School of Flying c/s. C of A permit issued 24.12.86 and then based Redhill. Regd 6.11.87 to Parker Airways Ltd, Denham.
- 1364 VH-ULW regd 26.8.29 to Matthews Aviation Pty Ltd, Essendon. Regd (undated) to A.Barlow, Melbourne. Regn cld 31.10.29.
- 1366 VH-ULY regd 5.9.29 to Queensland Probate Insurance Co Ltd, Brisbane. Regn lapsed 4.9.31.
- 1368 VH-UNF regd 11.1.30 to Jas Loneragan (Mudgee) Co, Mudgee, NSW. Regd 22.5.32 to H.F.Broadbent, Sydney. Regd 5.9.32 to A.T.Cridland, Sydney. Regd 16.9.34 to R.M.Ansett, Hamilton, Victoria. Regd .36 to Ansett Airways Ltd, Essendon. Destroyed in hangar fire Essendon and regn cld 28.2.39.
- 1370 VH-UOA regd 9.5.30 to Australian Aero Club (Victorian Section), Melbourne. Regd (undated) to A.S. & R.C.Manifold, Camperdown, Victoria. Regn lapsed 8.5.31; restored 31.5.32 to Matthews Aviation Pty Ltd, Essendon. Regn lapsed 30.5.33, but restored to same owner 8.9.33. Lapsed again 7.9.34 and restored likewise 14.12.34. Regd 14.10.36 to F.Watkins Jnr, Melbourne; named "Zoom". Regd 27.4.37 to Zinc Corporation Aero Club, Broken Hill. Crashed 27.3.38 during air dispaly at Broken Hill; regn cld 19.8.38.
- 1371 VH-UMZ regd 30.11.29 to K.E.Wedgwood, Sydney. Regd 25.6.30 to H.R.Clarke, Sydney. Regd (undated) to Queensland Aero Club, Brisbane. Crashed/dbf 4.9.32; regn cld 18.11.32.
- 1372 VH-UMJ regd 25.9.29 to Guinea Airways Ltd, Adelaide. Destroyed by fire Wau, NG and regn cld 26.12.32.

- 1374 G-AAJX was almost certainly the Moth (quoted officially as G-AAJK) w/off in an accident at Hyde, nr Manchester 14.5.31.
- 1375 VT-AAY destroyed in crash Nr.Belgaum Racecourse 12.2.35, killing pilot Baburao Paradhi. Previous cancellation date thus suspect.
- 1376 VH-UMU regd 27.11.29 to R.McPherson, Melbourne. Regd (undated) to J.V.Fairbairn, Derrinallum, Victoria. Regd 20.5.34 to C.O.Fairbairn, Skipton, Victoria. Regd 12.10.36 to V.Wendt, Ballarat, Victoria. Regd 9.3.39 to R.M.Edwards, Darwin. Regn cld 21.8.45.
- 1377 VH-UMD regd 23.9.29 to P.Knapman, Exeter, SA. Regd (undated) to Australian Aero Club (Tasmanian Section), Launceston. Regd (undated) to Royal Victorian Aero Club, Melbourne. Regd (undated) to A.A.Wright, Manangatang, Victoria. Regn cld in census 19.12.47.
- 1379 VH-UMO regd 4.11.29 to M.Newman, Brisbane. Regd 25.11.30 to Anthony's Lagoon Pastoral Co Ltd, Anthony's Lagoon, NA. Regn lapsed 25.11.31. Restored 12.5.32 to C.E.Barnes, Warwick, Queensland. Regd (undated) to Queensland Flying Services, Brisbane. Regd 6.6.51 to M.Burgess, Walcha, NSW. Regd 4.5.53 to A.Oliver, Port Macquarie, NSW. Regd 7.3.58 to J.S.Lee, Port Macquarie. Regd 15.7.61 to J.R.Hall, Forbes. Unidentified accident; regn cld 12.11.65. Acquired .77 by Donald & Robert Bunn and on rebuild .82 at Bungowannah, NSW. To be fitted with Gipsy I (apparently previously fitted with Gipsy Major).
- 1380 HB-AFU The reference to CH-478 being allotted (Archive 4/84) seems highly unlikely. Possibly C of R number.
- 1384 OK-ATT regd as such 18.2.36.
- 1398 VH-UNE regd 30.12.29 to Aero Club of South Australia Ltd, Adelaide. Regn cld 5.7.34.
- 1399 VH-UMR regd 4.11.29 to A.Barlow, Melbourne. Regd (undated) to K.E.Wedgwood, Sydney. Regd (undated) to Central Australian Gold Exploration Corporation Ltd, Sydney. Regd (undated) to K.Gardiner, Melbourne. Regd 10.5.33 to Miss D.J.Gardiner, Baradine, NSW. Regn cld 9.5.34. ZK-ADF regd 18.8.34 to M.A.Scott, Auckland (delete reference to Auckland Aero Club). The 28.11.34 accident resulted in the death of pilot C.C.Waite. Auckland Aero Club purchased the wreckage for rebuild 13.8.35 and regd to them 28.9.35. Rebuild not completed and regn cld 22.4.36.
- 1400 VH-UNX regd 2.5.30 to MacRobertson Miller Aviation Co Ltd, Parafield. Regn cld 7.12.34.
- 1401 VH-UOZ regd 30.9.34 to De Havilland Acft Pty Ltd, Mascot. Regd 3.11.33 to Kingsford Smith Air Service Ltd/Eastern Air Transport Ltd, Mascot. Regn cld 19.8.40; impressed into 4 EFTS Mascot as A7-118. To 2 EFTS Archerfield 21.10.40. Conv to INST MOTH 17 2.9.40; reduced to spares 6.8.45.
- 1403 VH-ULM Crashed nr.Western Junction, Tasmania 23.2.35; regn cld 28.6.35. Restored 17.12.35 to Australian Aero Club (Tasmanian Section), Launceston. Regn 12.9.46 to Royal Victorian Aero Club, Essendon. Regd 2.3.49 to A.R.Hardidge, Kilmore, Victoria. Regd 16.10.50 to A.Klages, Sydney. Regd 25.1.51 to Kingsford Smith Aviation Service Pty Ltd, Mascot. Regd (undated) to A.W.Clare, Nundle, NSW. Regd 20.6.54 to J.F.Myers, Boggabri, NSW. Regd 1.6.56 to P.K.Gerakiteys, Maitland, NSW. Regd 11.10.56 to R.W.Betts, Hebel, Queensland. Regd 25.10.58 to R.E.Tomlinson, Mungindi, NSW. Regd 5.3.60 to C.A.Miller, Lansvale, NSW. Regd 5.7.60 to M.P.Richards, Sydney. Regd 19.12.63 to D.L. & L.J.McIver, Sydney. Regd 2.9.66 to P.Moore, Sydney. Regd 2.3.68 to H.M.Dukes, RAAF Laverton. Regd 17.6.69 to L.P.Penna, Bendigo.
- 1404 VH-ULN regd 1.12.30 to Civil Aviation Branch, Dept of Defence, Melbourne. Regd 28.7.37 to Tasmanian Aero Club, Launceston. Regn cld 21.8.45.
- 1405 VH-ULO regd 13.12.29 to Civil Aviation Branch, Dept of Defence, Melbourne. Regd 8.9.37 to Royal Aero Club of South Australia, Adelaide. Regn cld 18.12.39.
- 1406 VH-ULP regd 21.11.29 to Civil Aviation Branch, Dept of Defence, Melbourne. Regn cld 8.1.40; impressed as A7-78 into 1 FTS Point Cook 28.12.39. To 67 Squadron, Laverton. To GRS, Bairnsdale 3.1.44. To 1 CRD Laverton 2.6.44. Reduced to spares 11.7.44.
- 1407 VH-UNP although shown Archive 3/84 as sold by Qantas to Queensland Air Navigation Ltd 19.6.31, official records indicate an earlier (but undated) sale prior to regn cld 1.6.30. Restored 20.6.31 to G.McCausland, Townsville. Regn cld 7.10.31 but restored to same owner 5.9.32. Regd 15.9.33 to Northern Flying Service, Camooweal, Queensland. Regd (undated) to R.J.Bartle, Brisbane. Regd 18.5.36 to Holyman's Airways Pty Ltd, Launceston. Regd 25.11.36 to Australian National Airways Pty Ltd, Melbourne. Regn cld 11.6.39; accident earlier?
- 1408 VH-UNB regd 22.12.29 to Qantas Ltd, Brisbane. Regn cld 24.4.30.
- 1410 G-AALX Accident report C303 refers to an accident at Croydon Airport 28.3.35; no details. Despite speculation in Archive 1/83, the final demise of this Moth was as a result of a crash off Shoreham Harbour 24.9.37.
- 1412 G-AARB More on final ownership details. Purchased 30.4.39 from W.S.Shackletons for £395 by Mrs Preston/Miss Lyall. Hire purchase agreement guaranteed by Raymond Gordon, MD of Romford Flying Club. Possibly thus used by Romford Flying Club. Installments lapsed on outbreak of war and aircraft stored until destroyed in Maylands fire.

Below: G-AARB c/n 1412 being refuelled at Gravesend, fitted with "Airwheels", doughnut tyres and headrest fairing.(JM)



Complete Civil Registers : 3

New Zealand



PART THIRTY-ONE

ZK-BMM Auster B.8 Agricola B.105 .57
Bristol Aeroplane Co (NZ) Ltd, Wellington. To Airlift (NZ) Ltd, Wellington; to Associated Farmers Aerial Work Ltd, Martinborough 8.60. Hit HT wires & cr nr Martinborough 7.6.62, used in construction of ZK-CCU, regd 11.6.65.

ZK-BMN Auster B.8 Agricola B.106 .57
Bristol Aeroplane CO (NZ) Ltd, Wellington. To Air Contracts Ltd, Masterton d/d 17.2.61; to Associated Farmers Aerial Work Ltd, Martinborough 9.10.63; convtd to 260 hp. Ran out of fuel and f/l in steep bush near Paraparaumu 11.3.65. Regn cld 3.6.65.

ZK-BMO to BMQ, BMS to BMX originally allocated to Auster B.8 Agricolas, ntu.

ZK-BMO DHC-2 Beaver 462 12.12.58
Ex ZK-BDI. Aerial Farming of NZ Ltd, Palmerston Nth 12.12.58. Crashed Nihoniho 2.9.60. Regn cld 21.3.61 and aircraft sold to Aerial Agriculture P/L, Banks-town as VH-AAW 15.8.61. Later returned as ZK-CPZ.

ZK-BMP, Q, R also allocated for Lockheed L.188 Electras but re-regd ZK-TEA, B, C before delivery.

ZK-BMP Cessna 180 RA/1/59 6.59
Ex N2303C, ZK-BEK (c/n 30603 rebuilt). Mt Cook Air Services, Timaru. CoA 10.9.59. To Okair Aviation Ltd, Christchurch; to Graham Stewart & Co (1965) Ltd, Christchurch 14.3.67; to Skeggs Fisheries Ltd, Dunedin 14.10.68; to South West Venison Packers Ltd Dunedin 29.5.70; to E.H.Barden, Dunedin 27.10.70; to T.E. & T.M.Neave, Tuatapere. Current.

ZK-BMQ Percival P.50 Prince 3C P50/38 17.6.59
Ex A90-1, VH-RSX. Polynesian Airlines Ltd, Apia, Western Samoa. D/d 9.7.59. Dbr landing on flat tyre Faleolo airport, 4.12.60. Regn cld 7.6.61, derelict later at Faleolo.

ZK-BMR Registration not yet allotted.

ZK-BMS Cessna 180 31975 12.59
Ex N3177D. Mt Cook Air Services, Timaru. To Ritchie Air Services Ltd, Invercargill; to T.A.McKee, Clinton; to A.W.Blair, Napier; to R.Monk & ptrns, Queenstown 18.7.86. Current.

ZK-BMT Cessna 180 30525 .58
Ex N2225C. V.R.Draffin (t/a Rent-a-Plane Services (NZ) Ltd). F/f NZ 19.1.59. Cr into hillside in fog near Te Akau, near Raglan 3.10.61, killing owner. Regn cld 18.4.62.

Above: The Lincoln Sports ZK-BMV in its pre-war unregistered form. At that time it was powered by a three-cylinder radial engine designed by the builder A.Radford. (via JNG)
Below: Polynesian Airlines' Prince ZK-BMQ parked beneath the tropical palms at Faleolo, Western Samoa. (via JNG)



ZK-BMU Cessna 180 31139 .58
Ex N3641C, ZK-BGM. Rural Avn, New Plymouth. F/f on 5.2.59. To Tawanui Estate Ltd; to I.R.Stewart, Marton; to Whirl-Wide Avn Ltd, Timaru 8.7.70. Damaged by storm, Kaikoura 1.8.75. Regn cld 29.8.75.

ZK-BMV Lincoln Sports 1 7.59
Built by A.Radford, Palmerston North 1932, damaged 1939, stored during War. Registered to T.V.Laugeson of Wanganui, 7.59. To G.S.Smith, Auckland. Test flown at Ardmore 1977. To H.W.McNair, Coatesville 19.10.83. Current.

ZK-BMW Cessna 180B 50545 8.59
Ex N5245E. Rural Avn Ltd, New Plymouth. To Auster Air Services, Timaru d/d 2.2.61; to P.A. Presland, Wanaka .65; to R.J.Auger, Dunedin 15.1.79; to C.J. McKenzie, Gore 26.11.80. Current.

ZK-BMX Cessna 180C 50840 .59
Ex N9340T. Air Services (Wairarapa) Ltd, Masterton. F/f NZ 9.9.60. Dbr in hangar, Masterton 15.5.65. Regn cld 9.6.65.

ZK-BMY DH.82A Tiger Moth DHNZ.101 .56
Ex NZ1421. Aircraft Engineering Co of NZ Ltd, Wellington (op by Airlift (NZ) Ltd); lsd to Wairarapa & Ruahine Aero Club .56; sold to W.W.Roud 9.61; to H.J.Courteney & D.M.Renner, Petone. Crashed? Regn cld 2.11.64, sold to S.A.Tantrum, Levin "as is".



Top: A 1954 model Cessna 180 ZK-BMU in Whirl-Wide Helicopters colours at the company base at Timaru on South Island on 6.5.71. (R.W.Kerr)

Above: Later model is the 1959-vintage Cessna 180B ZK-BMW also photographed visiting Timaru on 8.1.72. (R.W.Kerr)

Below: Far less recognisable as a Cessna 180 is ZK-BNE of Manawatu Aerial Topdressing Co. It was force-landed near Utuwai in a cul-de-sac valley, finishing up amongst the boulders on the stream bed on 21.4.66. The pilot was very lucky to survive the incident. (via D.Noble)

Bottom: Super Cub ZK-BNO in Canterbury Aero Club titles at Christchurch on 18.6.71. (R.W.Kerr)



ZK-BMZ DH.82A Tiger Moth DHNZ.166 22.12.55
Ex NZ1486. Wanganui Aero Work Ltd, operated by Ruapehu Aero Club. Wfu. Regn cld 5.61.

ZK-BNA DH.82A Tiger Moth DHNZ.169 13.6.56
Ex NZ1489. Airlift (NZ) Ltd, Wellington CoA 13.6.56. To M. Forsyth (West Coast Flying Services), Greymouth 22.5.57; to Coast Avn Ltd, Greymouth 27.8.57. Cr on t/o at Paringa 23.11.59. Regn cld 7.12.59.

ZK-BNB DH.82A Tiger Moth DHNZ.171 .56
Ex NZ1491. Aircraft Engineering Co of NZ Ltd, Wellington; to Airlift (NZ) Ltd, CoA 6.4.56. To Auster Air Services Ltd, Timaru 14.2.58. Hit wires landing at Waitohi 14.8.59. Regn cld 21.4.60.

ZK-BNC DH.82A Tiger Moth DHNZ.142 .56
Ex NZ1462. Airlift (NZ) Ltd, Wellington. No CoA. Broken up for spares, wfu Wellington .58. (At one stage fitted with parasol wing -from an Auster- but never flown as such.)

ZK-BND DH.82A Tiger Moth DHNZ.153 22.12.55
Ex NZ1473. Wanganui Aero Work Ltd. CoA 23.12.55. Operated by Kuapehu Aero Club. Crashed near Waiouru 28.4.56. Regn cld 8.10.56.

ZK-BNE Cessna 180 32097 .56
Ex N3299D. Manawatu ATD Co, Palmerston North "5". F/f NZ 28.1.56. Crashed in cul-de-sac valley at Utuwai 21.4.66, regn cld 10.4.70.

ZK-BNF DH.82A Tiger Moth 83524 6.1.56
Ex T5838, G-AOEB. M.G.Alexander, Taupo. NZ CoA 22.12.55. To Middle Districts Aero Club, Whangarei 23.2.56; to Kaitia Aero Club 17.7.58. Cld 2.3.59.

ZK-BNG DH.82A Tiger Moth 82078 1.3.56
Ex N6808, G-AOEC. M.G.Alexander, Taupo "Kiwitahi". To Taupo Aero Club 10.6.57. Wfu Hastings. Regn cld 21.2.61.

ZK-BNH PA-18A Super Cub 150 18-4359 1.3.56
Mt Cook Air Services Ltd, Timaru. NZ CoA 24.3.56. To R.E.J.Goulden, Christchurch 7.7.67; to J.G.Stubbs & Co Ltd, Takapau 6.12.67; to N.Burndred, Auckland "as is" 30.1.75; to L.W.Sutherland, Pukekohe "as is" 27.9.82; to P.M.Lacy, Nelson 31.5.88. Current.

ZK-BNI PA-18A Super Cub 150 18-4360 .56
Farmers ATD Co Ltd, Invercargill. Crashed due to downdraught in gully nr Balclutha 10.9.64. Regn cld 20.10.64.

ZK-BNJ PA-18A Super Cub 150 18-5063 12.6.56
Airwork (NZ) Ltd, Christchurch. NZ CoA 30.8.56. To Canterbury AC 5.60; to Mountain View Farm Ltd, Sheffield. Current.

ZK-BNK PA-18A Super Cub 150 18-5078 .56
Aerial Farming of NZ Ltd, Palmerston North. To Aerodress Ltd, Dannevirke 18.3.60; to Aerial Work (M) Ltd, Blenheim 2.62. Pilot lost control in turn & cr on Middlehurst Stn, Upper Awatere Valley 6.6.65. Regn cld 22.6.65.

ZK-BNL PA-18 Super Cub 150 18-5152 10.8.56
Airwork (NZ) Ltd, Christchurch. NZ CoA 29.9.56. To Canterbury AC, Christchurch 19.10.56. Current.

ZK-BNM PA-18 Super Cub 150 18-5178 3.9.56
Airwork (NZ) Ltd, Christchurch. NZ CoA 9.11.56. To Canterbury Aero Club, Christchurch 3.12.56. To R.R. Palmer Ltd, Temuka; to South Canterbury Gliding Club Inc, Timaru 1.1.70. Current.

ZK-BNN PA-18A Super Cub 150 18-5204 13.9.56
Airwork (NZ) Ltd, Christchurch. NZ CoA 24.11.56. To Aerial Work (Marlborough) Ltd, Blenheim 13.12.56. Stalled after t/o and crashed near Collingwood 25.2.57. Regn cld 20.5.57.

ZK-BNO PA-18A-150 Super Cub 18-5253 10.10.56
Airwork (NZ) Ltd, Christchurch. NZ CoA 29.11.56. To D.W.Kain, Otago 21.12.56. To Canterbury Aero Club, Christchurch 20.4.61; to R.B.Johnston, Auckland 29.11.74; to J.W.Guinness, Tauranga 28.4.78; to G.W.Adamson, Fox Glacier 22.11.79; to R.Jelly & D. MacMillan, Dunedin 19.4.82. Current.

ZK-BNP PA-18A-150 Super Cub 18-5254 10.10.56
Airwork (NZ) Ltd, Christchurch. NZ CoA 9.11.56. To Cooksons Airspread Ltd, Wairoa 13.12.56. To Aerial Farming of NZ Ltd, Palmerston North 8.6.60; to Aerial Applicators Ltd, Wanganui 13.6.60, became Alex-

ander Helicopters .61; to Wairarapa & Ruahine Aero Club Inc, Masterton. Crashed soon after t/o glider towing near Masterton 11.1.87. Regn cld 13.2.87.

ZK-BNQ PA-18A-150 Super Cub 18-5255 10.10.56
Airwork (NZ) Ltd, Christchurch. NZ CoA 9.11.56. To Aerial Farming of NZ Ltd, Palmerston North 10.12.56. Crashed on t/o in crosswind, Alfredton 4.12.57 and regn cld 7.4.59.

ZK-BNR Registration not yet allotted.

ZK-BNS PA-18A-150 Super Cub 18-5290 10.10.56
Airwork (NZ) Ltd, Christchurch. NZ CoA 29.11.56. To Aerial Farming of NZ Ltd, Palmerston North 10.12.56 To Hawkes Bay ATD Co, Palmerston North 18.3.60 (d/d 28.1.60); to Southland Gliding Club Inc, Invercargill. Current.

ZK-BNT PA-18A-150 Super Cub 18-5282 11.10.56
Airwork (NZ) Ltd, Christchurch. NZ CoA 12.12.56. To Auster Air Services Ltd, Timaru 26.1.57. To Aerial Sowing (Cant'y) Ltd, Christchurch 4.3.58; to Nelson Gliding Club, Nelson. Crash landed Motueka 17.10.65 and b/u for spares at Nelson. Regn cld 10.10.73.

ZK-BNU PA-18A-150 Super Cub 18-5419 26.11.56
Airwork (NZ) Ltd, Christchurch. NZ CoA 1.2.57. To Farmers ATD Co Ltd, Invercargill 5.3.57. Hit fence after t/o at Tokonui 1.8.64. Regn cld 4.9.64.

ZK-BNV PA-18A-150 Super Cub 18-5289 11.10.56
Airwork (NZ) Ltd, Christchurch. NZ CoA 12.12.56. To Cooksons Airspread Ltd, Wairoa 9.1.57. To Southland ATD Co Ltd, Gore 1.4.61. Hit downdraught and cr at Waimumu, near Gore, 3.10.63. Regn cld 21.10.63.

ZK-BNW PA-18A-150 Super Cub 18-5429 13.12.56
Airwork (NZ) Ltd, Christchurch. NZ CoA 19.2.57. To Farmers ATD Co Ltd, Invercargill 7.3.57. Tail hit wires and a/c plunged into Balclutha River 18.9.62. Regn cld 26.6.63.

ZK-BNX PA-18A-150 Super Cub 18-5453 22.1.57
Airwork (NZ) Ltd, Christchurch. NZ CoA 18.4.57. To Central Avn Ltd, Roxburgh 24.6.57; to D.Phillpotts, Rangiora 8.12.57; to H.Smith, Christchurch 17.4.68; to R.N.Boyd, Queenstown 27.1.72; to S.W.D.Green, Kaikoura 26.10.72; to Jim Boyd Motors Ltd, Auckland 6.10.78; to Otago Gliding Club, Dunedin 24.2.81; to Rangiora Sailplanes Ltd, Rangiora 6.10.83. Current.

ZK-BNY PA-18A-150 Super Cub 18-5454 22.1.57
Airwork (NZ) Ltd, Christchurch. NZ CoA 27.4.57. To Willmotts ATD Co Ltd, Timaru 19.7.57 (d/d 27.4.57), merged with Auster A/S Ltd 9.12.59; to Nelson Gliding Club 9.7.63; to J.J.Glynn and D.N.Sowman, Hokitika 10.11.70; to J.G.Sinclair, Blenheim 22.5.79; to Rowley Avn Ltd, Amberley 21.8.84. Current.

ZK-BNZ PA-18A-150 Super Cub 18-5471 18.2.57
Airwork (NZ) Ltd, Christchurch. NZ CoA 1.5.57. To Hart's ATD Co Ltd, Christchurch 6.5.57. Stalled and crashed near Hindon 9.11.57. Regn cld 5.3.58.



Above: The somewhat terminal results of Super Cub ZK-BNU hitting a fence on take-off at Tokonui on 1.8.64. The Farmers' Aerial Topdressing pilot Ian Pettit emerged from the wreck uninjured. (via D.Noble)

Below: Super Cub ZK-BNX under the midday sun, probably at Christchurch. (R.W.Kerr)



ZK-BOA Fletcher FU-24 53 14.11.56
Cable-Price Corpn. F/f Hamilton 12.5.57. To Wanganui Aero Work, Wanganui 23.5.57 "Hautapu". Stalled at low level and crashed Mosston, Wanganui 6.7.64. Regn cld 29.10.64.

ZK-BOB Fletcher FU-24 54 14.11.56
Cable-Price Corpn. F/f Hamilton 4.6.57. To Advance Aviation Ltd, Kaitaia d/d 2.7.57. Used by James Avn when hit unidentified object and crashed nr Orakei-Korako 20.9.61. Regn cld 8.1.62.

ZK-BOC Fletcher FU-24 55 4.11.57
Cable-Price Corpn. F/f Hamilton 26.3.58. To Adastra Aviation, Mt Maunganui d/d 16.9.59. To James Avn (Overseas) Ltd, Honiara as VP-PAW; flown Auckland to Norfolk Is 21.11.73. Crashed Honiara 24.11.75.

ZK-BOD Fletcher FU-24 56 4.11.57
Cable-Price Corpn. F/f Hamilton 15.4.58. To Airspread(NZ) Ltd, Mt Maunganui d/d 28.9.59. Taken over by James Avn 12.62. Flown Auckland to Norfolk Is 28.2.68. Cld 4.3.68 on sale as VH-CYU.

ZK-BOE Fletcher FU-24 57 4.11.57
Cable-Price Corpn. F/f Hamilton 16.3.59. To James

Right: Fletcher FU-24 ZK-BOC of Adastra Aviation taking on a load of "super" from a sophisticated mobile loader in the Opotiki area of North Island in April 1971. (J.N.Geelen)





Left: Fletcher FU-24 ZK-BOG of James Aviation in shiny newly-restored condition at Hamilton in 1963. (D.Noble)

Below: Airwork (NZ) Pawnee 150 ZK-BOP being loaded in front of typically snow-covered and mountainous South Island scenery. (Airwork (NZ) Ltd)
Bottom: Another Airwork Pawnee ZK-BOS which had a short-lived career seen at the company's Christchurch base having its underside tickled by a horizontal mechanic. (J.N.Geelen)

Avn Ltd, Hamilton d/d 8.4.59. To Farmers ATD Co Ltd, Invercargill (mod to FU-24-950, t/f 22.11.78); to Ag-Air Avn Ltd, Gore 31.8.84. To Phoenix Avn Ltd, Gore 15.12.88. Current.

ZK-BOF Fletcher FU-24 58 4.11.57
Cable-Price Corpn. F/f Hamilton 2.12.58. To Advance Avn Ltd, Kaitaia d/d 9.3.59. Taken over by James Avn Ltd, Hamilton 1.2.68. To Central Avn Co Ltd, Roxburgh 20.7.76; to Aerial Work (South Auckland) Ltd, Pukekohe 17.8.82; to Aerial Work (King Country) Ltd, Otorohanga 29.3.83; To Beatty Agricultural Avn Ltd, Dargaville 12.2.85. Current.

ZK-BOG Fletcher FU-24 59 14.8.57
Cable-Price Corpn. F/f Hamilton 2.10.57. Cld 10.57, sold as VH-BOM. Restored as ZK-BOG to James Avn Ltd 23.4.63. Cld 21.2.68, sold as VH-CYT. Restored as ZK-BOG 8.10.71 to Farmers ATD Co Ltd, Invercargill, (mod to FU-24-950, t/f 19.7.74). To D.C.Cross, Lum-sden 31.8.84. Current.

ZK-BOH Fletcher FU-24 60 14.8.57
Cable-Price Corpn. F/f Hamilton 29.10.57. Cld on sale as VH-FBC 18.12.57. Australian regn cld 30.11.64; imported by James Avn Ltd and regd ZK-CLN.

ZK-BOI Fletcher FU-24 61 14.8.57
Cable-Price Corpn. F/f Hamilton 31.10.57. To James Avn Ltd, Hamilton "No.4". Hit fence on take-off nr Rotorua 18.2.60. Regn cld 8.11.60.

ZK-BOJ Fletcher FU-24 62 14.8.57
Cable-Price Corpn. F/f Hamilton 22.11.57. Sold as VH-FBQ, regd 13.3.58. Australian regn cld 30.11.64, imported by James Avn Ltd and regd ZK-CLO.

ZK-BOK Fletcher FU-24 63 14.8.57
Cable-Price Corpn. F/f Hamilton 13.12.57. To James Avn Ltd, Hamilton 30.5.58. Hit trees in turn and crashed Naike 19.1.63. Regn cld 28.1.63.

ZK-BOL Fletcher FU-24 64 14.8.57
Cable-Price Corpn. F/f Hamilton 26.11.57. Cld, sold as VH-BOT 8.1.58; restored as ZK-BOL 3.63 to James Avn Ltd, Hamilton. Crashed Waihi 27.4.67. Rebuilt & re-regd ZK-CWQ 28.2.68, sold as VH-CYV 20.5.68.

ZK-BOM to BPZ (excluding BOR, BPR) allotted to FU-24s c/ns 65 to 102. NTU, regns cld 11.57. Regns reallocated as below.

ZK-BOM, BON quoted as re-allotted to PA-24s ntu. Possibly an error for FU-24s, but it would explain why these regns were not used later.

ZK-BOO PA-24-180 Comanche 24-99 .58
Airwork (NZ) Ltd, Christchurch. F/f NZ 3.7.58. To Canterbury Aero Club 14.8.58. Crashed into sea off Muriwai Beach, Auckland 17.10.58. Regn cld 6.1.59.

ZK-BOP PA-25-150 Pawnee 25-33 14.1.60
Airwork (NZ) Ltd, Christchurch. F/f NZ 8.2.60. Crashed on take-off due to wing icing, Cheviot 20.7.62. Regn cld 18.9.62.



ZK-BOQ PA-25-150 Pawnee 25-73 14.1.60
Airwork (NZ) Ltd, Christchurch. (Arrived painted as ZK-BTX) F/f NZ 23.3.60. To Wings Fertilisers Ltd, Napier 26.4.60; to Air Services (Wairarapa) Ltd, Masterton 8.2.62; to Farmers Avn Ltd, Hawera 1963; to Hawkes Bay Gliding Club, Hastings 19.10.67; to NZ Aviation Hire Services Ltd, Waikuku 12.6.84. Current.

ZK-BOR Registration not yet allotted.

ZK-BOS PA-25-150 Pawnee 25-125 3.3.60
Airwork (NZ) Ltd, Christchurch. (Arrived painted as ZK-BTY) F/f NZ 24.6.60. Stalled & crashed Waikari 25.2.61, dbf. Regn cld 18.9.61.

ZK-BOT PA-25-150 Pawnee 25-197 .60
Airwork (NZ) Ltd, Christchurch. (Arrived painted as ZK-BTZ) F/f NZ 24.5.60. Cookson Airspread Ltd, Wairoa. Hit hill in stall turn and caught fire at Tahaenui, near Wairoa 28.10.60. Regn cld 16.11.60.

ZK-BOU PA-25-150 Pawnee 25-198 25.5.60
Airwork (NZ) Ltd, Christchurch. F/f NZ 12.8.60. Lsd to Wings Spray, Hastings; Alexander Helicopters Ltd, Wanganui & Christies Aerial Spraying Ltd, Hamilton. To G.H. Annabell, Waitotara 28.2.69; to Taupo Gliding Club, Taupo 1.4.73. Severe downdraught forced a/c to cr into trees in Kaimanawa Ranges 15.11.74.

To be continued

Casualty Compendium

PART THIRTY-SIX

Credits for contributions in this issue are due to Robert Esperou, Joop Gerritsma, John Havers, Harm Hazewinkel, Jack Meaden, Tony Morris, Keith Palmer, Vic Smith, David Thompson, Paul Wakefield, John Wegg & Hugh Yea.

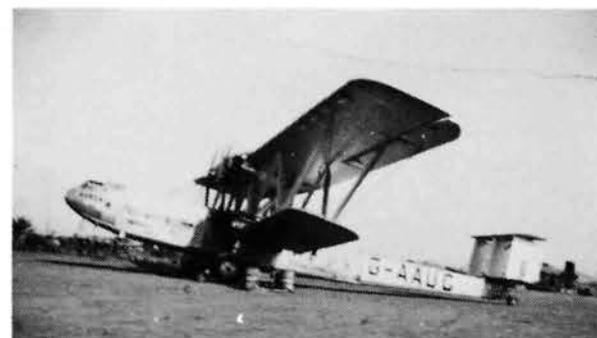


Above: James Mattern's Ford Trimotor NR9648 after it crashed while attempting to land in foggy conditions at Fairbanks, Alaska on 21.8.37. As indicated by the lettering on the fuselage it was intended to use the Ford to refuel Mattern's Lockheed 12 "The Texan" in flight on a projected trans-Polar flight. (via Jack Meaden)

And now the identities of the accidents reported in Archive 4/89:

- 13.1.37 Western Air Express Boeing was model 247D NC13315 c/n 1696 en route from Salt Lake City to San Diego. When positioning for approach to Burbank in turbulence and icing it hit Los Pinetos mountain. Burbank localizer was not sending out a range signal but pilot William W. Lewis circled before requesting that the signal be activated. Discovering that he was east of his course he immediately turned, striking the mountain and skidding along the surface. Co-pilot Owens and four passengers were killed, including explorer Martin Johnson, eight other passengers injured. The actual date should be 12.1.37, at 11.05 am.
- 18.1.37 Eastern Airlines accident at Charleston reported in NY Times 18.1.37 but not identified.
- 21.1.37 Avro 504N of Plane Advertising Ltd was G-AEIJ ex J8507. The company was run by "Mad Major" Chris Draper. Crash location in Irish Sea was 25 mls off Newry Bar and there is speculation that the pilot Eric G. Stewart was attempting to force-land alongside the ship in bad weather. He was trapped when the aircraft sank but mechanic Cyril Poole was picked up. One report suggests that they were trying to tow banners to Ireland! An accompanying 504N G-AEDD had already turned back to Liverpool with engine trouble.
- 23.1.37 The aircraft of Doret and Micheletti was Caudron C.635 Simoun F-ANXM c/n 7090/10. They had left Paris on the 20.1.37 and reached Hanoi after 71 hours 5 minutes on a record attempt to Tokyo. The location of the forced landing was in bad weather between Tien-Yen and Pointe Pagode, the former being a small town about 150 km ENE of Hanoi. It was not on an island but on a beach and the tide washed the aircraft into the sea. Doret was chief pilot of Dewoitine. They made a second attempt on the record on 22.5.37 but crashed 420 mls from Tokyo on Shikoku Island on 26.5.37, seriously injuring Marcel Doret.
- 24.1.37 British Klemm Eagle I destroyed in collision with Desoutter at Mascot was VH-USI c/n 25 ex G-ACR, owned by Mrs May Shepherd (formerly Miss May Bradford), named "Golden Eagle". As it lifted off it struck the taxiing Desoutter, rolled over, crashed and burst into flames killing the owner and two lady passengers. The coroner commented on lack of control of aircraft movements at Mascot. The Desoutter was VH-UEE c/n D.30, ex EI-AAD, G-ABOM. It survived to become VH-BQE and is now preserved as VH-UEE in Tasmania.
- 9.2.37 United Airlines Los Angeles - Oakland mailplane was Douglas DC-3A NC16073 c/n 1913, pilot S.R. Thompson, co-pilot J. DeCesaro. Good weather and normal approach to San Francisco but at about 400 feet co-pilot's microphone fell between the seat support and control column, jamming the controls. The aircraft descended at an ever-increasing angle and fell into San Francisco Bay killing the three crew and eight passengers on board.
- 1.3.37 I-ALGA was Savoia Marchetti S.66 twin hull flying boat c/n 15016 of Ala Littoria.
- 28.3.37 Stinson was VH-UGG, Model A c/n 9122 of Airlines of Australia. Took off from Archerfield in poor visibility and hit tall tree crashing into other trees beyond the airfield boundary. Aircraft destroyed, pilot T.S. Cameron and passenger E. Shang both killed.
- 5.5.37 "Kievit" was Douglas DC-2 PH-AKI c/n 1355 of KLM. It was returning to Amsterdam from the Dutch East Indies on a scheduled service, pilot Capt Jan Moll. The port undercarriage leg sank into a hole following the landing and broke off. A small house at Voula was demolished. There were no injuries and the aircraft was returned to Rotterdam by sea on SS Oreskes for repair presumably by Fokker.
- 12.5.37 Dragon Rapide VH-UVS c/n 6265 "Spirit of Shell" was destroyed by fire at Mascot when an engine backfired while being warmed up. Pilot Peter Hoskins escaped through cockpit window. The pilot of the Desoutter VH-UEE (see 24.1.37) was also a Peter Hoskins - too much of a coincidence to be a different individual?
- 26.6.37 Monteil and Frechet were flying a Caudron Simoun in which they had flown from France to Madagascar between 6.3.37 and 9.3.37. In an attempt to break the record from Tananarive to Paris they took off on 24.6.37 on the first leg to Dar es Salam. Hourly radio reports were made until the African coast was sighted but nothing more was heard from the men. Two fishermen reported seeing the lights of an aircraft heading for Dar es Salam followed by two explosions and a crash in the sea. Enough wreckage was found to positively identify the aircraft and crew. The date of the accident should thus be 25.6.37, at about 4am.
- 28.7.37 KLM Douglas DC-2 was PH-ALF "Flamingo" c/n 1585. The rear of the cabin caught fire over Hal (not Halle) near Brussels and the aircraft crashed with the loss of four crew and all eleven passengers. It was thought that the fire was caused by ignition of a film carried by one of the passengers and films were no longer allowed on board as a precaution after this incident.
- 31.7.37 Ala Littoria aircraft was I-SUSA, Savoia Marchetti S.73 c/n 30014. Damage was not severe but aircraft came to its end on 2.8.37 as reported in Archive p.88/53.
- ? .8.37 James Mattern's aircraft was Ford 5-AT-57 NR9648, ex-TWA. Probably owned by Republic Oil as sponsors, it was fitted with 1800 gallon fuselage tanks intended to refuel Lockheed 12A NR869E "The Texan" in flight for long-distance record breaking. The Ford was to help in the search for the lost Russian polar flyers who had been reported lost on 13.8.37 in the Bolkhovitinov DB-A URSS-N209 (illustrated in Archive on p.86/113). The accident date is reported as being 21.8.37. The Ford overturned in an attempted forced landing outside Fairbanks after using up all its fuel circling in zero-zero conditions. Pilots for the Ford were normally Frank Tomick and Garland Lincoln, the latter is thought to have been flying it at the time of the accident.
- 6.8.37 The Douglas DC-2 sold to Aeroflot was c/n 1413 ex NC14949 which is believed to have become URSS-M25. The crash location was near Bistrita, Roumania.
- 10.9.37 Praga E.114 Air Baby on demonstration in Finland was OK-PGF c/n 111.

- 13.9.37 Hornet Moth at Cathkin Peak was ZS-AFZ c/n 8048 of Natal Aviation (Pty) Ltd, flown by R.S.Armstrong and T.H. Archbell. It was reported that it was not intended to salvage it but the Hornet Moth must have survived to be impressed 3.40 as SAAF 1542.
- 1.10.37 "Courtier" was Short S.23 Empire G-ADVC c/n S.820 of Imperial Airways. Flying Alexandria - Southampton Captain Poole misjudged the height when alighting at Phaleron Bay, Athens and flew the aircraft into a glassy sea, splitting open the hull. Three of the nine passengers drowned and four were injured. Co-pilot was Jack "Ginger" Hall who became a Rotol test pilot during the war.
- 1.10.37 Caudron 445 F-APYO c/n 7537/6 of Chargeurs Reunis crashed in the Grand Erg desert between Fort MacMahon and El Golea on 28.9.37 but was not seriously damaged. The pilot Duchesne was slightly injured and is reported to have taken off again in another Caudron, only to go missing for five days until found near Ghardala.
- 3.10.37 Tri-motor found in Nicaraguan jungle was almost certainly a Ford - one of TACA's? Had been missing since 28.9.37, pilot Lynn Shepherd.
- 16.11.37 Sabena Junkers was Ju 52/3m OO-AUB c/n 5827 en route Frankfurt - Ostend - London, believed to be a charter flight. Grand Duke & Duchess of Hesse and their family were all killed. Aircraft struck a factory chimney.
- 21.11.37 Air France accident involved only undercarriage damage, crew and nine passengers were unhurt. Aircraft not yet identified.
- 8.12.37 "L'Épervier" was Potez 621 F-AOTZ c/n 4213 of Air France, formerly used as a ministerial transport. Crash location was near Saillans about 35 km SE of Valence though other reports put it on a peak at Pas de la Motte or near Saint-Sauveur-en-Diois which is S of the R.Drome opposite Saillans. The date is also quoted as 6.12.37. Cause was probably pilot Albert Risser becoming lost and flying too low to find his way. Risser, the youngest pilot of Air France at 24, and wireless operator Robert Jannon were both killed in the fire but five passengers escaped with only minor injuries.
- 29.12.37 The goodwill flight around South America, to raise money for a monument to Christopher Columbus, leaving from Havana on 10.11.37. "Santa Maria", probably a Stinson SR-9D, owned by the Cuban Pan-American Columbus Society and flown by Lt Antonio Menendez y Pelaez, mechanic Manuel Naranjo, journalist Ruy de Lugo Vina. "Pinta" may also have been a Stinson of the Cuban Army with Lt Alfredo Jimenez, mechanic Pedro Castillo. "Nina" possibly Howard DGA-8 of Cuban Navy, Lt Feliciano Risech, mechanic Roberto Medina. All seven were killed.
- VH-UZP (photo p.89/110) Lockheed 10B c/n 1109 of Ansett made a forced landing on 16.5.46 at Virginia 20 miles from Adelaide in heavy rain and poor visibility. Ten passengers and crew escaped with minor injuries.



Above: G-AAUC "Horsa" in 1935 after its forced landing in the desert, apparently following local repairs. (via J.Meaden)
 Left: "Horsa" shown in the desert with its undercarriage collapsed at the time of the rescue by 84 Squadron. (via Don Neate) See note below for 29.8.36.

- 29.8.36 Two photographs add further interest to the report about Horsa G-AAUC (p.89/109). One from Jack Meaden has on the back the note "Horsa 1935 forced landing in desert" and clearly has an airfield background so must have been taken after salvage. The other, from Don Neate via 84 Squadron sources, shows the aircraft in the desert with the starboard undercarriage collapsed. Our accident report for 29.8.36 (reproduced in both "Crash Covers" and "Recovered Mail") gives the location as 60 km south of Salwa Wells. Slightly damaged, the aircraft was unable to take off again and had to wait 40 hours for rescuers to arrive. C.H.Barnes' "Handley Page Aircraft since 1907" (Putnam) describes the incident on 22.8.35 much as we reported on p.89/109 - though we omitted the famous autographed camiknicks donated to the Squadron by the grateful American passenger Jane Smith after the rescue!

Now for a batch of casualties from 1938 all requiring identification.

- 15.1.38 Pilot Moench left Saigon 14.1.38 for France, seen flying over Minab on 15.1.38 but declared lost on 16.1.38.
- 22.1.38 Caudron of Air Bleue turned over at Le Bourget landing in fog.
- 29.1.38 Seaplane "Zephyr" of DLH made forced landing in Atlantic 250 mls from African coast.
- 16.2.38 Air France aircraft on Cannes - Marseille flight forced to land at Brignoles and damaged undercarriage.
- 1.3.38 TWA Burbank - San Francisco flight blown off course and hit mountain at Wawona near Fresno.
- 18.3.38 LV-ZBC crashed near Seis de Setiembre.
- 2.5.38 Star Route mailplane landing on ice at Lake Spenard, Alaska broke through and was submerged.
- 19.5.38 First service from Massena to Syracuse in National Air Mail Week crashed at Lowville, New York.
- 27.5.38 R.G.J.Nash seriously injured in crash of 1911 Bleriot at Brooklands.
- 13.6.38 Air Afrique aircraft on Tunis to Constantine service crashed at El Aria in heavy fog. Occupants injured.
- 19.6.38 Panagra aircraft disappeared off coast of Chile near Santiago.
- 26.6.38 Bloch of Air Afrique force-landed between Fort Archambault and Bangui, caught in tornado.
- 8.7.38 Northwest Airlines Lockheed 14 stalled on take-off near Billings, Montana and written off.
- 10.7.38 Caudron of Aeromaritime on Cotonou - Niamey service crashed near Mikki after sending radio message "Flying at 2000 metres, motor on fire, goodbye". Pilot was Duchesne - see 1.10.37 above.
- 27.7.38 Imperial Airlines aircraft crashed at Kisumu and destroyed by fire on take off for Alexandria.
- 20.8.38 Douglas of LOT crashed in Bulgaria en route from Salonica to Warsaw.
- 24.8.38 CNAC DC-2 "Kweilin" on Hong Kong - Chungkin service attacked by five Japanese Nakajima fighters and forced down in Pearl River. All survived the landing but only 3 of 17 on board survived subsequent strafing.
- 18.9.38 Fleet crashed near Rafael Castillo, Argentina.
- 14.11.38 KLM aircraft crashed on approach to Schiphol in bad weather.
- 16.11.38 Air Afrique trimotor on Algiers - Tananarive service forced to land on small island in River Congo and turned over. Crew injured. Location about 40 kms from Coquilhatville.
- 27.11.38 "Calpurnia" of IAL wrecked landing on Lake Ramadi near Baghdad. Four crew killed and two injured.
- 2.12.38 DLH aircraft crashed and destroyed near Vienna.
- 3.12.38 "Daedalus" destroyed in hangar fire at Bangkok.
- 19.12.38 DC-2 of Eastern Airlines crashed near Montgomery, Alabama.

To be continued. . . .

FEED BACK

AUTHORISATIONS TO FLY 1935 - 49

The caption to the photograph of Topsy S.2 G-AESU on page 89/21 brought an interesting contribution concerning the fate of the aircraft from Don Heitzman. It seems that on 2.5.37 the Topsy was flown from Liverpool to Walsall by E. Ward for demonstration to members of the South Staffs Aero Club. After several flights by Ward G-AESU was to be flown by a young but experienced club member Harry Griffiths.

The wind had, however, changed direction slightly and it was necessary to take off against the gradient. The low power of the Douglas Sprite engine and the not insubstantial weight of the pilot reduced the rate of climb and the Topsy clipped the tops of several trees before it collided head-on with one, crashing to the ground just outside the aerodrome boundary.

Griffiths was fortunate in suffering only cuts to the face but the aircraft was considerably damaged, particularly the front and upper fuselage and wings. The engine was embedded in the ground some ten yards away. From local press photographs it seems most unlikely that the Topsy would be rebuilt, let alone by the following September, our previously supposed crash date. We would suggest that 9.37 is more likely to be the cancellation date and that G-AESU was written off on 2.5.37 as described above, only ten days after the issue of its A to F No.128 on 22.4.37.

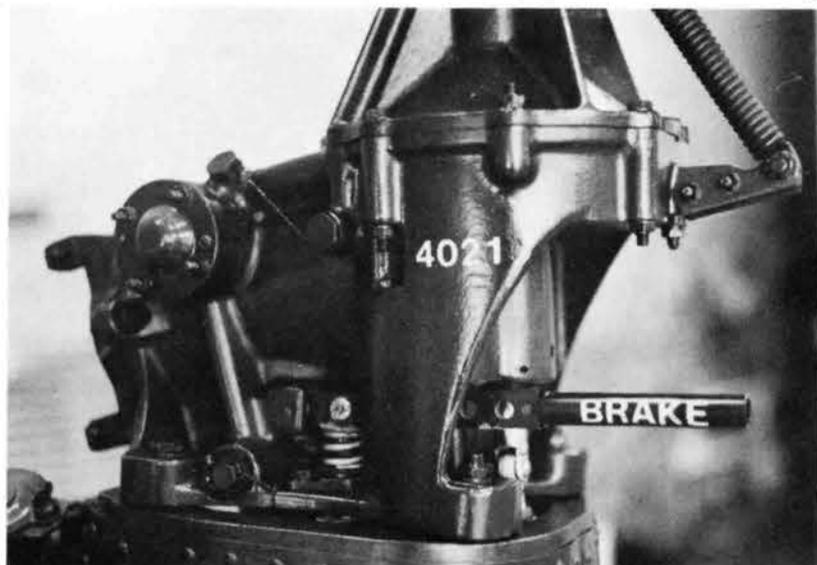
THE TAYLOR EXPERIMENTAL

Reports in the Croydon area "Advertiser" of the crash and the inquest tend to confirm that G-AEPX had flown prior to the incident. At the inquest it states that "That was the third flight he had made in it, making a total altogether of about fifteen to twenty minutes flying time. The two previous flights were during the previous week and Taylor was not quite satisfied with the fuselage rudder and surface..".

HILLER XROE-1 ROTORCYCLE

- C/n 2, BuA.4004 is believed to be with the Army Aviation Museum, Fort Rucker.
- C/n 5, BuA.4021 is at the Hiller Aircraft Museum, Redwood City, California. Its plate bears the acceptance date 20.4.60 and contract no.59-6022. Another example in the same museum is devoid of any markings or plate but may be a pre-production XROE-1.
- C/n 6, BuA.4020, is owned by Dave Wilcoxon of Denver, Colorado, who flew it about two years ago.
- C/n 7, BuA.4024, is owned by Burl Yehnert, Yehnert Helicopters, Uplands, California. Some small parts are missing.

Below: This close-up of the transmission on BuA.4021, c/n 5, shows that the small lever described on p.89/56 as a clutch is in fact the rotor brake. (Al Hutain via S.Nanson)



Top: D-EBYF c/n 25007 at Bonn-Hangelar 6.10.56 in medium blue overall, yellow lettering and bright red rudder trim tab. (Peter Skinner)

Above: D-EGOB c/n 25099 at Southend in July 1959 was flown inverted across the Channel, hence the name Piet Hein upside down on the fuselage. Note also the French, Dutch and German flags on the fin. (Ian Callier)

THE BUCKER Bu 181B (Sk 25) BESTMANN

"D-ESEL" displayed at Berlin has been identified as Bucker built Bu 181C-2 c/n 501659 which was captured by British forces 5.45 and carried RAF serial VN787. There is still an obvious gap in its history between 1946 and the 1980s. Keith Palmer comments that all RAF Bestmann are believed to have been handed over to the French Government for flying club use, in which case it was probably given a "new" FR-...? c/n and an F-B... registration. Any ideas?

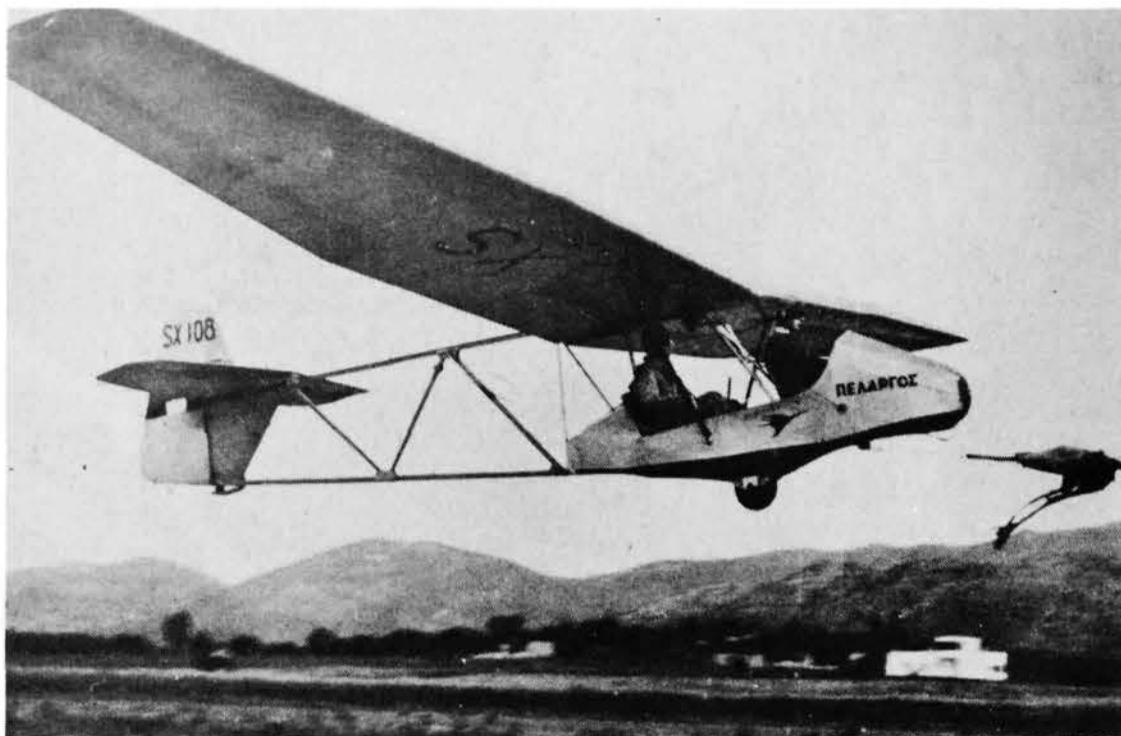
Peter Skinner has sent details of examples logged in the Bonn/Dusseldorf area in 1956/7 which confirm active dates and he comments that the aircraft were flown hard, which may explain the short careers of many of them.

CIVIL REGISTER OF NEW ZEALAND

- ZK-BFM c/n of G-AHUB was MCO/DH/4311 in UK records but is usually reported as 86232.
- ZK-BHH c/n when rebuilt was R10.
- ZK-BHL crashed 8.11.78 near Middlemarsh, rebuilt.
- ZK-BHO to DQ-FEL, crashed 2.4.88.
- ZK-BHP rebuilt as ZK-BSM.
- ZK-BHY delete delivery date (before f/f !).
- ZK-BIT rebuilt as c/n 262 ZK-EHX.
- ZK-BKO regn cld 13.3.67.
- ZK-BKP regn cld 3.6.65.
- ZK-BLD crash location given as Frankton ?
- ZK-BLO regn date 9.4.56, cld after crash 26.9.75.
- ZK-BLP regn date 27.8.57, first cld 8.4.70.
- ZK-BLW type should be J/5Q Alpine.
- ZK-BMI may not have flown again after Ranald Porteous flew it back to Rearsby from Ypenburg on 13.6.57. The outer wings were removed and used on c/n B118 G-APFZ for trials which took place on 17.10.57. ZK-BMI was almost certainly dismantled and stored finally forming part of the package of all the remaining Agricola components sold as spares to Colin James in New Zealand in 1962 - as confirmed by the former Financial Director of Auster A/c, Ambrose Hitchman. Thus ZK-BMI did eventually reach NZ!

MAYLANDS FIRE

G-AFWL is given in Auster Quarterly No.1 as dismantled by the makers. This is further confirmed by Major Cross who adds that it was then cancelled as broken up on 29.5.40. The rebuild as G-AGBF was completed by 8.40 and it was delivered to Larkhill as Plus D X7533 on 9.8.40. G-AFWJ was of course a typing error for G-AFJW. (p.89/112)



COMPLETE REGISTERS OF GREECE

SX-AAD (8) was a M.2F Hawk.
 SX-DAA (24) Liberator c/n 55 was reported in AMCAR 3/87 as becoming N92MK in 1.87. It had not been current in the USA for many years.

Gliders: The Cavka (Jackdaw) and Roda (Stork) were respectively one and two-seat primary gliders designed by Ivo Sostaric in Yugoslavia. The c/ns quoted are the previous identities, thus SX-106 was YU-5180, SX-107 was YU-2149, SX-109 was YU-4082 (built about 1953), SX-110 was YU-5219, SX-111 was YU-2235. Those with no identity quoted were built privately, probably in Greece.

P.89/90 The photograph of the primary gliders was actually published in February 1959 not November 1957 which refers to SX-109.



Above: Sostaric Roda SX-108, probably locally-built, named Pelargos which also means "Stork" in Greek. It is clearly the two-seat primary type seen in the foreground of the group photo on p.89/90. Original photo published 1.9.58, via Andrew Stamatopoulos.

ST-ABR is shown as with Nile Chemicals & Crop Service Co Ltd in 10.77 list along with ST-ABS.
 ST-ABW was owned in 1977 (with a number of other wrecked Austers) by Dimitri Provatas.
 ST-ABY rebuilt and became 5B-CFK and later ST-AKG.
 ST-ACA regd 1.5.63, at Lagos 15.5.63, on overhaul Khartoum 16.8.63. Said to have become TC-ATA (pre- VR-AAX?) G-ASTK regd 27.5.64. After N9747F was N9747G.
 ST-ACB Ex Wichita the owner was given as Ministry of Finance & Economics.
 ST-ACC originally given as Sudan Airways and registered by 6.2.64.

Above: Auster J/1N Alpha G-AIZV in foreign parts, possibly in the Sudan before taking up its new marks as ST-ABP. (John Havers collection)

CIVIL REGISTERS OF THE SUDAN

SN-AAC featured in a Flight photo 23.10.47 - operated 1st service Port Sudan & Atbara to Khartoum 22.9.47.
 SN-AAD ex UK on delivery 24.8.47, engine failure south of Patis, returned to Paris.
 SN-ABI Port u/c collapsed during take-off, prop and stbd wing u/s, suspect fuselage twisted and engine wrecked.
 ST-AAA correct model is Friendship 227.
 ST-AAB accident was 18.4.61 when a lorry ran into it on the ground at Khartoum.
 ST-AAG test flown at Prestwick as "421" 24.7.62.
 ST-AAI when cancelled was allotted G-AZDG before G-AMZS.
 ST-AAJ was still 7301 with the Zimbabwe Air Force.
 ST-AAO did not appear in the published official registers until January 1966. It was still listed on 20.4.67 and the owner was always shown as the Ministry of Agriculture.
 ST-AAP C of Validation issued 9.11.60 to Sudan Airways and was shown as Ministry of Agriculture on registers dated 4.69, 5.70 and 10.70.
 ST-AAT initially given as Sudan Airways.
 ST-ABE crashed at Haman Halla, Sudan 6.12.61.
 ST-ABG crashed at Hassa Heissa, Sudan "about 4 days ago", appears to be total loss - report filed 8.10.57.
 ST-ABH badly damaged hitting ridge on perimeter of Hamadnullah Airfield while landing 10.11.59.
 ST-ABJ was delivered to Khartoum by M.Pinaud 4.11.57. It was given as owned by S. & S.Vanian in 11.60, by Dairat El Mahdi in 8.65 and by El Sayed el Enam Abdel Rahman el Mahdi in 4.67.
 ST-ABK destroyed during storm at Khartoum airport 19.6.62.
 ST-ABL to Fisons Pest Control 10.58.
 ST-ABP Cancelled in UK 22.5.57 as sold to Sweden, restored as G-AIZV 13.9.57, later to Sudan as shown. Noted at Khartoum in 1974 and 10.1.77 in a semi-derelict condition and subject to a legal case.

UK CIVIL REGISTER 1929

G-EBUZ to J.H.A.Chapman 11.29.
 G-EBVA given in Flight 6.12.28 as D.J.Hamilton Lister.
 G-EBVI (see caption p.89/74) reportedly bought c.1932 with a cracked longeron by J.W.G.Jones; 5.34 to Geoffrey Pollard, Broxbourne.
 G-EBVR usually quoted as Wm Beardmore & Co Ltd.
 G-EBYR was reported as such at the Sywell Pageant 20.5.29 but was not a 1930 Kings Cup entrant as reported by Peter Moss.
 G-EBYS owner was Halse.
 G-EBYX accident date was 18.5.29, it was not until 26.5.29 that the crew were located.
 G-EBZH R.Rees was listed as owner in Flight of 4.4.30.
 G-EBZR Vicomte de Sibour was listed in the same edition.
 G-AAAW, 'X, 'Z were all logged as Blackburn Darts by G.C.F.Ely when he flew them at Brough between 1929 and 1932. The Velos was virtually identical to the 2-seat version of the Dart.
 G-AABA entry should read G-AABB.
 G-AABV was one of several marks which compromised w/t abbreviations and thus should not have been issued.

BURGOYNE-STIRLING-DICER

One slightly earlier reference to the Dicer's location was found in BCAN of 13.6.53 where it was reported in the No.4 Hangar, RAF Newton, Notts in bad condition. It has also been reported as sold to someone in Workington but this is possibly an error for Drone G-AEDB.
 F/O Howard Stirling (later F/Lt ?) was the other half of the partnership. He was Senior ATCO at RAF Woodvale in the mid-fifties.

CREDITS - for FEEDBACK material, with grateful thanks to: Geoff Allen, Ian Burnett, Phil Butler, Ian Callier, Richard Cawsey, Paul Crellin, Major John Cross, John Davis, Rainer Haufschild, John Havers, Don Heitzman, Jack Meaden, Sid Nanson, Ian O'Neill, Keith Palmer, Steve Simms, Peter Skinner, Colin Smith, Martin Smith, Tony Smith, Vic Smith, Andrew Stamatopoulos and Robert Swan.



ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly



Pre-delivery photograph of Bolkow BÖ 207's at the Laupheim factory airfield in September 1961, with D-EJAR c/n 210 in the centre and the second prototype D-EGSE behind. We continue our review of the Bolkow lightplanes with BÖ 207 production inside.
(Bolkow, via P-M.Gerhardt)



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The AIR-BRITAIN Civil Aviation Historical Quarterly

Edited by David Partington

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In this edition we have managed to continue all of the current series, start one new one and still find room for another short "one-off" article. In the first category we have the registers of Greece, the Sudan and New Zealand, more additions to the DH Moth story and the 1929 UK Civil Register. Casualty Compendium relates mainly to 1938 accidents and new 1939 problems while The Bolkow Lightplanes moves into B0 207 production which will be completed next time.

New this time is the N9999F listing, officially comprising the aircraft brought onto the US Register after CoA issue at an overseas repair station. American-owned aircraft in the Far East, Middle East, Europe and Central America make up the bulk of the list which dates mainly from the fifties. Based on an original compilation by the Editor, the list has benefitted greatly from additions by John Davis, Peter Marson, Colin Smith, Mike Gradidge, Peter Keating and Janic Geelen. Further details will, of course, be greatly appreciated.

Our short feature covers the background to the Civil Air Guard of 1938-39 and a listing of the participating aero clubs. Our grateful thanks go to Flt Lt G.R.Sunderland for again sharing the products of his research with us.

Apologies are due to one or two readers whose contributions to Feedback, Casualty Compendium or even to this page did not quite make it before our deadline. We have brought deadlines forward this year in comparison with earlier years in order to better fit other editorial commitments and avoid production/distribution delays. While realising that this can make it difficult for overseas readers we hope that it will not discourage anyone from making a contribution to Archive - please don't wait to see if the other chap sends it in first, that way usually nothing happens!

CLOSING DATE FOR NEXT ARCHIVE ** JULY 19th 1990 **

PLEASE NOTE: Enquiries about back issues of Archive will now be dealt with by Mr Frank Pooley, 22 Burlington Rd, Burnham, Bucks and not by the editor.

HOW ? WHAT ? WHERE ?

Three photos on this page from Charles Cain's collection each raise particular problems. Above is a view from a French source of DH.60X Moth G-EBTG in which Lady Bailey flew to the Cape in 1928 arriving on 30.4.28 and returning to Croydon 16.1.29. It is annotated GB-Cape 1928 on the back but where was it taken and when? The populace appear to be warmly clad (for winter?) and the ground is either snow or sand covered. Can anyone help?

Below is a Southern Martlet, no details given but this is a Genet-engined example probably taken early post-war and with G-AA visible, so probably G-AAVD or G-AAVX. Can anyone confirm from other photos perhaps? Bottom is a Blackburn Segrave I at Lyon-Bron in 1932. It must be G-ABFP or G-ABFR, though we favour the former which was fitted with navigation lights in early 1932 and with British Air Navigation Co Ltd frequently flew to and from France until 7.32 or 8.32. Again can anyone confirm this from the aircraft colour scheme?

No answers to the photo queries in the last issue yet, it looks as though R-AGAF could be a one-off or an otherwise unknown local design however.

WANTED: * Photos of any Fokker or licence-built F.VIIs.
* Photos of BA Swallows G-ACUF, DJM, DJN, DLD, DSF, ELV, EMD, EYW and FER. * Any details of Beech 18s YK-AAB, YK-AAM, VT-ALP/Q/R, SU-ADZ, B-123 and B-207, also "Beechcraft" YA-DCA. * Photos at Corfu of Valetta G-AAJY, any Air Union, Air France or Imperial Airways flying boats at Corfu, wreck of G-ADVC at Athens. CONTACT EDITOR PLEASE.



Complete Civil Registers : 8

GREECE

SX-



PART FOUR



We continue with the post-war registrations in Certificate order:

- | | | | |
|--------|--|--|---------|
| SX-BDD | Piper PA-31 Navajo | 31-252 | 9.9.68 |
| (105) | Ex N9189Y. Olympic Airways. | Regn cld 1.9.73, sold as G-BBHB, regd 3.9.73 | |
| SX-HAD | Agusta Bell 47G-4 | 2524 | 18.9.68 |
| (106) | SPEE: Syntairistiki Promitheviki EE. Crashed on 24.6.69. Regn cld 28.2.70. | | |
| SX-HAE | Agusta Bell 47G-4 | 2525 | 18.9.68 |
| (107) | SPEE: Syntairistiki Promitheviki EE. To Ikaros EPE 16.8.83. Regn cld 21.2.85, to Cyprus as 5B-CGF. | | |
| SX-HAF | Agusta Bell 47G-4 | 2526 | 18.9.68 |
| (108) | SPEE: Syntairistiki Promitheviki EE. To Ikaros EPE 5.10.83. Regn cld 21.2.85, to Cyprus as 5B-CGF. | | |
| SX-BDE | Piper PA-23-250 Aztec D | 27-3967 | 9.11.68 |
| (109) | Ex N6655Y. Olympic Airways. Withdrawn from use on declaration of owners and regn cld 15.3.76. | | |
| SX-BDF | Piper PA-28-140 Cherokee B | 28-25626 | 23.6.69 |
| (110) | Ex N8832N. Olympic Airways. To Michael Ragoussis AE 24.2.73. Current. | | |
| SX-ADL | Socata MS.892A Commodore 150 | 10928 | 28.6.69 |
| (111) | Ilias Kaltsos, Athens, bought from Socata 5.3.69. To Christos Metaxas EPE, 31.1.86. Current. | | |
| SX-AFB | Pilatus PC-6/B1-H2 Porter | 694 | 28.6.69 |
| (112) | Ex HB-FEW. Synetairistikon Propsidevtikon Enosis AE. Destroyed 22.7.69. Regn cld 28.2.70. | | |
| SX-AFG | Reims/Cessna F.150G | 0147 | 10.7.69 |
| (113) | ELCO-Vagionis. To Michael Ragoussis AE 22.5.74. Current but C of A expired 11.78. | | |

Above: On the Athens Airport apron in March 1972, Olympic Navajo SX-BDD appears to have parked in SX-BDE's space and behind are Skyvan SX-BB0, an unidentified YS-11 and a 707 taxiing past. (John Wegg)

Below: Aztec D SX-BDE itself was parked in the adjacent bay all the time! (John Wegg)



- | | | | |
|--------|--|-------|---------|
| SX-AFC | Pilatus PC-6/B1-H2 Porter | 691 | 4.7.69 |
| (114) | Ex HB-FEV. Synetairistikon Propsidevtikon Enosis AE. Regn cld 14.10.76, sold as HB-FEV. | | |
| SX-HAH | SA.318C Alouette Astazou | 2042 | 10.7.69 |
| (115) | Ex F-WKQA. Olympic Airways. Crashed near Pyrgos on 13.7.82. Regn cld 21.6.83. | | |
| SX-BBJ | Nihon NAMC YS-11A-300 | 2104 | 23.1.70 |
| (116) | Ex JQ2104, (JA8751), JA8757. Olympic Airways, on lease from NAMC. Regn cld 10.8.70, to LN-MTA regd 7.12.70, later JA8757, PK-IYE, JA8757. | | |
| SX-BBM | Nihon NAMC YS-11A-301 | 2106 | 3.2.70 |
| (117) | Ex JQ2106, JA8758. Olympic Airways on lease from NAMC. Regn cld 12.6.70, intended to LN-MTB but not taken up, to JA8758, HL5216, RP-C1418, JA8758. | | |
| SX-AFD | Socata MS.892A Commodore 150 | 11443 | 13.3.70 |
| (118) | Nikolaos Zouberis, Athens. To Yannis Papageorgiou, Athens 30.1.73. Current. | | |



Above left: Cherokee 140 in Olympic colours, SX-BDF seen at Athens on 7.5.70. (J.Wegg)
 Above right: Apparently part of a military display, this Cessna F.150G SX-AFG stands in front of a searchlight and a Nike Hercules missile in Athens on 10.10.68. Observant readers will note that this was nine months prior to the registration date quoted for the aircraft! (EW via PRK)
 Left: One of the two Pilatus Porters operated by S.P.E. AE SX-AFC shows its underwing spray gear to good advantage at Athens. (John Wegg)



Centre left: Olympic Airways Alouette Astazou SX-HAH in a company photo.
 Centre right: MS.892A Commodore 150 SX-AFD taking cover from the sun parked at Athens in March 1972. (John Wegg)
 Above: Uncommon in Europe, the Nihon YS-11A had many obvious external similarities to the HS.748 although it was a larger aircraft. SX-BBG was Olympic's third but the first not to be leased from the makers. (John Wegg)
 Left: Short Skyvan SX-BBN "Isle of Mykonos" at Athens on 9.7.71 with rear entry steps clearly visible. (P.Howard)

SX-AFH Piper PA-11 Cub Special "18-3743" 13.3.70
 (119) Aeroclub of Athens. Current, but C of A expired.
 (Note: C/n quoted is a spare fuselage, the original
 c/n is unknown. The real c/n 18-3743 was N1580P.)

SX-BBG Nihon NAMC YS-11A-220 2136 23.4.70
 (120) Olympic Airways "Island of Cephalonia". Regd 3.4.70
 in Tokyo. Later converted to YS-11A-520. Regn cld
 29.10.80; transferred to Hellenic Air Force as 2136.

SX-BBH Nihon NAMC YS-11A-220 2137 23.4.70
 (121) Olympic Airways "Island of Ithaca". Regd 3.4.70 in
 Tokyo. Later converted to YS-11A-520. Registration
 cld 13.1.84; transferred to Hellenic Air Force as
 2137, possibly in 1980.

SX-AFF Socata MS.883 Rallye 115 1546 13.5.70
 (122) Viskos, Katopis & Constantinidis (Aero Club of The-
 ssaloniki). Crashed at Thessaloniki 26.8.71. Regn
 cld 21.12.71.

SX-BBN Short SC.7 Skyvan 3 SH.1869 6.6.70
 (123) Ex G-14-41, G-AXLB. Olympic Airways "Island of Myk-
 onos". To Olympic Aviation 7.3.84. Current.

SX-BBO Short SC.7 Skyvan 3 SH.1870 6.6.70
 (124) Ex G-14-42, G-AXLC. Olympic Airways "Island of Ski-
 athos". To Olympic Aviation 7.3.84. Current.

SX-BBI Nihon NAMC YS-11A-220 2143 10.7.70
 (125) Olympic Airways "Island of Samothraki". Registered
 in Tokyo 22.5.70. Later converted to YS-11A-520.
 Regn cld 13.1.84; transferred to Hellenic Air Force
 as 2143, possibly in 1980.

SX-BBK Nihon NAMC YS-11A-220 2144 10.7.70
 (126) Olympic Airways "Island of Zakynthos". Regd 22.5.70
 in Tokyo. Later converted to YS-11A-520. Regn cld
 13.1.84; transferred to Hellenic Air Force as 2144,
 possibly in 1980.

SX-BBL Nihon NAMC YS-11A-220 2145 10.7.70
 (127) Olympic Airways "Island of Delos". Regd 8.6.70 in
 Tokyo. Later converted to YS-11A-520. Regn cld on
 29.10.80; transferred to Hellenic Air Force as 2145.

SX-BDG Reims/Cessna FA.150K Aerobat 0063 3.8.70
 (128) Olympic Airways. To Aeroclub of Athens 6.4.73 (but
 entered 19.5.73). CofA officially expired but flies
 regularly; current.

SX-AFJ Socata MS.893A Commodore 180 11628 7.8.70
 (129) Panayotis Vaxevanakis. To Dimos Dimou 20.2.75. To
 Telemachos Vassilakis 6.9.84 (entered 10.10.84).
 Current but C of A expired.

SX-ASO Lear Jet 25B 074 27.11.70
 (130) Ex N251GL. Olympic Airways. Static display at Paris
 Salon 5/6.71. Crashed 18.2.72 at Antibes. Regn cld
 17.5.72.

SX-AFK Reims/Cessna FR.172G Rocket 0155 24.3.71
 (131) Ex N7506. Aeroclub of Thessaloniki. Current.

SX-BBP Nihon NAMC YS-11A-520 2153 28.4.71
 (132) Olympic Airways "Island of Andros". Regd in Tokyo
 26.3.71. Regn cld 20.11.80, transferred to Hellenic
 Air Force as 2153.

SX-BBQ Nihon NAMC YS-11A-520 2155 28.4.71
 (133) Olympic Airways "Island of Kalymnos". Regd in Tokyo



Top to bottom: Low level pass by YS-11A SX-BBK, Athens 3.72 (JW). FA.150K Aerobat SX-BDG in airline colours (Olympic A/W). Aero Club Reims Rocket SX-AFK at Thessaloniki (S.Jarlevik). Most of Olympic Airways YS-11s were transferred to the Air Force, 2153 was SX-BBP previously (via A.Stamatopoulos). One YS-11 which did not survive was SX-BBQ shown after recovery from the sea on 26.10.72 (via AS). Left: Lear Jet 25B SX-ASO was a static exhibit at Paris in 1971 (John Wegg collection).



Top: The Thessaloniki Aero Club premises in the mid-1970s with an array of different types parked outside. In the front row are Monsun SX-AFR and Rallyes SX-AFL and -AFO. In the centre Rocket -AFK and Rallyes -AFM and -AFN, while at the back Super Cubs -ADW and -ADX flank Stearman -EAZ. (Thessaloniki Aero Club via S.Jarlevik)

Above: Olympic Airways Islander SX-BBS at Athens 9.3.73. (John Wegg via Peter Keating)

Below: Rallye Minerva SX-AFO at Thessaloniki. (S.Jarlevik)



Above: Jet Ranger SX-HAJ visiting Bologna, Italy in 10.71, possibly when on delivery to Greece. (via John Wegg)

Below: Boeing 727 SX-CBF takes off from Amsterdam-Schiphol in February 1975. (Bob Neumeier via John Wegg)



26.3.71. Crashed in sea on approach to Athens Airport from Corfu 21.10.72. Regn cld 9.11.72.

SX-AFL Socata MS.893A Commodore 180 11774 24.5.71
(134) Apostolis Pentefoundas, Thessaloniki. To Yannis Hasiotis 29.10.76. To Aeroclub of Pyrgos 19.5.84, entered 11.7.84. Current.

SX-BBR Nihon NAMC YS-11A-520 2156 31.5.71
(135) Olympic Airways "Island of Milos". Regd in Tokyo on 28.4.71. Crashed into mountains in fog in Savantoporos range 25 km Sth of Kozani inbound from Athens 23.11.76. Regn cld 9.12.76.

SX-BBS BN-2A-6 Islander 621 12.6.71
(136) Ex G-AYGK. Olympic Airways. To Olympic Aviation on 7.3.84. Regn cld 28.6.85 and sold as G-AYGK.

SX-HAI SA.318C Alouette Astazou 2230 7.7.71
(137) Olympic Airways. Destroyed (details unknown). Regn cld 18.6.81.

SX-CBF Boeing 727-284 19536 9.7.71
(138) Ex N7270L, N3182B. Olympic Airways "Mount Taygetus" d/d 28.6.71. (First 727 series 200 model, built in 1967) Current.

SX-AFM Socata MS.880B Rallye Club 1860 18.8.71
(139) Aeroclub of Thessaloniki, purchased 28.7.71. Current.

SX-AFN Socata MS.880B Rallye Club 1861 18.8.71
(140) Aeroclub of Thessaloniki, purchased 28.7.71. Current, C of A expired.

SX-AFO Socata MS.894A Minerva 220 11830 30.10.71
(141) Ex F-BSML. Aeroclub of Thessaloniki, purchase date 9.9.71. Sale pending to Christos Papazafeiriou 3.86. Current, C of A expired.

SX-HAJ Agusta Bell 206A Jet Ranger 8299 3.11.71
(142) Hellenic Shipyards. Purchase date 6.10.71. Written off in accident near St Moritz, Switzerland 26.4.74 and wreck sold to Heliswiss - explaining why regn was cld as "sold abroad" on 13.6.74.

SX-AFP Socata MS.880B Rallye Club 1894 9.11.71
(143) Aeroclub of Thessaloniki. Crashed 7.9.74 at Thessaloniki. Regn cld 17.9.74.



Above: G-AAHM c/n 5132 (100 hp five-cylinder Genet Major) was the first Cierva C.19 Mk IV autogyro and the first to have a clutch for engine-starting of the rotor, developed from that produced by A.E.Larson of the Pitcairn licencees in America. This did away with the twin-fin box tail unit and replaced it with the faired central fin common to all later models. For the first time the rotor was not wire-braced, was three-bladed, and could be folded as shown here. During a display at the White City, flown by Reggie Brie, G-AAHM crashed after striking electric light cables and was written off on 29.9.32. (via Jack Meaden)

Regn	Type of Aircraft	Owner
G-AAGX	Handley Page 42	Imperial Airways Ltd <u>Note:</u> Not flown until 14.11.30
G-AAGY	Simmonds Spartan	B.S.Thynne
G-AAGZ	DH Moth	R.J.Boyd. Amended by hand to "G.Bouwer", owner from 10.29.
G-AAHA	Simmonds Spartan	C.Coombes
G-AAHC	Armstrong Whitworth 14	Sir W.G Armstrong Whitworth Aircraft Ltd
G-AAHD	Avro Avian	W.Brett
G-AAHE	Avro Avian IV	W.P.Cubitt
G-AAHF	DH Moth	Hon H.C.Bathurst
G-AAHG	DH Moth	A.F.Wallace
G-AAHH	Bristol Bulldog	Bristol Aeroplane Co Ltd
G-AAHI	DH Moth	N.Norman
G-AAHJ	Avro Avian IVM.594	A.V.Roe & Co Ltd
G-AAHK	Avro Avian	J.C.Cantrill
G-AAHL	Klemm	S.T.Lee & Co. "E.Stephen" was substituted by hand. <u>Note:</u> Model L 25-1. Moss has S.T.Lea Ltd first.
G-AAHM	Cierva Autogiro C.19	Cierva Autogiro Co Ltd
G-AAHN	Avro Avian	A.P.Turner
G-AAHO	DH Moth	L.Ingrams
G-AAHP	DH Moth	W.L.Hope
G-AAHR	DH Moth	H.S.Broad
G-AAHS	DH Moth	De Havilland Aircraft Co Ltd
G-AAHT	DH Moth	J.E.Carberry
G-AAHU	DH Moth	R.P.C.Denman
G-AAHV	Simmonds Spartan 3-seater	Pleasure Flying Services Ltd
G-AAHW	Kleram	C.G.Wood <u>Note:</u> Model L 25-1
G-AAHX	DH Moth	Colonel H.J.Streatfield
G-AAHY	DH Moth	Gloster Aircraft Co Ltd
G-AAHZ	DH.80 Cabin Monoplane	De Havilland Aircraft Co Ltd
G-AAIA	DH Moth	W.P.Taylor
G-AAIB	DH Moth	Lord Ossulston
G-AAIC	DH Moth	Northampton Aero Club
G-AAID	A.B.C. Robin	A.B.C. Motors Ltd "Seen at ABC's 1929"
G-AAIE	DH Moth	Northampton Aero Club
G-AAIF	DH Moth	Leicestershire Aero Club
G-AAIG	Hendy Hobo Type 281	Hendy Aircraft Co "Constructed at Shoreham"
G-AAIH	DH Moth	Airwork Ltd
G-AAII	Southern Aircraft	L.E.R.Bellairs
		Martlet

Note: Also known as the Moth Three, developed into the DH.80A Puss Moth.

Note: Incorrect, G-AAIH was a Cierva C.18 exported to the USA 9.29 but marks still current. Airwork had no connection with this aircraft.



Above: Klemm L 25-1 G-AAHW c/n 152 had its first British C of A issued on 26.8.29 and was still flying in 1972. It is shown in this air-to-air shot off the British coast in 1946. (Air-Britain monochrome library G60)



Top: G-AAIG the Hendy 281 Hobo c/n 1 (35 hp ABC Scorpion flat twin) was a 1929 single-seat open cockpit cantilever low-wing monoplane designed by Basil Henderson. It was later fitted with a cowled 90 hp Pobjoy R radial and used for racing.

Above: The prototype Southern Martlet G-AAII (75 hp ABC Hornet "flat four" engine), here seen at Shoreham demonstrating its capabilities by taking off through a patch of waterlogged ground.

Below: G-AAII was the Civilian Aircraft Co "Coupe" prototype, c/n 1. A side-by-side two seat cabin monoplane, it was powered by the 75 hp ABC Hornet flat four engine and was first demonstrated on Olympia Aero Show week, July 1929. After 18 months trials it was modified with a lengthened, more streamlined nose and better streamlining of the rear of the cockpit canopy. It was followed by four Mk IIs with the 105 hp Genet 5 cylinder radial.
(All photos: Aeroplane, via Jack Meaden)

Southern Aircraft Ltd.

THE MARTLET

The Ideal high performance single-seater light aeroplane for the Flying Club and Private Owner.

Cruising Speed - 95 m.p.h.
Top Speed - 112 m.p.h.
Landing Speed - 40 m.p.h.

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*Write for particulars.
Demonstrations by Appointment.*

*Learn to Fly at Shoreham.
Private Owners Welcome.*

**SOUTHERN AIRCRAFT, Ltd.,
SHOREHAM-BY-SEA,
SUSSEX.**

Telephone: Shoreham 168.





Above: Lord Apsley's Parnall Elf 2 G-AAIN, which differed from the Mk 1 (see page 90/11) in having the horn-balanced rudder, seen here in a field near Tetbury, Gloucestershire in the winter of 1938-9. (Jack Meaden)

Below: Another advertisement from the pages of the 1929 register. Malcolm Campbell Ltd acted as DH Moth agents and sold many including G-AAIV and G-AAIW listed on this page.

Malcolm Campbell (London) 1927 Ltd.

can offer you the highest and most efficient facilities on the purchasing of light aircraft.

In January last we were specially appointed Moth Agents, and up to date we have definitely sold more Moths than the total sold by all other Moth Agents in England.

WHY? Because we are the pioneers of part exchange and Hire Purchase of D.H. Moth aircraft, and we also issue a combined insurance policy, which (with the exception of a small excess) makes the owner of a machine free from all other financial commitments.

These are obvious reasons **WHY** you should buy your Moth from us and avail yourself of our advice and service at

*Byron House, St. James's Street
London, S.W.1.*

*Heston Air Park, Hounslow.
Aerodrome @ Service*

Whitchurch Aerodrome, Bristol

*and at Merlyn Motors Ltd.
Whiteladies Road, Bristol*

who are associated with

Malcolm Campbell (London) 1927 Ltd.



Above: Boulton & Paul P.41 Phoenix I G-AAIT parasol wing monoplane (40 hp ABC Scorpion flat twin) was of wood with fabric covering and was the only one built. Later it was modified to have a longer undercarriage with a wider track and was fitted with a 40 hp Salmson radial. (via J.Meaden)

G-AAIJ Avro Avian	A.V.Roe & Co Ltd
G-AAIK Avro Avian	A.V.Roe & Co Ltd
Note: Both type 594 Avian IV.	
G-AAIL C.A.C. Coupe	Civilian Aircraft Co
G-AAIM DH Moth	Captain Shaw (Shell)
	Note: Owned by Shell Mex & BP Ltd.
G-AAIN Parnall Elf	George Parnall & Co Ltd
G-AAIO Parnall Elf	George Parnall & Co Ltd
G-AAIP Saunders Flying Boat A.17	-
	Note: Owner was S.E.Saunders Ltd. Later known as Saunders-Roe Cutty Sark.
G-AAIR Blackburn Bluebird IV	Blackburn Aeroplane and Motor Co Ltd
G-AAIS Amphibian 2-seater	Squadron-Leader B.Hinkler
	Note: Type was Hinkler Ibis.
G-AAIT Boulton & Paul 2-str	Boulton & Paul Ltd
	Note: Type was P.41 Phoenix
G-AAIU DH Moth	P.du Cane
G-AAIV DH Moth	Malcolm Campbell Ltd
Note: G-AAIW is missing, was a DH Moth registered to Malcolm Campbell Ltd and current 1929 to 1939.	
G-AAIX Avro Avian	Mr.Surtees



Top: The Clarke Cheetah G-AAJK c/n CC.1 (35hp Blackburne Thrush 3-cylinder radial) used a number of DH.53 parts and was designed as a convertible biplane/monoplane, the lower wing (from the Halton Mayfly G-E800) being removable. (JM)
Above: The Clarke Cheetah G-AAJK again, this time as a monoplane in 1929 before obtaining a C of A. Purchased by four airmen of 600 Sqn in 9.30 it reverted to monoplane status and survived in this form until scrapped in 1937. (Aeroplane via Jack Meaden)

Below: Short S.11 Valetta G-AAJY c/n S.747 (3 Bristol Jupiter XIF 525 hp 7 cyl geared radial engines) first flew in seaplane form with twin floats 21.5.30. On 22.7.31 Sir Alan Cobham took off on a six week survey flight down the Nile to Lake Victoria after which it flew from 13.5.32 in the landplane form seen here. (via Jack Meaden)

Bottom: The Valetta G-AAJY in its seaplane form with the throttles of its 3 Jupiters wide open at take-off. The hump over the cabin contains a Bristol gas starter motor with winch attachment for engine changes. (Shorts via JM)

- | | |
|--------------------------------|--|
| G-AAIY Armstrong Siddeley Wolf | Sir W.G.Armstrong Whitworth Aircraft Ltd |
| G-AAIZ Supermarine Seagull | Travel & Tour Association |
| G-AAJA DH Moth | H.S.Eaton |
| | "Down at Shoreham 15.3.30" |
| G-AAJB Simmonds Spartan | Simmonds Aircraft Ltd |
| G-AAJC Blackburn Bluebird | Blackburn Aeroplane & Motor Co Ltd |
| | Blackburn Aeroplane & Motor Co Ltd |
| G-AAJD Blackburn Bluebird | Blackburn Aeroplane & Motor Co Ltd |
| | <u>Note:</u> Actually G-AAIR re-registered in error. |
| G-AAJE Blackburn Bluebird | Blackburn Aeroplane & Motor Co Ltd |
| | <u>Note:</u> Re-registered G-AAOB 10.29, G-AAJE cld 1.30 |
| G-AAJF Westland Widgeon | Westland Aircraft Works |
| G-AAJG DH Moth | Agra Engineering Co |
| G-AAJH DH.66 Hercules | Imperial Airways Ltd |
| G-AAJI Westland IV | Westland Aircraft Works |
| | <u>Note:</u> Registration cld 8.8.29 but still listed. Was G-ABAJ later. |
| G-AAJJ DH Moth | Major G.G.Allen |
| G-AAJK Clarke Cheetah | F/O J.Clarke |
| | "Down at Shoreham 19.3.28" |
| | <u>Note:</u> Date noted must be in error, bt 1929, CoA 17.9.29. |
| G-AAJL DH Moth | G.A.Shellabear |
| G-AAJM DH Moth | F.S.Lee |
| G-AAJN DH Moth | L.F.Home "(or Horne?)" |
| | <u>Note:</u> Horne was correct. |
| G-AAJO DH Moth | Hon Loel Guinness |
| G-AAJP DH Moth | G.T.Scaramanger |
| | <u>Note:</u> Should be Scaramanga. |
| G-AAJR DH Moth | Hampshire Aeroplane Club |
| G-AAJS DH Moth | Evening World Newspaper |
| G-AAJT DH Moth | Warwick Wright Ltd |
| G-AAJV DH Moth | Lieut-Comdr. Glen Kidston |
| G-AAJW DH Moth | E.V.S.Lacey |
| G-AAJX DH Moth | National Flying Services Ltd |
| G-AAJY Short 3-Engined | Short Bros Ltd |
| | <u>Note:</u> Type S.11 Valetta. |
| | Hon Mrs A.F.Westenra |
| G-AAJZ DH Moth | |



THE CIVIL AIR GUARD



Above: Moths of the Redhill Flying Club, with DH.60M G-AAVV c/n 1486 in the foreground, and girl pilots of the Civil Air Guard running to them in practice for the Civilian Air Pilots' Benevolent Fund Display in late July 1939. Taxying out behind are two Hart Trainers of 15 EFTS.

(via Jack Meaden)

THE CIVIL AIR GUARD, 1938 - 1939

The new Secretary of State for Air, Sir Kingsley Wood, announced the formation of the Civil Air Guard on July 23rd 1938. Members of the public aspiring to be pilots were invited to apply to 76 clubs (listed below) for training. All these clubs had agreed to participate in the scheme - probably due to the attractive scale of payments offered by the Government for the use of the clubs' aircraft, instructors, engineers and premises.

The Civil Air Guard did not own any aeroplanes or premises. The clubs were paid £30 for each pupil who qualified for a licence, or £50 if on heavier aircraft, with payments for up to ten hours annual practice flying after qualification. As the scheme developed, so the clubs sought additional machines to provide for the extra needs of CAG flying.

A club had to have a Civil Air Guard section of a minimum of twelve pupils before commencing training. Men and women applicants aged between 18 and 50, medically fit and free of any military reserve commitment, would be taught to fly at a cost to them of 2/6d (12½p) per hour during the week and 5/-d (25p) at weekends and public holidays on aircraft under 1,200 lbs (544 kgs) all-up-weight. Above this weight (on types such as the DH Moth), the charges were doubled. The normal club charge at the time was about £1.10s.0d (£1.50p) per hour. By joining the scheme the applicants undertook to offer themselves for service, which would not necessarily involve flying, in a national emergency.

A basic uniform was provided. This was a pale blue boiler suit with buttoned breast pockets and a matching belt. A miniature civil aviation ensign with the letters "CAG" superimposed was worn on the shoulders. Members were required to join their club operating the scheme for a much reduced membership fee. On qualifying as a pilot, a pair of wings with "CAG" in the centre were worn above the breast pocket.

A committee was appointed to administer the scheme as follows:

Chief Commissioner: The Most Hon the Marquess of Londonderry, KG, PC, MVO
Hon Secretary: Air Cdre John A. Chamier, CB, CMG, DSO, OBE, RAF(Retd).
Hon Area Commissioners: W. Lindsay Everard, MP. (Knighted in 1939)
Maj. Alan Goodfellow, RAF(Retd).
Mrs F.G.Miles.
Robert Murray, Esq.

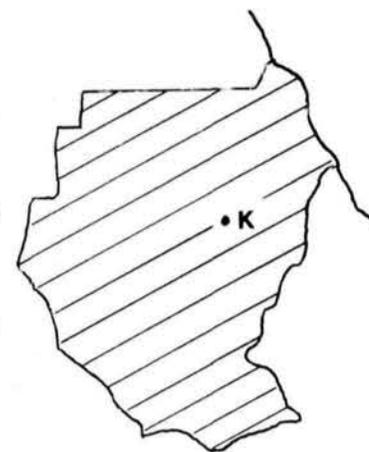
Of the original clubs, only fifty-seven operated the scheme starting training in September 1938. By the following January, 5,550 of the original 30,000 applicants had been accepted and already 1,380 of these had gained their "A" Licences and thereby qualified to wear the CAG wings.

These figures illustrate the pace of instruction at the clubs during that autumn. These statistics do not include normal club instruction which continued simultaneously with Civil Air Guard flying. For this hard work, the clubs

Complete Civil Registers : 9

THE SUDAN

SN-
ST-



PART FOUR



ST-AFD PA-28 Cherokee - -
National Agriculture Organisation. CoR No.110. Not taken up, cancelled 1975.

ST-AFE PA-28-180 Cherokee Challenger 28-7305533 8.11.73
Ex N56120. National Agriculture Organisation. CoR No.111. Crashed 28.6.79 on take-off from an unidentified airstrip.

ST-AFF PA-18-150 Super Cub 18-7409033 30.4.74
Ministry of Agriculture. CoR No.112. Current, but known to have been extensively damaged on hitting a tree stump at Dindar game park 3.80.

ST-AFG PA-18-150 Super Cub 18-7409039 30.4.74
Ministry of Agriculture. CoR No.113. Destroyed in storm, Khartoum 12.9.78. Regn cld 14.12.83.

ST-AFH PA-23-250 Aztec C 27-3452 6.5.74
Ex N6224Y, HB-LDL, D-ILDL. National Agriculture Organisation. CoR No.114. Current.

ST-AFI PA-23-250 Aztec E 27-4817 28.7.74
Ex (LV-PSA), HB-LGY. National Agriculture Organisation. CoR No.115. Current.

ST-AFJ PA-18-150 Super Cub 18-7203 2.3.79
Ex ST-ABN. Balla Trading Co. CoR No.116. Regn cld 2.3.79, sold as G-BGWF.

ST-AFK Boeing 737-2J8C 21169 1.6.75
Sudan Airways. CoR No.117. F/f 29.8.75, d/d 15.9.75. Current.

ST-AFL Boeing 737-2J8C 21170 1.6.75
Sudan Airways. CoR No.118. F/f 11.9.75, d/d 18.9.75. Current.

ST-AFM Reims/Cessna F.337G F.0069/1584 19.1.75
Ex D-IKED. Strabag-bau AG. CoR No.119. Regn cld 11.3.79, sold as N1025A.

ST-AFN Cessna 402B 0849 30.6.75
Ex N3980C. Southern Provincial Government. CoR No. 120. To Sudan Police Headquarters 18.12.83. To

Above: Cherokee Challenger ST-AFE in Air Taxi titles which seem to have been carried by most of the N.A.O. fleet. The C-47 behind may be ST-AHL (note the L on the nose) which would date the photograph in early 1979 at Khartoum.

Below: Another Air Taxi aircraft, Aztec E ST-AFI receiving minor maintenance. (Photos: B.N.Stainer via P.R.Keating)



Upper Nile Region 28.5.84. Current.

ST-AFO Beech C90 King Air LJ-669 14.7.75
Ex N9397S. Ministry of Interior. To Sudan Police Headquarters. CoR No.121. Current.

ST-AFP DHC-6 Twin Otter 300 479 30.6.75
Ex C-GDVN-X. Sudan Survey Department. CoR No.122. Current.

ST-AFQ PA-32-260 Cherokee Six 32-583 26.11.75
Ex N3674W, HB-OYU. National Agriculture Organisation. CoR No.124. Current.

ST-AFR Pilatus PC-6/340 Porter 340 26.11.75
Ex HB-FAR, I-CONA, HB-FAR. National Agriculture Organisation. CoR No.125. Current. (At Luqa 12.89 for overhaul and possible sale.)

ST-AFS Reims/Cessna F.337G F.0075/1616 25.9.75
Recchi Impresit - Lodigiani. CoR No.123. Current.

ST-AFT PA-34-200T Seneca 34-7570086 22.11.75
Ex N33088, G-BCYO. Kenana Sugar Co Ltd. CoR No.126. Regn cld 19.10.77, sold as 5Y-SAW.



Above: Cessna 402B ST-AFN on the Khartoum apron with an unidentified Pawnee and British Airways Super VC-10 G-ASGM. (Dimitri Provatas via John Havers)

Left: Sudan Airways Boeing 737 ST-AFL seen at London Heathrow on 11.10.75 soon after entering service with the airline. (B.N.Stainer via P.R.Keating)



ST-AFU BN-2A-27 Islander 750 17.12.75
Ex G-BCVU. Soberi Co. CoR No.127. Regn cld 24.10.79, sold as HP-860, OB-T-1196, N48VM.

ST-AFV PA-28-140 Cherokee 28-23600 8.2.76
Ex N11C, 5Y-AHJ. Helmut J. Braun. CoR No.128. To Shedrohrbau - McAlpine 10.4.76. To Franz J.Kitzler 30.7.77. To Overseas Supply & Services Inc - Philroy Investment Services 26.6.85. Current.

ST-AFW Thrush Commander S2R-600 2052R 13.5.76
Ex N4879X. Crop Protection (Sudan) Ltd. CoR No129. To Nile Dallah for Agricultural Crop Protection Co Ltd 15.2.85. Current.

ST-AFX Thrush Commander S2R-600 2054R 13.5.76
Ex N4880X. Crop Protection (Sudan) Ltd. CoR No130. To Nile Dallah for Agricultural Crop Protection Co Ltd 15.2.85. Damaged in undershoot 10.80 but presumed repaired. Current.

ST-AFY Thrush Commander S2R-600 2056R 13.5.76
Ex N4881X. Crop Protection (Sudan) Ltd. CoR No131. CoA expired 8.82, regn cld 15.3.86.

ST-AFZ Thrush Commander S2R-600 2065R 13.5.76
Ex N4882X. Crop Protection (Sudan) Ltd. CoR No132. Crashed, dism Khartoum. Regn cld 15.12.83.

ST-AGA Thrush Commander S2R-600 2070R 13.5.76
Ex N4883X. Crop Protection (Sudan) Ltd. CoR No133. Crashed 28.11.79 into drainage ditch from low altitude. Regn cld.

ST-AGB Thrush Commander S2R-600 2196R 13.5.76
Ex N8436V. Crop Protection (Sudan) Ltd CoR No134. Crashed. Regn cld 15.12.83.

ST-AGC Thrush Commander S2R-600 2197R 13.5.76
Ex N8437V. Crop Protection (Sudan) Ltd. CoR No135. Crashed 27.3.78. Regn cld.



Left: Operated by Belgian company SOBERI, Islander ST-AFU appears to have had damage to the fuselage repaired - visible below the engine in the photo - when seen at Nairobi-Wilson on 21.3.77. (Peter Keating)

ST-AGD Thrush Commander S2R-600	2204R	13.5.76	ST-AGR Pilatus PC-6C/H-2 Porter	557	13.3.78
Ex N8444V. Crop Protection (Sudan) Ltd. CoR Nol36.			Ex N184L. National Agriculture Organisation. CoR Nol50. (Originally ordered for Sudan Air Force but taken over by N.A.O.) CofA expired 1977. Regn cld		
Not imported. Regn cld 13.6.77 remained as N8444V.			25.8.86.		
ST-AGE Thrush Commander S2R-600	2205R	13.5.76	ST-AGS Pilatus PC-6C/H-2 Porter	-	-
Ex N8445V. Crop Protection (Sudan) Ltd. CoR Nol37.			Reservation for National Agriculture Organisation, CoR Nol51, not taken up. Presumably intended for another ex Air America example.		
Broke in two on landing due to overloading 9/10.80. CofA expired 10.81. Regn cld 15.3.86.					
ST-AGF Thrush Commander S2R-600	2211R	13.5.76	ST-AGT Bell 47G-2	1703	30.1.77
Ex N8451V. Crop Protection (Sudan) Ltd. CoR Nol38.			Ex D-HEDU. Ministry of Agriculture. CoR Nol52. Crashed 17.5.81. Regn cld 14.12.83.		
Crashed 29.1.78. Regn cld.					
ST-AGG Thrush Commander S2R-600	2212R	13.5.76	ST-AGU Cessna 402B	1058	8.5.77
Ex N8452V. Crop Protection (Sudan) Ltd. CoR Nol39.			Ex N98707, G-BEOP. Comp.de Construction Internationales. CoR Nol53. To Nile Safaris Co Ltd 15.5.80 Current.		
To Nile Dallah for Agricultural Crop Protection Co Ltd, 15.2.85. Current.					
ST-AGH Thrush Commander S2R-600	2213R	13.5.76	ST-AGV Cessna 210L	61205	8.5.77
Ex N8453V. Crop Protection (Sudan) Ltd. CoR Nol40.			Ex N2261S, G-BEOR. Adriano Gardello SpA. CoR Nol54. To Nile Safaris Co Ltd 19.2.80. Current.		
To Nile Dallah for Agricultural Crop Protection Co Ltd, 15.2.85. Current.					
ST-AGI Thrush Commander S2R-600	2220R	13.5.76	ST-AGW Pilatus PC-6C/H-2 Porter	599	2.7.77
Ex N8460V. Crop Protection (Sudan) Ltd. CoR Nol41.			Ex N394R. National Agriculture Organisation. CoR Nol55. (See ST-AGR) Accident 12.9.78 but repaired. Current. At Luqa 12.89 for o/h and possible sale.		
Crashed in the Gezira 17.1.83. Regn cld.					
ST-AGJ Thrush Commander S2R-600	2221R	13.5.76	ST-AGX Pilatus PC-6C/H-2 Porter	521	2.7.77
Ex N8461V. Crop Protection (Sudan) Ltd. CoR Nol42.			Ex HB-FBD, N9444. National Agriculture Organisation. CoR Nol56. (See ST-AGR) Current. At Luqa for overhaul and possible sale 12.89.		
To Nile Dallah for Agricultural Crop Protection Co Ltd, 15.2.85. Current.					
ST-AGK Thrush Commander S2R-600	2222R	13.5.76	ST-AGY Pilatus PC-6C/H-2 Porter	600	31.8.77
Ex N8462V. Crop Protection (Sudan) Ltd. CoR Nol43.			Ex N198X. National Agriculture Organisation. CoR Nol57. (See ST-AGR) Badly damaged taxiing after landing at pipeline booster station 100 mls SW of Port Sudan 28.9.77. CoA expired 1978. Registration cancelled 25.8.86.		
To Nile Dallah for Agricultural Crop Protection Co Ltd, 15.2.85. Current.					
ST-AGL CoR Nol144)			ST-AGZ Beech C90 King Air	LJ-726	30.8.77
)			Ex N23947. Sudan Police Headquarters. CoR Nol58. Current.		
ST-AGM CoR Nol145)			ST-AHA Socata Rallye 235E	12193	30.8.77
)			Ex F-WXDT, F-BXDT. Sudan Police Headquarters. CoR Nol59. Current.		
) No records traced.			ST-AHB Thrush Commander S2R-600	2348R	26.10.77
ST-AGN CoR Nol146)			Ex N8894Q. Crop Protection (Sudan) Ltd. CoR Nol61.		
) Believed to be reserved for Crop					
) Protection (Sudan) Ltd but ntu.					
ST-AGO CoR Nol147)					
)					
ST-AGP CoR Nol148)					
)					
ST-AGQ Bell 47G-2	636	23.3.76			
Ex CF-GXG, D-HAKE. Ministry of Agriculture. CoR No 149. Current.					

The batch of fifteen Thrush Commanders ST-AFW to ST-AGK were all delivered to Rotterdam by sea, assembled and flown to ADS Ltd at Southend. The details below were supplied by Henk Wadman:

US Regn	Arr	RTM	Painted	Del to
	airport		ST-	Southend
N4879X	2.6.76	-	-	30.6.76
N4880X	2.6.76	-	-	30.6.76
N4881X	31.5.76	-	-	1.7.76
N4882X	2.6.76	-	-	1.7.76
N4883X	2.6.76	12.9.76	-	12.9.76*
N8436V	15.6.76	8.7.76	-	11.7.76
N8437V	2.6.76	8.7.76	-	11.7.76
N8444V	14.6.76	8.7.76	-	11.7.76
N8445V	15.6.76	4.7.76	-	11.7.76
N8451V	15.6.76	4.7.76	-	11.7.76
N8452V	14.6.76	4.7.76	-	11.7.76
N8453V	14.6.76	4.7.76	-	11.7.76
N8460V	14.6.76	4.7.76	-	12.7.76
N8461V	14.6.76	4.7.76	-	12.7.76
N8462V	14.6.76	4.7.76	-	12.7.76

ST-AFW, X, Y, Z were only repainted after arrival at Southend.
* N4883X left RTM 4.7.76 but returned due to overheating and was finally delivered as above.

Right: Two Thrush Commanders, ST-AGD and ST-AGK at Rotterdam 7.7.76 awaiting delivery to Sudan via ADS Ltd at Southend. (H.Wadman/Airnieuws)





Left: One of the N.A.O./
Air Taxi Pilatus Porters
ST-AGW at Khartoum.
Below: Clearly marked as
operated by TASA, C-47B
ST-AHH also wears faint
Air Taxi titles.
(Photos: BNS via PRK)
Below left: Ex-British
Cessna 210L Centurion
ST-AGV during a visit to
Nairobi-Wilson.
(Peter Keating)



Major damage when engine failed on approach at Gaiger 14.8.80. Current.

Destroyed in storm, Khartoum airport 27.7.81. (Or 29.7.81 storm?) Regn cld.

ST-AHC PA-31 Navajo C Ex N27285. U.C.M.A.S. CoR Nol62. To Ministry of Industry 7.10.79. Current.	31-7712073 1.11.77		ST-AHN Lockheed C-130H Hercules Ex 78-0746, SudanAF 1101. Sudan Air Force. CoR No 173. Current, though possibly restored to military marks.	4767 -	
ST-AHD Pilatus PC-6C/H-2 Porter Ex HB-FAE, N12450. National Agriculture Organisation. CoR Nol63. (See ST-AGR) Current.	514 30.10.77		ST-AHO Lockheed C-130H Hercules Ex 78-0750, SudanAF 1105. Sudan Air Force. CoR No 174. Current, though restored to military marks.	4775 -	
ST-AHE Pilatus PC-6C/H-2 Porter Ex HB-FBN, N285L. National Agriculture Organisation. CoR Nol64. (See ST-AGR) CoA expired 1980 and damaged 29.7.81 (possibly in storm, Khartoum?). Regn cld 25.8.86.	565 30.11.77		ST-AHP DHC-5 Buffalo Ex SudanAF 811. Sudan Air Force. CoR Nol75. Current.	85 21.5.78	
ST-AHF Cessna 402B Ex (N4193G). United Nations Development Project. CoR Nol65. To N.V.Cardwell 24.6.82. Registration cancelled 29.5.85 and sold to Kenya as 5Y-BEX.	1239 17.11.77		ST-AHQ DHC-5 Buffalo Ex SudanAF 822. Sudan Air Force. CoR Nol76. Fitted with VIP interior, converted to standard interior 1986. Noted as ST-AH/822, 8.86. Current, though possibly restored to military marks.	86 25.1.79	
ST-AHG Boeing 707-123B Ex N7524A. Sudan Airways. CoR Nol67. Leased from Trans Asian, d/d London Heathrow 21.7.78. Regn cld 17.2.79, became 9G-ACO, G-TJAC, G-BHOY, N617A.	17651 7.78		ST-AHR Lockheed C-130H Hercules Ex 78-0745, SudanAF 1100. Sudan Air Force. CoR No 177. Noted with Sudan Airways titles 7.81 and 2.82 and re-registered ST-AIF .82 though still shown as current.	4766 -	
ST-AHH Douglas C-47B-25-DK Ex 44-76296, KN322, VP-KLA, 5H-AAJ, 5Y-BBM. CoR No 168. National Agriculture Organisation. Crashed at Kadugli 7.11.79, damaged by fire following engine failure on overshoot. Regn cld.	15880/32628 20.12.78		ST-AHS Cessna U206G Ex N756QS. Comp. de Construction Internationales. CoR Nol78. Destroyed by terrorist action 25.2.84. Regn cld.	04277 22.9.79	
ST-AHI PA-31 Navajo Ex SE-FPE, OH-PNC, PN-1, OH-PNC, G-BGAC. Tropical Aviation Ltd. CoR Nol69. Current.	31-669 28.10.79		ST-AHT DHC-6 Twin Otter 310 Ex CF-WAA, C-FWAA, (N5584H). U.N.I.C.E.F. CoR No 179. Current.	238 19.4.80	
ST-AHJ PA-32R-300 Cherokee Lance Ex N6984J. Tropical Aviation Ltd. CoR Nol66. Overran on take-off and destroyed in crash at Habila, 21.9.79. Regn cld.	32R-7680401 13.12.77		ST-AHU Cessna U206G Ex N6362U. Comp. de Construction Internationales. CoR Nol80. Destroyed by terrorist action 25.2.84. Regn cld.	05451 7.6.80	
ST-AHK Douglas C-53 Ex 41-20120, N44884, EC-DAL, EC-ABQ, SpAF T3-58, G-BFXA. Kenana Sugar Co Ltd. CoR Nol70. To Khartoum Aviation Services Ltd 27.1.83. Returned at end of lease but remains unregistered and derelict at Khartoum. Regn cld 28.1.86.	4890 30.11.78		ST-AHV DHC-6 Twin Otter 310 Agricultural Research Corporation. CoR Nol81. Current.	765 22.9.81	
ST-AHL Douglas C-47B-5-DK Ex 43-48834, KJ925, SX-BAK, 5X-UWJ, 5Y-BAX. CoR No 171. National Agriculture Organisation. Current.	14650/26095 11.1.79		ST-AHW PA-28R-200 Cherokee Arrow II Ex N41707, 5Y-JMB. Tropical Aviation Ltd. CoR No 182. Current.	28R-7435211 19.3.81	
ST-AHM Cessna 182E Ex N3079Y, VP-KRW, 5Y-KRW. D.C.N.Leete. CoR Nol72.	54079 27.1.79		ST-AHX Cessna 404 Titan Ex N5334J. Nile Safaris Co Ltd. CoR Nol83. Current.	0657 31.10.81	

To be continued. . . .

The Whole Truth:



PART FORTY-ONE

DH.60 MOTH

MOTH



- 1418 VH-UNL regd 19.2.30 to Matthews Aviation Pty Ltd, Essendon. Regn cld 31.3.31.
- 1419 VH-UNN regd 27.5.30 to E.W.Lyall, Clover Creek, NSW. Regn cld 12.1.31.
- 1422 VH-UND regd 30.12.29 to Lady Somers, Melbourne. Regd 23.2.31 to C.N.McKay, Sunshine, Victoria. Regd (undated) to G.B.Austin, Mount Eliza, Victoria. Regd (undated) to Holyman's Airways Pty Ltd, Launceston. Regd 25.11.36 to Australian National Airways Pty Ltd, Melbourne. Regn cld 22.7.40; impressed into 3 EFTS, Essendon as A7-102. To 1 EFTS Parafield 2.12.40. Reduced to spares 3.2.41.
- 1431 VH-UNI Regd 24.1.30 to National Airways Ltd, Perth. Regd 23.12.31 to S.Kirby, Perth. Regd 4.7.33 to E.L.Barrett, Perth. Regd 13.3.34 to Dr Clyde C.Fenton, Katherine, NT (bought for £500 by one of the original flying doctors). Crashed near Victoria Downs, NT late .34 and regn cld 12.3.35. Rebuilt and restored 19.12.39 to Macquarie Grove Flying & Glider School Pty Ltd, Camden, NSW. Regd 12.9.40 to D.J.Cleary, Camden. Regd 8.2.46 to Macquarie Grove Flying & Glider School Pty Ltd. Regn cld as lapsed 6.8.51. Restored 15.9.51 to Macquarie Grove Flying School Pty Ltd. Regd (undated) to W.Campbell-Hicks, Condobolin, NSW. Regd 2.9.54 to C.C.Wright, Mount Hope, NSW. Regn cld 20.7.61. Rebuilt with Gipsy Major I and restored to C.C.Wright 28.2.62. Currently regd. In 1982, it was on rebuild by Clifford Wright at Mount Hope.
- 1438 ZK-ACK regd 3.3.31, probably to Oscar Garden not Auckland Aero Club. Sold 25.5.31 to T.G.Mullen, Hamilton. Sold 17.5.33 to M.A.Scott, Frankton Junction. Sold 12.9.33 to Auckland Aero Club. Sold 5.12.37 to Waikato Aero Club. To RNZAF as NZ510 11.9.39 and used by 2 EFTS. Wfu mid-41 and to ATC at Whangerai. SOC 11.6.46.
- 1444 VH-UNU regd 10.4.30 to De Havilland Acft Pty Ltd, Mascot. Regd 13.5.30 to New England Motor Co, Brisbane. Crashed Bourke, NSW 17.7.30; regn cld 4.5.31. Restored 30.12.32 to R.G.Robinson, Brisbane. Regn lapsed 29.12.33 but restored 12.9.34 to same owner. Regd 30.10.34 to New England Airways Ltd, Sydney. Regd 11.5.37 to Australian National Airways Pty Ltd, Melbourne. Regn cld 8.3.38 (accident predated).



Above: VH-UNI c/n 1431 after its crash in 1934 from which it was rebuilt. Note the Red Cross markings.

Below: Dr Clyde Fenton (who had owned VH-UNI) next bought c/n 1478 VH-UOI which he flew to Swatow in China where he poses with the Moth in March 1936.



- 1447 ZK-ABF to Otago Aero Club 23.1.31
- 1448 ZK-ABE final accident details need amending. Crashed into fence on landing Hood Aerodrome 21.6.39 and purchased by Middle Districts Aero Club 28.6.39 for spares.
- 1449 ZK-ABA regd 25.3.30 to AS & T Co Ltd. Regd 19.3.31 to J.H.W.Lett. Regd 21.5.32 to Manawatu Aero Club. The w/off on 10.3.38 was a result of hitting the ground at a steep angle whilst night flying.
- 1464 VH-UNQ regd 3.4.30 to Shell Co of Australia Ltd, Melbourne, "Golden Shell". Regd (undated) to Australian Aero Club (Victorian Section), Melbourne. Regd (undated) to T.W.Mitchell, Corryong, Victoria. Regd 3.8.37 to Tasmanian Aero Club, Launceston. Regd (undated) to Royal Victorian Aero Club, Essendon. Crashed/dbf Sale, Victoria (killing passenger) and regn cld 14.4.46.
- 1469 ZS-ABT Delivered to Shell Co of South Africa Ltd 8.3.30. Crashed on take off into trees

Right: DH.60M c/n 1414 G-AARD ready for delivery to Sir Philip Sassoon with headrest behind the rear cockpit and special paint scheme with military-style vertical stripe on the tail and roundels on the wheels. (Aeroplane via Jack Meaden)





Above: DH.60M Moth K1213 c/n 1525, with fuselage stringers and upper leading-edge slots clearly visible, was delivered to the CFS in 1930 which is presumably when this manufacturer's photograph was taken. (BAe via Mike Hooks)

- 1472 G-ABAI Mpika, N.Rhodesia 5.6.31 on a flight from Nairobi to Cape Town, without injury to Shell pilot or passenger. Probably with West Kent Aero Club by 3.31, since it suffered an accident at West Malling 13.3.31. P.H.Meadway owned West Malling airfield until he was forced to sell up in 7.32. The airfield, club and aircraft were sold to Maidstone Airport Ltd (a company formed by one Count Johnston Noad and John Amery). The Count gained some local notoriety and was made bankrupt 1.34. The airfield was then sold to Malling Aviation Ltd -possibly the aircraft too.
- 1477 VH-UQT regd 21.12.32 to C.Robertson, Melbourne. Regd 13.12.33 to Sir Charles Kingsford Smith, Mascot. Regn cld 12.12.34 but restored 1.7.35 to Kingsford Smith Air Service Ltd and Eastern Air Transport Ltd, Mascot. Regn cld 30.6.36. Restored 6.12.39 to Kingsford Smith Air Service Ltd. Regn cld 19.8.40; impressed into 4 EFTS Mascot as A7-119. To 2 EFTS, Archerfield 21.10.40. To 2 ITS Sandgate 7.4.41. Converted to INST MOTH 9 11.7.41. Reduced to spares 11.9.45.
- 1478 VH-UOI Regd 17.6.30 to Qantas Ltd, Brisbane. Regd 16.9.30 to R.M.G.Brand, Huxley, Queensland; later Lismore, NSW. Regd (undated but probably early .35) to Dr Clyde C.Fenton, Katherine, NT. (Allegedly purchased direct from Qantas for £600). Flown by Fenton from Darwin to Swatow, China and return 3.36. Crashed Darwin and dbf 11.36. Regn cld 1.7.35 (sic).
- 1483 VH-UOQ regd 14.8.30 to Adastral Airways Ltd, Mascot (probably fitted locally with Cirrus Hermes II or maybe initially Gipsy I and only modified in 1935). Regd (undated) to A.L.Needham, Sydney. Crashed into sea off Cronulla, Sydney, NSW 10.2.35 whilst on surf patrol; regd cld 10.7.35. Restored 11.9.35 to previous owner. Regd 6.12.38 to J.K.Richardson, Toowoomba, Queensland. Regd 31.1.40 to Mrs E.B.Jones, Airwork Co, Archerfield. Regn cld 22.7.40; impressed by RAAF but no serial issued and presumed reduced to spares.
- 1484 VH-UOR regd 14.8.30 to Adastral Airways Ltd, Mascot. Regd 7.1.39 to Airflite Ltd, Mascot. Re-regd 27.1.40 to Airflite (Training) Pty Ltd, Mascot. Regn cld 19.8.40; impressed into 4 EFTS Mascot as A7-113. To 2 AD Richmond 13.1.41. Reduced to spares 6.6.41.
- 1487 ZK-ABT crashed 24.6.30 following aborted take-off by pilot on first solo. The fuselage was used in rebuild of ZK-AAAX (c/n 1202).
- 1488 ZK-ABS delivered new to New Plymouth 25.6.30. Final accident occurred when it was flown into a tree whilst taking aerial photographs.
- 1494 VH-UOK regd 22.7.30 to De Havilland Acft Pty Ltd, Mascot (fitted with Gipsy I). Regd 6.10.30 to T.H.McDonald, Cairns. Regn cld 9.5.31; restored 19.6.31 to Qantas Ltd, Brisbane. Regd (undated) to W.G.Reid, Cloncurry. Regd 28.11.32 to Rockhampton Aerial Services Ltd, Rockhampton. Regd 27.8.36 to F.N.Masters, Brisbane. Regd 28.8.37 to A.R.Gersekowski, Brisbane. Regd 1.6.39 to F.Gersekowski, Djaan, Queensland. Regn cld 22.7.40; impressed into 3 EFTS Essendon as A7-103. To 1 EFTS Parafield 2.12.40. Crashed on landing Parafield 22.1.41. To spares 24.2.41.
- 1496 VH-UVO regd 6.5.30 to Vacuum Oil Co Ltd, Melbourne, having been erected and fitted with Gipsy I. Named "Kingsfisher". Regn cld 5.5.35. Restored 13.5.36 to Tasmanian Aero Club, Launceston. Regn cld 18.5.39 following accident.
- 1530 VH-UOT regd 26.8.30 to Qantas Ltd, Brisbane. Regd (undated) to T.A.Alexander, Brisbane. Regd 19.11.31 to E.F.Finlay, Archerfield. Regd 29.12.31 to F.O.Virtue, Bangalow, NSW. Regd (undated) to A.H.Garrow, Dalby, Queensland. Regn cld 18.6.35.
- 1539 G-ABAS Crashed South Nutfield, close to Redhill Aerodrome 20.3.35.
- 1540 3769M was removed from Salisbury Hall to Witney .47 where it was presumably scrapped. (Incidentally, whilst at Salisbury Hall, it was accompanied by an as yet unidentified Puss Moth, equally scrapped .47. Any ideas?).
- 1541 M-CANN regd 31.7.30 to A.Garcia, Valencia. Re-regd EC-ANN .30.

To be continued. . . .

N9999F: Americans overseas

PART ONE

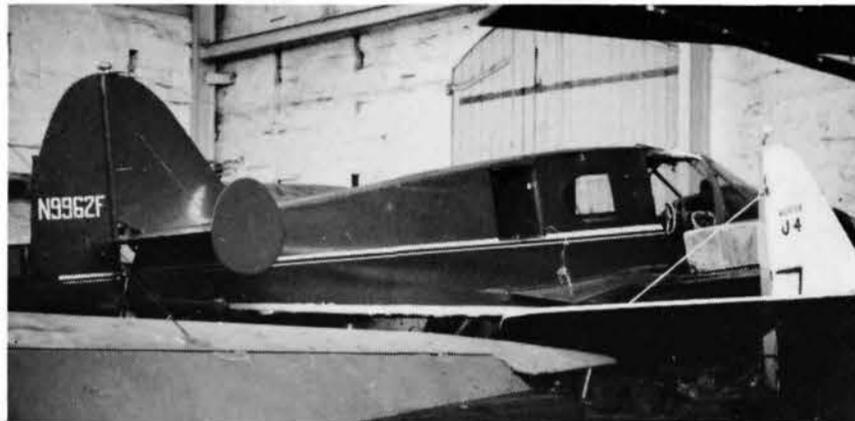
In the early 1950s a series of American registrations was put into use for aircraft brought onto the register after C of A issue at an overseas (repair) station. This series began at N9999F and ran in reverse numerical order to N9700F in the early 1960s although some of the marks have been re-issued since and do not strictly form part of this "register".



Regn	Type	C/n	Ex	Date	Fate	Remarks
N9999F	Douglas C-47A	10101	42-24239, FL518, G-AJLZ, LX-LAA.	.55	To N9999 23.8.61, TN-AAB.	Dhofar City Oil
N9998F ?						
N9997F	Douglas C-47A	9510	42-23648, PH-TBG, HB-ATB.	.	To N104E, N9BC.	Libby Owens Ford Glass Co
N9996F	F.24 Argus II	565	43-14601, G-AIZE.	.49	To G-AIZE 6.3.73	
N9995F	Curtiss C-46F	22409	44-78586, XT-	6.51	To VR-HFA, N9995F again, w/o 18.3.56.	Flying Tiger
N9994F	Douglas C-47A	9186	42-23324, FD824, G-AGHF.	3.50	To RCAF10911 5.51, CAF12966, N46877.	A.J.Leeward Inc
N9993F	Douglas C-47A	9862	42-24000, FD941, G-AGHO.	3.51	To RCAF10910 5.51, CF-AAM, C-FAAM.	A.J.Leeward Inc
N9992F	Douglas C-53	4891	41-20121, XA-DUJ, XA-HIQ.	.51	To N5478N, N9992F, PP-CDR 1.52.	Wardell Hatch & Co
N9991F	C-60A Lodestar	2499	42-56026, F-BDAS.	.	To N5477N, N1Y.	(C/n 2311 also quoted?)
N9990F	C-60A Lodestar	2273	42-55883.	.	To USA.	
N9989F	Douglas C-47A	20562	43-16096, LN-IAN, F-OADR.	.51	To N335HH 1.68, CF-ABA, N3FY.	Cornell Dubilier Elec Corp
N9988F	Douglas C-47A	25282	43-48021, KG738, G-AKIL.	10.51	To CF-GKV 10.51.	Atlantic Avn Co
N9987F	J3C Cub	"21967"	G-AKBS, EI-AEB.	9.51	To EI-AGM 2.54.	
(Note: C-60A Lodestar c/n 2209 of Terra Surveys - Geoterrex is not part of this register, being regd in 1976.)						
N9986F	Douglas C-47A	13727	42-93778, KG726, OY-DDI.	11.51	To CC-CLDN, CC-CBS.	Air Carrier Corp
N9985F	Douglas C-47A	19975	43-15509, SE-BBH.	11.51	To N51V .53, T3-29, G-BHUB.	Air Carrier Corp
N9984F	Douglas C-47A	19288	42-100825, OY-DDA.	11.51	To N50V, FrNavy 100825.	Air Carrier Corp
N9983F	Douglas C-47A	19218	42-100755, OY-DDE, OY-KLI.	11.51	To CC-CLDJ, CC-CBP.	
N9982F	PA-12 Super Cruiser	12-188	00-SCA, 00-ZIM.	2.52	To HB-00U 8.52, D-EMAL, OE-AHU.	
N9981F	Convair 32-3 Liberator II	55	AL557, G-AGZI, SX-DAA.	11.51	To N68735, N92MK.	Morrison-Knudsen Inc
N9980F	C-60A Lodestar	2478	42-56005, AN-ADI	.	To USA.	Robert Ellsworth Anson
N9979F	PA-16 Clipper	16-101	HB-OOE.	.	To D-EKUW 4.60, OY-AKM.	Heidelberg
N9978F	Fairchild PT-26B	FZ-338	43-36388, RCAF.10891?	.		
N9977F ?						
N9976F	PA-22 Tri-Pacer	22-115	N811A	.		(Quoted as 22-970)
N9975F	J3C Cub	"42-9398"		.	Regn cld 1970.	C/n 10689, 43-29398, OK- ?
N9974F	C-60A Lodestar	2445	42-55984, NC66099, 00-EDS.	11.51	To N318.	
N9973F	Douglas C-47A	25483	43-48222, KG806, G-AJLX, VT-DDK.	2.52	To N130A 11.53, N130Q, N2724R, CF-FOL.	Eastern Acft Sales Corp



Top: For years a familiar part of the White Waltham scenery, Argus N9996F named "Young IV" is seen here on a visit to Coventry-Baginton on 20.8.55 along with Taylorcraft Plus D G-AIRE and Chipmunk T.10 WZ875. (Peter Keating)
 Above left: Douglas C-47A N9989F wearing Cornell Dubilier insignia at Teterboro 24.10.56. (C.N.Trask via J.M.Gradidge)
 Above right: Lockheed Lodestar conversion N9980F at Patrick Henry airport on 7.6.61. (Tom Modlin via J.M.Gradidge)



Above left: This Beaver N9968F could be a recent registration as it was photographed about 1980 but the location and its identity are not at present known. (DG via Peter Keating)
 Above right: N9962F was the only example of the Bellanca 14-13-2 Crusair registered in the UK, becoming G-AREY in 1961. (P.J.Marson collection)
 Left: One of the stars of the film "Catch 22" was this B-25 N9958F shown at Long Beach on 23.2.70. (SPK via P.Keating)

N9972F ?						
N9971F ?						
N9970F PA-16 Clipper	16-632	00-ADM	3.52	To F-DADD 7.53, F-OAXP.	Morocco?	
N9969F C-60A Lodestar	2332	42-55917, F-BALU.	.52	To USA.	Indamer Corp, ntu, cld 9.5.52	
(2) DH Mosquito Mk.34A	982734	?	.			
N9968F C-60A Lodestar	2306	42-55901, F-BBBI.	.52	To N2743A.	Indamer Corp, ntu, cld 9.5.52	
(2) DHC-2 Beaver	.	.	.			
N9967F C-60A Lodestar	2239	42-32193, F-BAMK.	.52	To USA.	Indamer Corp, ntu, cld 9.5.52	
N9966F C-60A Lodestar	2338	42-32192, F-BAMJ.	.52	To N2742A.	Indamer Corp, ntu, cld 9.5.52	
N9965F L.18-07 Lodestar	2006	F-ARTF.	.52	To N9955F, OH-VKU.	Indamer Corp, ntu, cld 9.5.52	
N9964F ?						
N9963F Ercoupe 415CD	4737	NC94630, 00-EXE, HB-ERD.	.	To D-EJOR 8.57	Lake Engng Corp, Pittston, PA (insp 7.55)?	
N9962F Bellanca 14-13-2	1564	N74451, 00-DVL.	9.52	To G-AREY 6.61.	w/o 8.8.69	
N9961F Curtiss C-46A	247	43-47177, N66321, N79239.	.	To YV-C-ARF 5.53.		
N9960F ?						
N9959F Douglas C-53	4865	41-20095, OY-DCE.	11.52	To N34D.	Air Carrier Corp	
N9958F B-25J Mitchell	108-32953	44-29678.	.		Current 1.64, USA	
N9957F Lockheed P-38L-5-LO	8270	44-53015.	.		Hycon Mfg 11.55, Tallmantz 1.64	
N9956F ?						
N9955F L.18-07 Lodestar	2006	F-ARTF, N9965F.	2.53	To OH-VKU 6.53.	Chalmers H.Goodlin	
N9954F J-3C-65 Cub	16687	N79076, EI-AFE.	6.54	To D-ELAB 4.57, OO-COR 4.78.	Rhine-Main FC	
N9953F Aeronca 11AC Chief	1601	.	.			
N9952F J3C Cub	13231	45-4491, HB-OBG.	.54	To HB-OBG .58.		
N9951F Avro XIX	1275	G-AGUD	1.55	B/u Frankfurt 12.57.	Germany	
N9950F PA-20 Pacer	20-970		3.53	To F-BGTS 2.54.	Exported to France 23.3.53	
N9949F L.18-07 Lodestar	2007	F-ARTG, CS-ADD.	2.53	To N1501.		
N9948F Curtiss C-46D	22275	44-78452.	.	To N3976C .53, HK-67, HK-75.	India	
N9947F Douglas C-47B	34374	45-1104, NC214, NC62, N62K.	.54	To HP-190.	PanAm	
(2) Short Solent 3	S.1298	NJ206, G-AKNT.	11.55	Wfu, Oakland	) South Pacific Air Lines,
N9946F Short Solent 3	S.1295	NJ203, G-AKNP, VH-TOB.	6.56	Wfu, Oakland	) to Dollar Lines,) to R.A.Collier

To be continued. . . .



Left: Marked "Hycon Aerial Surveys, Pasadena, California" N9957F was one of a small number of P-38 Lightnings, of over 10,000 built, to have a civilian career post-war. (E.M.Sommerich via J.M.G.G.)

Aircraft of European Civil Registers : 6

THE BÖLKOW LIGHTPLANES

PART TWO

Right: The prototype Klemm K1 107D which was renamed the Bolkow BO 207 later, was photographed at Biberach 20.9.85 after the expiry of its C of A. D-EGSA carries a "Freistaat Bayern" motif on the fin but is not wearing the customary spats. (P-M.Gerhardt)



The next development was the 4-seat K1 107D using a Lycoming O-360-ALA engine, with a redesigned Piper Comanche-like canopy to reduce cockpit noise levels, and a larger tail. C/n 145 was initially chosen as the prototype but a new c/n series beginning 201 was defined in 7.60 and the marks D-EGSA reserved for the K1 107D V-1 on 14.7.60.

The production facilities at Nabern were regarded as too small, so commencing in mid-1960 a more modern works was built at Laupheim, where on the site of the disused wartime Walpertshofen airfield a NATO-standard airfield was being built (operational on 1.4.64). D-EGSA made its first flight at Nabern on 10.10.60 and at about the same time Apparetebau Nabern GmbH was renamed Bolkow Apparetebau GmbH.

Series production of the K1 107D started at Laupheim in 1.61, and the K1 107D V-2 D-EGSE was the last aircraft to be built at Nabern. On 5.5.61 it was decided to rename the current model the Bolkow F.207 and on 24.7.61 another change resulted in the current designation Bolkow BO 207, with D-EGSA and D-EGSE now known as the BO 207 V-1 and V-2. The evaluation of V-1, including tip-tank installation, was finished in 3.63 and it was sold as a BO 207T on 20.12.63. This designation described a trainer/aerialwork variant with reduced weight. C/n 203 was then the first example of the Laupheim breed.

BOLKOW BO 207

201	D-EGSA	f/f	10.10.60	CoA expired 7.85, wfu at Biberach with overhaul due, regn cld 16.12.85.
202	D-EGSE	/1	19.4.61	dbt by high water at Hamburg-Finkenwerder 3.1.76, fate unknown.
203	D-ECHE	/1	24.5.61	w/o Barcelona, Spain 20.10.62.
204	D-ECHU	/1	26.6.61	w/o Porta Westfalica 26.5.68.
205	D-ECHY	/1	27.7.61	w/o Breitscheid 27.6.65.
206	D-EHOP	/2	27.7.61	current.
207	D-EHUQ	/2	10.8.61	current.
208	D-EHUM	/2	22.8.61	to Switzerland 12.9.61. regd 6.10.61, current.
	HB-UXL			
209	D-EHYX		30.8.61	current.
210	D-EJAR	/2	7.9.61	CoA expired 3.83, stored at Laupheim since.
211	D-EJAS	/2	18.9.61	w/o Konstanz 27.6.65.
212	D-EHUK	/2	29.9.61	to UK 23.3.62. returned to Laupheim 6.63. restored 9.7.63, w/o Dahlemer Binz 12.10.69.
	G-ARYN			
	D-EHUK	/2		
213	D-EFSI		4.10.61	to Switzerland 19.10.61.
	(HB-UXM)/1			ntu? returned to Laupheim 1.63.
	D-EFSI			restored 26.2.63, current.
214	D-EFSO	/1	11.10.61	left on sales tour to Africa 7.62, which ended at Kolwezi, Katanga. Unable to leave that country the a/c was sold locally. Regn cld 28.12.62.
	KA-TBB			
	OO-CRD			regd 8.3.63, cancelled 6.8.63.
	9Q-CRD			regd 6.63.
	VP-YWN			regd 8.63.
	VP-RWN			
	9J-RWN			regd .65, last reported at

215	D-EFSU	/1	19.10.61	Johannesburg-Rand 24.9.67, fate unknown.
216	D-EFSY		27.10.61	left on sales tour to Africa 4.62 but w/o en route at Agades 8.4.62.
217	D-EFTA	/1	3.11.61	CoA expired 9.87, cld 18.9.87 but remains a candidate for restoration after overhaul.
218	D-EFTE		10.11.61	w/o Norderney 27.6.67. to UK 12.89.
	G-EFTE			regd 4.1.90, current.
219	D-EFTI		20.11.61	current.
220	D-EFTO	/1	29.11.61	w/o near Meensen 28.6.74.
221	D-EBLA	/1	30.11.61	w/o Kochheim, near Ingolstadt 19.2.83.



Above: Unfortunately c/n 203 D-ECHE did not survive very long but we do have this photo of it taken at Munich-Oberwiesenfeld on 23.9.61. (P-M.Gerhardt)

Below: Orange, black and white D-EHYX c/n 209 touching down at Schaffen-Diest Fly-In, 8.89. (H.Wadman/Airnieus)

Bottom: G-ARYN c/n 212 was the British demonstrator for fifteen months and is shown here at a Sywell sales meeting on 13.4.62. (Editor)





Left: The very clean lines and attractive appearance of the 207 are particularly apparent in this front view of D-EBLI, c/n 223, taken at Michelstadt on 26.3.67. (P-M.Gerhardt)
 Second down: Red and white c/n 232 D-EBHE was a Schaffen Fly-In visitor 8.88. (L.Wittemans)
 Third down: Only one Italian example has been registered to date. The privately-owned c/n 243 I-ARAM is based at Varese-Venegono where it was seen on 17.6.78. (P-M.Gerhardt)



222	D-EBLE	/1	15.12.61	w/o Sinzig 23.9.71.
223	D-EBLI		15.12.61	current.
224	D-EBLO		13.12.61	current.
225	D-EBLU	/1	10.1.62	w/o near Hittenkirchen, Austria 22.3.64.
226	D-EBLY		11.1.62	w/o Kirchtimke 30.1.83, (rebuild planned but not yet proceeded with).
227	D-ECBI	/1	11.1.62	left on sales tour to Africa 7.62 and sold at Luanda, Angola. Regn cld 28.12.62. regn confirmed, re-used by a Cessna 180F 5.63. regd 9.70 believed re-regd 1976, fate unknown.
	CR-LGD	/1		
	CR-LKB			
	D2-LKB			
228	D-ECBO		22.1.62	current.
229	D-ECBU	/1	23.1.62	w/o Mannheim 2.8.67.
230	D-ECBY	/1	15.2.62	left on sales tour to Africa 4.62, sold to Ministre de la Sante Publique du Katanga. Regn cld 28.12.62.
	KA-TBC			fate unknown.
	9Q-COG			
231	D-EBGA		19.2.62	w/o Sobernheim 26.7.80.
232	D-EBHE		19.2.62	intended for conversion to nosewheel configuration (as B0 214) which did not take place. Current.
233	D-EBKU	/1	27.3.62	w/o Munchen 18.7.67.
234	D-EBKY		20.2.62	current.
235	D-EBMA		7.3.62	current.
236	D-EBME	/1	1.3.62	as c/n 214 above. fate unknown.
	KA-TBA			
237	D-EBPI		2.3.62	current.
238	D-EBPO	/1	7.3.62	w/o Berdel, nr Munster-Telgte 17.9.67.
239	D-EBTA		9.3.62	current.
240	D-EBTE	/1	14.3.62	w/o in sea off Manslagt 12.8.62.
241	D-EJBE	/1	19.3.62	w/o Gut Hobeck, nr Rendsburg 6.8.67.
242	D-EJBI		20.3.62	current.
243	D-EJBO		2.4.62	as c/n 232. Finally sold on 22.4.63. Regn cld 28.4.65 on sale to Italy. regd 7.9.66, current.
244	I-ARAM			w/o near Maloja Pass, Cavril, Switzerland 10.8.69.
	D-EJBU		12.4.62	
245	D-EJBY		2.4.62	current.
246	D-EJFE		11.4.62	w/o St Johann, Austria 9.6.85.
247	D-EJFI		12.4.62	w/o Schameder 19.8.84, (planned rebuild not yet begun).
248	D-EJFO		17.4.62	current.
249	D-EJFU	/1	17.4.62	w/o Kirchheim-Hahnweide 9.10.65.
250	D-EJFY		30.4.62	evaluated tip-tanks until 6.64, sold 16.7.65. Regn cld 4.9.86 on sale to Sweden. regd 29.10.86, current.
	SE-XGX			
251	D-EGKO	/1	3.5.62	w/o Lindorf, near Stuttgart 29.5.66.
252	D-ECKU		11.5.62	current.

Fourth down: D-EJBY c/n 245 with a glider tow hook fitted was a Stauning Rally visitor in 1980. (H.Wadman/Airniews)
 Fifth down: An Alpine backdrop for D-EJFO c/n 248 at St-Johann-im-Tirol, Austria in 1977. (H.Wadman/Airniews)
 Bottom: The sole Swedish example c/n 250 is registered in the experimental category as SE-XGX and was a Cranfield visitor on 2.7.88. (Editor)

Complete Civil Registers : 3

New Zealand



PART THIRTY-TWO

Above: Super Cub ZK-BPC on floats at Christchurch during 1969-70. (D.Bates via J.N.Geelen)

Below: Cessna 150 ZK-BPO at Timaru on 8.3.72. (R.W.Kerr)

ZK-BOV PA-18A-150 Super Cub 18-6224 7.1.58
Airwork (NZ) Ltd, Christchurch. NZ CoA 15.3.58. To Canterbury Gliding Club Inc, Christchurch 17.11.66; to D.N.Philpotts, Auckland 29.11.74; to D.W. & P.J. Andrew, Helensville 15.12.80; to McLellan Bros Ltd, Greymouth 16.8.83; to Hedston Holdings Ltd, Greymouth 4.4.89. Current.

ZK-BOW PA-18A-150 Super Cub 18-6219 7.1.58
Airwork (NZ) Ltd, Christchurch. NZ CoA 13.3.58. To Farmers Avn Ltd, Hawera 2.5.58. Hit dead tree on ridge nr Makoenui 20.2.61, regn cld 12.4.61. Later rebuilt as ZK-BYV.

ZK-BOX PA-18A-150 Super Cub 18-6243 7.1.58
Airwork (NZ) Ltd, Christchurch. To Reeves Transport (A/S) Ltd, Hastings 21.7.58; to Airspread(Taranaki) Ltd, Stratford 29.9.60. Damaged Inglewood 25.2.67 and sold 6.7.67 to Farmers Avn Ltd, Hawera; to J.F. Dixon, Fox Glacier 25.6.69; to L.R.Maas & ptrn, Fox Glacier 12.6.74; to D.W.Andrew, Helensville 27.4.79; to D.N. & J.Y.Phillpotts, Ardmore 1.2.82; to C.H. Rees & G.J.Greenway, Urenui 5.10.83; to Ardmore Taildraggers Inc, Ardmore 23.5.85. Current.

ZK-BOY PA-18A-150 Super Cub 18-6172 21.11.57
Airwork (NZ) Ltd, Christchurch. NZ CoA 30.1.58. To Wings Fertilisers Ltd, Napier 12.5.58; to J.W.Mc Nutt; to Hawkes Bay Gliding Club, Hastings 4.2.66; to H.I.Hawker, Haast 11.1.68; to H. Calder 30.7.68; to Skeggs Fisheries Ltd, Dunedin 4.9.69; to SW Venison Packers Ltd, Dunedin 29.5.70; to Alpine Avn Ltd, Dunedin 26.1.71. Current.

ZK-BOZ PA-18A-150 Super Cub 18-6174 21.11.57
Airwork (NZ) Ltd, Christchurch. To Wings Fertilisers Ltd, Napier 12.5.58. To Farmers Avn Ltd, Hawera 15.5.61. Dbr when hit by water tanker near Taupo on 3.7.74. Destroyed by fire, Hawera 9.81. Cld 8.12.81.

ZK-BPA PA-18A-150 Super Cub 18-6175 21.11.57
Airwork (NZ) Ltd, Christchurch. NZ CoA 7.2.58. To Farmers ATD Co Ltd, Invercargill 14.3.58. Damaged, "as is" to Airwork (NZ) Ltd, Christchurch 23.3.61. To L.C.Hislop, Dannevirke 23.3.61, flown as floatplane 1.66; op by Wellington Gliding Club .67; to Dannevirke Flying School 3.11.67; to Airwork (NZ) 13.2.70; to E.G.McNutt 17.9.70; to G.A.Johnson & W.A.Scarlett 12.8.71; to Midland Recovery Ltd 11.7.72; to Tauranga GC 16.8.74; T.G.Mead 26.6.81. To J.& A.Kerr & ptrn, Hokitika 11.2.86. Current.

ZK-BPB PA-18A-150 Super Cub 18-6170 21.11.57
Airwork (NZ) Ltd, Christchurch. NZ CoA 11.2.58. To Air Rentals Ltd 17.2.58; to Aircraft Holdings Ltd, Wanganui 24.4.61 op by Wanganui Aero Work. Crashed, Piriaka, nr Taumarauui 27.8.61. Regn cld 29.11.61. Rebuilt as ZK-BYW.



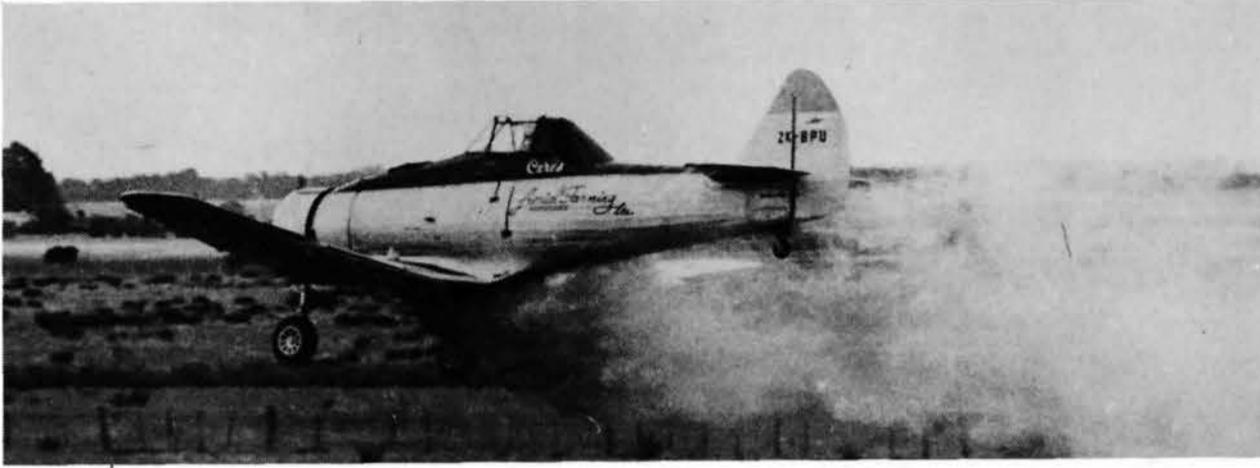
ZK-BPC PA-18A-150 Super Cub 18-6171 21.11.57
Airwork (NZ) Ltd, Christchurch. NZ CoA 14.2.58. To Air Rentals Ltd 19.2.58; to Wings Fertilisers Ltd, Napier 19.2.61. To Aerial Farming of NZ, Palmerston North; cr Taumarunui 14.12.60. Rebuilt, to Auster Air Services Ltd, Timaru 17.8.62; to Otago Air Services 25.9.62; to Aerial Sowing (Cant'y) Ltd, Christchurch 22.6.65; to Okair Avn Ltd, Christchurch 11.3.68; conv to floatplane 14.12.68 to 8.5.70; to Patchett Tours Ltd, Chch 31.10.69, renamed Christchurch Charter Flying Services Ltd 10.3.71; to G.C. Jacobs & ptrn, Greymouth 1.10.71. Cr Waitoto River Valley 14.11.71; rebuilt, to G.C.Jacobs 7.8.72, then five other owners until BPC Syndicate, Wellington 15.8.89. Current.

ZK-BPD PA-18A-150 Super Cub 18-6190 21.11.57
Airwork (NZ) Ltd, Christchurch. NZ CoA 26.2.58. To Bay Airspray Ltd, Hastings 21.3.58; to Airwork (NZ) Ltd, Christchurch 29.8.58. Stalled in steep climb and crashed near Waiiau 4.2.65. Regn cld 31.3.65.

ZK-BPE PA-18A-150 Super Cub 18-6191 21.11.57
Airwork (NZ) Ltd, Christchurch. NZ CoA 4.2.58. To Aircraft Engineering Co Ltd, Palmerston North 19.2.58, op by Aerial Farming of NZ Ltd 6.60; to Farmers ATD Co Ltd, Invercargill 9.8.60; to Airwork (NZ) Ltd Chch 20.2.64; to D.N.Philpotts, Rangiora 30.11.66; to BPE Syndicate, Dunedin 4.12.67; to D.J.Billinghurst, Whakatane 29.5.70; to M.T.Bennett, Haast 20.12.71; to D.N.Philpotts Ltd, Papakura 9.7.74; to D.N.Philpotts 28.7.89. Current.

ZK-BPF PA-18A-150 Super Cub 18-6192 21.11.57
Airwork (NZ) Ltd, Christchurch. NZ CoA 21.3.58. To Aircraft Engineering Co Ltd, Palmerston Nth 19.2.58; to Aerial Farming of NZ Ltd, Palmerston Nth 15.3.61; to Airwork (NZ) Ltd, Chch 2.4.63; to Cookson Airspread Ltd, Wairoa 20.5.63; to Airwork 17.12.63; to A.I.Hawker, Haast 1.2.66; to Airwork 19.3.68; to Okair Avn Ltd, Chch 23.7.68. Crashed and burnt out, Mussel Point 11.9.68. Regn cld 14.10.68.

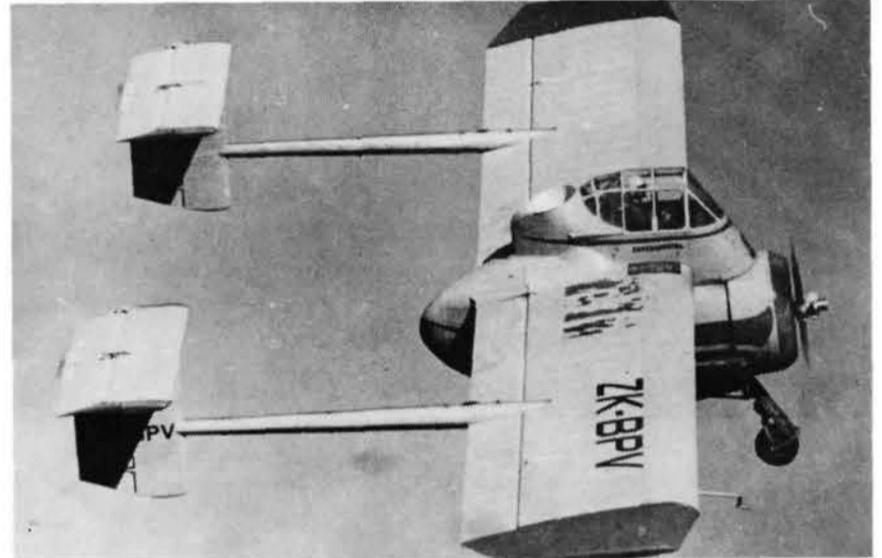
ZK-BPG PA-18-150 Super Cub 18-6225 7.1.58
Airwork (NZ) Ltd, Christchurch. NZ CoA 27.2.58. To W.J.Foley, Utiku 17.3.58; to North Otago AC, Oamaru



Left: The CAC Ceres ZK-BPU in original single-seat form in 1960 with Aerial Farming. The design was based on the CAC Wirraway, itself developed from the Harvard. (A.I.P. via JNG)
 Below left: In 2-seat form as the Ceres C ZK-BPU is shown in James Avn colours at Taumaranui on 7.10.69. The passenger seat is rearward-facing. (Don Noble)
 Below: The unique layout of the Luigi Pellarini design can be clearly seen in this air-to-air shot of the Airtruck prototype ZK-BPV. (via Don Noble)



14.4.64; to Okair Avn Ltd, Christchurch 12.4.66; to Nelson AC 4.1.67; to Marlborough AC, Blenheim 16.6.69. Current.



ZK-BPH PA-18A-150 Super Cub 18-6259 17.3.58
 Airwork (NZ) Ltd, Christchurch. NZ CoA 22.4.58. To Cookson Airspread Ltd, Wairoa 3.58; to Aerial Work (Marlborough) Ltd, Blenheim 22.10.58; stalled after take-off and fell into swamp, Puponga 4.2.67. Regn cld 25.9.67. Restored 30.10.89 to A.D.Phillpotts, Auckland. Current.

ZK-BPI PA-18A-150 Super Cub 18-6276 17.3.58
 Airwork (NZ) Ltd, Christchurch. NZ CoA 11.4.58. To Northern Air Services, Te Kuiti 13.6.58; to Aerial Farm Holdings Ltd, Palmerston North 6.3.61; to E.A. Hollick, Te Awamutu 19.1.67; C.Borcovsky, Hokitika 2.5.72; J.K.Cook, Mawheraiti 22.6.72; to G.R.Craig, Runanga 9.7.74; to N.J.McKeown, Geraldine 28.6.76. Current.

ZK-BPJ PA-18-150 Super Cub 18-6346 17.3.58
 Airwork (NZ) Ltd, Christchurch. NZ CoA 28.5.58. To Auckland AC 16.6.58. Crashed on Great Barrier Is., 13.1.60. Regn cld 17.1.61.

ZK-BPK PA-18-150 Super Cub 18-6347 17.3.58
 Airwork (NZ) Ltd, Christchurch. NZ CoA 17.6.58. To Auckland A C 16.6.58; to W.J.Telford, Balclutha 5.8.62; to G.C.Scott, Glenorchy 7.4.66; to N.W.McFarlane, Nightcaps 27.1.76; to M. & R. Walls, Twizel 31.5.83; to D.J.McIntosh, Dunedin 30.4.85; to R & C McAulay, Paeroa 29.5.89; to Southland Gliding Club, Invercargill 13.3.90. Current.

ZK-BPL PA-18A-150 Super Cub 18-6379 19.6.58
 Airwork (NZ) Ltd, Christchurch. NZ CoA 10.9.58. To Reeves Transport (A/S) Ltd, Hastings 26.9.58; taken over by Aerial Farming of NZ Ltd, Palmerston North .64; last flight 7.6.65, wfu, regn cld 21.6.65, b/u for spares at Palmerston North.

ZK-BPM PA-18A-150 Super Cub 18-6380 19.9.58
 Airwork (NZ) Ltd, Christchurch. NZ CoA 24.10.58. To J.R.W.Frogley, Havelock North 16.2.59; to Pask Air Services, Hastings 30.6.66; D.J.Waghorn, Takapuna 8.3.68; to Bell-Air Executive Air Travel Ltd, Auckland 8.7.68; to United Dominions Finance Corp 7.9.70; to C.R.Deaker, Te Anau 23.10.70; to W. Greenslade, Queenstown 15.10.75; to D. & J.Phillpotts, Ardmore 29.11.78. Current.

ZK-BPN PA-18A-150 Super Cub 18-6694 24.11.58
 Airwork (NZ) Ltd, Christchurch. NZ CoA 1.4.59. To Air Rentals Ltd, Chch 10.4.59; to Aerial Work (Marlborough) Ltd, Blenheim 30.3.61. Stalled in turn & spun in, Okaramio 25.2.62. Regn cld 5.5.62.

ZK-BPO Cessna 150 17688 17.11.59
 Ex N7888E. Rural Avn Ltd, New Plymouth. NZ CoA 12.1.60. To Jack Ashworth Ltd, Rotorua 15.1.60; to New Plymouth AC 18.11.63; to G.A.Vodane, Hamilton 5.3.70; to Rex Avn (NZ) Ltd, Ardmore 8.12.70; then via a further eleven owners to Messrs Taylor & Ruck, 5.7.88. Current.

ZK-BPP Cessna 180B 50647 17.11.59
 Ex N9147T. Rural Avn Ltd, New Plymouth. NZ CoA 15.2.60; to Mt Cook Air Servs Ltd, Timaru 16.5.60. Crashed on t/o at Simon's Pass Station 15.5.68, regn cld 29.5.68.

ZK-BPQ Cessna 172A 47082 17.11.59
 Ex N7482T. Rural Avn Ltd, New Plymouth. NZ CoA 20.1.60. To W.J.Polson, Wanganui 29.1.60; to Whangamata Hotel Ltd, Whangamata 7.10.76; to S.Scurr & R.S.Priest, Tauranga 7.3.80; to H.V.Ryan, Waharoa 19.9.83. Current.

ZK-BPR Registration not yet allotted.

ZK-BPS Cessna 172A 47083 17.11.59
 Ex N7483T. Rural Avn Ltd, New Plymouth. NZ CoA 15.1.60. To Waikato AC, Hamilton 9.2.60; to Rex Avn (NZ)Ltd, Papakura 16.4.69; to R.H.White, Auckland 28.8.69; to G.W.Webber, Auckland 5.1.71; to C.L. Barnes, Hamilton 16.2.73; to D.Bouma, Reporoa 12.9.76. Current.

ZK-BPT Cessna 172A 47179 17.11.59
 Ex N7579T. Rural Avn Ltd, New Plymouth. NZ CoA 7.2.60. To Otago AC, Dunedin 28.2.60; to I.R.Bright, Dunedin 13.3.72; to A.D.Bell, Palmerston 25.5.73; to T.M.Roberts, Culverden 20.7.76; to J.Hobday & ptnrs, Taupo 24.6.85. Current.

ZK-BPU Commonwealth CA28 Ceres B CA28-4 23.12.59
 Ex VH-CED. Aerial Farming of NZ Ltd, Palmerston North; to James Avn, Hamilton 9.12.68. Dbr in f/1 Korima 13.2.70. (or Tokorimu, 11.2.70 or 17.4.70 ?) Regn cld 27.5.70. Donated to MoTaT, Auckland, and preserved.

ZK-BPV Pellarini PL.11 Airtruck BA-001 26.11.59
 Built by Bennett Aviation. Prototype, f/f 2.8.60. Op by Northern Air Services Ltd, Te Kuiti. Crashed & dbr at Ngapaenga 8.10.63. Regn cld 21.10.63.

Casualty Compendium

PART THIRTY-SEVEN

Another inverted American (right) for starters! The photo shows Bellanca J-300 NR13137 "Leonardo da Vinci" on its back after the accident on Carn Ingli in Pembrokeshire on 1.9.34. The details of this and an earlier accident on 15.5.34 were given on page 89/54. Our thanks to George Jenks for unearthing this one from his collection.



Credits: Geoff Allen, John Davis, Joop Gerritsma, Harm Hazewinkel, David Kennedy, Tony Morris, Vic Smith, Maurice Wickstead, John Withers, Hugh Yea and, right on the deadline, Rick Allen!

- We begin with a couple of earlier accidents and then the identification of the 1938 casualties from Part 36:
- 11.4.36 Sikorsky S-42 NC824M c/n 4202 is quoted on p.87/82 as sunk at Port of Spain on 20.12.35. If this is correct it could not be this accident victim unless it was made airworthy again following salvage. The other possible NC15374 c/n 4204 "Antilles Clipper" although this was wfu in 1946 which also implies salvage.
 - 29.12.37 John Davis suggests that the three aircraft were Curtiss 35B Hawk II of the four supplied to Cuba in 1933.
 - 15.1.38 Moench was flying Percival P.10 Vega Gull F-APOL c/n K.50 named "Alsa". The wreckage of the aircraft was found on Lafitt island 70 km southeast of Bandar Abbas on 18.1.38 and Moench's body was discovered ten days later. Christian Moench was President of the Aero Club de Nancy, he had flown Paris - Saigon in 4 days, 12 hours, 12 minutes commencing 20.11.37 and was returning to France because of the death of his daughter.
 - 22.1.38 The Air Bleue Caudron was C.630 Simoun F-ANRI c/n 7011/2. Inbound from Perpignan and Toulouse it damaged its undercarriage landing in fog at Le Bourget and turned over. Pilot Vanier and two occupants were unhurt.
 - 29.1.38 "Zephyr" was actually "Zephir", Dornier Do 18E seaplane D-ARUN c/n 663 of DLH, flying Bathurst - Natal. It damaged the starboard sponson and was unable to take off again after the forced landing and was taken on board by the support vessel "Ostmark".
 - 1.3.38 TWA aircraft was Douglas DC-2 NC13789 c/n 1299, pilot John D.Graves and F/O Clyde W.Wallace. Blown off course by 75mph winds and encountered icing near Bakersfield, the crew attempted to return to Fresno but hit Buena Vista Crest at an altitude of 9500 ft. Both flight crew members and the stewardess were killed, together with all six passengers. Wreckage not found until 12.6.38.
 - 18.3.38 LV-ZBC was a Fleet, no other type details but the pupil Julio Pasos was killed and instructor Carlos Laroque was seriously injured.
 - 2.5.38 Mailplane was en route from Lucky Shot to Anchorage, pilot W.E.Dunkle. May have been a Curtiss Robin.
 - 27.5.38 R.G.J.Nash was not seriously injured, he suffered a lacerated chin and was not detained after treatment in Weybridge Cottage Hospital. The Bleriot's engine failed and the a/c crashed from 50 feet causing the undercarriage to collapse.
 - 13.6.38 Air Afrique aircraft was DH.84 Dragon 2 F-AMUZ c/n 6064 crashed in fog at El Aria about 45 km from Constantine, Algeria. Pilot named Rome and five passengers were injured.
 - 19.6.38 Panagra DC-2 NC14272 c/n 1305 actually crashed at Los Erizos Heights in the Andes when en route Buenos Aires to Santiago, pilot Donald Sheets and three other crew killed. Wreckage not found until 2.41.
 - 26.6.38 The Air Afrique Bloch was model 120 F-ANNX c/n 5 "Sirius", pilot Eugene Descamps. The forced landing was at Salo between Fort Archambault and Bangui, some sources give the date as 28 or 29.6.38. The aircraft was grounded until 2.7.38 waiting for others to fly in fuel when the winds abated using a landing strip cleared by Descamps and his two crew members, W/Op Jean Barbier and Engineer Joseph Carrey. Also on board was the head of Air Afrique Major Dagnaux and three others. Another Bloch F-APDB dropped relief supplies including wasp-killers on 30.6.38. The passengers were evacuated by two Potez 25 and a Caudron Pelican on 2.7.38 and on the next day F-ANNX was flown out by its crew and Dagnaux.
 - 8.7.38 Lockheed 14H of Northwest Airlines was NC17383 c/n 1402 operating Seattle - Chicago service crashed on take-off from Billings at 0255 when stops on propeller pitch controls prevented full fine pitch being achieved for take-off. It stalled and crashed beyond the runway into a group of pine trees on a canyon rim. One passenger was killed, two seriously injured, five more and two crew only slightly injured.
 - 10.7.38 Aeromaritime Caudron was C.444 Goeland F-AOMT c/n 4/7269. Location was near Mikki, between Bembereki and Kandi. The left engine caught fire and Duchesne made a wheels-up landing but hit trees. The aircraft was destroyed in the crash and subsequent fire, W/Op Roth was seriously injured but pulled Duchesne from the a/c although the pilot died shortly afterwards. Engineer Hyadey was killed in the crash.
 - 27.7.38 Imperial Airways crash at Kisumu involved AW.15 Atalanta G-ABTG "Amalthea" c/n AW.785. It was returning to Alexandria for transfer to India after loan to Wilson Airways. Capt M.V.Johnstone and the three crew were killed when the aircraft flew into a hillside just after take-off.
 - 20.8.38 LOT Douglas was a DC-2 of which the airline had three. SP-ASJ crashed in Bulgaria 25.11.37, SP-ASK was cancelled on 5.9.39, and SP-ASL was the frustrated G-AGAD in 11.39. SP-ASK would thus appear to be the most candidate although Joop Gerritsma informs us that it is reported to have escaped to Latvia. We have no other information on this and no reader has succeeded in tracing the reported accident!
 - 24.8.38 "Kweilin" of CNAC was a DC-2, PanAm's NC14297 c/n 1369. Pilot was an American, H.L.Woods, flying from Hong Kong to Chungking with 14 passengers and two other crew. After entering Chinese airspace, climbing at 6,000 feet, eight Japanese aircraft were sighted. Woods turned back towards Hong Kong but resumed his course once the Japanese disappeared. North of Macao five Nakajima fighters attacked the DC-2 and despite trying to hide

in a small area of cloud the aircraft was hit. Woods carried out a controlled forced landing in the river while still under attack but the current pulled the aircraft into deep water where it became partially submerged. All the occupants were evacuated from the aircraft but were strafed by the fighters while still in the water. Only the pilot, the Chinese W/Op and one passenger survived. The aircraft was salvaged and taken to Hong Kong after what was claimed to be the first loss of a commercial airliner to hostile aerial attack. It was rebuilt and re-entered service, only to suffer a similar fate on 29.10.40 when en route Chungking to Kunming. Pilot Walter Kent made an emergency landing at a small airfield near Changyi but the DC-2 was again strafed, Kent was killed and the port wing caught fire. As the occupants fled they were machine-gunned and only five of the fourteen on board survived. The aircraft is presumed destroyed.

- 18.9.38 The Fleet was LV-PBC, pilot Carlos Bernal was seriously injured, passenger Luis Pozzi unhurt, a/c wrecked.
- 14.11.38 KLM aircraft was Douglas DC-3-194D PH-ARY "Ijsvogel" c/n 2021, arriving at Schiphol from Berlin. Capt Jan Duimelaar, three other crew and two passengers were killed but twelve passengers and a steward survived.
- 16.11.38 The Air Afrique trimotor was Bloch 120 F-ANJX c/n 1. Pilot Viot and crew members Barbier and Lefevre were injured.
- 27.11.38 "Calpurnia" was of course Imperial Airways Short S.23 Empire flying boat G-AETW c/n S.839. In a severe sand-storm Capt E.H. Atwood attempted to land in eight feet of water as night fell. The location was Lake Ramadi, about twelve miles from IAL's regular base on Lake Habbaniyah near Baghdad. Reports do not indicate whether this was a case of mistaken identity or deliberate diversion. One report indicates that Ramadi was the name of the ground radio station at Lake Habbaniyah. Capt Atwood, F/O A.N. Spottiswoode, W/Op B.B. Rees and Flight Clerk F.G. Ubee were killed but two crew survived. Most of the payload was Christmas mail.
- 2.12.38 The DLH accident near Vienna involved Junkers Ju 52/3m D-ANOY c/n 5663 "Rudolf von Thuna" flying from Berlin to Kabul. Accident occurred at 0415 hrs and the airliner was destroyed by fire. Four crew and two passengers were seriously injured, two other passengers slightly hurt - including an Air Ministry Assistant Inspector of Accidents, Capt F.S. Wilkins, who was travelling to Baghdad to investigate the "Calpurnia" incident.
- 3.12.38 "Daedalus" was Imperial Airways DH.86 Express G-ADCN c/n 2319. It caught fire during engine tests at Donmuang airport, Bangkok, reportedly on the tarmac not in a hangar. There were no injuries.
- 19.12.38 Eastern Airlines DC-2 NC13735 c/n 1261 crashed near Montgomery on 19.10.38 and as no other accident can be traced in December it seems as though this was a misprint by our source. The incident featured in Archive on p.84/26 and 84/81 but we can add that the cause was vibration and fire in the starboard engine, The aircraft was destroyed by fire following an emergency landing but the occupants all escaped without serious injury.
- 29.8.36 More on "Horsa"! As described on p.89/109 the aircraft overflew Bahrein and landed on the Qatar peninsula 40 miles south of Salwa Wells early on 29.8.36, damaging the starboard undercarriage struts (thus matching with our left photo on p.90/26). It was found at 0420 on 30.8.36 by Vincents of 84 Sqdn RAF Shaibah which landed nearby and provided water supplies, the passengers being flown out later that day by two Valentias of 70 Sqdn RAF Hanaidi. We are studiously ignoring the temptation to reproduce Hugh Yea's detailed contribution on the knickers trophy acquired by 84 Squadron.
- However, we are still confused by the references to 22.8.35 and feel that there could well have been two different incidents which have become combined by writers. The alternative is that an error was perpetrated in "Handley Page Aircraft since 1907" and has been repeated ever since as the definitive version.
- 22.7.38 Under this entry on p.84/54 we asked for details of LOT Electra SP-BNJ c/n 1424 which was w/o on 18.8.38. We now know that a tyre burst causing a ground loop at Bucharest Airport, one wing hit the ground and the fuel tank ruptured spilling fuel which caught fire. There do not appear to have been any casualties.



No, not another desert photograph, this one was on snow and ice! The registration LN-BAN being clearly visible we feel that is probably clue enough but if further help is needed the date was 7.4.36. (via Fred Kirby)

And now for some further casualties requiring identification, commencing at the start of 1939:

- 20.1.39 British-registered aircraft crashed on Laaland Island, Denmark.
- 2.3.39 Airlines of Australia DC-3 damaged when undercarriage collapsed at Mascot.
- 15.3.39 IAL "Corsair" forced landed on river at Faradje, near Juba, Sudan.
- 16.3.39 DLH twin-engined type crashed near Manzanares en route from Barranquilla to Bogota. Eight killed.
- 22.3.39 Sabena aircraft on London - Brussels route damaged in overshoot at Ostend.
- 26.3.39 Douglas type on Oklahoma City - Dallas service crashed after take-off from Oklahoma.
- 13.4.39 Eurasian Aviation Company aircraft en route Hanoi - Kunming shot down by Japanese bombers.
- 15.4.39 Ford carrying Gulf Oil Co payroll crashed in jungle in Colombia.
- 1.5.39 "Challenger" of IAL crashed on landing at Mozambique. Two crew killed.
- 12.6.39 IAL flying boat alighting at Calcutta sank in Hooghly River.
- 11.8.39 British Airways London - Basle - Zurich flight caught fire and destroyed after emergency landing at Luxeuil.
- 12.8.39 Sikorsky S.38B of Cie des Chargeurs Reunis crashed at Calibar, Niger.
- 15.8.39 Lockheed of British Airways caught fire, ditched and sank near Vordingborg, Denmark en route to Copenhagen.
- 30.8.39 "Karl Hochmuth" on DLH Berlin to London service crashed after take-off from Hanover.
- 8.11.39 Imperial Airways aircraft shot down by Japanese while flying over Weichow Island, China.
- 24.12.39 Linee Aeree Intercontinental Italiane aircraft on first return Rio - Rome flight crashed in Morocco.
- 20.2.40 TACA cargo aircraft crashed in flames near Prinzapolka, Nicaragua.
- 5.3.40 Ford of Mexicana crashed near San Martin, Mexico. Occupants rescued next day.
- 3.4.40 TWA Douglas airliner crashed at Pittsburgh.
- 31.8.40 PCA airliner crashed in severe storm at Lovettsville, Virginia.
- 4.11.40 United Airlines DC-3 hit mountain near Centerville, Utah.
- 29.11.40 Panagra aircraft written off at Quito, Ecuador. No fatalities.
- 4.12.40 United aircraft on New York - Chicago route stalled and spun in when landing at Chicago.
- 23.1.41 Pilot of TWA aircraft lost control landing at St. Louis, hit trees and aircraft wrecked.
- 26.2.41 Eastern Airlines aircraft crashed on ILS approach at Atlanta.

FEED BACK

CIVVIE STREET - AIRSPEED OXFORD / CONSUL

On page 89/111 the reference to PH503/G-AIUW should be prefixed with original page number 87/61.

Belgium:

O-16 ex MP455 was built by Standard Motors but it wears a Percival c/n plate PAC/W/936.

Burma:

The ten deliveries in RAF serials on p.88/12 were less expensive than ex-Airspeed stock. They arrived in Burma in Nov/Dec 1948 and continued in use, in their RAF serials, until at least 9.51 when RAF Mission reports ceased. All were used as trainers and three were lost:

R6161 crashed at Balukyun 28.6.49.
T1101 crashed at Mingaladon 18.4.49 on overshoot at dusk.
ED173 swung on landing and dbr at Mingaladon 17.4.49.

UB331 to 352 were delivered as either Oxford (Operations) or (Trainers), some Consuls were listed as (Ops) but some only as Consul:

- UB331 - 333 Oxford (Ops) delivered in 1.49
 - 331 cr Mingaladon 26.4.49, bomb hung up & exploded on landing.
 - 332 cr Nawngghio, near Maymyo 5.4.49 during go-around.
 - 333 w/o prior to 4.49.
- UB334 - 336 Oxford (Ops) delivered in 8.49
 - 334 still in use 6.51.
 - 335 failed to return from ops in Heglu area 15.12.49.
 - 336 engine failure on t/o Meiktila 4.50, prob dbr.
- UB337 - 338 Oxford (Ops) delivered in 9.49
 - 337 and 338 both still in use 6.51.
- UB339 - 340 Consul (Ops) delivered in 11.49
 - 339 extensively damaged on landing 3.50, which means that it was delivered. Held in store 6.51.
 - 340 cr Kentung 15.6.50 during rocket-firing demo when rocket exploded under port wing. Chief of Air Staff W/Cdr S.J.Khin was killed.
- UB341 - 342 Oxford (Ops) delivered in 11.49
 - 341 and 342 both still in use 6.51.
- UB343 - 345 Consul delivered in 3.50
 - 343, 344 and 345 still in use 6.51.
- UB346 Oxford (Tr) delivered 1.50, still in use 6.51.
- UB347 Oxford (Ops) delivered 1.50, still in use 6.51.
- UB348 Oxford (Tr) delivered 6.50, still in use 6.51.
- UB349 Oxford (Ops) delivered 3.50, still in use 6.51.
- UB350 - 352 Oxford (Ops) delivered in 3.50
 - 350 and 351 both still in use 6.51.
 - 352 awaiting write-off 3.51.

In addition XY-ABK (5160) and XY-ABI (5180) were taken over in 9.49 becoming UBC-1 and UBC-2 in 11.49. Both were still in use in 6.51.

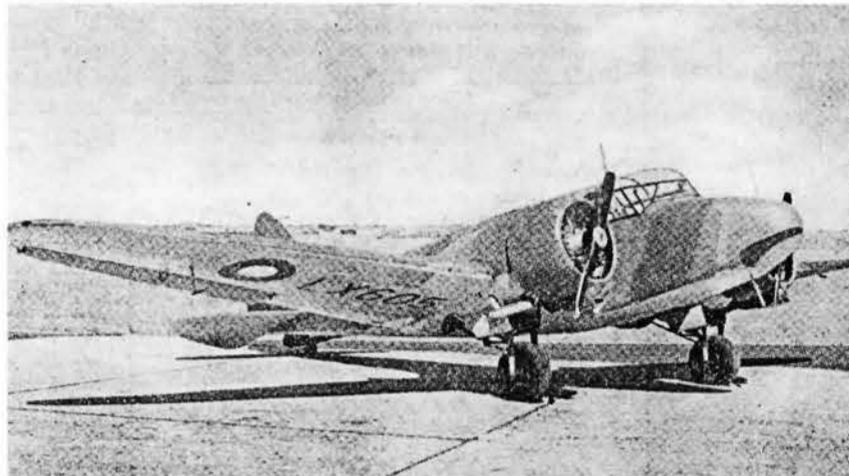
The report of a UBAF Oxford in use in 3.48 (p.89/84) must be in error in view of the above dates. UBAF formed in '47 with Tiger Moths and Austers. If date is correct this may have been either civil or RAF machine?

Denmark:

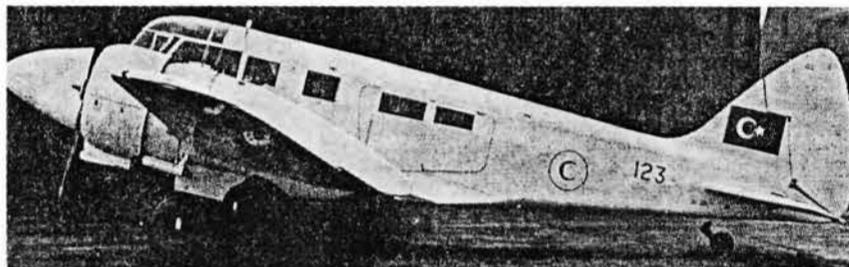
The full list of 47 RDAF Oxfords (from Valentyn Kenens) follows in serial order. Three were not delivered and of these we listed BG173 earlier but BG571 (which became G-AMCW) may be an error for BG175.

We note that a WLAG listing published in 1987 gave dates of delivery generally 2 or 3 days later than those below but this may possibly be the difference between handing over in the UK and arrival in Denmark or delivery to the Danish unit.

21-201	ex AT775	del 11.4.47	cld .51	scrapped .51
202	V3505	12.11.46	28.3.49	cr Tirstrup
203	MP399	14.4.47	.51	scrapped .51
204	HN188	4.11.46	28.11.52	scrapped .53
211	AS732	16.6.47	20.10.51	crashed
212	AT481	3.11.47	.52	scrapped .52
213	BG173	not delivered		
214	BG571	not delivered	(BG175 ?)	



Above: Oxford LX605 in Danish colours later became 21-229.
Below: Turkish ambulance version (note wide doorway) serialled 123.



215	DF456	4.11.46	23.7.53	scrapped .53
216	DF481	2.12.46	.51	scrapped .51
217	HM686	2.12.46	25.2.54	to SE-BZU 7.54
218	HM908	18.7.47	.51	scrapped .51
219*	HM957	17.12.46	31.3.55	to OY-FAP 7.56
220	HM958	12.11.46	31.8.53	scrapped .53
221	HN190	not delivered		
222	HN193	17.12.46	.53	scrapped .53
223	HN198	5.12.46	.48	to OY-ABS 11.48
224*	HN377	17.4.47	.54	to SE-CAI 8.54
225	HN709	17.4.47	.48	scrapped
226	LW749	1.5.47	9.6.53	scrapped
227	LW798	5.12.46	.51	scrapped
228	LX150	4.11.46	.51	scrapped
229	LX605	12.11.46	2.5.49	crashed
230	LX643	12.11.46	12.3.55	to OY-FAU 3.55 *
231	MP416	4.11.46	17.6.51	scrapped
232	N4792	12.11.46	.51	scrapped
233	NJ283	4.11.46	.51	scrapped
234*	NJ294	12.11.46	31.3.54	to OY-DYI 7.55
235	NM312	15.4.48	7.3.50	cr Malov
236*	NJ349	13.1.47	29.1.54	scrapped
237	NJ372	13.6.47	19.3.53	cr Bornholm
238	P8925	5.12.46	.55	to OY-FAS 2.58
239	P9026	4.11.46	.51	scrapped
240	PH255	12.11.46	22.1.53	scrapped
241	PH359	2.12.46	.55	to OY-FAO 2.56
242	R6091	26.3.47	1.12.53	scrapped
243	RR353	4.11.46	.53	scrapped
244	T1205	12.11.46	25.7.53	scrapped
245	T1342	17.12.46	.52	scrapped
246	T1348	14.5.47	.53	scrapped
247	V3331	12.5.47	3.12.50	cr Hagesholm
248	V4232	9.12.46	4.51	scrapped
249	V4236	16.1.47	1.50	scrapped
250*	X6769	31.10.46	.48	scrapped
251	EB807	2.9.47	.48	scrapped
252	HN481	28.10.47	.51	scrapped
253	HN526	17.12.47	.54	scrapped

* Notes: 21-219 is the only example with a c/n quoted but it is given as 216 which does not fit sequences on p88/33. Our Danish register gives c/n as 816.

Significant delivery variations include 21-224 on 11.10.47, 21-234 on 6.10.47, 21-236 on 16.11.47, 21-250 on 23.11.47.

21-230: OY-FAU is shown in our Danish register as X7262, SE-XAA, SE-BTC, regd 3.60. Perhaps 21-230 was a source of spares for this?

Egypt:

At least six civil Oxfords are known:
SU-AAT no other details
SU-AER ex V3870, G-AHXA. Regd 2.10.47 to Ahmed Essnet El Gamel (Egypt Air Transport Co). Cld by 1.54.

SU-AES ex PH289. Listed 8.47, owner as above. Damaged at Cairo 8.5.48, still listed 1.1.54.
 SU-AET ex PG952. Extant .47, owner as above, still listed 1.1.54.
 SU-AEY identity unkn. Listed 8.47 with Egyptian Transair Services. F/1 18.5.48 when engine fell out. Fuselage shell at Almaza 8.51.
 SU-AEZ listed 8.47, no other details.

In addition to PG981, PH232 and 233 are known military Oxfords.

Turkey:

Thirty-eight aircraft delivered direct from RAF Oxford batch:
 LX366 to LX369 (4) LX467 to LX470 (4)
 LX382 to LX401 (20) LX510 to LX512 (3)
 LX415 to LX416 (2) LX561 to LX565 (5)
 Twelve were said to be ambulance versions.
 Published photos are known of serials 101, 110, 121 and 123.

From the same batch LX417 to LX422 went to Portugal and LX423 to LX426 went to Free French Forces at Takoradi.



THE BUCKER Bu 181B (Sk 25) BESTMANN

Further to our notes on "D-ESEL" on p.90/27, Philippe Couderchon has provided notes and a photo to fill in the missing history. After capture VN787 c/n 501659 was given to the French (one of 114 in total) and received CoA no. 18589 on 9.6.49 as F-BBMY, French c/n FR.38, with AC de 1^{er} Aisne at St Quentin. Cld at the end of 1952, it was preserved at the CAMA store, 52 rue Dachery, St Quentin until 1980, without engine and painted yellow and red. It was bought for 20,000FF by Joachim Hahn of West Berlin 11.80, thence to the museum.

A list of the French Bestmann acquisitions appeared in "Le Trait d'Union" No.105 in January 1986.

CIVIL REGISTERS OF ETHIOPIA

Thanks to Tony Smith for searching through Lloyds List accident extracts for the sixties which have revealed a few additional details for write-offs. We have not listed minor damage incidents.

ET-T-1 One engine caught fire after the impact, aircraft almost totally destroyed. Capt Berhanou Kinfe and co-pilot George Kebede were killed along with three of 15 passengers. Total of 25 injured included on-lookers.

ET-T-16 Was on charter to American Coronada Petroleum Corp and crashed 12 mls south of Sendafar at 9°3'N, 39°10'E at approx 1040 hrs. when returning to Addis with propeller trouble. A US commercial councillor, Dale Fisher, was among the five fatalities.

ET-AAF Was engaged in survey work in Blue Nile valley. The British pilot, given as Alan Hamilton Youell, and 2 American soil scientist passengers, Howard J. Ferris and Earl R. Fogarty, were killed.

ET-ACG Wreckage found 31.1.67 on mountain slopes 290 miles NE of Addis Ababa. Pilot Zamedu Getaneh, D.J. Calder of Tendaho plantation, A.D.H. Patterson of Mitchell Cotts Co and an unnamed Ethiopian were killed.

ET-ACL Location given as 8°38'N, 39°48'E, approx 75 miles south east of Addis Ababa. Pilot Getachew Habte was injured, aircraft removed to Addis for inspection.

ET-AEI After sale to Yemen was rebuilt as 4W-ACC and later sold to Sudan becoming ST-AIA in 5.82.

p88/44 The unidentified Bell 47 in the photograph may well be C-GMZU, which was parked on the grass at Bole in February 1986.

In addition, a photo exists of Bellanca J-2 NR782W (c/n 1101) with "Abyssinia: Emperor Haile Selassie" written on the side.

CIVIL REGISTERS OF THE SUDAN

ST-AAO crash location on 27.4.67 was Mellit.
 ST-AAP is reported to have been written off 18.6.63 at Nasir.
 ST-AAW was delivered 14.11.62.
 ST-AAX was delivered 24.12.62.
 ST-ABI was correctly quoted as dbr on 18.10.56 on page 89/71 when still SN-ABI. It was nevertheless re-registered ST-ABI on paper in 1957.
 ST-ABM/N/U/V were all PA-18A-150 Super Cubs.
 ST-ACD originally given as Sudan Airways. Total loss when force-landed on an island in the West Nile 10 mls S of Gamalab 3.6.65.
 ST-ACE originally given as Sudan Airways.
 ST-ACF may have been owned by Crop Saviour (Sudan) Co Ltd.
 ST-ACH as ACF above.
 ST-ACM crashed near Wau 12.11.69 and also badly damaged at Aliede 1.1.70. Originally Sudan Airways.
 ST-ACU ex Nairobi 8.65.
 ST-ACV ex Nairobi 8.65. Derelict 1974.
 ST-ADB crash location Dinder Game Reserve, S of Khartoum.
 ST-ADI(2) damaged 12.4.78, badly damaged on landing 9.80 or 10.80.
 ST-ADK hit tree on approach to Malakal and destroyed.
 ST-ADN cr on take-off near Wau 16.10.71.
 ST-ADO crash location was Malakal.
 ST-ADP owner Nile Chemicals & Crop Service Co Ltd 10.77.
 ST-ADQ crash date also given as 3.11.70.
 ST-ADW nose gear collapsed on take-off and cr into ditch.
 ST-ADX crashed on a training flight.
 ST-AEY was regd N40809 in 1973 but cld shortly after.
 ST-AFC if c/n 58-1594 is correct is ex BuA.150775, 80+91; but if identity BuA.150776, 80+92 is correct then the c/n should be 58-1596.

G-AIZV (photo p.90/28) Every detail of the photograph has been identified thanks to Leslie A. Kimm. It was taken in October 1952 at Nevers, France, when the Auster was still a J/1 and owned by the Herts & Essex Aero Club. On the left is the airfield manager Monsieur Bruno, on the right Harry A. Smith who was part of a rescue mission from Broxbourne which involved IZV and a Gemini flying spares and engineers to Nevers where Messenger G-AISL had suffered tailwheel oleo collapse and rear fuselage damage. The motor cycle was an Armor Alcium of about 350cc from around 1920, regd 607-Q58, and Harry was a vintage motorbike enthusiast, hence the photo. On the left is the open cover of the petrol storage tank with lever to operate the manual pump.

UK CIVIL REGISTER 1929

G-AAEO (photo p90/9) did not become VT-AJP which was DH.85 c/n 7079. It did possibly become VP-RAF.
 G-AAEU was for sale in "Aeroplane" of 16.10.29 as "owner gone abroad, at Bristol & Wessex Aeroplane Club".
 G-AAFG (photo caption) c/n should read 7348.
 G-AAFI not included in "Flight" private owner list 4.4.30 but given as F.St.Barbe in 18.7.30 list.
 G-AAFJ was being sold to F.W.Knox, t/a Skyways Ltd, about 8.29 but he later defaulted on the payments.
 G-AAGB Tranum was an exhibition parachutist.
 G-AAGU owner given as Air Express in an AM report of an accident at Lympne on 28.4.30.

UK VALIDATIONS

Further to Feedback page 89/56, the accident to the Argus G-AJSN at Cork was on 10.6.67. The engine was reportedly sent to Singapore.

CREDITS for FEEDBACK: Philippe Couderchon, Paul Crellin, Richard Currie, John Davis, John Havers, Valentyn Kenens, Leslie Kimm, Steve Simms, Tony Smith and Vic Smith.

No.3 1990



ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly



De Havilland Mosquito PR.34A N9868F at Prestwick on 5.11.57 en route to the USA for Jack Amman Inc is one of several featured in the second part of our "Americans Overseas" listing in this edition. (Photo: Peter Keating)



ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly

Edited by David Partington

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

It is hard to believe that it will be September when this edition of Archive reaches most readers. It is being written in mid-July with a heatwave going on outside and a rather palid Editor tries to keep cool with the help of the odd spoonful of amber nectar, hoping to get it all finished before he leaves for foreign parts armed with a few rolls of film, trusty notebook and a copy of Air-Britain's European Registers Handbook. It is a sobering thought that in 60 years time some other (I hope) editor of Archive will be presenting the contents of the ERH as an historical document in much the same way as we have been regarding R.L.Preston's "UK Civil Register 1929". Sadly that document comes to an end in this issue but we must not let that pass without a special word of thanks to Jack Meaden who has spent a great deal of time finding and researching photos and captions for the series - sometimes at short notice when the beast would not fit the available space!

The slightly earlier start on this edition has put back our New Zealand material a little - the editor was too idle to prepare it earlier - but a little extension to the Bolkows, to make a start on the Juniors, and to the Americans Overseas may not be unpopular. The latter item seems to be well received by our correspondents and any more comments and photos would be welcome - especially background on the DH Mosquitos.

Finally its time for a commercial break. Another Archive Special should be due off the production line this autumn. Look out for the Sales list please before ordering Peter Berry's Beech 17, and dont spend all your cash at once because there's another European Register not far behind it.

BOOK REVIEW

Putnam Aeronautical's latest offering is "General Dynamics Aircraft and their Predecessors" by John Wegg, well-known to many readers as editor of "Airliner" magazine and as a contributor to these columns. The book uses the large format (almost A4 size) adopted for other recent titles, with the immediate benefit of larger, clearer photographs, liberally used throughout. As the title indicates, the background of the present company is a complex one and the task of describing the varied products of several co-existent firms is certainly not easy.

Thomas Brothers and Thomas-Morse Aircraft start the book and produced some fascinating civil types such as the MB-4 Mailplane and R-5 Pulitzer racer. Meanwhile Orville Wright's Dayton Wright Aeroplane Co was producing over 3000 DH.4s (and postwar modified many for civil use) and Reuben Fleet was learning to fly. Fleet founded the Consolidated Aircraft Corp in 1923, taking in the above companies and adding Hall-Aluminium Aircraft and Vultee. This brings Stinson into the picture, only the losses made by the conglomerate in launching the Convair liner forcing the sale of this successful division to Piper in 1948 - and that makes another story! Also with Vultee came the Barkley-Grow company.

Almost two-thirds of the way through the book we reach Convair production with its twin-engined airliners, the then-fastest jet airliner the 880, the fighters, the unique Seadart and the Hustler. Of more than passing interest is the model 106 Skycoach, very similar to the Fokker Promoter of 1948, and the various Air Car models. Finally to General Dynamics (of which Convair is one of 10 divisions) up to the F-16 series. Although Cessna Aircraft is a wholly-owned subsidiary, the author did resist the temptation to include more than one paragraph on that company too!

HOW ? WHAT ? WHERE ?

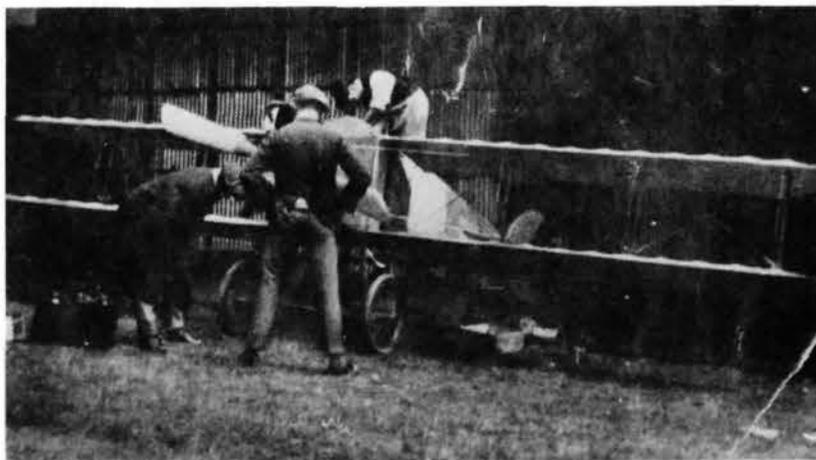
Answers to all the problems set in the last issue - is this a record? The photo of Lady Bailey and G-EBTG was identified by Vic Smith (nice to meet you at the AGM!) as being taken at Croydon on 16.1.29 on her return from the Cape. After nine days delay in Paris and Berck-sur-Mer through fog, the sudden heavy snowfall of that morning in London must have seemed the last straw.

The Southern Martlet must be G-AAVX if post-war. G-AAVD was derelict at Turnhouse by 1944 and cancelled 12.46. G-AAVX was fitted with Magister wheels post war and had untapered ailerons.

The Blackburn Segrave matches up with a photo provided by Thomas Willis of G-ABFP, which incidentally shows it on a sales tour with other Blackburn products in Czechoslovakia.

Two new problems are contained in photos submitted by Don Neate. The first concerns The Piggott Biplane, seen under construction (there's always someone in the way when you want to take a photo...) and with a handwritten footnote "1913. It did not fly". So, who designed and built it, where, when, and why didn't it fly...?

The second photo has no note attached but we hope that someone can identify it. Editorial head-scratching has only concluded that this is the first known example of BSC - or Mad Aeroplane Disease - which causes sufferers to don pith helmets, fit folding wings to an open fuselage, add a large 4-wheel undercarriage and a two horse-power motor.....(yes I know, but it has been rather hot this summer!).



WANTED: A limited response to last time's appeal, some Beech 18 ideas to pass on to Steve Darke (thanks Bob Parmerter and a couple of Fokker F.VII photos. Now don't wait for everyone else, for future articles we need more Fokker F.VIIs, the Swallows listed last time and any shots of Brantly B-2/305 helicopters particularly non-UK examples. If you prefer Archive to be illustrated up to anything like its present standard, please help.

CLOSING DATE FOR NEXT ARCHIVE ** OCTOBER 20th 1990 **

Basic production lists of the airliners are included in the book: the Stinson Detroiters, models U, O and A, the Vultee V1, Barkley-Grow T8P-1, Fleetsters and of course the Convairliners. This is about as far as any author can go in terms of individual aircraft histories of such a diverse company. There is so much of the story of North American aviation included, such a range of types from the familiar to the obscure, that any reader of civil or military inclination will forgive the odd reversed caption and want this book as a valuable reference document. It is available from the Sales Department priced at £30.

Complete Civil Registers : 8

GREECE

SX-



PART FIVE



SX-AFQ MBB Bo 209 Monsun 160 165 13.12.71
(144) Ex D-EAAE. Aeroclub of Thessaloniki. Purchased on 10.12.71. Current.

SX-AFR MBB Bo 209 Monsun 160 166 13.12.71
(145) Ex D-EAAF. Aeroclub of Thessaloniki. Purchased on 10.12.71. Current.

SX-ABA Dassault Falcon 20E 245/481 21.3.72
(146) Ex F-WLCS. Falcon Epicheireisis EPE. Purchased on 6.3.72. Regn cld 26.4.73 on sale as F-BUIX, later HB-VDP, HB-VDY.

SX-AFS North American Navion 4 NAV-4-658 11.3.72
(147) Ex N8658H, CS-ACP. Xenophon Dimopoulos. To Dimitris Dinopoulos 15.11.77. Damaged in wheels-up landing, C of A expired but still current.

SX-HAK SA.318C Alouette Astazou 2257 3.7.72
(148) Olympic Airways. Crashed at Aggistrio, Aigina, on 5.1.73. Regn cld 5.1.73.

SX-BDH Reims/Cessna F.337F 0051/1405 29.7.72
(149) Ex F-WLIM. Olympic Airways. To Skapanevs AE - EDOK Etairia 7.9.73. Regn cld 30.8.76, sold as 5N-APQ.

SX-HAM Bell 212 30546 4.10.72
(150) Ex N2989W. Hellenic Shipyards. Purchased 10.8.72. Current but C of A expired.

SX-CBM Lear Jet 25C 094 25.11.72
(151) Olympic Airways. Purchase date 16.10.72 and regd in Chicago 20.10.72. Regn cld 24.11.75 and sold to the Somers Navigation Co Ltd as VR-BFV, later N97J then N77RS and w/o 4.12.78.

SX-BDI Piper PA-28-140 Cherokee E 28-7225175 23.12.72
(152) Ex N4608T. Olympic Airways. To Aeroclub of Athens 14.9.73. Current, flies regularly but CofA believed to have expired.

SX-ABB Cessna 337A 0272 20.2.73
(153) Ex N6272F. Leventis, Adrianou, Lalos & Malindretos (Eliniki Techniki SA). To Yannis Malindretos 4.4.83. Reported damaged beyond repair 12.4.75 (?). Current but C of A expired.

Above: Falcon 20E SX-ABA (CoR 146) seen at Heathrow shortly after delivery in April 1972. (John Wegg)

Below: Bolkow BO 209 Monsun SX-AFR (CoR 145) with -AFQ also visible behind, at the Thessaloniki Aeroclub. (S. Jarlevik)



Above: Navion 4 SX-AFS (CoR 147) at Marathon on 23.10.83. Later photos show damage resulting from a wheels-up landing and the aircraft had not been repaired by 1989. (R.Swan)

Below: Reims/Cessna F.337F SX-BDH (CoR 149) at Athens in April 1973. (John Wegg)





Top: Lear Jet 25C SX-CBM (CoR 151) in Olympic colours at Le Bourget in July 1974. (John Wegg collection)

Above: A ceremony at Corfu Airport in January 1977 when the Aeroclub of Kerkyra still operated both SX-AFW (154) and SX-AGM (179). (A.Stamatopoulos)

Below: Cherokee 140E SX-BDK (155) of Olympic at Athens in April 1973. (John Wegg)



Above: Aztec E SX-BDL (CoR 159) at Athens in August 1976. (J.M.G.Gradidge via John Wegg)

Below: Rallye 180GT SX-AFT (CoR 160) in April 1973 before being officially registered. (John Wegg)



SX-AFW Socata MS.880B Rallye Club 2225 13.3.73
(154) Aeroclub of Kerkyra, Corfu. To Aeroclub of Zakynthos 28.4.85, entered 20.5.85. Current.

SX-BDK Piper PA-28-140 Cherokee E 28-7325010 16.3.73
(155) Ex N15466. Olympic Airways. To Olympic Aviation on 7.3.84. Current.

SX-HAN SA.318C Alouette Astazou 2352 16.5.73
(156) Olympic Airways. To Olympic Aviation 7.3.84. Sold abroad 28.6.84 as D-HHFS, regn cld 2.7.84.

SX-AFU Fuji FA-200-180 187 29.5.73
(157) Kronos AE. To Kronos Ekpaidevteria EPE 1.9.82. To DEISM AE, Kerkira 22.10.82. To Kyriakis Mavropoulos, Thessaloniki 30.1.86. Current.

SX-HAO MBB-Bolkow BO.105C S.66 25.6.73
(158) Ex D-HDBQ. Olympic Airways. Regn cld 24.11.75 on sale as VR-BFU, later A6-ALS.

SX-BDL Piper PA-23-250 Aztec E 27-7305081 3.7.73
(159) Ex N40268. Olympic Airways. To Olympic Aviation on 7.3.84. Current.

SX-AFT Socata MS.893E Rallye 180GT 12181 28.7.73
(160) Konstantinos Makriyannis. To Epaminondas Kyriakidis 4.6.80. To Dimitris Papistas & Vassilis Gimbas, 25.11.83. Current.

SX-BDM Piper PA-28-140 Cherokee E 28-7325007 10.8.73
(161) Ex N15149. Olympic Airways. To Olympic Aviation on 7.3.84. Current.

SX-BDN Piper PA-28-140 Cherokee E 28-7325484 12.9.73
(162) Ex N55781. Olympic Airways. Destroyed 17.12.74 when it struck a mountain soon after take-off from the island of Mykonos, 4 occupants killed. Registration cancelled 9.1.75.

SX-AFV Socata MS.880B Rallye Club 2245 29.10.73
(163) Aeroleschi Peiraios (AC of Peiraeus). Current.

SX-AGA Piper PA-28-140 Cherokee 28-23768 24.11.73
(164) Ex N3895K. Panayotis Skoutas. To Aeroleschi Kavallas 27.11.78. To Kyriakis Mavropoulos 15.1.86. To Aeroleschi Thessalonikis 28.1.86. Current.

SX-AGF Cessna T.310Q 0807 8.12.73
(165) Ex (N69592). Biamax AE. To Giorgios Kitsios on 20.10.76. Crashed at Porto Heli 17.8.78, regn cld 18.9.78.

SX-120 Schleicher ASK-13 13451 2.2.74
(166) Anemoleschi Athinon (Gliding Club of Athens). Current.

SX-AFE Piper PA-18-95 Super Cub 18-1007 18.3.74
(167) Ex RHAf:51-15310. Aeroleschi Athinon. To Alexandros Tritsimpidas 24.10.77. To Aeroleschi Peiraios on 3.8.81. Regn cld 21.11.84 and sold on same date as G-BLMS, then to F-GBPD 9.86. (Note: Fuselage number 18-1067 is usually quoted as c/n.)

SX-AGB Socata MS.880B Rallye Club 2400 27.4.74
(168) Aeroleschi Kalamatas (AC of Kalamata). Crashed on 10.6.77 at Neohorio, Arkadia. Regn cld 13.6.77.



Above: This unmarked Super Cub was a part of the Athens airport scenery for some years before it was finally registered as SX-AFE (167) in 1974. It photographed there in March 1972 by John Wegg.



Left: Ex-Government Stearman SX-AGI (169) changed registration when it became part of the AC Thessaloniki fleet in 1974. (S.Jarlevik)

Below, (top to bottom): Jet Ranger SX-HAP (174) had been cancelled in Greece and registered PH-HAP in Holland but was not yet repainted when seen at Lelystad on 16.4.83. (Ad Vercruijse) Seneca SX-AGK (175) seems to have drop something at Marathon 23.10.83, its condition has gradually deteriorated ever since. (R.Swan) A rare shot of SIAI S.205 SX-AGG which ditched after only 1 month. (via A.Stamatopoulos)

- | | | | |
|--------|---|------------|----------|
| SX-AGI | Boeing Stearman E-75 (N2S-5) | 75-8499 | 26.6.74 |
| (169) | Ex Bu.43405, SX-EAZ. Ministry of Health. To Aeroleschi Thessalonikis (in 1974?). Current. | | |
| SX-AGD | Piper PA-28-140 Cherokee | 28-7425131 | 30.8.74 |
| (170) | Ex N54434. Aeroleschi Thessalonikis. Current. | | |
| SX-AGC | Piper PA-36-285 Pawnee Brave | 36-7360040 | 30.8.74 |
| (171) | Ex N56349. Aeroleschi Thessalonikis. Current. | | |
| SX-AGH | Socata MS.880B Rallye Club | 2478 | 1.10.74 |
| (172) | Aeroleschi Hanion (AC of Hania, Crete). Current. | | |
| SX-AGJ | Socata MS.880B Rallye Club | 2517 | 15.10.74 |
| (173) | Aeroleschi Kozanis. To Vassilis Gimbas & Dimitris Papistas 4.8.81. To Ilias Pournaras 25.11.83. Current. | | |
| SX-HAP | Agusta Bell 206B Jet Ranger II | 8418 | 19.10.74 |
| (174) | Ex (HB-XEX). Ellinika Navpigeia (Hellenic Shipyards), Elefsis. Regn cld 31.3.83, sold as PH-HAP. | | |
| SX-AGK | Piper PA-34-200 Seneca | 34-7350113 | 4.4.75 |
| (175) | Ex N15964, G-BATO. Pelops ATE. To Apostolos Penderfoundas 27.4.76. To Aerokaphikai Epicheiriseis EPE 5.5.83. Current. (Note: UK regn cld 19.2.74, never cld from Greek register - a restoration to the UK was during the process of obtaining Greek marks.) | | |
| SX-AGL | Rockwell Commander 112A | 184 | 24.6.75 |
| (176) | Ex N1138J. Michael Sotiriou. To Giorgios Kitsios on 27.7.75. Regn cld on 9.5.77 as sold abroad to John Castiglia, USA. May have reverted to N1138J (?) but was regd as SX-AHG (CoR 205) on 9.3.78. | | |
| SX-AGG | SIAI-Marchetti S.205-20/R | 351 | 30.4.75 |
| (177) | Ex I-ELNI. Panayotis Vaxevanakis. Crashed into sea off Zagora 23.5.75. Regn cld 3.7.75. | | |





Top to bottom: Immaculate rebuilt Super Cub SX-AGN (182) at Thessaloniki (S.Jarlevik); Enstrom Shark SX-HAS (192) parked at Marathon on 23.10.83 where damaged Rallye 150ST SX-AGR was in the undergrowth on 20.10.85 (both R.Swan); Learjet 36A SX-AHF visiting Gatwick 12.78 (MPF via JW).

SX-MAA No details appear in the official records. This was (178) a reservation entered in the Registration Book in error. However SX-MAA was the regn of Cameron O-77 balloon c/n 145 built at that time and believed to be still current, presumably in a different part of the Greek Registers.

SX-AGM Socata Rallye 150ST 2615 13.8.75
(179) Aeroleschi Kerkyras (AC of Corfu). Current.

SX-AGP Rockwell Thrush Commander S.2R 5036R 1.9.75
(180) A.Drasidis. Crashed at Fountouma 10.10.75. Regn cld 18.10.75.

SX-AGO Socata MS.893E Rallye 180GT 12637 10.10.75
(181) Panayotis Vaxevanakis. To Aeroleschi Kalamatas (AC of Kalamata) 24.8.81. Current.

SX-AGN Piper PA-18-135 Super Cub "18-5000" 25.10.75
(182) Ex RHAF:? Aeroleschi Kavallas. To Nikos Simigdalas 2.11.79. Current. (Note: A rebuild of SX-ADY (91) with spare fuselage now quoted as c/n.)

SX-HAR Bell 212 30703 22.12.75
(183) Petrola Hellas. Regn cld 26.6.78, sold as A6-HMR.

SX-AGQ Mitsubishi MU-2B-36 665SA 24.12.75
(184) Ex N825MA. Viamax AE. Regn cld 19.10.77, sold as N832MA.

SX-AGT Entered in error - see CoR number 188.
(185)

SX-ALP Socata MS.880B Rallye Club 2597 7.4.76
(186) Aeroleschi Peiraios. Crashed at Aigaio 27.6.76. Regn cld 29.6.76.

SX-AGV Piper PA-25-235 Pawnee 25-2635 22.4.76
(187) Ex SE-EIF, OY-DDB, SE-FPZ. 3D EPE. To Aeropsekas-moi EPE 14.10.76. Current.

SX-AGT Socata Rallye 150ST 2665 24.6.76
(188) Aeroleschi Thessalonikis. Current. (Originally entered as CoR no.185 in error.)

SX-BCA Boeing 737-284 21224 27.6.76
(189) Olympic Airways "Apollo". F/f 16.6.76, h/o 23.6.76, regd in Seattle 23.6.76 and in Athens 27.6.76. Current.

SX-BCB Boeing 737-284 21225 1.7.76
(190) Olympic Airways "Hermes". F/f 21.6.76, h/o 30.6.76, regd in Seattle 30.6.76 and in Athens 1.7.76. Current.

SX-ALF Socata Rallye 150ST 2666 15.7.76
(191) Aeroleschi Florinas. Current.

SX-HAS Enstrom 280C Shark 1044 28.9.76
(192) Almar EPE. To D.Dinopoulos 26.10.83. Current.

SX-AGR Socata Rallye 150ST 2694 13.11.76
(193) Aeroleschi Irakleiou (AC of Heraklion, Crete). To Rotor Hellas 28.10.81. To Air Leader 26.11.81. Current but noted dismantled at Tatoi 6.88.

SX-BCC Boeing 737-284 21301 9.11.76
(194) Olympic Airways "Hercules". F/f 29.9.76, h/o 13.10.76, regd in Seattle 13.10.76 and in Athens 9.11.76. Current.

SX-BCD Boeing 737-284 21302 9.11.76
(195) Ex N40112. Olympic Airways "Hephaestus". F/f 7.10.76, h/o 19.10.76, regd in Seattle 19.10.76 and in Athens 9.11.76. Current.

SX-AGX Socata Rallye 150ST 2749 3.3.77
(196) Aeroleschi Peiraios. To Athanasios Vapheiadis on 18.5.81. Current. (Note: Has also been quoted as ex (SX-AGS) but there is no record of this in the Registration Books. SX-AGS was reserved for a Mitsubishi MU-2B-36 for Aeroleschi Kastorias but ntu.)

SX-HAT Bell 47G-5A 25131 7.6.77
(197) Ex N58136, N18090, G-BBER. Marathon Aeroploia EPE. To S. Grims-Lagas & Co 14.4.81. To 3D AE & Nikos Petsos 27.5.81. Current.

SX-AGZ Cessna A.188B Agtruck 02806T 13.6.77
(198) Ex N731DC. 3D EPE. To 3D AE 7.6.78. Current.

SX-AHC Cessna A.188B Agtruck 02890T 15.6.77
(199) Ex N731GS. Marathon Aeroploia EPE. To Galazioi Ouranoi 16.3.82. Regn cld 11.3.85, sold as SU-BHE.

SX-HAU Bell 47G-4 2861 13.7.77
(200) Ex N73944, G-BDRA. Marathon Aeroploia EPE. Crashed at Kymi, Evvoia 10.9.77, regn cld 10.9.77. Rebuilt as SX-HBA with CoR no.240, 18.5.79.

SX-AHD Cessna A.188B Agtruck 02871T 21.7.77
(201) Ex N731FW. Marathon Aeroploia EPE. To Galazioi Ouranoi 16.3.82. Regn cld 11.3.85, sold as SU-BHD.

SX-AHA Piper PA-18-135 Super Cub 18-3585 9.9.77
(202) Ex 54-2385, MM542385, I-EIYO, EI-195. Nikolaos Simigdalas. Current.

SX-AHB Piper PA-18-135 Super Cub 18-3986 9.9.77
(203) Ex 54-2586, MM542586, I-EIUO, EI-263. Nikolaos Simigdalas. Current.

SX-AHF Gates Learjet 36A 36A-007 17.12.77
(204) Ex N138GL, N173JA, N226CC. Viamax AE. Registration cld 11.4.80, sold as VR-BHB, later N83DM.

To be continued. . . .

The Whole Truth:



PART FORTY-TWO

DH.60 MOTH

MOTH

FEED BACK

- 1542 G-AAAG ff 26.6.30. Remained owned by De Havillands despite use by Alan Butler. Delivered to Edward Bret as F-AJZB 8.30. Won Coupe Zenith Internationale 9.30 with record flight of 8 hr 44 min (Bordeaux/Tours/Orly/Lyon/Marseille/Toulouse/Bordeaux) and won it again in .31. Returned to UK 2.33 to Brian Lewis & Co in part exchange for DH.80A G-ABDG. Operated in New Zealand in British marks by Kidston, and not repainted as ZK-AEJ until 2.36. ZK-AEJ now reported as regd to R.G.Tappendon 13.10.35. Impressed 9.9.39 but not used. 1942 sale possibly to a Mr.Carroll rather than Carnall, and sale to R.N.Brown may have predated postwar restoration. Regd 1.8.50 to J.Allen and on 12.9.66 to G.K.Reader. Regd 17.3.67 to Earlybird Flying Ltd. To storage at Paraparaumu 7.1.71. Sold 10.84 to R.Gerald Grocott (regd 22.1.85); to Hastings by road for rebuild by Temple Martin and reflowed 1.7.87, still with rare Gipsy II engine. Note : This airframe was built non-standard with the front cockpit having flush canopy, non folding wings and a small undercarriage.
- 1549 ZK-ACC delivered to Auckland Aero Club 23.12.30. As Govt Grant aircraft, ownership formally transferred 22.3.35. As NZ511, operated from New Plymouth and wfu 7.41 to become INST.41, with ATC at Napier. After scrapping, engine donated to Christchurch ATC.
- 1554 ZK-ACD regd initially to Wairarapa Aero Club (name changed to Wairarapa & Ruahine Aero Club 8.12.32). Badly damaged when spun in 11.7.31; reflowed 9.1.33. Forced landed in Waitahora Valley 12.2.38, en route Masterton/Dannevirke and ran through fence. Damaged beyond economic repair.
- 1558 VH-UPD regd 1.10.30 to J.J.Thorpe, Perth. Regd (undated) to J.Woods, Perth. Named "Spirit of Western Australia" and flown by J.Woods from Broome, WA to Croydon 7.7.33 to 17.8.33. Regd 23.6.33 (sic) to G.W.Lewis, Perth. Regd 8.2.37 to Australian National Airways Pty Ltd, Melbourne. Regn cld 22.7.40; impressed into 3 EFTS Essendon as A7-104. To 1 EFTS Parafield 2.12.40. Overshot on landing, struck fence and overturned nr.Parafield 27.5.41. Reduced to spares 10.7.41.
- 1560 ZK-AEB first regd 28.5.36 to Canterbury Aero Club (as Govt Gift machine). Reference to R.Grant in 1939 believed erroneous. Reference to accident 6.9.40 also thought unlikely, since believed wfu.mid-41. As INST.38, served with Christchurch ATC prior to scrapping.
- 1561 ZK-ACE regd 3.12.30 to Otago Aero Club. Hired to Middle Districts Aero Club 31.3.39 and bought by them 8.6.39. Final accident 9.7.40 followed forced landing with engine failure after take-off. SOC 21.11.40.
- 1562 ZK-ACF delivered to Southland Aero Club 17.12.30. Leased to Canterbury Aero Club 5.35 - 12.10.35. Sold 16.4.37 to Western Federated Flying Club (name changed 25.5.37 to New Plymouth Aero Club). Accident on 19.2.41 was a heavy landing, following which it was wfu; SOC 29.7.41.
- 1563 ZK-ACH delivered 12.30 to Western Federated Flying Club. The crash at Pihama, nr.Opunake 29.1.33 was serious but it was rebuilt;
- 1564 ZK-ACI reflowed 22.6.34. Final accident was on 8.1.37; a forced landing in the Kaimanawa Ranges en route Wanganui/Taihape. Salvaged but not rebuilt- w/off .38. delivered to Otago Aero Club 12.30. Final accident was when it spun in Wyllie's Crossing 25.3.37.
- 1565 VH-UQY regd 14.6.33 to De Havilland Aircraft Pty Ltd, Mascot, having been erected and fitted with Gipsy III. Regd 30.10.33 to G.B.S.Falkiner, Sydney. Regd (undated) to E.G.Stephens, Wau, NG. Regd 26.8.37 to Stephens Aviation Ltd, Wau. Crashed Wau 3.8.40 due to enemy action; regn cld 11.3.42.
- 1566 VH-UQA Regd to C.W.A.Scott, Brisbane 16.5.31 and named "Australia" for UK flight. Its Australian regn was cld 15.5.32, only shortly after its arrival back in Australia. This remains unexplained. G-ACOA was operated by Hanworth Aero Club at time of accident 20.8.36. The crash occurred when the Moth's wheels struck a pylon just after take-off causing the aircraft to stall. It crashed into Elmgate Avenue, Feltham but both occupants only suffered slight injuries.
- 1567 NZPAF 1567 when originally delivered was fitted with the second-hand (and corroded) floats from G-AARE (c/n 1176). Regd ZK-AEP 29.5.36 to Auckland Aero Club. Final crash when the pilot lost control whilst flying low near Waiheke Island (possibly 12.1.37 not 13.1.37). Salvaged but w/off 11.4.37. with Pilotless Aircraft Section, Henlow 2/5.38.
- 1597 K1847 with Pilotless Aircraft Section, Henlow 2/5.38
- 1625 K1851 with Pilotless Aircraft Section, Henlow 2/5.38
- 1629 K1855 Dived into ground at high speed at Evenly, Nr.Brackley, Northants 19.1.35 killing Sgts F.H.Land and C.L.O.Barker. Aircraft on charge of Upper Heyford Station Flight.
- 1632 K1858 The accident occurred when the Moth crashed into a house at Pebblecombe Hill, Box Hill, Surrey, whilst looping. Sgt Raymond A.Mould, RAFVR was killed.
- 1633 K1859 with Pilotless Aircraft Section, Henlow 2/5.38.
- 1639 K1889 with Pilotless Aircraft Section, Henlow 2/5.38.
- 1641 K1891 This forced landed near Eastchurch in a field at Warden Bay, Sheppey 21.12.34. It crashed through a fence and turned on to its side but both occupants were unhurt. It "arrived" from Northolt.
- 1643 K1893 Fatal accident also referred to as at Mansur, Nr.Khormaksar, killing P/O M.H.B.Davies & LAC J.H.Campbell, of 8 Sqdn. Contemporary report confirms accident date as 23.6.37, killing P/O P.J.G.Davies of 8 Squadron.
- 1652 K1902 with Pilotless Aircraft Section, Henlow 2/5.38.
- 1655 K1905 with Pilotless Aircraft Section, Henlow 2/5.38.
- 1685 VH-UQH regd 7.9.31 to R.S.White, Sydney, (later Brisbane). Regd 26.11.37 to R.Lauder, Cunnamulla, Queensland. Regd 12.5.44 to Spencer Gulf Aero Club, Whyalla, SA. Regd 18.3.46 to L.McTaggart, Port Augusta, SA (later Carnarvon, WA). Regd 28.2.50 to K.G.Haslen, Carnarvon, WA. Regd 4.3.52 to R.J.Robinson, Carnarvon, WA. Following damage 22.3.53, the remains were rediscovered 6.81 in a shed in W.Australia by Ed Fields. The engine and bearers were missing and various Tiger Moth parts had been fitted (allegedly in the 40s). Acquired by Ed Fields and moved to Lower Plenty, Victoria for rebuild.

To be continued

FACT FILE

PART 2



In this, the second article in an occasional series, Fred Kirby takes a look at one or two anomalies in the wartime history of British Klemm B.K.1 Eagle I G-ACPU, c/n 2.

Above: G-ACPU photographed probably in 1934 prior to the Kings Cup when racing no.3 was applied. It had been fitted with a 200hp Gipsy Six for E.L.Gandar Dower for the race, the six stub exhausts of which can be clearly seen. Afterwards it reverted to more normal 130 hp Gipsy Major power, had a trousered undercarriage and revised fin and rudder shape. (Aeroplane via Jack Meaden)

First a look at the "facts" as we already know them concerning the wartime history of G-ACPU.

"Impressments Review" in Archive gives the owner as Mrs M. Glass and a C of A expiry date of 19.1.40. The aircraft was stored at RAF Farnborough from 29.11.39. The Impressionment date is given as 31.5.41 with a note that it was given its service markings on the previous day. The owner was officially notified on 9.6.41.

Air-Britain Impressments Log Vol.1 states that the Eagle was flown by its owner to Heston from Farnborough and attached to the Photographic Development Unit with its owner. On Impressionment G-ACPU was used by HQ Air Transport Auxiliary, White Waltham (Impressionment date is given as 10.4.41), until it was flown to W. A. Rollason (presumably at Hanworth) where it was struck off charge on 11.9.41. It passed to the Government Technical Training Centre, Hounslow on 15.9.41 as 2679M. The RAF serial DR609 had been allocated but not taken up.

The Air-Britain "RAF Aircraft DA100 - DX999" quotes DR609 as B.A.Eagle allocated to Photographic Development Unit, to Air Transport Auxiliary and struck off charge 11.9.41.

It was insured in the name of the owner Miss (not Mrs) Mabel Glass through 1940 and until the insurance was cancelled on 10.4.41 - which ties in nicely with the Impressments Log date. It was said to be based successively at Heston, Farnborough, Heston, Shawbury and Benson. As well as the owner the pilots included Sqdn Ldr A. G. Martin and Flt Lt M. V. Longbottom. The latter, known as "Shorty" was one of the original Photo Recce pilots. Everything about the insurance suggests that it was flown throughout the period and not stored as stated in Impressments Review. However, there seems to be no reference anywhere to the effect that the C of A was extended or renewed after expiry, so we appear to have a civil aircraft flying around without a valid C of A, attached unofficially - or was it officially? - to a top secret RAF unit but seemingly not taken on charge by the RAF as it remained insured by the owner, even after the owner had parted company with it!

The Impressionment date given in Impressionment Log by Peter Moss differs from the others but significantly is the same date as the insurance cancellation. Peter Moss says that it was flown by its owner to Heston on 4.6.40 and that both were attached to the P.D.U. The owner was not attached to the P.D.U. for long though as she joined the A.T.A. on 8.7.40 where she served as a ferry pilot until 17.4.44.

As for the bases, Heston was the Eagle's pre-war base. I wonder if Miss Glass was involved in some way with aerial photography because as well as being the home of the RAF School of Photography, Farnborough was engaged to a great extent in trial, tests and development in connection with aerial cameras and the aircraft to carry them. The P.D.U. was based at Heston until the end of December 1940 when it moved to Benson. But why Shawbury?

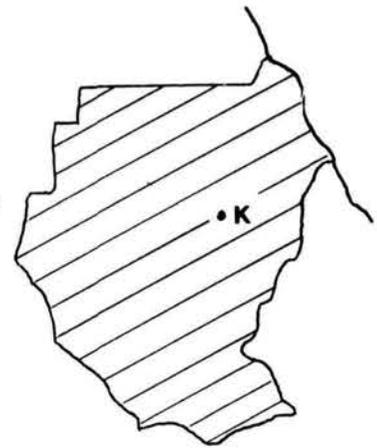
As for the serial DR609, allocated but not taken up says Peter Moss - but I wonder if it would be more accurate to say that it was allocated but never actually painted on the aircraft. On the subject of painting I assume that the Eagle was camouflaged at least - does anyone have any evidence of this?

I suppose that the entry in RAF Aircraft DA100 - DZ999 was made up from the aircraft record card which suggests that, on impressionment on say 10.4.41, it stayed on with the P.D.U. - until the May date given by Archive? We seem to have an aircraft which as a civilian was serving with the RAF, was then impressed into RAF service whereupon it was promptly posted to the A.T.A., a civilian outfit! The pre-impressionment owner, a civilian, also served with the same RAF unit apparently before joining up - with the same civilian outfit.

Complete Civil Registers : 9

THE SUDAN

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PART FIVE

ST-AHY Cessna U206G 05969 24.8.81
Ex N6617X. Comp. de Construction Internationales.
CoR No184. Regn cld 9.1.85 on sale as N206ZS.

ST-AHZ PA-31 Navajo 31-473 13.12.81
Ex N6558L, G-AXMR. Tropical Aviation Ltd. CoR No
185. Current.

ST-AIA Cessna A185E 01916 5.5.82
Ex N70047, ET-AEI, 4W-ACC. Borgio Vincenzo. CoR No
186. To Khartoum Aviation Services Ltd, 9.7.83. To
Borgio Vincenzo, 25.6.85. To Sudanese Investment
Promotion Co Ltd, 28.5.86. Current.

ST-AIB Boeing 737-2J8 22859 5.83
Ex N4562N. Sudan Airways. CoR No187. F/f 23.7.83
but not delivered. Registration not taken up, a/c
became N235WA, d/d 1/5/84.

ST-AIC Reserved for Sudan Air Force, CoR No188. Type un-
known, probably not taken up.

ST-AID Cessna 404 Titan 0455 2.9.82
Ex (N2681Y), G-BFUS, PH-VUS. Sudanese Aeronautical
Services Co Ltd (SASCO). CoR No189. Current.

ST-AIE Reserved for Sudan Air Force, CoR No190. Type un-
known, probably not taken up.

ST-AIF Lockheed C-130H Hercules 4766 .82
Ex 78-0745, 1100, ST-AHR, 1100. Sudan Air Force.
CoR No191. Reported in Sudan Airways titles 9.82,
1.83. Current, though possibly restored to milit-
ary marks.

ST-AIG Reserved for National Agriculture Organisation,
CoR No192. Not taken up.

ST-AIH Reserved for National Agriculture organisation,
CoR No193. Not taken up.

ST-AII Cessna A185F Skywagon 04342 23.6.82
Ex (N9369N). Ministry of Agriculture. CoR No194.
Current.

ST-AIJ Cessna 404 Titan 0612 24.10.82
Ex N2684S, G-BHOB, PH-HOB. Sudanese Aeronautical
Services Co Ltd (SASCO). CoR No195. Shot down by
ground fire, Malakal 6.5.87. Regn cld.

ST-AIK Beech 58 Baron TH-1258 23.5.82
Ex N38332, G-IASI. Khartoum Aviation Services Ltd.
CoR No196. Regn cld 20.5.85, sold as EI-BRJ regd
6.6.85, later N770AW.

ST-AIL Reserved for El Robi Aviation Services Ltd, CoR No
198. Type unknown. Not taken up.

ST-AIM Boeing 707-348C 19410 9.82
Ex EI-APG, N8789R, EI-APG, CF-TAI, EI-APG. Sudan
Airways. CoR No199. D/d Dublin - Khartoum 6.9.82.
Crashed into White Nile 5 kms S of Khartoum Air-
Airport while on approach 10.9.82. No fatalities.
Written off. Regn cld.

ST-AIN PA-31-350 Navajo Chieftain 31-7552048 3.10.82
Ex N59935. El Tabaldi Airlines. CoR No200. Regn
cld 24.5.84, reverted to N59935.

ST-AIO Cessna U206F 02107 20.10.82
Ex N70890, F-OCUT, 5Y-HSP. Khartoum Aviation Serv-
ices Ltd. CoR No201. Current.

ST-AIP Cessna 210-5 0229 2.5.83
Ex N8229Z, 5H-ABJ, 5Y-ASC. Fayes Zaki Mikhail. CoR
No202. To National Agriculture Organisation 14.10.
86. Current.

ST-AIQ No records traced. CoR No203 allotted.

ST-AIR Beech C90 King Air LJ-619 7.10.82
Ex N166SM, G-BKAK. Tropical Aviation Ltd. CoR No
204. To National Agriculture Organisation 20.4.83.
Regn cld 30.6.83 on sale as G-BKAK.

Right: Nile Safaris
Cessna 404 Titan
ST-AIT suffered a
nosewheel collapse,
presumably the
incident at Gebeit
in 1984 referred to
in the register.
(via P.Boswell)





Left: Nile Safaris Aviation Islander ST-AIY parked on a sandy desert interior strip. Below: The Islander ST-AIY on approach for its desert landing. (Paul Boswell)

ST-AIS Cessna T210N Turbo Centurion 62987 29.11.82
Ex N6411N, N28DM. Nile Safaris Co Ltd. CoR No205.
Damaged in forced landing near El Obeid 1986 but still current.

ST-AIT Cessna 404 Titan 0410 29.11.82
Ex N8792K, G-OSHH. Nile Safaris Co Ltd. CoR No206.
Damaged at Gebeit 1984, repaired. Current.

ST-AIU Bell 47G-2 2018 26.11.83
Ex D-HOCA. Ministry of Agriculture. CoR No208.
Current.

ST-AIV Piper PA-23-250 Aztec E 27-7554026 19.3.83
Ex SE-GIF, OH-PNK, OY-ASZ. Pacific Trading Co Ltd.
CoR No209. Current.

ST-AIW Cessna 404 Titan 0458 5.5.83
Ex (N2682F), G-VWSE. Nile Safaris Co Ltd. CoR No
210. Written off on take-off from Nyala Airport,
Darfur, 25.9.89.

ST-AIX Boeing 707-369C 20086 4.1.84
Ex 9K-ACL. Sudan Airways. CoR No215. Current.

ST-AIY BN-2A-27 Islander 144 13.8.84
Ex G-51-64, G-AXXH. Nile Safaris Co Ltd. CoR No216.
Current.

ST-AIZ Piper PA-18-150 Super Cub 18-7606 29.11.84
Ex G-ARSS, ST-ABS, G-BGWW. Balla Trading Co. CoR
No217. Current.

ST-AJA Piper PA-25-235 Pawnee B 25-3139 12.9.84
Ex SE-EMY, G-BDPI. Balla Trading Co. CoR No218.
Current.

ST-AJB Piper PA-25-235 Pawnee C 25-5347 12.9.84
Ex N8836L, G-BCBV. Balla Trading Co. CoR No219.
Current.

ST-AJC No records traced. CoR No221 allotted.

ST-AJD Douglas DC-8-55F 45764 2.2.85
Ex JA8016, N907R. Trans Arabian Air Transport. CoR
No222. Cancelled on sale as N907R 8.88, later to
N812TC 9.89.

ST-AJE Cessna 404 Titan 0135 14.3.85
Ex N37173, 7Q-YAI, ZS-KVH, N404AM. Nile Safaris Co
Ltd. CoR No223. Current.

ST-AJF Cessna T188C AgHusky 03344T 26.2.85
Ex N2039J. Nile Dallah for Agri-Crop Protection Co
Ltd. CoR No224. Current.

ST-AJG Cessna T188C AgHusky 03361T 26.2.85
Ex N2071J. Nile Dallah for Agri-Crop Protection Co
Ltd. CoR No225. Current.

ST-AJH Cessna T188C AgHusky 03389T 26.2.85
Ex N2099J. Nile Dallah for Agri-Crop Protection Co
Ltd. CoR No226. Current.



ST-AJI Cessna T188C AgHusky 03363T 26.2.85
Ex N2073J. Nile Dallah for Agri-Crop Protection Co
Ltd. CoR No227. Current.

ST-AJJ Cessna T188C AgHusky 03416T 26.2.85
Ex N2179J. Nile Dallah for Agri-Crop Protection Co
Ltd. CoR No228. Current.

ST-AJK Cessna T188C AgHusky 03405T 26.2.85
Ex N2168J. Nile Dallah for Agri-Crop Protection Co
Ltd. CoR No229. Current.

ST-AJL Cessna T188C AgHusky 03341T 26.2.85
Ex N2036J. Nile Dallah for Agri-Crop Protection Co
Ltd. CoR No230. Current.

ST-AJM Cessna T188C AgHusky 03347T 26.2.85
Ex N2057J. Nile Dallah for Agri-Crop Protection Co
Ltd. CoR No231. Cancelled 1985.

ST-AJN Cessna T188C AgHusky 03362T 26.2.85
Ex N2072J. Nile Dallah for Agri-Crop Protection Co
Ltd. CoR No232. Current.

ST-AJO Cessna A185F 03718 26.2.85
Ex N8486Q. Nile Dallah for Agri-Crop Protection Co
Ltd. CoR No233. Current.

ST-AJP Reims/Cessna T210N Turbo Centurion II
0016/63022 25.7.85
Ex N6446N, D-EFSF, PH-KJE. Nile Safaris Co Ltd.
CoR No234. Current.

ST-AJQ Piper PA-25-260 Pawnee C 25-5481 24.8.85
Ex N8793L, ST-AEE, 5B-CFI. Green Air Co Ltd. CoR
No235. Current.

ST-AJR Douglas DC-8-55F 46009 4.8.85
Ex N8052U. Trans Arabian Air Transport. CoR No236.
Cancelled 2.88 on sale as N5094Q.

ST-AJS Piper PA-25-260 Pawnee C 25-5476 24.8.85
Ex N9687N, ST-AEB, 5B-CFH. Green Air Co Ltd. CoR
No237. Current.

ST-AJT Thrush Commander S2R-600 5084R 9.9.85
Ex N5574X, 5B-CDF. Green Air Co Ltd. CoR No238.
Current.

ST-AJU Piper PA-25-235 Pawnee B 25-3207 9.9.85 Ex OY-BAJ, SE-FLC, 5B-CDH. Green Air Co Ltd. CoR No239. Current.	ST-AKP Reims/Cessna A188B Agtruck 0030/03314T 21.11.85 Ex N1979J, G-BGKH. Ban Air Ltd. CoR No258. Current.
ST-AJV Piper PA-25-235 Pawnee C 25-5474 9.9.85 Ex TG-KAY-F, ST-AEJ, 5B-CES. Green Air Co Ltd. CoR No240. Current.	ST-AKQ Piper PA-25-260 Pawnee C 25-4494 27.3.86 Ex N4743Y, SE-FNH. Yadum Pest Control Ltd. CoR No 260. Current.
ST-AJW Piper PA-25-260 Pawnee D 25-7405588 9.9.85 Ex N9523P, AP-AXN. Green Air Co Ltd. CoR No241. Current.	ST-AKR Boeing 707-328C 19521 21.4.86 Ex F-BLCG, SU-DAB. Nile Safaris Co Ltd. CoR No259. Regn cld 24.7.86, returned to SU-DAB 7.86 at end of lease.
ST-AJX Cessna A188B Agtruck 02357T 11.9.85 Ex (YV-170A), N4838R, AP-AZM. Ban Air Ltd. CoR No 242. Current.	ST-AKS Piper PA-25-235 Pawnee C 25-5183 27.3.86 Ex N8725L, SE-FNG. Yadum Pest Control Ltd. CoR No 261. Current.
ST-AJY Cessna A188B Agtruck 02637T 11.9.85 Ex N4902Q, AP-AZE. Ban Air Ltd. CoR No243. Current.	ST-AKT Piper PA-25-235 Pawnee C 25-5421 27.3.86 Ex N8549L, SE-GBX. Yadum Pest Control Ltd. CoR No 262. Current.
ST-AJZ Cessna A188B Agtruck 02449T 11.9.85 Ex (YV-168A), N4932R, AP-AZC. Ban Air Ltd. CoR No 244. Current.	ST-AKU Piper PA-25-235 Pawnee C 25-5245 27.3.86 Ex N8762L, SE-GBC. Yadum Pest Control Ltd. CoR No 263. Current.
ST-AKA Beech 58TC Baron TK-148 2.3.83 Ex N6167U. Khartoum Aviation Services Ltd. CoR No 214. Regn cld 10.88, sold as N148WT 1.89.	ST-AKV Cessna 182H Skylane 55884 14.5.86 Ex N3484S, N344TX. Green Air Co Ltd. CoR No265. Current.
ST-AKB Beech 76 Duchess ME-404 22.11.84 Ex N3834Z, EI-BKW. Khartoum Aviation Services Ltd. CoR No220. Regn cld 22.5.85 and sold as EI-BKW, to N771AW 11.11.85.	ST-AKW Boeing 707-330B 20123 26.10.86 Ex D-ABUJ, A6-DPA. Nile Safaris Co Ltd. CoR No266. Current.
ST-AKC Cessna A188B Agtruck 02424T 11.9.85 Ex (YV-166A), N4906R, AP-AZL. Ban Air Ltd. CoR No 245. Current.	ST-AKX to No records traced, possibly reserved block. ST-ALB
ST-AKD Cessna 185F Skywagon 02570 11.9.85 Ex N1855R, AP-AYU. Ban Air Ltd. CoR No246. Current.	ST-ALC Grumman G.164B Agcat 786B 6.87 Ex N7500Q. Alsheikh Mustafa Agricultural Co. CoR unknown. Current.
ST-AKE Cessna A188B Agtruck 02356T 11.9.85 Ex (YV-169A), N4837R, AP-AZN. Ban Air Ltd. CoR No 247. Current.	ST-ALD Grumman G.164B Agcat 791B 6.87 Alsheikh Mustafa Agricultural Co. CoR unknown. Written off 19.7.88, Agadi.
ST-AKF Piper PA-25-260 Pawnee D 25-7405606 9.9.85 Ex N9519P, AP-AYO. Green Air Co Ltd. CoR No248. Current.	ST-ALE Grumman G.164B Agcat 792B 6.87 Alsheikh Mustafa Agricultural Co. CoR unknown. Current.
ST-AKG Piper PA-25-260 Pawnee 25-2160 9.9.85 Ex N6597Z, 5B-CFK. Green Air Co Ltd. CoR No249. Current, but C of A expired 31.3.87.	ST-ALF Fokker F-27 Friendship 600 10261 10.87 Ex PH-FGC, JA8636, P2-BNF, P2-ANF, TG-AOA, PH-FGC. Sudan Airways. D/d via Athens 14.10.87. CoR unkn. Regn cld 8.89 at end of lease, ferried Khartoum - Maastricht 29.8.89, to PH-FGC 13.9.89, to F-GHRC 4.12.89.
ST-AKH Piper PA-25-235 Pawnee B 25-3270 9.9.85 Ex SE-EOX, 5B-CDG. Green Air Co Ltd. CoR No250. Current, but C of A expired 31.3.87.	ST-ALG Fokker F-27 Friendship 600 10179 7.87 Ex PH-FCT, (JA8303), JA8603, P2-MNE, P2-ANE, TG-AEA, PH-FCT. Sudan Airways. D/d via Athens 15.7.87. CoR unkn. Regn cld 8.89 at end of lease, ferried Khartoum - Maastricht 12.8.89, to PH-FCT 13.9.89, to F-GKJC 2.1.90.
ST-AKI Piper PA-25-235 Pawnee C 25-5492 9.9.85 Ex N6590L, ST-AEK, 5B-CFN. Green Air Co Ltd. CoR No251. Current.	ST-ALH to No records traced, possibly reserved block. ST-ALJ
ST-AKJ Thrush Commander S2R-600 1822R 9.9.85 Ex N5622X, G-BCKC. Green Air Co Ltd. CoR No252. Current.	ST-ALK Boeing 707-349C 18976 .88 Ex N323F, EI-ASN, 9J-ADY. Trans Arabian Air Transport. CoR unkn. Current.
ST-AKK Cessna A188B Agtruck 02850T 2.10.85 Ex N731EX, G-BETR, 5B-CEO, SX-AMD, SU-BHG. El Nilein Agriculture & Aviation Co Ltd. CoR No253. Current.	ST-ALL Boeing 707-338C 19622 .88 Ex VH-EAB, P2-ANA, OO-YCL, TF-AEC, SU-DAE. Nile Safaris Aviation Ltd. CoR unkn. Current.
ST-AKL Reims/Cessna A188B Agtruck 0003/03070T 2.10.85 Ex N731QK, 5B-CDN, SX-AKO, SU-BHI. El Nilein Agriculture & Aviation Co Ltd. CoR No254. Current.	ST-ALM Boeing 707-321C 19367 2.89 Ex N457PA, G-BPAT, 9J-AEQ. Trans Arabian Air Transport. CoR unkn. Regn cld 28.5.89 on lease to Hong Kong as VR-HKL.
ST-AKM Reims/Cessna A188B Agtruck 0026/03309T 2.10.85 Ex N1967J, SX-AJB, SU-IAA. El Nilein Agriculture & Aviation Co Ltd. CoR No255. Current.	ST-ALN Fokker F-27-050 20157 .89 Ex PH-EXA. Sudan Airways. CoR unkn. F/f 16.5.89, d/d ex Amsterdam 30.8.89. Current.
ST-AKN Reims/Cessna A188B Agtruck 0037/03381T 2.10.85 Ex N2091J, SX-AJE, SU-IAD. El Nilein Agriculture & Aviation Co Ltd. CoR No256. Current.	
ST-AKO Reims/Cessna A188B Agtruck 0031/03315T 21.11.85 Ex N1980J, G-BGKI. Ban Air Ltd. CoR No257. Current.	



Recent photographs from the Sudan are understandably few and far between, however we do still have a few unused prints from earlier parts of the register.

Left: Pawnee G-ASKV flying in an irrigated part of the Sudan during the sixties - presumably pre-1965 when it eventually took up ST-ACF, see page 90/13.

(H.Dekker via J.Havers)

Below: Comet 4C ST-AAW on approach to Heathrow in 2.62 shows a different variation in colour scheme to the two illustrated on page 89/100. (B.Stainer via P.Keating)

Bottom: C-47B ST-AAG seen at Khartoum on 10.8.60 is one that we were unable to find room for in Part One. (P.Keating)

ST-ALO Fokker F-27-050 20158 .89
Ex PH-EXB. Sudan Airways. CoR unkn. F/f 7.6.89,
d/d ex Amsterdam 31.8.89. Current.

ST-ALP Boeing 707-338C 19295 3.89
Ex VH-EBV, 9J-AEL. Trans Arabian Air Transport.
CoR unkn. Current.

Out-of-sequence registrations:

ST-AOU Cessna 404
Reported sighting, unconfirmed (possible error for
Cessna 402B ST-AGU?).

ST-APW Beech 200C Super King Air BL-38 .86
Ex N1812B. Sudan Police Headquarters. CoR No264.
Current.

ST-ASH Piper PA-23-250 Aztec E 27-7405257 12.12.83
Ex N40524, G-BBYK. Sudanese Aeronautical Services
Co Ltd (SASCO). CoR No213. Current.

ST-AUN Cessna 402C 0640 24.4.83
Ex N68121. United Nations Development Project. CoR
No207. Current.

ST-AWD Cessna 404 Titan 0823 29.7.82
Ex N6768V, G-BKCA. Nile Safaris Co Ltd. CoR No197.
Current.

ST-DRS Boeing 707-368C 21104 1.11.83
Ex HZ-ACH. Sudan Airways. CoR No212. Current.

ST-EVF Fokker F-27 Friendship 10119 .86?
Ex PH-FAO, EI-AKG, PH-FSB, ZK-NAB, TS-LVC, 8Q-
CA002, 8Q-PNA, SudanAF... . Sudanese Aeronautical
Services Co Ltd (SASCO). CoR No268. Reservation,
believed only flown in military marks and reported
grounded at Khartoum. Either this or ST-MMN is ex
Sudan AF 866.

ST-KSC Cessna 404 Titan 0127 19.10.77
Ex N37164. Kenana Sugar Co Ltd. CoR No160. Current.

ST-MMN Fokker F-27 Friendship 10110 .86?
Ex PH-FAF, EI-AKE, PH-FSE, ZK-NAF, TS-LVA, YN-BZF,
SudanAF... . Sudanese Aeronautical Services Co Ltd
(SASCO). CoR No267. Reservation, reported grounded
at Khartoum. See ST-EVF above.

ST-NMM Cessna 303 0310 .87?
Ex (N6486V). Sudanese Aeronautical Services Co Ltd
(SASCO). CoR No269. Reservation.

ST-NSR Boeing 707-330B 18931 3.2.87
Ex D-ABUK, A6-UAE. Sudan Airways. CoR No270.
Current.



ST-NUR Cessna T210N Turbo Centurion 63877 9.8.83
Ex (N6370C), D-EJWS. Sudanese Aeronautical Serv-
ices Co Ltd (SASCO). CoR No211. Current.

ST-PRS Dassault Falcon 20F 372/546 .78
Ex F-WRQV. Convenience registration for leased
Presidential aircraft. May have other users.

ST-PSR Dassault Falcon 50 114 8.83
Ex F-WPXM. As for ST-PRS above.

This brings us to the end of the Sudan register. There are however a number of items of FEEDBACK listed below and any other points would of course be welcome.

ST-ACF, G and H were operated by Crop Saviour (Sudan) Co Ltd which seems to be interlocked with Crop Spray's fleet.

ST-ACN W.Van Mierlo was a director of Crop Saviour. ST-ACO no trace of this Do28A ever being US-registered.

ST-ACP also quoted as 18-8186 but unlikely.

ST-ACZ is a PA-18A-150.

ST-ADA cancelled to USA on 15.7.75.

ST-ADB series 100, delivered 16.1.68.

ST-ADC series 100, delivered 20.2.68.

ST-ADD series 100, delivered 15.5.68. N120DA was ntu.

ST-ADF/G/H/I at one time quoted as c/ns 616, 650, 651, 655

ST-ADG c/n should be 651. After OH-POB to D-FLEV.

ST-ADJ(2) after N2905C to (C6-...), N9699N.

ST-ADW/X/Y all type 400M.

ST-AEH/I/J all previous identities were ntu.

ST-AFJ regn date 8.78, 2.3.79 is cancellation date.

N9999F: Americans overseas

PART TWO

Our listing continues in reverse numerical order as before, covering the mid-1950s.

Regn	Type	C/n	Ex	Date	Fate	Remarks
N9945F	Short Solent 2	S.1303	G-AHIO, VH-TOD.	6.56	Wfu, Oakland	SPAL, to Dollar Lines, to R.A.Collier.
N9944F	Grumman SA-16A	20	48-603	.54	Wfu 5.68	] lsd to Transocean for Pacific] Trust Territory opns., then to] PanAm. '44F and '42F to Air Micronesia.
N9943F	Grumman SA-16A	9	48-596	.54	Wfu 5.68	
N9942F	Grumman SA-16A	11	48-597	.54	Wfu 5.68	
N9941F	Douglas C-54	10384	42-72279, N88928, CF-CUL.	5.4.54	To EP-ADK 1.55, N9941F 3.58, EP-ADK 3.58.	Transocean
N9940F	Douglas C-54	10323	42-72218, N88932, CF-CUK.	5.4.54	To EP-ADJ 1.55, N9940F .56, EP-ADJ 2.58, 9Q- ?	Transocean
N9939F	Douglas C-54	36073	45-620, N88958.	6.54	To USAF 50620.	Transocean
N9938F	Douglas C-54	36069	45-616, N88946.	.53	To USAF 50616.	Transocean
N9937F	Douglas C-54	35933	45-480, N88950.	.53	To USAF 50480.	Transocean
N9936F	Erco 415G Ercoupe	5003	EP-ACS.	.56	To TJ-ABT .63? JY-ABT.	Jordan (or ex Jordanian?)
N9935F	Douglas C-47B	26423	43-49162, KJ985, G-AGMZ, VT-CPA, AP-AAA, G-AGMZ, VR-AAE.	10.55	To VR-AAE, JY-ABW, N9820F, JY-ABW, N9820F, N482F.	L.Nadir
N9934F	DHC-2 Beaver	775		3.55	To CF-ZKV 5.71, C-FZKV.	World Wide Helicopters Ltd (Libya), Egyptian-American Oil Ex Spain - Minnesota Airmotive
N9933F	L.18-56 Lodestar	2020	NC25630, AX756, G-AGCN, AX756.	1.55	To ZK-BVE 3.58.	As N9933F. To Aerodyne
N9932F	L.18-56 Lodestar	2068	NC34900, AX720, G-AGCU, AX720.	1.55	To USA, wfu Dallas.	As N9933F. "Karen"
N9931F	C-60 Lodestar	2157	41-29639.	.55	To USA, N58MA.	As N9933F. "Jann"
N9930F	C-59 Lodestar	2152	41-29631, EW984.	1.55	To USA, N134G.	As N9933F. "Cindy"
N9929F	C-59 Lodestar	2151	41-29630, EW980, G-AGIG, EW980.	.55	To USA, N1251W 12.55.	As N9933F. "Steve"
N9928F	C-66 Lodestar (L.18-56)	"2148"	?	1.55	To N420L.	As N9933F. "Mitchell". To Aerodyne.
N9927F	C-60 Lodestar (L.18-56)	2147	41-29635, HK851, G-AGEH, HK851, (EC-ADT), T4-4.	11.55	To XH-TNA 11.54, OB-WBA-471, OB-OAB- 471, HR-TNA, HP-473.	India
N9926F	C-59 Lodestar (L.18-56)	2144	41-29627, EW977, G-AGIM, EW977.	1.55	To G-AHIH 8.55, D-IDEL.	Aero Exploration KG, Frankfurt
N9925F	Curtiss C-46A	218	43-47147.	9.54	To D-IDEK 8.56, G-AGWA.	Aero Exploration KG, Frankfurt
N9924F	Avro XIX	1323	G-AHIH.	9.54		
N9923F	Avro XIX	1332	G-AGWA.	1.55		
N9922F ?						
N9921F ?						
N9920F	DH Tiger Moth	82868	R4960, G-ANDP.	.55	To D-EBEC .55, G-ANDP.	



Above left: Solent N9945F wfu at Oakland (P.J.Marson coln via S.Piercy). Above: Grumman Albatross N9943F in Transocean colours at Oakland in 1954 (W.T.Larkins via J.M.G. Gradidge). Below left: Albatross N9942 in Trust Territory titles in the South Pacific during the mid-60s (Wim Zwakhals coln). Below: Douglas C-54 of Transocean apparently with newly painted regn (P.J.Marson coln via S.Piercy)



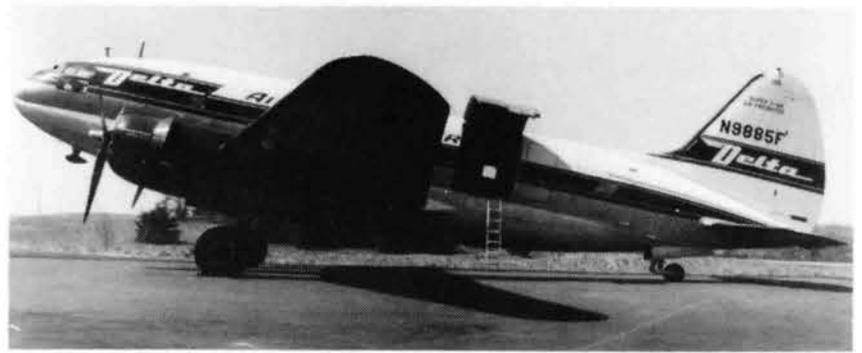


N9919F DH Mosquito PR.35	.	VR801.	6.55	Cr 1.7.57.	Trans World Aero Surveys
N9918F ?					
N9917F L-5 Sentinel	.	42-99241.	.		Heidelberg
N9916F DH Mosquito Mk.34A	982712		.		
N9915F DH Mosquito Mk.34A	982825		.		
N9914F DH Mosquito Mk.34A	982933		.		
N9913F DH Mosquito Mk.35	983176		.		
N9912F DH Mosquito Mk.35	983270		.		
N9911F DH Mosquito B.35	.	TA717.	5.56	To XB-TOX, N6867C, XB-TOX.	(or PR.34 ?)
N9910F DH Mosquito Mk.25	38	PF678.	.		Libya, last insp 8.56
N9909F DH Mosquito Mk.20	.	PZ474, ZK-BCV.	.		Actually Mk FB.VI
N9908F C-60A Lodestar	2560	42-56067, F-BGXN.	1.56	To N109G 10.8.59.	Minnesota Airmotive
N9907F L.749A Constellation	2602	48-610 (VC-121A)	5.55	To 48-610 6.55, N9463.	USAF Dept of Natl Defense, op by PanAm, Thailand as N9907E
N9906F Curtiss C-46A	30277	42-96615.	8.55		Riddle
N9905F Curtiss C-46A	30316	42-96654.	9.56	Cr 28.7.66	Riddle
N9904F Curtiss C-46A	30262	42-96600.	.55	Cr 17.12.55	Riddle
N9903F Curtiss C-46A	30264	42-96602.	11.55	w/o 27.8.64	Riddle
N9902F Curtiss C-46A	30331	42-96669.	.		Riddle
N9901F C-60A Lodestar	2609	43-14649, F-BGOT.	8.55	To N343G, N343S.	Minnesota A/m, then Aerodyne (USCAR 1.64 shows N343G insp 10.59, N343S insp 11.63 both current - N343G is a possible FAA error.)
N9900F Curtiss C-46F	22531	44-78708, N1668M, JY-ABY.	.	To CX-BAH .61, AN-BRX.	Transocean
N9899F Curtiss C-46D	33297	44-77901.	.	To YV-C-ARG 4.57	India
N9898F Navion 4	.	.	.56		
(2) Curtiss C-46A	242	43-47171.	.	To N107E, (PP-LED).	India
N9897F Navion 4	.	.	.56		
(2) Douglas C-47A	19238	42-100775, NC65378, PP-ANB, PP-BAD.	.	To HK-595 11.59.	W. Hemisphere Export Co



Top: Mosquito FB.VI N9909F, formerly ZK-BCV, at Pecoima, California on 20.1.59 (DWL via Peter Keating).
Left: Propeller-less Navion N9897F at Beirut on 20.9.56 with N9898F visible immediately behind. (Peter Keating).
Bottom left: Zantop C-46 with Logair titles was at Detroit on 12.9.64 (Peter Keating).
Below: Another C-46, this time N9891F seen in 1975 after use for spares by Nordair. (Wim Zwakhals collection).





Three of Delta Air Lines five C-46 Commandos are shown in this group. All were ex-Chinese aircraft which were used on cargo services based on Atlanta.

Above: N9883F in landing attitude (H.G.Martin via P.J. Marson collection).

Right top: N9885F at Friendship, Baltimore on 13.4.58 (Carson Seeley via J.M.G.Gradidge).

Right lower: N9884F at Miami International on 24.1.66 (Peter Keating).

N9896F Douglas C-47	4223	Bu.3133, NC95433, TJ-ABH, JY-ABH.	1.56	To JY-ABH 4.54, N9896F 10.58, N483F .66.	Transocean Libyan Avn Co
N9895F Douglas C-47B	26105	43-48844, KJ933, G-AGKJ, VR-AAD, TJ-ABR, JY-ABR, VR-AAD, JY-ACN, VR-AAD.	7.68?	To N488F 3.78. (LAVCO, 1965 ?)	Intl Avn Devt Corp (Possibly N9895F was used earlier, before TJ-ABR?)
N9894F Douglas C-54D	10743	42-72638, Bu56519.	10.55	To Bu56519 11.57, N9894F .68	Transocean USN
N9893F ?					
N9892F Curtiss C-46A	30313	42-96651.	12.55		Riddle (Venice)
N9891F Curtiss C-46A	30279	42-96617.	.56	Spares .68.	Riddle (Venice)
N9890F ?					
N9889F Curtiss C-46A	30252	42-96590.	12.55	To LN-FOR 11.57, XW-PHM, N336CA.	Boreas (Venice)
N9888F Curtiss C-46A	30257	42-96595.	12.55	To LN-FOS 11.57, XW-PHN, N337CA.	Boreas (Venice)
N9887F Curtiss C-46A	27049	42-107362.	12.55	To LN-FOP 11.57, XW-PHL, N335CA.	Boreas (Venice)
N9886F Beech AT-11	3441	42-37061, N63161.	.		Laos Air Transport (3.60 ?)
N9885F Curtiss C-46D	32878	44-77482, XT- , N8418C.	10.57	w/o 24.11.64.	Delta
N9884F Curtiss C-46D	33132	44-77736, XT- , N8419C.	8.57	To 9Q-CZF 4.67.	Delta
N9883F Curtiss C-46D	33153	44-77757, XT- , N8420C.	10.57	To CP-991 8.72.	Delta
N9882F L-5 Sentinel	76-3959?	44-17672	.		Kanto Cmd AC
* Also reported as C-46					
N9881F L-5 Sentinel	.	42-14984	.		USAF, Japan
* Also reported as C-46					
N9880F L-5 Sentinel	76-3956?	44-17669	.		Tachikawa AC
(2) Beech D18S	A-487	AF.11004 (China)	.		Also reported
N9879F L-5 Sentinel	.	42-98734	.		USAF, Japan
N9878F ?					
N9877F L-5 Sentinel	.	44-3322	.		Kadena AC
N9876F Bensen B.7M	1A	.	.		R.Murnan, 2723 E&S Sqn USAF
N9875F Aeronca 65	C4919	VH-ACY, VR-WAA, JA3054.	3.56	Cld 7.5.70.	Tachikawa AC
N9874F Curtiss C-46D	22363	44-78540, XT-828, N8416C.	9.57	To CP-974 .72.	Delta
N9873F Curtiss C-46D	22359	44-78536, XT-824, N8414C.	9.57	To 9Q-CZE 4.67.	Delta

Right: Douglas C-54 N9864F had a complex history of owners and leases. It is therefore perhaps not surprising to see that it carries no titles in this photograph, date and place unknown. (P.J.Marson collection)



N9872F ?					
N9871F DH Mosquito	983157	RG300 ?	1.57		"Transworld" Mosquito
N9870F DH Mosquito Mk.34A	982827	RG233	.		J.Amman Photo Eng (ex Libya)
N9869F DH Mosquito Mk.34A	.	.	.	Dam 26.7.56.	J.Amman Photo Eng
N9868F DH Mosquito Mk.34A	42	RF670 ?	11.57		J.Amman Photo Eng (ex Libya)
N9867F DHC-1 Chipmunk	C1/0120	WB672	7.56	To VH-WJH .56, VH-DDP 12.57, VH-DBI.	
N9866F Bonanza 35	D-1168	ZS-BTE, IAF0604, 4X-ACI.	30.9.56	To G-APVW 5.2.60, EI-BIL, G-APVW.	Capt S.Lewis, Tel Aviv
N9865F J3C Cub	12214	44-79918, G-ALMA.	2.57	To G-BBXS 1.74	F/n 12042, Rhine-Main FC
N9864F Douglas C-54G	35986	45-533, N90912, 45-533.	9.58	To JY-ACD 6.59, N9864F 11.61.	Transocean
N9863F Avro Anson V	MDF273	RCAF.12461, CF-DTV.	.57	Cld 1970.	J.J.Rooney
N9862F Navion 4	4-1787	.	.	To N20000.	
N9861F DHC-2 Beaver	1360	.	2.60	To CF-XGG 12.68, N43446.	Air Carrier Service Co
(2) DHC-2 Beaver	1355	58-2024 (US Army L-20A "c/n" 1904)			This entry suspect?
N9860F ?					
N9859F ?					
N9858F Douglas C-47B	20626	43-16160.	.	To PI-C490, RP-C490.	
N9857F J3C Cub	11983C	44-79687	.	Canc .66. To F-BNAV 7.75, EI-BCM.	AMFEA
N9856F PA-18 Super Cub	18-7043	.	6.59	Regn cld 1966.	US Intl Cooperation Admin (Exp to Lebanon)
N9855F PA-18 Super Cub	18-7047	.	6.59	To ET-ABW 2.66, 5Y-ASZ.	US Intl Cooperation Admin (Exp to Sudan)
N9854F PA-18 Super Cub	18-7058	.	6.59	To ET-ABV 2.66, 5Y-ASY, 9Q-CSZ, N7036Y.	US Intl Cooperation Admin (Exp to Tunisia)
N9853F Convair 240	64	VH-TAQ.	10.56	To G-AOFC 5.57, JA5048, N5550A, LN-LAU, N556R, N3338N, N295M.	Kuwait Govt.
N9852F Curtiss C-46A	26792	42-3659, N67925, IsrAF	4.57		(Israel) Boreas (Venice) (See also entry under N9752F)
N9851F Curtiss C-46	"439679"		.		Believed error for N9841F (qv)
N9850F Curtiss C-46A	26948	42-61073, N67923, RX-132, IsrAF.	.57	To F-OBKA 10.59, CP-855.	Sanday & Co
N9849F ?					
N9848F Douglas C-47B	16119	44-76535, KN437, RPAF, G-AOZI.	3.57	To N5000C 8.57, N5050, D-CORA, G-41-3-67, Yemen 203.	Boreas Corp
N9847F Beech Bonanza 35	D-1184	ZS-BWS, IsrAF 0601?	.	To HB-EBD .58, F-BMCO. HB-EBD.	
N9846F Convair 240	71	N90667, I-LAKE.	.	To JY-ACA, N4271A, N579R.	Transocean / Babb Co
N9845F Convair 240	55	N90663, I-LIFT.	.53	To JY-ACB, w/o 22.1.59.	Transocean / Babb Co
N9844F Curtiss C-46A	30482	42-96820, Bu39565, N10424.	.	To CC-CIA-0497 11.57, w/o.	
N9843F Curtiss C-46A	26937	42-61062.	.		ex Cairo
N9842F Curtiss C-46A	30314	42-96652.	.		ex Cairo
N9841F Curtiss C-46A	26812	42-3679, N67924, RX-136, IsrAF.	.	To Katanga c.60, to TI-1053C 2.67, to N9841F 7.68.	A.W.Schwimmer
N9840F L-5 Sentinel	.	45-34996	.		Tachikawa AC ("44-34996" quoted)
N9839F ?					
N9838F L-5 Sentinel	.	42-98496	.		Tachikawa AC
N9837F L-5 Sentinel	76-4012 ?	44-17725	.		Kanto AC



Left upper: The well-known Convair 240 N9853F "Kuwait Emirates Special" seen at Beirut on 20.9.56. It became G-AOFC after the issue of a UK C of A in May 1957, still in Kuwait Government ownership. (Peter Keating)
Above: Former Alitalia Convair 240 N9846F wearing Air Jordan titles beneath an impressive cloud effect at Oakland in 1958. (D.O.Olson via J.M.G.Gradidge)
Left: C-46 Commando N9852F was still in service 6.8.72 with Reeve Aleutian at Anchorage. (JPS via P.Keating)

Aircraft of European Civil Registers : 6

THE BÖLKOW LIGHTPLANES

PART THREE

Right: D-EGLI c/n 255 of Eifelflug just about to touch down at the Schaffen-Diest rally in August 1988. (Henk Wadman/Airnieuws)



BOLKOW BO 207 (continued)

253	D-EGKY /1	f/f	18.5.62	w/o	Kempen 1.9.63.
254	D-EGLE		6.6.62		current.
255	D-EGLI		21.5.62		current.
256	D-EGLO		14.6.62		destined for UK 6.62. reserved, not delivered but stored at Laupheim.
	(G-ASCW)				finally sold 28.7.64, current.
257	D-EGLO		4.6.62		exported to UK, dep 8.6.62.
	D-EGLU				damaged in f/l Libin, Belgium 17.12.62.
	G-ASAY				rebuilt at Laupheim 10.63, current.
258	D-EGLY		9.7.62	wfu	31.3.82, regn cld 4.82, believed b/u at Karlsruhe.
259	D-EGMA /1		31.3.63		built 7.62, remained unsold in storage, wfu and regn cld 6.2.80. (Overhaul due, not yet proceeded with.)
260	D-EGME /1		8.3.66		built 7.62, remained unsold. regd 5.5.66, cld 30.4.67 as w/o at Mortsel.
	OO-VAT				
261	D-EFPI		26.5.64		built 7.62, remained unsold in storage, CoA expired 9.85, since stored less tail at Essen. Regn cld 10.1.86 but rebuild planned.
262	D-EFPO		13.9.63		built 7.62, remained unsold in storage. Current.
263	D-EFPU		15.4.66		built 7.62, remained unsold in storage. W/o Helminghausen 23.5.79, regn cld 9.11.83.
264	D-EFPY /2		6.9.63		built 7.62, remained unsold in storage. To Switzerland as BO 207T 25.9.63. regd 10.3.64, w/o Zurich-Kloten 4.7.70.
	HB-UXR				
265	D-EFQA		6.63		built 7.62, remained unsold in storage. Current.
266	D-EFQE		23.7.65		built 7.62, remained unsold in storage. Current.
267	D-EFRU		11.10.63		built 8.62, remained unsold in storage. CoA expired 8.84, new permit issued 16.9.88.
268	D-EFRY		22.7.63		built 8.62, remained unsold in storage. W/o Vilshofen 2.6.85, regn cld 1.87.
269	D-EFSA /1		-		built 8.62, remained unsold in storage.
	PH-KNH		6.5.64		regd 5.5.64, d/d 15.5.64, w/o Midden Zeeland 10.7.77, regn cld 17.8.79, to Argentina 2.11.62. provisional regn. reported 4.72, fate unknown.
270	D-EFSE /1		30.8.62		built 8.62, remained unsold in storage. Cld 10.7.64 after re-regn in Egypt.
	LV-PVQ				regd 1.7.64, marked ALL only. permit issued 4.10.66 after return, w/o Helmbrechts 10.6.77.
	LV-IAL				
271	D-EHКУ		26.5.64		built 8.62, remained unsold in storage. Current.
	SU-ALL				
	D-EHКУ				
272	D-EHKY		8.7.65		built 9.62, remained unsold in storage. Current.
273	D-EHLA		8.11.63		built 9.62, remained unsold in storage. Current.



Above: D-EFPO c/n 262 at Eggenfelden on 5.7.81 (Peter Gerhardt) and below: HB-UXR c/n 264 at Zurich 5.7.64 (F.v. Bruggen via R.W.Simpson). Both illustrate the ease of access to all four seats of the BO 207 via the large upward opening doors.



Above: D-EFRU c/n 267 was based at Leverkusen where this photo was taken in 1977. Like a number of 207s featured here it is fitted with glider towing equipment. Below: PH-KNH c/n 269 was the only Dutch-registered BO 207 and is seen here at Midden Zeeland in 1977. (both Henk Wadman/Airnieuws)





Above: The only Bolkow BO 207 to be registered in South America is c/n 270, seen here as LV-IAL. Does anyone have any further details of its Argentine history? (J.Wegg coln)



Above: Another unusual registration carried by c/n 286 as HB-UYA wearing Liechtenstein colours on a visit to Rotterdam in 1978. (Henk Wadman/Airnieuws)

Below: More traditional Swiss markings carried by the immaculate HB-UXY c/n 288 at the Baden-Baden Air Fair on 14.5.83. (Peter Gerhardt)



Two more with Swiss connections:

Above: LX-UXM c/n 290 was formerly HB-UXM, the white Swiss cross has been overpainted on the fin/rudder. (R.W.Simpson)

Below: D-EOXX c/n 291 retained the last two letters of its Swiss marks when it returned to Germany. It is shown at the Schaffen-Diest rally in August 1988. (Luc Wittemans)



274	D-EHLE /1	4.6.64	built 9.62, remained unsold in storage. To Egypt 22.6.64 for Abu Simbel project.
	SU-ANW		marked ANW only, last reported in 1975.
275	D-EHLI /1	10.6.64	built 9.62, remained unsold in storage. W/o Salzgitter-Drutte 8.7.69.
276	D-EHLO /1	14.8.64	built 9.62, remained unsold in storage. W/o Peine 7.4.77.
277	D-EHLU	20.5.63	built 10.62, remained unsold in storage. Current.
278	D-EHLY /1	20.11.62	w/o Lammershagen, near Bielefeld 2.5.64.
279	D-EHMA /1	6.10.65	built 10.62, remained unsold in storage. CoA expired 8.79, regn cld 3.9.80, believed b/u.
280	D-EHME /1	13.4.65	built 10.62, remained unsold in storage. W/o Stadtlohn 4.8.68.
281	D-ENVA	11.12.62	built as BO 207T, remained unsold in storage until sold as BO 207 4.6.63. Current.
282	D-ENVE	11.12.62	built as BO 207T, sold as a BO 207 27.3.63. W/o 5.9.82 at Gruibingen-Nortel.
283	D-ENVI	3.9.63	current.
284	D-ENVO	27.2.63	built with nosewheel u/c as BO 207B (or BO 214), reconverted to tailwheel 5.64 and stored. F/f as such 5.1.66 & sold immediately. Current.
285	D-ENVU	13.6.65	built 1963, remained unsold in storage. Current.
286	D-ENVY	8.4.63	to Switzerland 12.2.76, regn cld 26.2.76.
	HB-UYA		cld 11.2.85, sold to Germany.
	D-EDYA		permit 26.3.85, regd 8.5.85, current.
287	D-ENWA	20.9.65	built 1963, remained unsold in storage. Current.
288	D-ENWE /1	-	built 1963, remained unsold in storage.
	HB-UXY	2.2.66	regd 2.66, current.
289	D-ENWI /1	-	built 1963, remained unsold in storage.
	HB-UXZ	17.2.66	d/d 11.3.66, cld 9.7.85.
	D-EHXZ		permit 18.6.85, regd 23.7.85, current.
290	D-ENWO /1	-	built 1963, remained unsold in storage.
	HB-UXM /2	28.2.66	delivered 21.3.66.
	LX-UXM		regd 27.7.70, current.

291	D-EJYR /2	-	built 1963, remained unsold in storage.
	HB-UXX	8.3.66	d/d 23.3.66, sold to Germany 10.69.
	D-EOXX		regd 20.3.70, current.
292	D-EJYX /2	1.4.66	built 1963, remained unsold in storage. Current.

While the BO 207 production was under way and selling well initially, Ludwig Bolkow looked for a 2-seat metal aircraft suitable for flying schools and aero clubs in order to optimise Laupheim's capacity by erecting a second production line. He found it in the form of the Malmo Flyindustri MFI-9 Junior, the prototype of which SE-CPF had made a successful debut at the 1961 Paris Salon.

In September 1961 Bolkow intended to construct a prototype as BO 208V-1 but in December 1961 SE-CPF was bought instead, redesigned by H. Mylius (Bolkow Entwicklungen KG) at Ottobrunn, converted appropriately at Laupheim and redesignated BO 208V-1 c/n 501. Prototypes V-2 to V-6 then followed, built from MFI parts at Laupheim, thus c/n 507 can be regarded as the first series BO 208 aircraft.

Two variants existed initially: the BO 208A with normal wings and the BO 208B with larger span and electrically-operated flaps to enable shorter take-off runs to be made. It should be noted however that these designations are MBB-internal only, although stencilled on the identity plates, and all the aircraft are registered as BO 208. Further improvements led to the BO 208C in 11.64, this was registered as the Junior C officially. Sub-variants 208A-1, A-2, C-1 were used to meet British and US requirements.



Above: The BO 208V-1 D-EBVA flying above a typical Southern Bavaria landscape in April 1962. (Bolkow via P.M.Gerhardt)

BOLKOW BO 208 JUNIOR

	SE-CPF	f/f	17.5.61	MFI-9 c/n 01 sold to Bolkow 12.61,
	D-EBVA	/1		res as BO 208V-1 29.12.61,
501	D-EGTI	/1		res 9.2.62 in error,
	B D-EBVA	/1	4.62	permit issued 28.3.62,
				w/o Peine 8.5.62.
502	- D-EHDA	/1	-	res 9.2.62, used for static tests only, cld 12.11.65.
503	A D-EHKO	/1	4.62	w/o Hannover Show 6.5.62.
504	A D-EJCE	/1	7.62	permit expired 15.8.63, b/u at Laupheim 10.63.
505	A D-ELMY	/1	25.1.63	conv to 208C on 18.11.66, w/o Kempten 2.7.82, cld 12.82, b/u Straubing .83.
506	- D-ELNA	/1	-	res 9.2.62, used for dynamic destruction test, Ottobrunn, cld 12.11.65.
507	A D-ENWU		17.1.63	CoA exp 5.71, b/u Laupheim, regn cld 16.4.75.
508	A D-ENBY	/1	2.63	w/o on delivery flight near Laupheim 16.3.63.

509	A	D-ENCA	/1	19.12.62	h/o 21.12.62, shipped to Argentina 6.1.63, permit iss 14.1.63 to tow gliders there during World Gliding Championship. Sold locally. provisional regn 1963. reported as such in 6.77.
		LV-PXQ			
		LV-IOT			
		LQ-IOT			
		LV-IOT			reported 11.86.
510	A	D-ENCE		23.1.63	shipped to Argentina 8.3.63, permit 23.1.63 as c/n 509, then sold to Brazil mid-63 but returned and regd D-ENCE 20.4.65. CoA exp 4.82, cld 1.4.87 after sale to Holland regd 7.7.87 as 208C, current. to Portugal 3.63, res 2.63, ntu. retnd to Laupheim and sold 24.6.63, current.
		C PH-ENG			
511	A	D-ENCI		15.3.63	regd 15.5.63, cld 15.4.65. regd 6.65, current.
		CS-ALX			
		D-ENCI			
512	A	D-ENCO	/1	25.3.63	to Switzerland 6.5.63. regd 7.63, later 208C, current.
		EC-BBG			
513	A	D-ENCU	/1	23.4.63	
		HB-UXN			



Left: A very smart looking N909VW, c/n 525, picketed out at Palo Alto, California in October 1976.

Below: The same BO 208 c/n 525 still at Palo Alto in June 1984 had reverted to something akin to a factory paint scheme and carried the appropriate registration N208JR. (both John Wegg)



Above: Dutch-registered example PH-END c/n 515 at Midden Zeeland in 1989. (Henk Wadman/Airnieuws)

Below: One of the first UK imports, c/n 516 was seen in its new marks as G-ASFS at the Biggin Hill Air Fair on 4.5.63 some five days before it was officially cancelled from the German register. (Editor)



Above: D-EGNY c/n 530 at Schaffen-Diest in 1983 is one of several photos we have seen featuring the eagle motif on the fin, does anyone know its significance? (H.W/Airnieuws)

514 A	D-ENCY /1	22.4.63	to UK 8.5.63, cld 1.2.64, regd 8.4.65, to 208C 3.69, current.
	A-1 G-ASAS		
	A D-EKMY		
515 A	D-ENDA	-	shipped to Australia unflown in 1963,
	VH-UES	9.6.64	test a/c for Australian certification, retnd to mfrs regd 19.3.65, cld 7.86,
	D-ENDA		regd 17.9.86, current.
	PH-END		

516 A	D-ENDE /1	22.4.63	to UK 9.5.63, w/o Biggin Hill 29.1.66.
	A-1 G-ASFS		
517 A	D-ENDI /1	6.5.63	to UK 24.6.63, CoA exp 6.11.71, dumped at Hurn, cld c.3.77.
	A-1 G-ASFO		
518 A	D-ENDO /1	6.5.63	to Belgium 24.6.63, regd 1.7.63, cld 29.5.70, regd .70 (as 208C-1 ?), current.
	OO-RMU		
	9Q-CNH		
519 A	D-ENDU	21.5.63	w/o Semmelberg/Knull mountains 3.6.74.
520 A	D-ENDY	21.5.63	to 208C 2.71, current.
521 A	D-EGMI /1	29.5.63	to UK 5.8.63, w/o Panshanger 5.3.73.
	A-1 G-ASFT		
522 A	D-EGMO /1	21.6.63	to UK 15.6.63, regd 12.3.63, current.
	A-1 G-ASFR		
523 A	D-EGMU /1	1.7.63	destined for UK, reserved, ntu, regd 5.7.63, used by ELDO at Woomera missile range, Australia. Cld 9.1.69 after being sold locally, regd 10.69, cld between 1.74 and 6.76 (damaged 25.10.69).
	A-1 G-ASFP		
	A D-EGMU /1		
	VH-EVG		
524 A	D-EGMY /1	1.7.63	to Switzerland 11.7.63, regd 7.63, later 208C, w/o Bad Ragaz 20.5.71.
	HB-UXP		
525 A	D-EGNA /1	12.7.63	to USA 22.8.63, cld 5.8.64, regd 9.78, current.
	A-1 N909VW		
	N208JR		
526 A	D-EGNE	5.8.63	current.
527 A	D-EGNI /1	3.8.63	to Angola 2.64, quoted as regn (but this was an Aztec from 1964) probably became CR-LGQ. Fate unknown. w/o Marl 13.5.79.
	CR-LGP		
528 A	D-EGNO	13.8.63	shipped to USA 4.11.63,
529 A	D-EGNU /1	31.7.63	
	A-1 N1152Q		
	N95AC		
	N23AA		
530 A	D-EGNY	10.9.63	reserved 1975, ntu, regd 3.76, cld by 1.86, fate unknown.
531 A	D-EGPU	13.9.63	current.
	SE-KGM		
532 A	D-EGPY /1	27.9.63	cld 24.6.88, sold to Sweden, regd 1.11.88, current.
533 A	D-EGQA /1	2.10.63	cld 10.12.65 as dbr by gust at Lienz, Austria sometime after 7.64. B/u Nabern .65. destined for Liberia but not exported, regd 3.7.64, current.
	D-EGBY		

U.K. Civil Register 1929

PART SEVEN

This part brings us to the end of the first British Civil Register published by R.L.Preston. At a later time we hope to look at his second edition but other "time capsule" registers are also available to us and will appear in the near future.



Above: Avro Avian IVM G-AAKA c/n 324 with metal fuselage frame at Singapore where it was owned by Malayan Motors Ltd before passing to the Singapore Flying Club in 1932. Power unit is the 100 hp 5-cyl Genet Major radial, alternative to the Hermes in-line. (Jack Meaden)

Below: G-AAKH was the registration of the Hawfinch when in use by Hawker experimentally. Also being flown at RAE it continued with its service serial J8776 and is thought not to have carried its civil marks. (Hawker via J.Meaden)

Regn	Type of Aircraft	Owner
G-AAKA	Avro Avian	Singapore Flying Club
	Note: Actually regd to Malayan Motors Ltd.	
G-AAKB	DH Moth	De Havilland Aircraft Co Ltd
G-AAKC	DH Moth	Malcolm Campbell Ltd
G-AAKD	DH Moth	A.Methely
G-AAKE	DH Moth	Sqdn Ldr R.Leslie
G-AAKF	DH Moth	H.F.Armstrong
G-AAKG	DH Moth	L.J.P.Fowler
G-AAKH	Hawker Hawfinch	H.G.Hawker Engineering Co Ltd
	Note: Actually ntu and regn cld 10.29.	
G-AAKI	DH Moth	R.Ince
G-AAKJ	DH Moth	Anglo-American Oil Co
G-AAKK	DH Moth	Brooklands School of Flying
	Note: Leased to Francis Chichester.	
G-AAKM	DH Moth	De Havilland Aircraft Co Ltd
G-AAKN	DH Moth	Phillips & Powis Aircraft Co
G-AAKO	DH Moth	G.E.Stedall
G-AAKP	DH Moth	National Flying Services Ltd
G-AAKR	DH Moth	National Flying Services Ltd
G-AAKS	DH Moth	National Flying Services Ltd
G-AAKT	Avro Mongoose	A.V.Roe & Co Ltd
	Note: Prototype Avro 621 for Martlesham trials.	
G-AAKU	DH Moth	Phillips & Powis Aircraft Co
G-AAKV	DH Moth	De Havilland Aircraft Co Ltd
G-AAKW	DH Moth	W.Adamson
G-AAKX	DH Moth	Gp Capt J.A.Baldwin
G-AAKY	Cierva Autogyro C.19	Cierva Autogyro Co Ltd
	Note: Built by Avro as Type 620. To USA in late 1929 as demonstrator.	



G-AAKZ Cierva Autogyro C.19 Cierva Autogyro Co Ltd
Note: Built by Avro as Type 620.

G-AALA Cierva Autogyro C.19 Cierva Autogyro Co Ltd
Note: Built by Avro as Type 620.

G-AALB Westland Widgeon W.J.McDonough
Note: Widgeon IIIA, owner based in New York.



Above: G-AALA Cierva C.19 Mk II autogyro c/n 5135 (100 hp Genet Major) about to fly at the Norfolk & Norwich Aero Club Pageant at Mousehold aerodrome in 1930 piloted by A. H. Rawson. The C.19 was the first autogyro to be designed from scratch instead of using the fuselage of another aircraft. It also introduced the method of starting the rotor turning by tilting the tailplane so as to direct the slipstream upwards. (via Jack Meaden)



G-AALC Fokker F.III British Air Lines
Note: Delivered 7.8.29 but already written off at Croydon on 10.9.29.

G-AALD DH Moth Phillips & Powis Aircraft Ltd
 G-AALE DH Moth F.Francis
 G-AALF DH Moth G.Selfridge Note: Moss gives 1st owner as A.H.Youngman.
 G-AALG DH Moth HRH The Prince of Wales "Sq Ldr D.Don" added - the Prince's pilot.

G-AALH Blackburn Lincock Blackburn Aeroplane & Motor Co Ltd

G-AALJ DH Moth De Havilland Aircraft Co Ltd
 G-AALK DH Moth Sqdn Ldr F.E.Guest
 G-AALL Hawker Tom-Tit H.G.Hawker Engineering Co Ltd
 G-AALM DH Moth Malcolm Campbell Ltd Note: as agent for C.P.Parkerson who attempted to fly it to Australia, 4.30.
 G-AALN DH Moth C.Hammersley
 G-AALO Bristol Jupiter 89A The Bristol Aeroplane Co Ltd
Note: Type 89A Trainer.

G-AALP Surrey Flying Services A.L.1 F.J.Grant

G-AALR DH Moth Hon F.H.Lea-Smith
 G-AALS DH Moth J.T.Briggs
 G-AALT DH Moth De Havilland Aircraft Co Ltd
 G-AALU DH Moth Sqdn Ldr F.E.Guest
 "Down at Shoreham 22.3.30"
 G-AALV DH Moth Malcolm Campbell Ltd Note: Owner deleted by hand and replaced by "A.Downes-Shaw".
 Brooklands School of Flying
 Airwork Ltd, Heston
 Thorn Motors Ltd

G-AALW DH Moth
 G-AALX DH Moth
 G-AALY DH Moth

Above: G-AALL was the Hawker Tomtit tandem seat open cockpit biplane trainer c/n 9 with a 155 hp Armstrong Siddeley Mongoose IIIA 5-cyl radial engine and fabric covered metal structure. It is seen here as No.33, the Prince of Wales entry in the 1930 Kings Cup in which, flown by S/Ldr D.S. Don, it came 18th out of 88 entries. (via Jack Meaden)

G-AALZ DH Moth T.G.Mapplebeck

Note: At this point in the Register the next four blocks of registrations are listed as follows:

G-AAMA to G-AAMZ machines of National Flying Services Ltd, Hanworth.

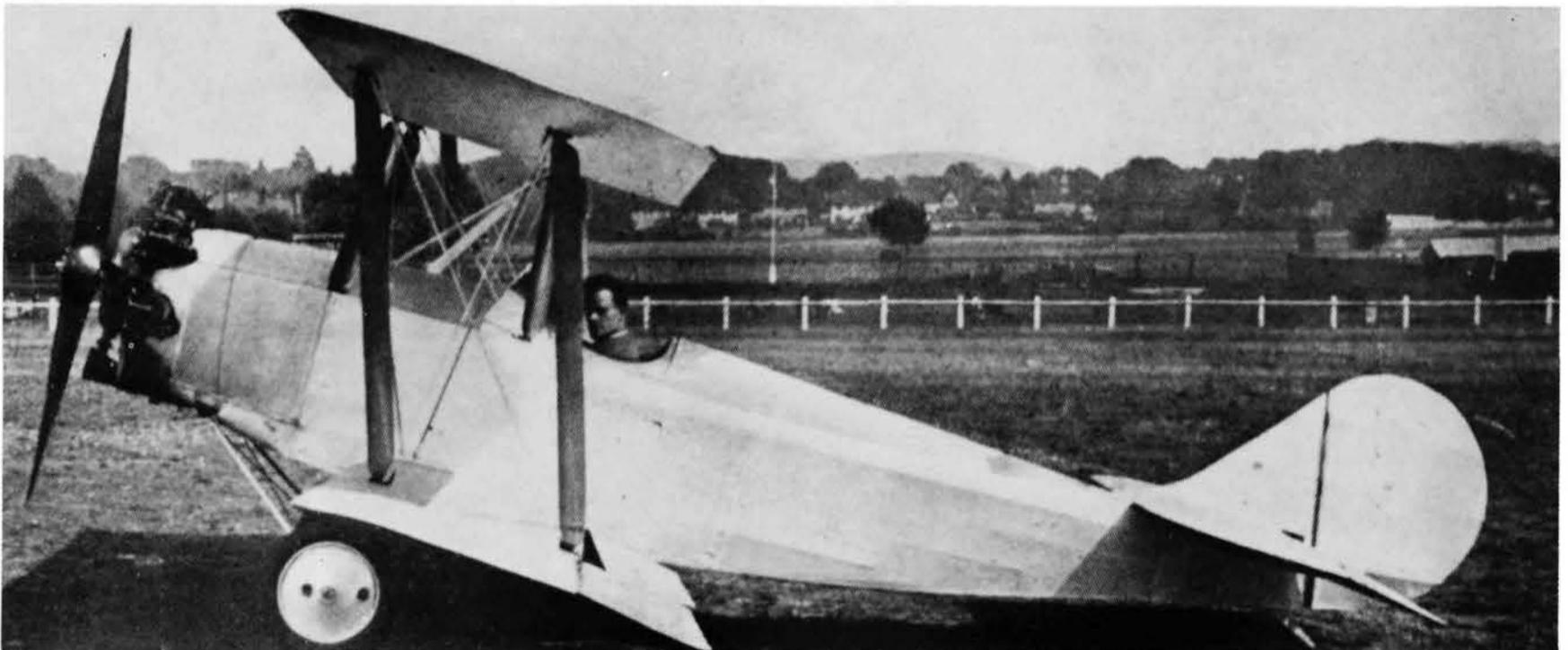
G-AANA to G-AANZ machines of National Flying Services Ltd, Hanworth.

G-AAOA to G-AAOZ machines of National Flying Services Ltd, Hanworth.

G-AAPA to G-AAPZ machines of National Flying Services Ltd, Hanworth.

No "Q" on register owing to the possible mistaking of "O" and "Q" as the same on aircraft.

Below: G-AALP, the Surrey Flying Services AL1 open cockpit biplane, was of wood with fabric covering, had 2 seats side by side and was powered by a 95 hp Salmson AC7 7-cyl radial. It is seen here just after completion and before the registration had been painted on. Only the one was built and it continued to fly up to the outbreak of war in 1939. (Aeroplane via Jack Meaden)





Above: De Havilland's demonstrator DH.60M G-AAARI with "GIPSY MOTH" on the fuselage in place of the usual DH Moth symbol. (via Jack Meaden)

Right: G-AAPM heading a batch of DH.60X Cirrus III Moths of NFS at Hanworth. Many unused regns in the NFS series have recently been used by vintage aircraft. (Aeroplane via J.M.)



Note: No types were quoted although many were already in use by the time the Register was published. For the record G-AAMA to ML were Simmonds Spartans, G-AAML to MW Moths, G-AANA to NE Desoutters, G-AAOA to OJ Blackburn Bluebird IVs, G-AAPA to PJ, PL to PO, PV and PW all Moths and G-AAPK, PP to PU and PX to PZ were Desoutters. The other registrations were not used. One must have been seen by A.G.Head, probably early in 1930. He wrote "G-AAPY Desoutter Daily Mail".

The published Register continues with entries up to G-AARP after which there are about a dozen handwritten additions, presumably aircraft of which Head had read or which he had seen. Many of the gaps were aircraft actually registered before the end of 1929, sometimes earlier than those which were included - but then sources were not as reliable as they are today!

G-AARA DH Moth	Malcolm Campbell Ltd	Note: to Merlin Motors Ltd 9.29.
G-AARB DH Moth	Sqdn Ldr Soden	
G-AARC DH Moth	T.Worth	
Note: The above entry was a handwritten addition.		
G-AARD DH Moth	Sir Phillip D. Sassoon Bt	
G-AARE DH Moth	De Havilland Aircraft Co Ltd	

G-AAARG Fokker F.III	British Air Lines Ltd
G-AAARH DH Moth	F.T.Dawson
G-AAARI DH Moth	De Havilland Aircraft Co Ltd
G-AAARJ Glenny & Henderson	A.A.Anderson Note: Actually regd to the company although Anderson was the owner.
H.F.S.2 Gadfly	Lt-Col Henderson
G-AAARK Glenny & Henderson	Lt-Col Henderson
H.F.S.3 Gadfly	
Note: The two entries above should read Henderson-Glenny HSF-II Gadfly II and III respectively.	
G-AAARL DH Moth	J.E.Carberry
G-AAARM DH Moth	Lt-Col Henderson
G-AAARN DH.6	W.C.Dickenson Note: Moss says Dickinson.
G-AAARP Monospar	C.W.Hayward
Note: Actually built by Gloster Aircraft as S.S.1.	

The remaining entries were all handwritten additions:

G-AAARU DH Moth	F.Symondson
G-AAARV Avro 504K	S.Payn (correctly Payne)
G-AAARW DH Moth	R.Tucket (correctly Tuckett)
G-AAASA DH Moth	A.Youngman
G-AAASB DH Moth	S.Eloff

Right: G-AAARK was the Henderson-Glenny Gadfly III (40 hp Salmson 9-cyl radial) with the unusual Pearson rotary ailerons mounted on the wingtips. (Aeroplane via Jack Meaden)





Left: G-AARP, two 45 hp Salmson 9-cyl radials, was the very first Monospar and was built by Gloster Aircraft. Originally called the SS1, later the ST-3, it is seen here in a flying demonstration in 1931. (Aeroplane via Jack Meaden)

Below: Supermarine's G-AASE was originally designed for armed reconnaissance to Spec.4/27 but was completed as the one-off Air Yacht for the Hon. A. E. Guinness. (Supermarine via Jack Meaden)

G-AASE Supermarine Air Yacht A.E.Guinness

G-AASG DH Moth Miss M.Shillington

G-AASN DH Moth W.Phillips

G-AASS Avro 504K Anderson Bros (correctly L.G.Anderson)

G-AATA DH Coupe Moth "Gold wings & blue fuselage"
"Adcol oil man, Dix" (we presume Dick, part of company name) "Down at Shoreham 1st Feb 1930"

G-AATT Fairey IIIIF Air Survey Co Ltd

The final part of R.L.Preston's publication lists the national registration letters then in use or allocated:

Great Britain: G or M Followed by four letters

Canada: CF, CG, CH, CI, CJ,)
CK, VA, VB, VC, VD,)
VE, VF or VG)

Irish Free State: EI) Followed by

Australia: VH, VI, VJ, VK, VL) three letters
or VM)

Newfoundland: VO)

South Africa: ZS, ZT or ZU)

Gold Coast (inc-)
luding: Ashanti,) VP-AAA to VP-AZZ
Northern Territ-)
ories of the Gold)
Coast & British)
Togoland))

Bahamas: VP-BAA to VP-BZZ

Ceylon: VP-CAA to VP-CZZ

Falkland Islands

& dependencies: VP-FAA to VP-FZZ

British Guiana: VP-GAA to VP-GZZ

British Honduras: VP-HAA to VP-HZZ

Jamaica and its

dependencies: VP-JAA to VP-JZZ

Kenya: VP-KAA to VP-KZZ

Leeward Island: VP-LAA to VP-LZZ

Malta: VP-MAA to VP-MZZ

Nyasaland: VP-NAA to VP-NZZ

The Islands of)

the Western Paci-) VP-PAA to VP-PZZ

fic High Commis'n:)

Northern Rhodesia: VP-RAA to VP-RZZ

Somaliland: VP-SAA to VP-SZZ

Trinidad & Tobago: VP-TAA to VP-TZZ

Uganda Protectorate: VP-UAA to VP-UZZ

St Vincent: VP-VAA to VP-VZZ

Weiheiwei: VP-WAA to VP-WZZ

The Colony and)

Protectorate of) VP-XAA to VP-XZZ

the Gambia:)

Southern Rhodesia: VP-YAA to VP-YZZ

Zanzibar: VP-ZAA to VP-ZZZ

Barbados: VQ-BAA to VQ-BZZ

Cyprus: VQ-CAA to VQ-CZZ

Fiji: VQ-FAA to VQ-FZZ

Grenada: VQ-GAA to VQ-GZZ

St Helena: VQ-HAA to VQ-HZZ

St Lucia: VQ-LAA to VQ-LZZ

Mauritius: VQ-MAA to VQ-MZZ

Palestine: VQ-PAA to VQ-PZZ

France: F-AAA to F-ZZZ

Holland: PH-AAA to PI-ZZZ

Germany: D-AAA to D-ZZZ

Italy: I-AAA to I-ZZZ

Spain: EA-AAA to EH-ZZZ

Sweden: SA-AAA to SE-ZZZ

Norway: LA-AAA to LN-ZZZ

Switzerland: HB-AAA to HB-ZZZ

U.S.A.: K-AAA to K-ZZZ



Casualty Compendium

PART THIRTY-EIGHT

Right: More details of the "ProFaro a Colon" flight casualties of 29.12.37 appear below but this shows the survivor of the long-distance epic the Curtiss-Wright CW-19R11 "Colon" c/n A-19-975. After being displayed at San Isidro air base it was moved to the Museum of Dominican Man at Santo Domingo, Dominica where this photograph was taken in 1982. (Greg Ross via Gary Kuhn)



Credits for information received for this issue are due to: Geoff Allen, Rick Allen, John Davis, Peter Davis, John Ellingworth, Peter Green, Kay Hagby, Gary Kuhn, Jack Meaden, Terry Murphy, Vic Smith, Charles Trask, John Wegg, Tom Weihe, John Withers, Luc Wittemans and Hugh Yea.

Before covering the casualties listed in the last issue we have further details of a few earlier accidents.

- 11.4.36 The "Trinidad Guardian" positively identifies the S-42 as NC15374, salvaged next day with little damage.
- 29.12.37 The four aircraft on the ProFaro a Colon flight of 1937 were: 1) Curtiss Wright CW-19R11 c/n A-19-975 of the Cuerpo de Aviacion Dominicana (see photo above) which was the sole survivor; 2) Howard DGA-15/8A serial 51 "The Nina" of the Cuban Navy; 3) Stinson SR-9D Reliant of the Sociedad Colombista Panamericana, possibly a Cuban civil registered machine; 4) Stinson SR-9D Reliant No.104 of the Cuban Army. Presumably the third aircraft above was "Santa Maria" and the fourth "The Pinta", thus completing the details given on page 90/26.
- 18.3.38 The Fleet LV-ZBC was c/n 103.
- 20.8.38 We still have no details of the LOT DC-2 accident on this date. "Polski transport lotniczy 1918-78" gives SP-ASJ as crashing at Pirinu, Bulgaria en route Salonika to Sofia on 23.11.37 (not 25.11). However the text and tables disagree over the fates of SP-ASK and ASL - a problem apparently solved by our photos below.
- 18.9.38 LV-PBC was a Fleet 2, it survived the accident, became LV-ZCD and was finally cancelled on 2.6.59.
- 20.1.39 British aircraft which crashed on Laaland Island, Denmark was Beech B17R G-ADLE c/n 50. The full story was told on page 84/55, briefly wing icing en route from Sweden to Copenhagen necessitated a forced landing in a cabbage field from which the Staggerwing was later recovered.
- 2.3.39 Airlines of Australia DC-3 damaged at Mascot was DC-3 VH-UZJ c/n 2002 "Kyilla". The starboard undercarriage collapsed while taxiing for take-off for Brisbane. No injuries reported.
- 15.3.39 IAL "Corsair" was Short Empire Flying Boat G-ADVB c/n S.819. It ran short of fuel and a forced landing was made on the River Dangu in the Belgian Congo some 150 miles from Juba. The hull was damaged and the aircraft sank in shallow water. After repairs had been made in June an attempted take-off was abandoned due to the short, narrow run available. In attempting to turn the aircraft hit a rock and was holed again. The solution was to dam the river with the help of local tribesmen to fly "Corsair" off the resulting lake, this was finally achieved on 6.1.40 (what would the ecologists make of that today?).
- 22.3.39 Sabena aircraft at Ostend involved Savoia Marchetti S-73 00-AGP. The landing gear collapsed and the aircraft was taken to Brussels/Haren for repair but was still there when the Germans invaded Belgium on 10.5.40.
- 26.3.39 Douglas type on Oklahoma City - Dallas service was Braniff Airways DC-2 NC13727 c/n 1253 (actually on Chicago to Brownsville route) which had engine trouble on take-off at 0248 hrs. Pilot Claude Seaton, co-pilot and two passengers survived, stewardess and seven passengers died.
- 13.4.39 Eurasian Aviation Company aircraft was a Junkers Ju 52/3m No.19 en route Hanoi to Kunming when Japanese bombers were sighted near the Yunnan border. Despite seeking refuge for a time in cloud the Ju 52 was machine-gunned and forced down, finally being bombed on the ground injuring the crew.

The photographs below and right clearly show a wrecked DC-2 in Russian markings and with the letters ASK still faintly visible on the rear fuselage. They were taken at Spilve airfield, Riga in Latvia on the day of the invasion in July 1941 after a Luftwaffe attack had destroyed many Russian aircraft on the ground, two Ju 88s appear in the background. This confirms that SP-ASK did indeed escape to Latvia in 1939 but we are still left with the mystery of which LOT DC-2 crashed on 20.8.38. (via T.Willis)



- 15.4.39 Ford which crashed in jungle in Colombia was 5-AT-C trimotor NC8411 c/n 5-AT-49. It hit a mountain in the Catatumbo jungle 10 miles NE of El Carmen village, Santander del Norte state. Pilot James Drummond and co-pilot Lawrence Smith were both killed. The Gulf Oil \$20,000 payroll was scattered but was all recovered.
- 1.5.39 "Challenger" of IAL was Short Empire G-ADVD c/n S.821. In an attempt to abort the landing at 0610 GMT the aircraft bounced, fell into shallow water and ran ashore. The impact killed the Flight Clerk, the Radio Operator was drowned but the four remaining crew members and three passengers were unhurt. Capt Smith was said to be landing across narrow part of Mozambique harbour in order to make up time on a delayed flight.
- 12.6.39 IAL flying boat was another Short Empire, this time "Centurion" G-ADVE c/n S.822. It stalled on landing and nosed into the Hooghly River when a gust lifted the tail. One passenger was injured. The aircraft broke in two during salvage and was not repaired.
- 11.8.39 British Airways aircraft at Luxeuil was attempting a forced landing in a field after engine trouble resulted in a carburettor fire. The undercarriage of Lockheed 14 G-AFGN c/n 1467 collapsed and the aircraft burnt out but not before all 9 passengers and 3 crew managed to escape.
- 12.8.39 Sikorsky S.38B of Cie des Chargeurs Reunis was F-AOUC c/n 314-19 formerly NC15V and G-ABYS.
- 15.8.39 British Airways Lockheed 10 G-AESY c/n 1102 suffered a fire in the passenger cabin, the radio operator was overcome by smoke in attempting to extinguish the fire and Captain Clifford Wright ditched the aircraft at about 1330 local time in Storstrom Straits near Vordingborg. All four passengers and the radio operator were killed by the fumes but the Captain swam clear of the wreck which was later salvaged from 50 feet of water.
- 30.8.39 "Karl Hochmuth" of DLH was Junkers Ju 52/3mte D-AFOP c/n 5800. It crashed at night (date also given as 31.8) after take-off from Hanover killing the four crew and three other DLH captains who were on their way to Cologne.
- 8.11.39 Imperial Airways aircraft shot at by Japanese aircraft and forced to land at Weichow Island was DH.86 G-ADUE "Dardanus" c/n 2333. It was alleged to have flown over a prohibited area. The three passengers were released on 10.11.39, two pilots on 14.11.39 and the aircraft was returned to Hong Kong on 22.12.39.
- 24.12.39 Linee Aeree Intercontinental Italiane aircraft had crossed the Atlantic leaving Rio On 21.12.39 for Rome. Over Morocco a severe storm was encountered but the pilot Cmdr Rapp decided to press on as this was an inaugural flight. The aircraft crashed, killing all four crew and three journalists on board, near Dar Caid Allal in the Mogador region. Type probably a Savoia Marchetti SM.83.
- 20.2.40 TACA cargo aircraft was carrying freight to mines in eastern Nicaragua when it crashed in flames near Prinzapolka. Pilot A.Sleeppey and co-pilot survived the accident but the aircraft is not identified.
- 5.3.40 Ford of Mexicana was 5-AT-45 XA-BCW (ex PAA NC9688) en route to Chetumal when it flew into cloud. On descending it stalled onto the forest trees near the San Martin volcano, between Veracruz and Minatitlan. The only injury was the co-pilot's broken arm. The crash site was located next day when a search plane crew spotted a Verey flare shot through the low cloud. All occupants were rescued.
- 3.4.40 TWA airliner at Pittsburgh was DC-2 NC13786 c/n 1296, fleet number 324. Returning to Pittsburgh having run into a thunderstorm, a sudden change in wind direction made the landing downwind. Pilot Fletcher Grabill ground-looped the aircraft to avoid hitting an embankment. No injuries but DC-2 written off by TWA.
- 31.8.40 Pennsylvania Central Airlines Douglas DC-3-313 NC21789 c/n 2188 "crashed at full speed in rain squall" killing pilot Lowell Scroggins. Was en route Washington - Detroit. 21 passengers and 2 crew killed.
- 4.11.40 United Airlines DC-3A NC16086 c/n 1925 hit Bountiful Peak in the Wasatch Mountains near Centerville, Utah at 0442 hrs due to a radio range fault caused by a storm. The seven passengers and three crew were killed.
- 29.11.40 Panagra aircraft at Quito, Ecuador was DC-2 NC14292 c/n 1352, fleet number P-31.
- 4.12.40 United DC-3-197C NC25678 c/n 2175 landing at Chicago stalled due to icing and hit two houses on the edge of the airport. The three crew and seven passengers died but six passengers survived.
- 23.1.41 TWA aircraft at St Louis was DC-3 NC17315 c/n 1930, fleet number 353, en route Los Angeles - New York. Pilot P.T.W.Scott overshot but hit trees while circling Lambert-St Louis airport at 0415 hrs. Two fatally injured including Scott, twelve survived.
- 26.2.41 Eastern Airlines Douglas DST NC28394 c/n 3250 crashed into trees at low altitude when landing at Atlanta en route from New York to New Orleans. Airline President Edward V.Rickenbacker was among the injured passengers but the pilot, co-pilot and six others were killed. Cause believed to be a wrongly set altimeter.

Photo p.90/54 shows Waco RNF LN-BAN c/n 3434 (ex NC11228) of Wideroes. The accident occurred at Nystuen on 7.4.36 only a month after registration and the marks were cancelled 8.5.36 as a result. The cause was loss of power on take-off.

WAS "KWEILIN" FIRST ? The claim that the CNAC DC-2 "Kweilin" on 24.8.38 was the first commercial airliner lost to hostile aerial attack could be disputed, not only because it survived the incident but also because of an earlier one during the Spanish Civil War. This involved an Air France Wibault trimotor (not identified) en route from Toulouse to Casablanca on 29.11.36 was attacked by a Spanish Loyalist Dewoitine flown by an American Harold Berrier. He mistook it for a Ju 52 and damaged the wing with machine gun fire before realising his mistake. The Wibault was damaged but was able to land at Alicante. Thanks to Rick Allen for putting forward this claim, now does anyone have an earlier example in this category?

Our casualties having once again reached, and passed, the end of our original Lloyds List source in 1939, the editor intends to spend some months stocktaking and compiling new listings of pre-war accidents from the many sources that he has been offered. Meanwhile it is proposed to take a look at some casualties from the forties and fifties by way of a change. The initial source is a list compiled by the late H.J.Nash of New York and provided for us by Peter Keating. We commence in 1941, following the last two solutions above, and note that during the wartime period most of the civil accidents involved American registered aircraft. As before, all details are welcome.

- 3.4.41 Eastern Airlines DC-3 crashed near Vero Beach, Florida.
- 4.4.41 TACA Ford on cargo flight missing between Cabezas and Alamicamba, Nicaragua. Wreck found on 20.4.41.
- 16.4.41 PCA Boeing 247 crashed in woods at Charleston, West Virginia.
- 26.6.41 Pan American S-43 in training flight sank at Rio de Janeiro, Brazil.
- 2.8.41 Unidentified DC-2 crashed at Bathurst, Gambia.
- 18.8.41 Sikorsky of Panair crashed south of Sao Paulo, Brazil.
- 26.9.41 Ford of the Aramuyo Mining Company crashed in the Challhuani Range of the Andes.
- 3.10.41 PanAm flying boat water looped in night landing at San Juan, Puerto Rico.
- 23.10.41 VH-UTB crashed on take-off at Wau, New Guinea.
- 30.10.41 American Airlines aircraft "dived into ground" at Shedden, Ontario.
- 30.10.41 Northwest Airlines aircraft crashed at Moorhead, Minnesota.
- 11.12.41 PanAm Sikorsky nosed over and burned at Miami.
- 16.1.42 TWA aircraft hit mountain at night near Las Vegas.
- 1.5.42 United DC-3 crashed near Salt Lake City.
- 12.5.42 Northwest Airlines aircraft overran landing at Miles City, Montana, and burned out.
- 23.10.42 Mid-air collision near Palm Springs between USAF B-34 and American Airlines aircraft.
- 4.11.42 Another mid-air collision involving TWA and USAF aircraft near Kansas City.
- 7.11.42 TWA Boeing written off landing at Allegheny.
- 21.11.42 Atlantic Airmotive Ford crashed during delivery flight at Billings, Montana.
- 15.12.42 Western Air Express aircraft suffered structural failure, Fairfield, Utah.

FEED BACK

COMPLETE REGISTER OF URUGUAY

Thanks to Tony Smith, who has extracted casualty details from Lloyds reports, we have probable fates for numerous Uruguayan aircraft though not all below may be write-offs. Dates do indicate however that a/c were current at least up to the time of the accident.

- CX-ACH damaged in f/1 1 mile from Melilla airfield 6.8.61.
CX-ACQ cr near Jaureguiberry, 80 km E of Montevideo and destroyed 12.1.64. Quoted as Aeronca 65, pilot was owner Francisco Flecchia, killed in crash.
CX-AEZ damaged landing at Melilla 26.10.65.
CX-AIG cr and w/o 29.9.65 near Paso de los Toros, 1 k.
CX-AIY destroyed by fire while being transported by lorry to Montevideo 6.6.68.
CX-AKE overturned and damaged in storm at airfield near Asuncion, Paraguay 16.12.70, then burnt out.
CX-AKL cr 1.8.65 and completely destroyed, six occupants killed, 100 mls NW of Montevideo.
CX-ALC cr near Vichadero 30.4.64, badly damaged, owner k.
CX-ALT damaged landing 25.11.65.
CX-AME overran airstrip in Dept of Rivera and plunged into abyss 3.11.62. Pilot jumped clear! Owner given as Maria Carmen Zadaga.
CX-AMX overturned by high wind when taxiing at Carrasco airport 7.8.64.
CX-AQE seriously damaged in f/1 29.6.66.
CX-ARN cr near San Gregorio, Dept of Tacuarembó, after t/o 11.7.66, 1 k, 3 inj.
CX-ARP cr in flames near Mercedes 6.10.64 when returning from crop-spraying. Pilot Ariel Chiappara, an instructor of AC de Mercedes, was killed. Owner given as Arthur Symonds.
CX-ARU cr after t/o 25.1.69, 30% damaged.
CX-ARZ cr into artificial lake of Rincon del Bonete Dam 23.1.61, all four on board killed.
CX-AUE cr near Tres Arboles, Dept of Paysandu 7.7.70 and severely damaged.
CX-AUJ cr after t/o from Melilla 26.8.67, pilot k.
CX-AUU f/1 near Florida and damaged 6.12.65.
CX-AXE struck fence and overturned on a farm near Masoller in Dept of Rivera 14.10.64, Severely damaged.
CX-AXG damaged landing near Tupambae, Dept of Tacuarembó, report dated 10.1.66. Contraband cigarettes o/b.
CX-AYB cr in flames near "El Eucaliptus", Dept of Paysandu 4.10.64 while crop spraying. Pilot Raul Marcial Carro killed. Regd to C.A.F.A. SA.
CX-AZQ cr near Florianopolis, Brazil 7.6.65.
CX-BAD seriously damaged when hit h/t wires near Las Brujas, Dept of Canelones 17.11.62. Owner quoted as Circulo Aerodeportivo Montevideo.
CX-BBP serios damage in f/1 near Yi, Durazno 25.2.67.
CX-BBQ cr near Río Branco, Dept of Cerro Largo 5.11.66, killing both occupants.
CX-BBX cr after t/o at Costa de Malbajar, near Durazno on 31.10.71.
CX-BDK cr during emergency landing in Dept of Rocha and dbr, 3 killed incl pilot/owner Diego de Arteaga.
CX-BET damaged wing, propeller and u/c in accident 2.71 in Rivera, presumed repaired.

CX-AZZ (see p86/87) Keith Palmer has followed up his earlier comments about the Jungmann with the aid of Carlos Dufliche and Francisco Halbritter. However, the two stories conflict making it unlikely that CX-AZZ can be the same as both PP-TEY and LV-IST. CD says that c/n 899 was bought from Bucker (with c/n 900) 16.2.39 by Theodor Wille of Rio and shipped there on SS Petropolis. On arrival both were sold to Renato Pacheco Pedroso 13.4.39 and regd to him 18.5.39 as PP-TEY and PP-TEZ. They were later owned by Varig Aero Esporte (current 31.12.47) and by 31.12.64 PP-TEY was owned by Frederico Laurencio Machemer of Porto Alegre with CoA expired 30.11.58. On 3.10.65 it was damaged in a f/1 and regn PP-TEY cld 8.12.71 (as not airworthy for 10 yrs!). It was sold by Antonio Paes de Barros, Curitiba to Alberto Bertelli 27.12.78 having reportedly been at Curitiba for 9 years, last inspection 23.5.58, t/t 973 hrs. In 9.78 experimental marks PP-ZDH were alloc-

ated to it but cld 5.2.79. A Jungmann regd PP-ZBO recently and built in Sao Paulo from parts could be a rebuild of PP-TEY. If the entire story is correct then PP-TEY could not have become CX-AZZ and LV-IST unless perhaps an exchange of identities with PP-TEZ or another Jungmann has occurred.

FH records that the aircraft was delivered first to Argentina for a demonstration tour before sale as PP-TEY. After 1955 when Argentine pilot Santiago Germano was exiled in Uruguay he bought the a/c in Brazil and regd it as CX-AZZ. He returned to Argentina and took the Jungmann with him, regd it LV-IST on 6.10.66. On 31.3.75 Guillermo Linzoain bought it then in 1987 it reappeared at Don Torcuato airport, Buenos Aires, in the ownership of Sr. Siegerist who has been rebuilding it there. If anyone can help to resolve the differences between these two stories we would be pleased to hear from them!

- CX-BNC(2) Apache G is reported with dual identity FAU:503.
CX-BOL Correct identity should be N9751P.
CX-BOT (p89/83) According to Nery Mendiburu the FAU serial should be A-754, ex N4732A c/n 18-4957 as given. This makes 18-4960 to be N4735A and A-755.
CX-DAC(1) quoted by Nery as ex N6440Y and LV-...? Was exported to Argentina 8.6.67 as N6440Y.

Meanwhile we have received an update on the Uruguayan register from Nery Mendiburu/Gary Kuhn/JohnDavis.

- CX-BOU(2) Rainbow Skyward c/n 0076, Armando Artigas.
CX-BOV(2) Rainbow Skyward c/n 0072, Washington Antunéz.
CX-BOW(2) Pioneer Flightstar B c/n 675, Reinhard Hidalgo.
CX-BOZ(2) Rainbow Skyward c/n 0102, Alfredo Naguila de Souza.
CX-BPA(2) now shown as Pioneer Flightstar c/n PB-FSM021, Enrique Erwin Mongold.
CX-BPD(2) The original allocation to Pawnee 25-4851 seems to have been changed to PA-36-300 Brave with c/n 36-7660045. Ex N57722 (cld 8.89). Same owners.
CX-BPE(2) now shown as Pioneer Twinstar c/n PB-FSB008 for Reinhard Hidalgo.
CX-BPF now appears as Piper PA-25-235 Pawnee C c/n 25-4863 ex N4364Y (cld 8.88) for Diego S. Debenedetti.
CX-BPL now Boeing 707-331C c/n 19435 ex N5774T, CC-CAF, Aerolinias Uruguayas SA.
CX-BPM now Bell 212 c/n 31157 ex FAU:030, for FAU.
CX-BPN now Bell 212 c/n 31158 ex FAU:031, for FAU.
CX-BPO the Flightstar Agstar II is c/n PB-FSM008, for Aero Lights Ltda.
CX-BPR add Piper PA-25-235 Pawnee B c/n 25-3849 ex N7692Z (cld 6.89) for Servicio Aeroagricola Rio Ltda.
CX-BPS, -BPT Pawnees reserved for Servicio Aeroagricola Flores SRL (see -BPX below).
CX-BPU, -BPV Pawnees reserved for Empresa Progreso Santos Russi. Ex El Salvador?
CX-BPW add Piper PA-25-235 Pawnee B c/n 25-3845 ex YS-580A for Nestor H. Santos Russi.
CX-BPX as -BPS/T above. Two of these exported on 2.2.90 are likely to be PA-25-235 Pawnee Cs 25-4593 ex N4865Y and 25-5255 ex N8770L. US marks cld 3.90.
CX-BPY type unknown reserved for Carlos H. Almeida.
CX-BPZ is Douglas DC-8-63PF c/n 46097, ex N8755, OY-KTH, LN-MOF, N793AL. Aero Sur.
CX-BRU is Piper PA-31T Cheyenne I c/n 31T-8004046, ex N811CM, (N525CA). Banco de la Republica, 3.90.

FACT FILE: THE LOCKHEED CONSTITUTION

The aircraft at Opa-locka N7673C was certainly still present on 11.2.74, in 1975 it was intended as the centre of a proposed restaurant/shop complex but it may have gone by March 1978 and is believed to have been burnt and then scrapped.

SHORT SCIONS

PRO files reveal issue dates for civil flight Permits for Scions G-ADDN, DDO and EET clarifying ownership details. Southend Flying Services received Permit C01/28 on 26.1.40 for UK flights by G-ADDN. On 7.3.40 Aircraft & Allied Enterprises Ltd were granted a permit for a Witney to Heston or Hanworth flight by the same G-ADDN. A & A E also received Permit C01/29 on 26.1.40 for G-ADDO. On the same day C01/30 was issued to Clive Air Enterprises for G-AEET. It is suggested that H.Clive Smith was connected with A & A E.

THE BOLKOW LIGHTPLANES

K1 107B c/n 120 was destroyed at Sundvolden, Norway.
K1 107C c/n 150 G-ASAW crashed in the sea off Littlehampton. The editor has now unearthed a photo of this aircraft, the only UK registered K1 107, taken at Biggin Hill on 24.9.62.



We also have this photo (above) of the only Danish example c/n 107 OY-DDV from Erik Holm.

Jack Meaden has unearthed a close-up shot showing BO 207 c/n 233 D-EBKU with tip-tanks fitted (below). This does not seem to have been a common modification.



Above: The first UK-registered BO 207 since 1963, G-EFTE c/n 218 visited Cranfield on 1.7.90. (Editor)

COMPLETE REGISTERS OF GREECE

24/SX-DAA became N68735 on 11.12.51, later N92MK. It was restored as N92MK in 10.86 to Alaska Aviation Heritage Museum who are currently trying to excavate it from a crash site for restoration.
42/SX-DAC was named "Hellas".
66/SX-DAK flown to Cambridge and stored 24.3.69.
67/SX-DAL flown to Cambridge and stored 1.4.69.
79/SX-ADG was built as a C-45F and was either N79813 or NC79813 at some time, probably before or after French service.
82/SX-DAN flown to Cambridge and stored 27.3.69.
83/SX-DAO as for SX-DAN.
86/SX-ADT crashed in Saronikos Gulf.
99/SX-AFA crashed nr Karistos, Euboea Is, 24.3.69.
110/SX-BDF reported written off 10.4.88 on Skiathos.

N9999F: AMERICANS OVERSEAS

N9997F BCRN reported on 5.5.51 that HB-ATB reverted to PH-TBG at Croydon in late 1.51 and then became N9997F. The Dutch marks do not seem to have been officially restored.
N9996F Argus G-AIZE was reportedly damaged in a forced landing at Rome/Fiumicino 5.9.48, regn cld 27.6.50 "abandoned for disposal at Milan", restored to B.R. Campanini (previous owner) 26.9.50, to R.Jones 11.11.50 and cld 13.2.51. First reported as N9996F about 4.51 (where? - editor). Restored to G-AIZE on 14.2.62 and cld 6.3.73.
N9981F Charles Trask has sent us this photo (below) which shows the Liberator as N68735 at Boeing Field, Seattle on 11.4.53.



N9973F was N20W after N130Q.
N9951F Anson G-AGUD was sold to R.S.Rickard in 9.54 and was still regd N9951F to him in 1.64 although it had expired in 1957. It was still shown as "Regn pending" in the 7.70 USCAR and as "Sale reported" between 2.80 and 11.84!

CIVIL AIR GUARD

Peter Davis suggests that the Witney & Oxford Aero Club should be added to the list (perhaps it did not come into the category "original" selected by the author?) but also points out an interesting anomaly in that the CAG unit was guilty of reversing the club name, presumably in the belief that Oxford should take precedence. The letterheads below show this. The Unit operated Swallows G-AEHL, ELH, ELJ, END, FGC, FGD and FGE.

WITNEY & OXFORD AERO CLUB

(Proprietors: WITNEY AND OXFORD AERO CLUB LTD.)

Oxford & Witney Aero Club Civil Air Guard Unit

Circular Letter to Air Guards from the Unit Leader.

174 Botley Road,
Oxford.

September, 1939

Dear Friends,

CIVIL REGISTER OF NEW ZEALAND

ZK-BLD (p90/27) Frankton is location of Queenstown Airport so both are correct!
ZK-BLZ was seriously damaged 27.9.88 near Springfield.
ZK-BMA possibly did not take up G-18-116. It did not carry the name "Merchant Wayfarer" as -BMA, only after it was rebuilt as -CVY. Meanwhile the name had been in use on ZK-CRK.
ZK-BMD was seriously damaged 8.2.88 at Waitototo Valley in South Westland.
ZK-BMM regn date 4.3.57.
ZK-BMN regn date 7.2.58, used in building ZK-BX0 1.7.66.
ZK-BMO Agricola c/n B.107, f/f UK 30.7.57 as "1007", flew in UK 8.57 as ZK-BMO, convtd to c/n B.118 G-APFZ 17.9.57, later ZK-CCV.
ZK-BMP Agricola c/n B.108, f/f UK 3.2.58 as "1008", to VP-GAZ 5.58, w/o 27.6.59 Sheldon Estate.
ZK-BMP Ces.180 regd 19.6.59, disappeared en route Big Bay to Riversdale 15.8.78, regn cld 30.11.78.

CREDITS for Feedback this issue: John Davis, Peter Davis, Gary Kuhn, Nery Mendiburu, Keith Palmer, Colin Smith, Tony Smith, Vic Smith, John Wegg and N.D.Welch.

No.4 1990

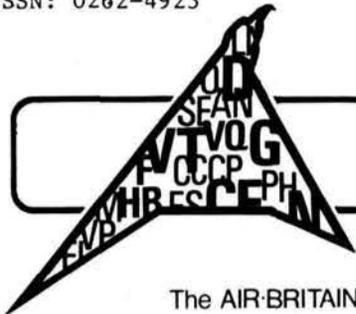


ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly



Tom Storey's Percival E.2 Mew Gull G-AEXF getting airborne from Badminton's runway on 15.7.84. The Mew Gulls are the subjects of a new "Whole Truth" feature in this issue. (Photo: Editor)



ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly

Edited by David Partington

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

As is usually the case this is the last page of Archive to be compiled, which is just as well as the contents of this edition have changed completely since the planning stage! Just before production was due to begin the previously trusty editorial wordprocessor went &#@+ç*%? and denied access to all files, complete or under construction. By the time that normal service was resumed it was obvious that there would be insufficient time to finish the first part of the new "Whole Truth" article on the Percival Gulls. Instead we have substituted the Mew Gull which was already complete but should have followed the Gull Four and Gull Six - these will now appear in the next edition (which gives anyone still hoarding photos a final chance to send them in).

The Mew Gull histories were compiled from a variety of sources by the Editor, with acknowledgements to Fred Kirby (who had earlier perused the log books of G-AEXF and communicated with Hugh Scrope, Jack Cross and Doug Bianchi amongst others), the CAA Library and publications including A.J.Jackson's "British Civil Aircraft 1919-1972", Peter Lewis' "British Racing & Record Breaking Aircraft" and Alex Henshaw's "The Flight of the Mew Gull".

We also introduce another new series covering the first helicopter featured in Archive, the Brantly B-2. This is the work of specialist Richard Currie with the assistance of data courtesy of the Hynes Corporation. We have extended the New Zealand Register to make up for the part missing from the last issue and instead of running Moth Feedback we decided to insert Jack Meaden's feature on Coupe Moths which required minimal preparation. As a consequence the regular Feedback, which takes longer to compile, is held over until next time.

So, we hope that you enjoy this rather different edition and it only remains for the Editor to wish all subscribers and correspondents A MERRY CHRISTMAS AND A HAPPY NEW YEAR !

* CLOSING DATE FOR NEXT ARCHIVE - JANUARY 25th 1991 *

HOW ? WHAT ? WHERE ? (continued)

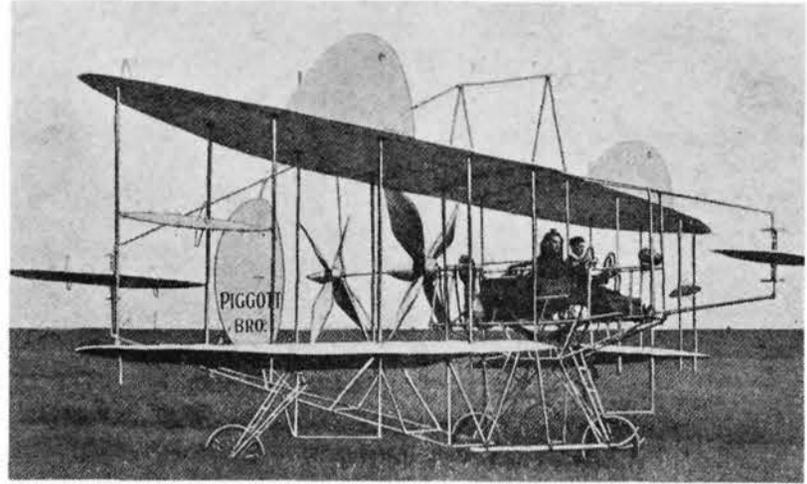
This may indicate that the photo was taken when G-EBSC was delivered in late 1927 or early 1928. Thanks to Vic Smith and Jack Meaden for researching this one.

We can be fairly sure that BSC was not G-ABSC which was an Air Service Training Avian IVM, the demise of which is shown in the photo (right) by Bill Wylde via Tony Sedgwick. This accident is presumed to have taken place in the Hamble area about 1937 - can anyone provide the confirmation and details please?

Now on to three more teasers. Gilbert Rothery is trying to identify a Consul which crashed on a Spanish hillside on 15.7.47. It was flown by Capt Ralph H. Henderson an ex-ATA pilot with two Dutch brothers named Kaamphuys on board from Britain, destination West Africa, and all the occupants were killed. Details of the flight would also be appreciated.

Flt Lt G. R. Sunderland asks whether anyone can provide details of a civil aerodrome at Cofton Hackett between Bromsgrove and Birmingham. It was photographed by the Luftwaffe but is not known to have had any military use. Neville Stack crashed there in 1929.

Finally, Colin Smith repeats a query published earlier last year concerning a TriPacer illustrated in Digest with the registration F-WAOL. Can anyone identify this aircraft and explain why the F-W marks were used?



HOW ? WHAT ? WHERE ?

The photo of the Piggott Biplane brought three detailed responses (thanks to Peter Davis, Jack Meaden and Hugh Yea) and these two photos from Jack. Piggott Bros & Co were a firm of shed makers in Bishopsgate, London, who branched into "portable hangars" and then into aircraft. The Piggott Biplane No.1 of 1910 (above) was designed by S.C.Parr, the company's engineer, who took his RAeC Aviator's Certificate 20.2.12 at Hendon and tested No.1 there in the same year, apparently without flying successfully. Many of its features were ahead of its time, such as the aluminium structure and hollow blade aluminium contra-rotating pusher propellers of different diameters spaced in tandem with a differential gearing from the 80hp 4-cyl upright in-line water cooled engine. He next designed an enclosed monoplane which was exhibited by Piggott Bros at Olympia in 1911 but, although this left the ground, it too failed to be developed into a successful flyer.



The third design, called the Piggott Military Biplane, (above) was the one we illustrated on p90/58. It was entered for the 1912 Military Trials at Larkhill as "29" but while being taxied by Parr it was damaged after hitting an obstruction and took no part in the Trials. It was underpowered with its 35hp Anzani 3-cyl radial engine and there is no record of it being flown successfully. It is believed that the Piggott machines were all disposed of in 1912.

The wings labelled BSC on the cart surely belonged to an Avro 548 with fuel tank slung under the port upper mainplane as used by the Henderson School of Flying. Three of them went to South Africa (not two as is usually reported), G-EAJB, G-EBRD and G-EBSC. The last was cancelled 5.28 as crashed in South Africa - which may respond to a report of an Avro-Renault (ie. a 548) which crashed at Harrismith on 12.3.28 killing an instructor Capt Dewhurst and pupil Dr Joubert. Our photo seems sympathetic with a South African location but the port wing assembly appears complete and undamaged. /continued in 1st col.



Complete Civil Registers : 8

GREECE

SX-



PART SIX



Right: Rockwell Commander 112A SX-AHG (CoR 205) at Marathon on 23.10.83 with the initials AAS on the fin. (Robert Swan)

SX-AHG Rockwell Commander 112A 184 9.3.78
(205) Ex N1138J(?), SX-AGL, N1138J. Giorgios Kitsios. To Panayiotis Stergiopoulos 24.5.78. Crashed 19.11.85 at Marathon. Regn cld 7.1.86.

SX-AHI Socata Rallye 235E 13054 27.4.78
(206) Vaxair Hellas. To Dimitrios Moraitidis 1.6.84. Burnt out at Marathon 10.11.86. Regn cld 20.11.86.

SX-122 Glasflugel Mosquito 94 5.5.78
(207) Anemoleschi Athinon (Gliding Club of Athens). Crashed at Edessa 8.6.79. Regn cld 8.6.79.

SX-AHH Brantly B-2 112 31.5.78
(208) Ex N5970X. Express Service AE. Current.

SX-AHJ Reims/Cessna A.188B Agtruck 03096T/0004 3.6.78
(209) Ex N731RM. Avionic Aeroporikai Epharmogai, regd in Paris 25.4.78, in Athens 3.6.78. Regn cld 3.10.86, sold as LX-AHJ regd 6.11.86.

SX-AHK Reims/Cessna A.188B Agtruck 03089T/0005 3.6.78
(210) Ex N731RE. Avionic Aeroporikai Epharmogai, regd in Paris 25.4.78, in Athens 3.6.78. Sold as LX-AHK 25.2.87, regd 1.7.87, Greek regn cld 7.4.87.

SX-AHL Reims/Cessna A.188B Agtruck 03101T/0006 3.6.78
(211) Ex N731RS. Avionic Aeroporikai Epharmogai, regd in Paris 25.4.78, in Athens 3.6.78. Written off at Sparta 31.10.78.

SX-AHT Reims/Cessna A.188B Agtruck 03120T/0008 3.6.78
(212) Ex N731SN. Avionic Aeroporikai Epharmogai, regd in Paris 25.5.78, in Athens 3.6.78. Sold as LX-AHT 25.2.87, regd 1.7.87, Greek regn cld 7.4.87.

SX-AHM Reims/Cessna A.188B Agtruck 03107T/0007 3.6.78
(213) Ex N731RZ. Avionic Aeroporikai Epharmogai, regd in Paris 25.5.78, in Athens 3.6.78. Crashed on Crete 21.9.79, regn cld 2.10.79.

SX-AHV Reims/Cessna A.188B Agtruck 03132T/0012 8.7.78
(214) Ex N731TA. 3D AE Genikon Aeroporikon Epharmogon. Current.

SX-AHW Reims/Cessna A.188B Agtruck 03129T/0011 8.7.78
(215) Ex N731SX. 3D AE Genikon Aeroporikon Epharmogon. Current.

SX-HAW Bell 47G-4A 7648 8.7.78
(216) Ex N4747R, CF-YWY, N70758. Avionic Aeroporikai Eph-



Above: Red and blue Rallye 235E SX-AHI (CoR 206) with a small Lauda Air sticker at Marathon 20.10.85. (R.Swan)
Below: Glasflugel Mosquito SX-122 (CoR 207) photographed when new for "Sport Aviation". (via Andrew Stamatopoulos)



armogai. Crashed at Logania 18.9.78, registration cancelled 7.11.78.

SX-AHU Cessna A.188B Agtruck 03135T 8.7.78
(217) Ex N731TD. 3D AE Genikon Aeroporikon Epharmogon. Current.

SX-123 Glasflugel Mosquito 95 7.9.78
(218) Anemoleschi Athinon (Gliding Club of Athens). Current.



Left: Reims-built Cessna A.188B Agtruck sprayer SX-AHK (CoR 210) at Marathon on 20.10.85. (Robert Swan)

Below left (top): Grumman-American AA-5A Cheetah SX-AHZ (CoR 221) also at Marathon, during October 1987. (Robert Swan)

Bottom left (centre): The first of Olympic's Boeing 727s, SX-CBA (CoR 223) was actually registered in the Foreign Register for ten years because it was owned by a leasing company. When ownership passed to the airline it officially became Greek! (Photo 4.9.74 at Heathrow, A.Vercrujisse)



SX-HAV Bell 47G-5 25021 9.9.78
(219) Ex SE-HEC, OY-HAZ. Rotor Hellas AEE. Registration cld 11.8.83 on sale as 5B-CET, later SU-BGS and restored as SX-HBX 4.86.

SX-AHN Reims/Cessna A.188B Agtruck 03070T/0003 28.9.78
(220) Ex N731QK. Rotor Hellas AEE. Crashed 15.10.78 at Meligala, Messinias (20 km N of Kalamata), regn cld 27.11.78. Later rebuilt as SX-AKO CoR 269.
(Note: This regn apparently originally allocated to another A.188B, c/n 03123T/0009, ex N731SR, which became 5B-CDN instead.)



SX-AHZ Grumman American AA-5A Cheetah 0481 5.10.78
(221) Ex N26374. Damco Autoimpex Hellas AEBE. To Ioannis Manos 5.12.84. Current.

SX-HAZ Bell 47G-4A 7756 18.10.78
(222) Ex G-AZBR, 9L-LAS, G-AZBR. Avionic Aeroporkai Epharmogai. Crashed at Megarchis, near Arta, 14.7.86, regn cld 14.4.87.



SX-CBA Boeing 727-284 20003 19.12.78
(223) Olympic Airways SA "Mount Olympus". (Purchased from Aircraft Leasing Co, originally No.134 in Foreign Register, dated 19.12.68.) Current.

SX-DBE Boeing 707-384B 20035 19.12.78
(224) Olympic Airways SA "City of Pella". (Purchased from Aircraft Leasing Co, originally No.135 in Foreign Register, dated 19.12.68.) Sold to Israel Aircraft Industries, ferried to Tel Aviv on 15.3.90 and regn cld on same date. To N6504K 7.90, EL-AKB 8.90.

SX-AHQ Reims/Cessna F.152 1434 27.1.79
(225) Ex F-BNGQ. Aeroleschi Irakleiou (Heraklion Aeroclub) Crashed at Heraklion, Crete 25.11.82. Registration cancelled 21.6.83.

Above: Like the Boeing 727s, many of Olympic Airways' 707s were leased and only entered the main register in 1978/9. SX-DBE (CoR 224) shown at Athens 3.72 with a USN EC-121K in the distance. (John Wegg) Below: Boeing 727-284 SX-CBB (CoR 227) landing at Zurich on 4.9.73. (Ad Vercrujisse)

SX-AGU Piper PA-18-135 Super Cub "18-5066" 27.1.79
(226) Ex SX-ADS (CoR96) c/n "18-4907" rebuilt by 202 KEA at Hellinikon using spare fuselage no. 18-5066. Aeroleschi Athinon (Athens Aeroclub). Current.



SX-CBB Boeing 727-284 20004 27.1.79
 (227) Olympic Airways SA "Mount Pindos". (Purchased from Aircraft Leasing Co, originally No.136 in Foreign Register, dated 16.1.69.) Current.

SX-DBF Boeing 707-384B 20036 27.1.79
 (228) Olympic Airways SA "City of Mycenae"(Purchased from Aircraft Leasing Co, originally No.137 in Foreign Register, dated 23.1.69.) Sold to Israel Aircraft Industries, ferried to Tel Aviv on 27.3.90 and regn cld on same date. To N7158T 7.90.

SX-CBC Boeing 727-284 20005 8.2.79
 (229) Olympic Airways SA "Mount Parnassus"(Purchased from Aircraft Leasing Co, originally No.138 in Foreign Register, dated 7.2.69.) Current.

SX-CBD Boeing 727-284 20006 8.2.79
 (230) Olympic Airways SA "Mount Helicon". (Purchased from Aircraft Leasing Co, originally No.139 in Foreign Register, dated 7.2.69.) Current.

SX-AIA Reims/Cessna F.150J 0475 7.3.79
 (231) Ex HB-CTT. Aeroleschi Larissis. Current.

SX-AIH PA-25-235 Pawnee 25-2001 13.4.79
 (232) Ex 4X-APB. Toxotis EPE. Crashed 29.9.83 Lamboumoli, Lesvos. Regn cld 20.10.83.

SX-AII PA-25-235 Pawnee 25-2036 13.4.79
 (233) Ex 4X-APF. Toxotis EPE. Sold as SU-BIF, regn cld on 10.6.85.

SX-AIJ PA-25-235 Pawnee 25-2039 13.4.79
 (234) Ex N6511Z, 4X-APB. Toxotis EPE. To Greek Agro Investe EPE 19.8.86. Current.

SX-AIK PA-25-235 Pawnee 25-4210 13.4.79
 (235) Ex 4X-APD. Toxotis EPE. To Greek Agro Investe EPE 19.8.86. Current.

SX-AIL PA-25-235 Pawnee 25-4450 13.4.79
 (236) Ex 4X-APT. Toxotis EPE. Crashed 13.10.83 Rethymnon, Crete. Regn cld 2.11.83.

SX-HAY MBB Bo.105S S-389 19.4.79
 (237) Ex D-HDLY. Tsimenta Iraklis. To Interamerican Elliniki Asphalistiki Etairia (Interamerican Insurance Co of Greece), 28.8.86. Current.

SX-AIN Cessna A.188B Agtruck 02475T 27.4.79
 (238) Ex N4958R, 5B-CCP. 3D AE. Crashed 29.7.82 at Kalamitsi, Levkada. Regn cld 21.6.83.

SX-AIO Cessna A.188B Agwagon 01442 27.4.79
 (239) Ex N9262G, (5A-DEH), 5B-CBY. 3D AE. Current.

SX-HBA Bell 47G-4 2861 18.5.79
 (240) Ex N73944, G-BDRA, SX-HAU (CoR 200) rebuilt. Marathon EPE. To Galazioi Ouranoi 16.6.82. To Nikolas Tsakonas 21.4.83. Current.

SX-AJK Rockwell Thrush Commander S2R-800 5039R 19.5.79
 (241) Ex N4994X, 5B-CCN. Aeroporikai Epicheireisis Ikaros EPE. Sold to Napair Aerial Spraying Co, Cyprus, as 5B-CCN; regn cld 17.3.83.

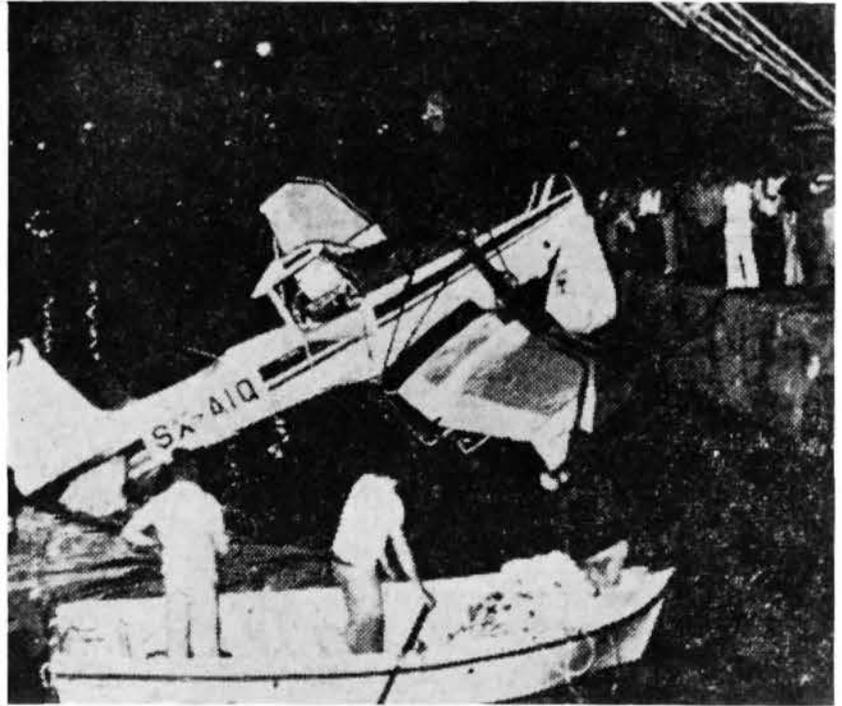
SX-AIQ Reims/Cessna A.188B Agtruck 03300T/0020 22.5.79
 (242) Ex N1956J. Oi Aetoi AE. Crashed in Aegean Sea en route Mylos - Irakleio 29.5.80. Regn cld 26.6.80.

SX-AIR Reims/Cessna A.188B Agtruck 03301T/0021 22.5.79
 (243) Ex N1957J. Oi Aetoi AE. To Sky Line of Greece Avn, 22.4.80. To Greek Agro Investe EPE 25.8.86. Current.

SX-AIS Reims/Cessna A.188B Agtruck 03302T/0022 22.5.79
 (244) Ex N1958J. Oi Aetoi AE. Sold as SU-BHH. Regn cld on 15.3.85.

SX-AIT Reims/Cessna A.188B Agtruck 03304T/0024 22.5.79
 (245) Ex N1960J. Oi Aetoi AE. Crashed in sea off Lefkada 29.10.80. Regn cld 12.11.80.

SX-AIV Reims/Cessna A.188B Agtruck 03311T/0028 22.5.79
 (246) Ex N1973J. Oi Aetoi AE. Crashed in Aegean Sea en route Mylos - Irakleio 29.5.80. Regn cld 26.6.80.



Above: This Reims/Cessna Agtruck SX-AIQ (CoR 242) ran out of fuel and had to ditch north of Heraklion, Crete on May 29th 1980. The newspaper reports which accompanied this photograph indicated that three Agtrucks suffered the same fate but only two were Greek, SX-AIQ and SX-AIV, the third being Wichita-built A188B Agtruck 5B-CCE c/n 01835T. (via Andrew Stamatopoulos)



Above: Orange and white Cessna 320C SX-AIM at Marathon on 23.10.83. (Robert Swan) Below: The same aircraft at Corfu airport on 11.3.84 with badly-damaged undercarriage and nose area following its crash there. The official records quote the accident date as 29.2.84 (a leap year) but our local correspondent assures us that 1.3.84 is correct. (Andrew Stamatopoulos)



SX-AIP Reims/Cessna A.188B Agtruck 03299T/0019 22.5.79
 (247) Ex N1955J. Oi Aetoi AE. Crashed at Syrna 2.7.81. Regn cld 13.8.81.

SX-AIB Reims/Cessna F.152 1505 23.5.79
 (248) Ex F-BRQH. Aeroleschi Athinon (Athens AC). Current.

SX-AIM Cessna 320C Skyknight 0066 26.5.79
 (249) Ex N3066T, 5Y-ACI. M. & N. Dimopoulos. Crashed at Kerkyra Airport, Corfu 29.2.84. Regn cld 18.11.86.

SX-ALL Reims/Cessna F.152 1510 29.5.79
 (250) Ex F-BRQI. Aeroleschi Lakonias. Crashed at Sparta airfield 8.1.80. Regn cld 4.8.80.

SX-HBD Bell 47G-5A 25107 15.6.79
 (251) Ex G-BASC. Avionic EPE. Current.



Left: Olympic purchased seven ex-Northwest Airlines Boeing 720-051Bs in 1972/3 to replace an aging fleet of DC-6Bs. Like the 707s and 727s they were first owned by finance companies. SX-DBG (CoR 256) was photographed at Heathrow in November 1972. (John Wegg)

Left, below: Reims-built Cessna FT.337GP SX-PBA (CoR 252) seen on 23.10.83 at Marathon (Robert Swan)



Above: Boeing 707-351C SX-DBO (CoR 254), seen landing at Heathrow in May 1974, is one of several recently sold to Israeli Aircraft Industries for refurbishment and resale. (Peter Keating)

Below: Cherokee Archer SX-AKI (CoR 266) labelled "Visit Grec" (sic) apparently undamaged but dismantled and tied down at Marathon in October 1987. (Robert Swan)



SX-PBA Reims/Cessna FT.337GP 0019 26.6.79
(252) Ex F-BUDU, F-ODFY. Faethon AE. Sold abroad 17.1.86, regn cld 4.3.86 but believed remained at Marathon.

SX-DBP Boeing 707-351C 19163 26.7.79
(253) Ex N366US. Olympic Airways SA "City of Thebes". (Purchased from Northampton Panama SA, originally No. 164 in Foreign Register, regn dated 18.5.73 in USA, then 23.5.73 in Athens.) Sold to Israel Aircraft Industries, ferried to Tel Aviv on 4.4.90 and regn cld on same date.

SX-DBO Boeing 707-351C 19164 26.7.79
(254) Ex N366US. Olympic Airways SA "City of Lindos". (Purchased from Northampton Panama SA, originally No. 163 in Foreign Register, regn dated 28.3.73 in USA, then 30.3.73 in Athens.) Leased to EAS Cargo 10.89 and to Phoenix 1.90. Sold to Israel Aircraft Industries, ferried to Tel Aviv on 24.4.90 and regn cld on same date.

SX-DBH Boeing 720-051B 18353 26.7.79
(255) Ex N723US. Olympic Airways SA "Acheloos River".

(Purchased from Northampton Panama SA, originally No. 156 in Foreign Register, regn dated 22.3.72 in USA, then 8.4.72 in Athens.) Wfu c.1981, noted 6.81 stored at Athens, later broken up at Athens.

SX-DBG Boeing 720-051B 18352 26.7.79
(256) Ex N722US. Olympic Airways SA "Axios River". (Purchased from Northampton Panama SA, originally No. 154 in Foreign Register, regn dated 23.2.72 in USA, then 1.4.72 in Athens.) Wfu c.1981, noted 6.81 stored at Athens, later broken up at Athens.

SX-DBI Boeing 720-051B 18355 26.7.79
(257) Ex N725US. Olympic Airways SA "Pinios River". (Purchased from Northampton Panama SA, originally No. 157 in Foreign Register, regn dated 5.4.72 in USA, then 6.5.72 in Athens.) Sold to Omega Air, d/d to Shannon and stored from 13.12.84, registration cld 11.3.85, broken up 7.85.

SX-DBK Boeing 720-051B 18356 26.7.79
(258) Ex N726US. Olympic Airways SA "Strimon River". (Purchased from Northampton Panama SA, originally No. 155 in Foreign Register, regn dated 8.3.72 in USA, then 8.4.72 in Athens.) Wfu c.1981, noted 6.81 stored at Athens, later broken up at Athens.

SX-DBL Boeing 720-051B 18420 26.7.79
(259) Ex N727US. Olympic Airways SA "Evros River". (Purchased from Northampton Panama SA, originally No. 153 in Foreign Register, regn dated 31.1.72 in USA, then 1.4.72 in Athens.) Wfu c.1981, broken up at Athens 1981.

SX-DBN Boeing 720-051B 18688 26.7.79
(260) Ex N735US. Olympic Airways SA "Nestos River". (Purchased from Northampton Panama SA, originally No. 162 in Foreign Register, regn dated 17.1.73 in USA, then 22.1.73 in Athens.) Lsd to Air Tanzania 10.80. Regn cld 24.2.82, sold to Aeronica as YN-BYI to G-BRDR 20.6.89 and N8215Q 20.6.89.

SX-DBM Boeing 720-051B 18687 26.7.79
(261) Ex N734US. Olympic Airways SA "Aliakmon River". (Purchased from Northampton Panama SA, originally No. 161 in Foreign Register, regn dated 23.8.72.) Wfu c.1981, broken up at Athens 1981.

SX-AIF Cessna A.188B Agtruck 02472T 4.8.79
(262) Ex N4955R, 5B-CCR. Aeroepharmogai Daidalos EPE. To 3D AE 26.5.81. Current.

SX-AHS Cessna 150C 59808 30.8.79
(263) Ex (N2008Z), OY-EAJ, N4251. Aeroleschi Rhodou (Aero Club of Rhodes). Current.

SX-AIG Cessna A.188B Agtruck 01829T 30.8.79
(264) Ex N70068, 5B-CCG. Aeroepharmogai Daidalos EPE. To 3D AE 8.6.81. Current.

SX-AJN Piper PA-38-112 Tomahawk 38-79A0449 31.8.79
(265) Ex N2445F. Aeroleschi Peiraios. Destroyed in storm at Athens-Hellinikon 19.3.81 but owing to insurance dispute not cancelled until 12.6.85.

SX-AKI Piper PA-28-181 Archer II 28-7990330 31.8.79
(266) Ex N2250U, 5B-CEB. Aeroleschi Peiraios. Crashed in sea off Marathon 2.10.88. Regn still current.

To be continued . . .

Aircraft Production List : 5

PART ONE

The BRANTLY B.2



The Brantly Helicopter Corporation (N.O.Brantly) designed the model B-1 which was flown in 1946 as NX69125 (presumably c/n 1) with a co-axial rotor system. The B-2 single rotor design first flew on 21.2.53, full production commencing in 1959. The B-2A was a more comprehensively equipped version identifiable by the one-piece transparent cabin top. The B-2B, externally similar, had fuel injection and a greater a.u.w.. The model 305 was an enlarged 5-seat version with a 305 hp Lycoming replacing the B-2's 180 hp engine.

Take-over of Brantly by Hynes has led to many schemes to re-start production, which ended in 1968, but the only tangible evidence of this so far has been the Brantly-Hynes B-2B c/n 501. The B-2B and 305 designs are now known as the Hynes H2 and H5 respectively.

Left: B-2 G-ARZJ (c/n 170) lifts off from Oulton Park racing circuit with Stirling Moss in the left-hand seat on 1.9.62. (Editor)

C/n	Model	Regn & remarks	Yr	bt							
					40	2	N4998C		(.60)		
							D-HEBE	9.60			
1	2	N9069H f/f 21.2.53 later model 2B	2.53		41	2	N5905X		.60		
2	2	N545A f/f 14.8.56 2nd prototype	8.56		42	(2)	N5906X w/o 30.12.65		.60		
3	-	)			43	(2)	N5907X cld		(.60)		
4	-	)			44	2	N5908X		.60		
5	2	N6796D			45	(2)	N5909X cld		.60		
6	-	) US Army YHO-3			46	2	N5910X		(.60)		
7	-	) 5 serials 58-1492					OE-AXE	8.60			
8	-	) to -1496 from c/ns					D-HEBU	1.61 w/o 5.4.67			
9	-	) 2 to 4, 6 to 9. 58-1496 preserved at Fort Rucker.			47	2	N5911X		.60		
10	2A	N6791D	.59		48	2	N5912X cld 9.89		.60		
11	2	N6790D	.59		49	2	N5913X		.60		
12	2	N6797D	.59		50	2	N5914X		.60		
13	2	N6792D b/u cld	.59		51	2	N5915X cld		.60		
14	2	G-APSE 6.59	.59		52	(2)	N5916X cld		(.60)		
		N511R 11.60			53	2	N5917X cld		.60		
15	2	G-APSF 6.59	.59		54	2	N5918X w/o 23.12.67		.60		
		N511Z 11.60 cld			55	(2)	N5919X cld		(.60)		
16	2	N6794D w/o 19.7.67	.59		56	2	N5920X		.60		
17	2	N6793D ?	.59		57	2	N5921X		.60		
		CF-NGR 3.61			58	2	N5922X		.60		
18	2	N6795D	.59		59	(2)	N5923X cld		(.60)		
19	2	N6798D	.59		60	2	D-HEBY 3.61		(.60)		
20	2	N6799D	.59				HB-XBV 7.64 w/o 24.7.65				
21	2A	N4986C	(.59)		61	2	N5925X		(.60)		
22	(2)	N4987C cld	.59				VH-DUO 3.61 wfu 3.7.79				
23	(2)	N4988C cld	.59		62	2	CF-MUN 1.61 w/o 1.3.61				
24	(2)	N4989C w/o 27.1.60	(.59)		63	(2)	N5924X w/o 20.10.64		(.60)		
25	(2)	N4990C cld	.60		64	(2)	N5926X cld		.60		
26	(2)	N4991C cld	(.60)		65	2	N5927X ?		(.60)		
27	2	N4992C	.60				LV-IBX 3.61				
28	2	N4993C	.60		66	(2)	N5928X ?		.60		
29	2	N4994C	(.60)				N1101C cld				
		CF-PTQ 7.64									
		N4994C 8.83									
30	2	N4995C	.60								
		N44DS									
31	2	N4996C cld	.60								
32	2	N4997C cld	.60								
33	2	N9999J cld	.60								
34	2	N4999C cld	(.60)								
35	2	N5900X	.60								
36	(2)	N5901X	.60								
37	(2)	N5902X cld	.60								
38	2	N5903X	(.60)								
39	2	N5904X cld	.60								
					67	(2)	N5929X cld		(.60)		
					68	2	N5930X		.60		
					69	2	N5931X cld		.61		
					70	(2)	N5932X w/o 25.4.74		.61		
					71	(2)	N5933X cld		.61		
					72	(2)	N5934X cld		(.61)		
					73	2B	N5935X		.61		
							N1100P 2.79				
					74	2	N5936X		.61		
							CF-RPI 8.64				
							N8197				
					75	2	N5937X to model 2A		.61		
						2A	ZS-HHI 9.78				
							N5937X .83				
					76	2	N5938X cld		.61		
					77	2	N5939X		.61		
					78	(2)	N5940X w/o 29.1.67		.61		
					79	2	N5941X		1.61		
					80	(2)	N5942X cld		.61		
					81	2B	N5943X cld		.61		
					82	(2)	N5944X cld		.61		
					83	2	N5945X		.61		
					84	2	D-HOPP 4.61		.61		
							w/o 2.8.68				
					85	2	N5946X w/o 21.11.73		.61		
					86	2	N5947X		.61		
					87	2	N5948X		.61		
					88	2	N5949X		.61		
					89	2	N5950X		.61		
					90	2B	N5951X		.61		
					91	2	CF-NGI 5.61		.61		
							w/o 1.7.61				
					92	2	N5952X		.61		



Above: B-2 c/n 61 VH-DUO at Bankstown in 1961. (P.Ricketts via P.R.Keating)



Above: HB-XAZ c/n 93 at Birrfeld on 25.10.64 in Aircraft Zurich AG titles. (E.W.Wagner via P.R.Keating)
Left: G-ARVY c/n 145 with B.E.A.S. at Sywell in mid-1962. (Editor)

93	2	HB-XAZ	7.61	.61
		(D-HAHO)	5.65	
		HB-XAZ	.65	
		D-HOBC	5.71	
94	2	ZS-HAT	8.61	.61
		b/u	2.70 cld	
95	(2)	N5954X	w/o 3.11.65	.61
96	2	N5955X		.61
97	(2)	N5956X	cld	.61
98	2	N5957X		.61
99	2	N5958X		.61
100	(2)	N5959X	cld	.61
101	2	N5953X	cld	.61
102	(2)	N5960X	w/o 3.2.64	.61
103	(2)	N5961X	cld	.61
104	2	N5962X	cld	.61
105	2	N5963X	cld	4.61
		stored	Seattle	
106	2	N5964X	cld	.61
107	(2)	N5965X	cld	.61
108	2	N5966X		.61
		CF-OZE	12.62 w/o 19.5.64	
109	2	N5967X	cld	.61
110	2	N5968X		.61
111	(2)	N5969X	w/o 15.3.65	.61
112	2	N5970X		.61
		SX-AHH	5.78	
113	(2)	N5971X	cld	.61
114	2	CF-NGJ	7.61	.61
		w/o	22.7.63, wreck to Brantly, USA	.70
115	2A	N5972X		.61
116	(2)	N5973X	cld	.61
117	2	N5974X	cld	.61
118	(2)	N5975X	w/o 13.10.65	.61
119	2	N5976X		.61
120	2	N5977X	(1)?	.61
		D-HEFO	8.61, CoA Exp 18.5.75	
121	2	N5978X		.61
122	(2)	N5979X	cld	.61
123	(2)	N5980X	cld	.61
124	2	N5981X		.61
125	2	N5987X	w/o 27.4.76	.61
126	(2)	N5982X	cld	.61
127	(2)	N5983X	cld 8.87	.61
128	(2)	N5984X	cld	.61
129	2	N5985X		.61
130	2	N5986X		.61
131	2	CX-AXD	9.61	(.61)
132	2	N5988X		.61
133	(2)	N5989X	cld	.61
134	2	N5990X		.61
135	(2)	N5991X	w/o 3.11.65	.61
136	(2)	N2109U	cld	.61
137	2	N5993X	w/o .62	.61
138	2A	N12H		.61
		I-AIRL	9.63 cld	

139	2	N5994X	cld	.61
140	(2)	N5995X	cld	.61
141	2	N5996X		.61
142	(2)	N5992X	cld	.61
143	(2)	N5999X	cld	.61
144	(2)	N5997X	cld	.61
145	2	N5998X		.61
		G-ARVY	1.62, w/o 28.8.64	
146	2	N2100U		.61
147	2B	N2101U		.61
148	(2)	N2102U	cld	.61
149	(2)	N2103U	cld	(.61)
150	(2)	N2104U	cld	.61
151	2	N2105U		.61
		CF-ONE	5.62	
		N10042	1.72	
152	2	N2106U		.61
153	2	N2107U		.61
		OH-HBZ	5.62	
		D-HAJO	4.66 w/o 19.6.70	
154	(2)	N2108U	?	.61
		N2108	cld	
155	2	N2110U		.61
		CF-NXY	9.64	
		N3784	7.68	

Right: N2106U c/n 152 at MacArthur-Islip Airport, NY in 8.71, Colours were red & white with a blue flash (Bob Parmerter)
Below: D-HADO c/n 156 at the International Light Aircraft Fair at Skovlunde, Denmark on 5.6.62. (Editors coln)



156	2	D-HADO	10.61	(.61)
		w/o	1.4.63	
157	2	N2111U		.62
158	2	F-BIFJ	8.62	(.62)
		D-HECY	12.63, w/o 26.12.66	
159	(2)	N5977X	(2)? cld	.62
160	2	N2112U		.62
161	2	N2113U	w/o 28.4.89	.62
162	2	N2114U	w/o 1.5.77	.61
163	2	N2115U		.62
164	2	N2116U		(.62)
		D-HECU	7.62, w/o 3.5.66	
165	2	N2117U		.62
		G-ARZI	5.62, CoA Ex 27.2.69	
166	2	N2118U		.62
167	2	N2119U		.61
168	(2)	N2120U	w/o 17.6.66	.62
169	(2)	N2121U	w/o 7.8.66	.62
170	2	N2122U		.62
		G-ARZJ	5.62, w/o 12.4.64	
171	2	N2123U		.62
		G-ARZK	5.62, w/o 24.4.67	
172	2	N2124U	w/o 16.6.68	.62
173	2	N2125U	cld	.62
174	(2)	N2126U	cld	.62
175	2	G-ARXO	3.62	.62
		w/o	14.7.62	
176	2	N2128U		.62
177	2	N2129U		.62
178	2	N2130U	w/o 23.7.66	.62
179	2	N2131U	cld	.62
180	2	N2132U		.62
		ZK-HFA	3.73	
181	2	N2133U		.62
		N222D		
		N222DW	cld	
182	2	N2134U		.62
		G-ARYX	5.62, w/o 15.6.64	
183	2	N2135U		.62
184	2	N2136U	cld	.62
185	2	CF-OSF	6.62	.62
		w/o	2.8.62	
186	2	N2127U	cld	.62
187	2	N2137U	cld	.62
188	2	N2138U	cld	.62
189	2	N2139U	cld	.62
190	2	CF-OTO	8.62, cld	.62
191	2B	N2141U		.62
192	2	N2140U	cld	.62
193	2A	N2142U	cld	.63
194	2	N2143U		.62
195	2	N2144U		.62
196	2	N2145U		.62
		D-HECO	3.63, CoA Exp 4.4.76	
197	(2)	N2146U	w/o 20.5.65	.63

N9999F: Americans overseas

Right: The Corben Baby Ace N9827F built by C.Strever was also known as the Strever Baby Ace or as the Strev-Air 1. It is shown here at Rockford probably in 1962. (A.R.Krieger via J.M.G.Gradidge)



PART THREE

Regn	Type	C/n	Ex	Date	Fate	Remarks
N9836F	L-5 Sentinel	.	42-14855	.	.	
N9835F	L-5 Sentinel	.	44-17862	.	.	Yokota AC
N9834F	L-5 Sentinel	76-4034 ?	44-17747	.	.	Itazuke AC
N9833F	?	.	.	.	.
N9832F	L-5 Sentinel	.	42-98239	.	cld 63	Kanto AC
N9831F	?	.	.	.	.
N9830F	L.749 Constellation	2551	PH-TDC, N90607, G-ANUV.	1.58	To HL-102 7.59, OE-IFE.	Transocean
N9829F	J3C Cub	11295	43-30004, G-AIYV, (N9830F).	7.58	To D-EGZG 5.68.	Mildenhall/Frankfurt
N9828F	Navion 4 (L-17B)	4-1786	N4786K, 49B-1962.	.	To SE-CPL .62.	
N9827F	Corben Baby Ace	1	.	.	.	C.Strever, Stanwood WA, 11.60
N9826F	Convair 240-4	123	(see entry for N9820F below)	.	.	
N9825F	DHC-2 Beaver	1192	56-4442	.	To 56-4442.	RAF Chelveston. L-20A "c/n" 1772
N9824F	DHC-2 Beaver	1301	58-1980	.	To 58-1980.	RAF Bentwaters. L-20A "c/n" 1860
N9823F	DHC-2 Beaver	1408	58-2075	.	To 58-2075, N9251Z.	Hahn Air Base. L-20A "c/n" 1956
N9822F	DHC-2 Beaver	530 ?	52-6138 ?	.	To 52-6138 ?	USAF 7th AirDiv (Quoted c/n 1300 was CF-LPF, this may be L-20 "c/n" 1300)
N9821F	DHC-2 Beaver	331	51-16538	.	To 51-16538 9.62, N5698, C-GNKR.	L-20 "c/n" 1141
N9820F	Douglas C-47B	26423	...N9935F(qv), VR-AAE, JY-ABW.	4.57	To JY-ABW 27.12.66, N9820F, N482F.	Transocean / Oil Exploration Air Service
(2) Convair 240		123	PH-TEG, PH-CEG, (D-BABO), PH-CEG.	2.60	To N618S, N251NC, XB-FIS, N240DW, XB-AZM.	Collins Radio. FAA file says: "Issued by FAA Region in error, real regn N9826F".
N9819F	DHC-2 Beaver	1081	.	7.58	To EL-AEQ .63.	Atlantic Refining 7.58, to Tidewater Oil Co 12.61
N9818F	Curtiss C-46A	89	43-47018.	.	To N106E, ZP-CAB.	India



Above left: Constellation N9830F in full Transocean colours. (via JMGG/Peter Marson collection)

Above right: A rather dark shot of Mildenhall Aero Club Piper Cub N9829F. (Air-Britain via PJM coln)

Right: Former BOAC L.749A Constellation N9816F with UK marks removed but the name "Berkeley" still visible below the cockpit. (P.R.Keating)





N9817F Curtiss C-46A	392	43-47321.	.	To N10623, XH-SAI, N10623, N105E, I-SILV, N10623.	India
N9816F L.749 Constellation	2504	VT-CQS, VH-EAF, G-ANTF.	12.57	To G-ANTF 1.64, dbf 1.2.70.	Transocean
N9815F Boeing B-17F	8406	42-3470, N66574, OB-RAH-346, (CP-633)	4.58	To (AN-AMI) 6.59, to HK-580 .61?	
N9814F Boeing B-17G	32452	44-83811, NL5014N, IDFAF.	.58		B.A.Azarow. b/u Croydon 61.
N9813F L.749 Constellation	2589	PH-TDI, N90624, G-ANVB.	3.58	b/u .63.	Transocean
N9812F L.749 Constellation	2559	PH-TDG, N90621, G-ANUZ.	4.58	cld 2.7.70, b/u .71.	Transocean
N9811F DHC-2 Beaver	1239	.	10.58	To ZS-DRG 6.63.	Tidewater Oil Co
N9810F L.18-07 Lodestar	2014	F-ARTN, OO-CAJ, F-OAAA.	6.58	To N323S 9.61.	Shenco Sales
N9809F L-5E Sentinel	76-4041 ?	44-17754	.	cld 7.5.70.	Tachikawa AC
N9808F L-5E Sentinel	.	44-17932	.	cld 30.3.62.	
N9807F L-5E Sentinel	76-4386 ?	44-18099	.	To JA3169 1.62.	Tachikawa AC
N9806F L-5 Sentinel	.	42-14842	.	cld 12.6.65.	Tachikawa AC
N9805F L-5A Sentinel	.	42-98482 ?	.	cld 11.2.63.	
N9804F L-5 Sentinel	.	42-98119	.	cld 8.5.70.	Tachikawa AC
N9803F L-5A Sentinel	.	42-98196	.	cld 6.9.62.	Restd 8.6.67, cld 12.1.71
N9802F L-5 Sentinel	.	42-98806	.	cld 13.9.66.	Itazuke AC
N9801F L-5E Sentinel	.	44-17869	.	cld 2.1.63.	
N9800F No record - not used?					
N9799F Cessna 180	50309	.	.	cld 17.10.63.	John Brown Constn Ltd, London
N9798F L-5E Sentinel	3829	.	.	cld 7.10.65.	Taiwan AC
N9797F L-5E Sentinel	4289	.	.	cld 4.1.71.	Taiwan AC
N9796F L-5E Sentinel	4373	.	.	cld 1.8.68.	Taiwan AC
N9795F L-5E Sentinel	.	44-18100	.	cld 24.8.65.	restd 11.1.68, Atsugi Navy AC
N9794F L-5E Sentinel	3904 ?	44-17617	.	cld 14.3.63.	
N9793F Helio H.395 Courier	506	(58-7026)	.58	To B-835, XW-PGB.	Air America
N9792F DHC-2 Beaver	1110	.	3.58	To AP-AKS .58.	
N9791F DHC-2 Beaver	267	51-16496.	.	To 51-16496, N87751.	USAF 6143 Air Base. L-20A "c/n"
N9790F DHC-2 Beaver	270	51-16497.	.	To 51-16497, N5157G.	L-20A "c/n" 1084 [1081
N9789F DHC-2 Beaver	669	53-8166.	.	To 53-8166 ?	L-20A "c/n" 1402
N9788F) No record - not used?					
N9787F)					



Top: Boeing B-17F N9815F with US registration on the fin below the Linea Aerea Borinquen titles. The intended Nicaraguan marks AN-AMI are also worn but in the event they were not taken up. (H.G.Martin via Peter Marson collection)
 Left: L.749 Constellation N9813F at Heathrow with BOAC titles and UK registration G-ANVB both painted out. (P.R.Keating)



N9786F)					
N9785F)					
N9784F)	No record -				
N9783F)	not used ?				
N9782F)					
N9781F	Fisco FX-1 Homebuilt	F1	.	.63	DF Fischer & Sons, Naha, Okinawa
	(Lycoming O-290)				
N9780F	No record - not used?				
N9779F	Hiller UH-12E	1491	63-12776.	.	
N9778F	Hiller UH-12E	1490	63-12775.	.	cld 30.8.68 N62871.
N9777F	Hiller UH-12E	1489	63-12774.	.	cld 30.8.68 N74159.
N9776F	Hiller UH-12E	1488	63-12773.	.	cld 30.8.68.
N9775F	Hughes 269A	72-0108		.	To I-AGHA 9.62.
N9774F	Cessna 170B	20793	N2541D.	.	cld 26.6.70. Evangelical Baptist Mission
N9773F	UC-64A Norseman	763	44-70498, NC79829.	.	
N9772F	P-51D Mustang	122-31597	44-53871, FrAF26039, IDFAF.	.	Marom Air, Israel
N9771F	DHC-2 Beaver	535	52-6142.	.	cld .68 to Musee de l'Air, Le Bourget.
N9770F)					To 52-6142, N31522. USAF. L-20A "c/n" 1304
N9769F)					
N9768F)					
N9767F)					
N9766F)	No record -				
N9765F)	not used ?				
N9764F)					
N9763F)					
N9762F)					
N9761F)					
N9760F	Douglas C-54A	10359	42-72254, NC75415, HB-ILB.	.	To G-ASOG 1.64, M.H.Stucki, Zurich
					w/o 21.1.67.
N9759F	F.24R-46A Argus III	1069	44-83108, KK451, F-OAAY, F-BDAL.	.	To OO-LMV 7.70. Now in Brussels Museum

Top: P-51D Mustang N9772F was acquired from Israel and is shown here parked at Cannes on 23.9.65 with the rear end supported and some damage evident to the base of the rudder. Note the top hat and cane symbol painted on the rudder. The aircraft is now in the Musee de l'Air collection in Paris. (Roger Caratini via JMGG)
 Right: Ranger-engined Argus N9759F without propeller or fin/rudder assembly tied down at St Cyr, Versailles, on 9.6.63. Otherwise apparently in good condition, it sported a bull on a speedboat on the cowling! (J.M.G.Gradidge)





N9758F ATL.98 Carvair	10338/4	42-72233, NC65142, G-ARSH, G-41-2.	9.62	To LX-IOH 21.12.62, F-BMHU. w/o 8.3.67.	US Transportation Corp
N9757F ATL.98 Carvair	10365/5	42-72260, BuA50843, N58003, VP-CBD, CY-ACA, VH-INY, N5520V, D-ADAL, G-AREK.	28.8.62	To LX-IOG 27.2.67, F-BMHV, G-41-1-73, G-AREK, F-BYCL, N83FA.	Winston Factors Inc
N9756F N35 Bonanza	"D215DM"	.	.	cld 11.7.62 N215DM.	
N9755F DHC-2 Beaver	310	51-16524.	2.62	To 51-16524, N1441Z, C-GKBW.	Mildenhall. L-20A "c/n" 1122
N9754F Erco 415CD Ercoupe	4830	NC94719, OO-JPD.	10.61	cld 3.3.64, OO-FAN.	California ?
N9753F Convair 240	84	N90669, I-LARK, EP-ADX, JY-ACB.	.	To N564R 27.5.65.	Beldex Corp
N9752F AT-6F Texan	121-42438	44-81716, KF716, OO-ABD, "H-69".	6.61	Impounded at Barcelona 8.64.	H.L.Knight, France. D/d as "N9852F", not repainted, cld 4.1.71
N9751F DHC-2 Beaver	312	51-16526.	.	cld 17.3.64.	Ramstein AC. L-20A "c/n" 1124
N9750F Erco 415G Ercoupe	5006	EP-ACR.	.	To 5X-UVQ 4.70.	Iran
N9749F Bell 204B	.	"63-8311".	.	cld 30.8.68.	May be 63-8511 c/n 753
N9748F Beech E50(L-23D)	LH-99	56-3698.	.	cld 26.8.68.	
N9747F DHC-2 Beaver	1502	CF-OSQ, ST-ACA, VR-AAX, G-ASTK.	5.66	To N9747G 11.71. ?	Iran
N9746F DHC-2 Beaver	1357	58-2026.	.	cld 30.8.68.	L-20A "c/n" 1906
N9745F Aero Commander 680E	841/69	VR-ABC.	.	To ET-ADQ 1.70.	NY Intl Traders. A.Besse & Co, Aden 4.65, op by Am Mapping Misn
N9744F DHC-3 Otter	436	UN 307.	4.64	To CF-AYR 5.70.	Panam UAR Oil, Cairo



Top: DHC-1 (L-20A) Beaver N9755F was based with the USAF Mildenhall Aero Club and was a frequent visitor to flying events in the UK during the sixties. (Wim Zwakhals collection)
 Above left: Another Beaver, N9747F based in the Middle East was seen at Abu Dhabi on 3.10.69. (P.R.Keating)
 Above right: Pan American UAR Oil Co DHC-3 Otter N9744F passed through Gatwick 10.68. (B.N.Stainer via PRK)
 Left: AT-6F Texan N9752F was wrongly painted as N9852F. It was still out to grass at Barcelona on 1.5.73 and apparently once belonged to a local General. (P.J.Howard)

The Whole Truth:

PERCIVAL MEW GULL

The Percival E.1 Mew Gull was designed by Edgar Percival and built at the company's Gravesend works as a single-seat racing aircraft. From it were developed the E.2 and E.3H variants, a total of six machines being produced between 1934 and 1937. Remarkably one still survives after fifty-four years, many records, adventures and accidents.



Above: The prototype Mew Gull G-ACND c/n E.20 as first pushed out for the photographer. Engine is the 165hp 6-cylinder Napier Javelin IA with a fixed pitch Fairey-Reed metal propeller. Left: C/n E.20 had its early Gull Four type underscarriage replaced by a cleaner design and a Gipsy Six took the place of the Javelin for the King's Cup in July 1934. Below: The second G-ACND c/n E.20A. The extent of the re-design of fuselage, cockpit, tail unit and underscarriage can clearly be seen. (Photos all Aeroplane via Jack Meaden)

C/n E.20 Type E.1

Registered G-ACND to Percival Aircraft Co, Gravesend 26.1.34 (Cert.4758). F/f at Gravesend 22.3.34 powered by 165hp Napier Javelin IA. Replaced by 200hp Gipsy Six. CofA No.4380(T) was issued 11.7.34 to Percival Aircraft Co. Flown by E.W.Percival in King's Cup 13-14.7.34 at an average speed of 191 mph. Also flown in Portsmouth Trophy and Round IOW Race 21.7.34. At end of 1934 race season was redesigned and an entirely new aircraft was built to which marks G-ACND were transferred. While some parts may have been used in the construction of E.20A it is believed that the original fuselage was the one recorded as burned at Luton with G-AFAA on 7.7.45.





C/n E.20A Type E.2

Redesigned version with longer fuselage (from 18'3" to 20'3"), new undercarriage, fin, rudder and windscreen. Also registered G-ACND and shown at SBAC Show, Hendon 1.7.35 with Gipsy Six engine. CofA "renewed" 18.7.35. Flown by Comte Guy de Chateaubrun, with 180hp Regnier specially fitted for the event, in the Coupe Armand Esders 20.7.35 between Deauville-Cannes-Deauville which it won at an average speed of 188 mph. Re-engined with Gipsy Six and placed sixth in King's Cup 6-7.9.35 at 208.9 mph flown by Edgar Percival. Won Heston-Cardiff Race 21.9.35 at 218 mph. In late October 1935 when taking part in the Coupe Michelin en route Bordeaux-Orly Guy de Chateaubrun parachuted safely from the aircraft in fog and G-ACND was destroyed in the resulting crash. Registration cancelled 12.35 as wfu.

C/n E.21 Type E.2

Registered G-AEKL to Percival Aircraft Co. CofA Appn.6166 by builders dated 15.5.36, CofA No.5564(TM) issued 1.7.36 valid from 30.6.36. The acft was powered by a Gipsy Six Srs.II with a c/s propeller for Tom Campbell Black to fly in the Schlessinger Race to Johannesburg. In a black & white paint scheme it went to Speke 19.9.36 to be named "Miss Liverpool I" but was badly damaged, and Campbell Black killed, in a ground collision with a Hawker Hart. Ownership believed transferred to Air Publicity, Heston during 9.36. Rebuilt, using the Gipsy Six Srs.II from c/n E.23, for Charles Gardner. Painted blue. Regn transferred to Gardner 6.37 and CofA renewed 25.6.37. Won 1937 London to Newcastle Race at 221 mph. Won King's Cup Race at Hatfield 10-11.9.37 at 233.7 mph flown by Gardner. Regd to Giles Guthrie, Ipswich 14.5.38 and CofA renewed 20.5.38. Raced by Gardner in 1938. Last CofA renewal 13.7.39, stored at Lympe with Cinque Ports Aero Club and destroyed by enemy bombing at Lympe, most likely on 1.9.40 (though is usually mis-quoted as 6.40 when the airfield was not attacked). Registration cancelled 1.1.46, after 1945 Census, as permanently wfu.



Above: C/n E.20A at Deauville after winning the Coupe Armand Esders on 20.7.35 with a 180hp Regnier engine fitted for the occasion. It was flown by Percival's Fench agent Guy de Chateaubrun at an average speed of 188 mph. (Both via H.J.Hazewinkel)

Left: The handicapper's flag about to drop on c/n E.20A G-ACND at the start of the 1935 King's Cup Race at Hatfield. Flown by E.W.Percival as the Duke of Kent's entry G-ACND was again powered by a Gipsy Six and was the first aircraft to average over 200 mph in the event.

Bottom left: Tom Campbell Black standing in front of his G-AEKL with "Miss Liverpool I" painted on the nose in preparation for the visit to the naming ceremony at Speke at which he was killed. The variable pitch propeller was fitted with the intention of entering the Schlessinger Race and no time had been available to develop a spinner for it. (J.Meaden)

C/n E.22 Type E.2

Registered ZS-AHM for Major Allistair M. Miller, named "The Golden City"(left)/"Die Goudstad"(right). Powered by 200hp Gipsy Six II. CofA Appn.6229 by Percival Aircraft Co 24.7.36 and CofA No.5652(TM), valid from 11.9.36, issued 12.9.36 to Major Miller. Painted satin white with gold lettering, wing and tail tips. Entry for Schlessinger Race, from Portsmouth to Johannesburg, commencing 29.9.36. Fuel feed problems led to forced landing 30 mls from Belgrade and retirement from the race. Sold to William Humble, Sherburn-in-Elmet about 3.37 but purchased by Alex Henshaw (in exchange for his DH Leopard Moth G-ACLO) before the sale was registered. Delivered to Henshaw at Luton 8.5.37 with standard Gipsy Six fitted. CofA renewed 10.5.37.

Registered G-AEXF to Alexander Henshaw, Heston 18.5.37 but based initially at Waltham near Grimsby. New regn substituted in CofA file on same date. Painted white with green marks and trim. Flown by Henshaw took fastest time in IOM Race on 29.5.37 at 225.9 mph; won Folkestone Trophy 31.7.37 at 210 mph. Gipsy Six R engine (from DH Comet G-ACSS) and Ratier v/p airscrew fitted by Jack Cross at Essex Aero. F/f as such 14.11.37 and timed during tests at over 270 mph. Fuselage length now 21'11", undercarriage redesigned. CofA renewed 3.6.38. Second in Hatfield-Speke-IOM Race 24.6.38 at 247 mph. Canopy and top decking lowered 4" and DH v/p propeller fitted for King's Cup 2.7.38 at Hatfield which G-AEXF won at the fastest speed of 236.25 mph.

Gipsy Six II with constant speed airscrew, long range (2000 mls) tanks and other modifications fitted for attempt on the Cape Town record. Flown by Henshaw from Gravesend to Cape Town and return, starting 5.2.39 and returning 4 days, 10hrs 16 mins later. Flying time over the 12,754 miles was 78 hrs 59 minutes at an average speed of 207.92 mph, breaking every record en route. Second in Hatfield-IOM Race 27.5.39 at 247 mph. CofA renewed 13.6.39.

Registration G-AEXF cancelled 24.7.39 and sold in France to Victor Vermorel, Lyon. Flown only twice by him before war broke out and not re-registered. Stored at Villefranche, nr Lyon; log books taken by Germans after occupation of area in 12.42 but aircraft unharmed. Returned to Lyon at end of war. As the owner had died during the war the Mew Gull was taken over by his uncle Jean Drapier. Discovered at Lyon 6.50 by Hugh Scrope.

Registered G-AEXF to Hugh Everard Scrope and Douglas Edward Bianchi 23.6.50. Flown Lyon-Blackbushe by H.E.Scrope 2.7.50. Rebuilt at White Waltham, test flown 16.6.51, CofA renewed 18.6.51. Exhibited in the "50 Years of Flying" Exhibition at Hendon 7.51. Flown to Shoreham for Daily Express South Coast Air Race and timed by Scrope en route at 242 mph. Damaged on arrival at Shoreham 3.8.51, swung to port and finished in a ditch with damage to engine and undercarriage. Rebuilt by Bianchi and fitted with enlarged canopy.

continued over page/

Left: A highly atmospheric pose by c/n E.22 ZS-AHM, probably during early test flying without a spinner. The Afrikaans name "Die Goudstad" can be seen on the cowling. The pilot on this occasion is almost certainly Edgar Percival, who always wore a Trilby hat when flying, as can also be seen in the centre photo on page 90/97. (Percival via F.G.Ridoutt)





E.22 continued/

Sold 1.4.53 to John Nathan Somers and regd to him 21.4.53. Raced by him in 1953. Regd to Adie Aviation Ltd, Croydon 30.4.54 and canopy raised further. CofA renewed 2.7.54. Sold 31.8.54 and regd to Fred Dunkerley, Barton 24.9.54 and based at Kidlington from 15.4.55 flown on his behalf by Peter Clifford (the only pilot to fly EXF from 17.6.54 to 14.6.61). Won King's Cup, Coventry 20.8.55 at 213.5mph; SBAC Cup also 20.8.55, Norton Griffiths Trophy 14.7.57 and Air League Challenge Trophy 12.7.58. To Barton 14.6.61 and stored until sold 19.10.62. Flown Barton-Yeadon 29.10.62 by J.E.G.Appleyard. Regd to James Eric Gaunt Appleyard, Yeadon 2.11.62. Fitted with Gipsy Queen II from Proctor 3 G-ALFX (and originally Dragon Rapide G-AIYE). New canopy. Suffered landing accident at Yeadon 25.5.63, Proctor undercarriage fitted.

Sold 1.8.65 to Eric Crabtree. Damaged when hit fence in forced landing 7.8.65 at Feather Hill Farm, Scorton, near Richmond, Yorks. Con rod failed and penetrated crank case. Left in open and suffered corrosion. Returned to Yeadon 25.10.65. Meanwhile regd to Northern Air Taxis Ltd, Yeadon 10.8.65. Cancelled as permanently wfu 11.10.68. Presented to Historic Aircraft Preservation Society, taken by road to Booker. Stored pending rebuild. Moved again for proposed museum and stored at Squires Gate. Damaged by vandals there 1970. Regd to John Robert Batt (Hockley, Essex) on 28.4.70. Regd to Martin Campbell Barraclough & Thomas Michael Storey, Redhill 19.4.72 for restoration. New PtoF issued 24.5.78 with c/n also quoted as PFA/13-10020. Hit by runaway Terrier G-ASKJ on ground at Redhill, damaged. Regd to T.M.Storey 31.5.83, rebuilt by Cliff Lovell and new Permit issued 5.6.84. Struck ditch when landing at Redhill 6.5.85 and badly damaged. To Skysport Engineering, Hatch for rebuild, during which sold to J.D.Penrose, Old Warden 1.5.86 and rebuild completed there 1988-90.

C/n E.23 Type E.2

Registered to Stanley Seward Halse, Baragwanath, Johannesburg 17.8.36 as G-AEMO. Appn.6263S for CofA by Percival Aircraft Co 15.8.36 quotes regn ZS-AHO. CofA No.5662 was issued as such 18.9.36 (valid 15.9.36) for S.S.Halse and

Above: G-AEXF c/n E.22 seen in 1953 after being fitted with its first raised cockpit, from which the owner 'Nat' Somers is seen levering himself at a race meeting. Later the canopy height was increased further before being returned to its original format in 1978.

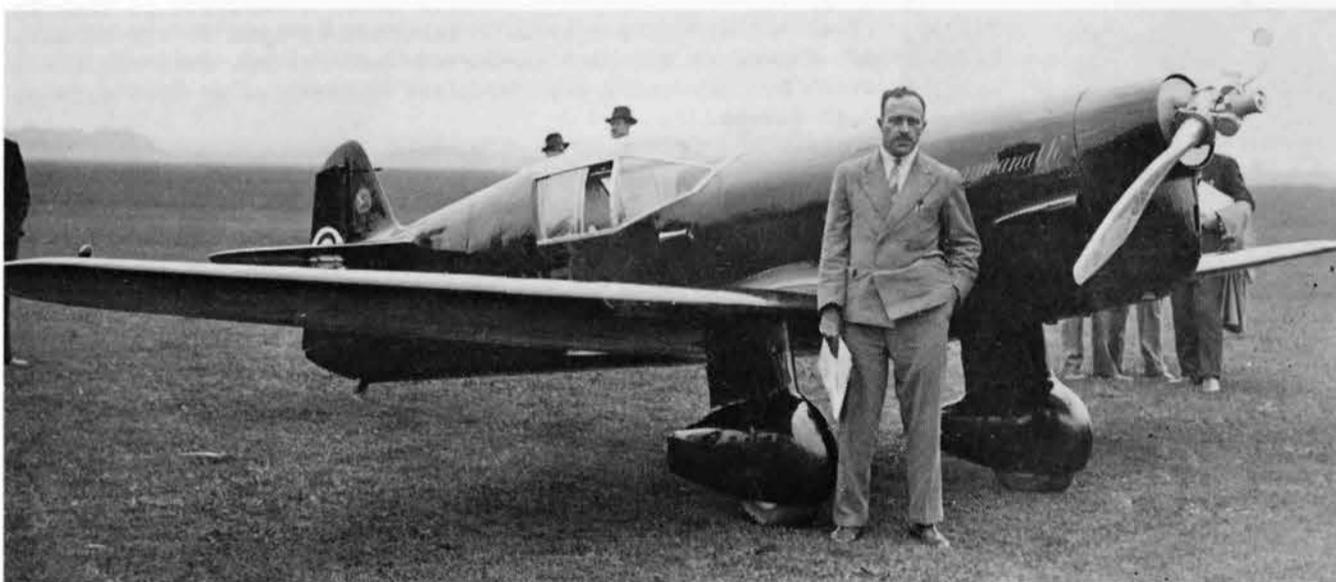
Below: G-AFAA c/n E.24 was Edgar Percival's personal Mew Gull and despite its external similarity was in fact a re-design of the type E.2. (both Aeroplane via Jack Meaden)



UK regn cancelled 8.36 as permanently wfu. Named "Baragwanath" and painted pillar box red with gold lettering. Gipsy Six II engine. Entered Schlessinger Race 29.9.36 and when in the lead made a precautionary landing in fading light at Bomoboshawa, near Salisbury, S.Rhodesia 1.10.36. Struck rough ground and overturned. Remains removed to Johannesburg and stored - still there in 1950. Engine was returned to UK for use by G-AEKL c/n E.21 in 1937.

C/n E.24 Type E.3H

Registered G-AFAA to Percival Aircraft Co Ltd, Luton on 14/7/37, CofA Appn.6656 dated 13.7.37 and CofA No.6033(TM) valid 2.9.37 issued to Percivals on 3.9.37. Had Gipsy Six II engine, smaller wing with reduced span (22'9" instead of 24'9" of E.2), narrower fuselage 21'1" long and smaller tail areas. Personal aircraft of E.W.Percival and flown by him in King's Cup 10-11.9.37, placed third with fastest speed of 238.7 mph. C of A renewed 2.9.38 and 11.5.39. Stored at Luton during war but burned there 7.7.45. Regn cancelled at Census 6.11.45.



Left: Capt S.S.Halse and his pillar-box red Mew Gull c/n E.23 ZS-AHO "Baragwanath" seen at Portsmouth on 25.9.36 before the start of the Schlesinger Race. Prominent is the De Havilland Hamilton licence built counterweight variable-pitch propeller for which no spinner had been developed at the time. (via Jack Meaden)

Complete Civil Registers : 3

New Zealand



Above: Grumman Widgeon ZK-BPX of NZ Tourist Air Travel at Rongotai. (D.Noble)

PART THIRTY-THREE

- ZK-BPW Champion 7EC Traveler 723 23.2.60
Middle Districts AC, Palmerston North. NZ CoA 27.5.60. To Bergman's Flying Services, Tauranga 31.7.68; to C.J. Haywood, New Plymouth 7.10.68; to C.R.H. Beetham, Puketaha 8.4.70; to L. & J. McCarthy, Te Kauwhata 10.12.76. Current.
- ZK-BPX Grumman G.44A Widgeon 1432 2.3.60
Ex NC86606, LV-NCG, N4262A. NZ Tourist Air Travel Ltd, Auckland (d/d 7.59; f/f NZ 27.1.60). Dbr in alighting accident Pegasus Bay, Stewart Is, 1.1.64. Regn cld 2.3.64. Fuselage to MoTaT, Auckland.
- ZK-BPY Fletcher FU-24N 69 23.12.59
F/f 4.3.60. Thames ATD Co Ltd, Thames "4". Conv'd to 400hp as FU-24-950M 30.6.78. Taken over by Fieldair Holdings (Northern) Ltd, Thames 17.7.80. Current.
- ZK-BPZ Fletcher FU-24N 70 23.12.59
Aircraft Service (NZ) Ltd, Warkworth "8", f/f 5.4.60 d/d 7.5.60. Taken over by James Avn, Hamilton on 23.8.65 (but change of owner not recorded until 1.2.68). To James Avn (Overseas) Ltd 10.68, re-reg'd VP-PAJ 23.10.68 and delivered to Solomon Is, via Norfolk Is ex Auckland 31.10.68. Restored as ZK-BPZ 9.7.71 James Avn. Conv to FU-24-950M 22.9.75. To James Avn (O'seas) 6.8.76, regn cld 26.8.76 to VP-PBC, dep Auckland 24.6.76. Restd ZK-BPZ James Avn 2.8.78. Crashed Whitemans Valley, near Upper Hutt, 8.12.82. Regn cld 31.1.83.
- ZK-BQA Cessna 180 32287 10.2.56
Ex N4690A. Rural Avn Ltd, New Plymouth. NZ CoA 24.4.56. To Reeves Transport (Air Servs) Ltd, Hastings 3.5.56; to Airwork (NZ) Ltd 3.11.58. Regn cld 17.2.60 on sale as VH-BBM (VH-regn cld 23.9.60).
- ZK-BQB DH.82A Tiger Moth DHNZ.147 28.3.56
Ex NZ1467. Wanganui AC, Wanganui. Bought 9.8.55. NZ CoA 5.4.56. To J.R. Smith, Nelson 15.8.60; dismantled Nelson 1966, stored.
- ZK-BQC DH.82A Tiger Moth DHNZ.156 9.3.56
Ex NZ1476. Barr Bros Ltd, Auckland. Bought 9.8.55, CoA 23.4.56. Reported w/off in Hawkes Bay in 1957. Broken up for spares, regn cld 16.12.57.
- ZK-BQD Auster J/1 Autocrat 2310 6.4.56
Ex G-AJEF, ZK-AUL. Rebuild 1953+ using the original fuselage of ZK-AUL (which remained current with new fuselage). CoA 20.7.56. Auster Air Services Ltd, Timaru. Crashed while topdressing 25.7.56 Hakataramea Valley, Kurow. Regn cld 13.9.56.
- ZK-BQE Beech D.18S A-73 17.9.56
Ex N3010V. Flown Albuquerque NM, via Prestwick UK (28.9.56) and Brisbane (damaged on t/o 9.11.56), arr NZ on 9.4.57. Trans Island Airways Ltd, Oamaru "Spirit of North Otago". Regn cld 15.2.60, sold as VH-CLI, regd 31.3.60, cld as wfu 2.1.68. To Central Australian Air Museum, Alice Springs, 1984.
- ZK-BQF DH.82A Tiger Moth 86120 1.5.56
Ex EM926, G-ANSI. Napier Aero Club. NZ CoA 19.5.56. To Airwork (NZ) Ltd, Christchurch 17.3.58; to B. Mathieson, Norsewood 28.4.58. Crashed 4.5.58 near Takapu. Regn cld 26.9.58.
- ZK-BQG Cessna 172 28480 1.5.56
Ex N5880A. Rural Avn Ltd, New Plymouth. NZ CoA on 2.5.56. To North Otago AC, Oamaru 28.3.57; to Rural Avn 20.5.60; to D.H. Rutherford, Christchurch 6.7.60 and still current.
- ZK-BQH Cessna 170B 27112 1.5.56
Ex N3569D. Rural Avn Ltd, New Plymouth. NZ CoA on 29.7.56. To Hawera AC, Hawera 14.8.56. Cr at Hawera 3.2.57. Regn cld 31.3.57.
- ZK-BQI Cessna 180 32373 1.5.56
Ex N4976A. Rural Avn Ltd, New Plymouth. NZ CoA on 13.7.56. To R.H.W. Lowry, Taupo (t/a Taupo Air Services Ltd) 6.6.57. Amphibian. To D.J.H. Nairn & P.T. Collins, Otane 30.4.58; to Lake Taupo Airways Ltd, Taupo 27.1.59; shipped to Fiji 24.3.59, returned to NZ 20.1.60; to James Avn (Rotorua) Ltd 3.2.60; to Airspread Ltd, Tauranga 15.8.60; lsd Bay of Plenty Airways, damaged Tikitiki 5.9.60 and rebuilt as top dresser, i/s 10.1.61. Cld on sale to Superspread Avn 19.12.62, regd VH-SSJ 26.3.63, to VH-RAB 7.6.68 written off Cleve 4.8.68, regn cld 24.9.68.
- ZK-BQJ Cessna 180 32372 1.5.56
Ex N4975A. Rural Avn Ltd, New Plymouth. NZ CoA on 23.5.56. To Ritchie Air Services, Te Anau 17.8.60; taken over by NZ Tourist Air Travel, Invercargill 11.12.64. Hit side of mountain at Gertrude Saddle, 12.3.65, four o/b killed. Regn cld 17.5.65.
- ZK-BQK Auster J/5R Alpine 3306 10.5.56
(1) Not taken up. Completed as J/5L G-APVG.
- ZK-BQK Douglas C-47B-35-DK 16567/33315 11.10.57
(2) Ex 44-76983, NZ3544. NZNAC "Koreke", renamed "Skyliner New Plymouth" 18.6.63. Lsd to Polynesian Airlines as 5W-FAH 6.12.69, returned to NZ 4.4.72 but not restored as ZK-BQK, last flown 17.6.73, donated to MoTaT 23.7.73.
- ZK-BQL Auster J/5 2094 30.5.56
Ex NZ1701. Piako AC, Waharoa; f/f as -BQL 31.3.58. To F.B. Thurlow, Balfour 21.8.61; to D.K. Mitchell & G.D. Murray, Timaru 17.12.69; to F.W. & L.B. Prouting, Camden nr Blenheim 23.1.85. Current.



Left: Formerly NZ1701 with No.1 Reconnaissance Flight RNZAF, Auster J/5 ZK-BQL is shown tied down at Rotorua (Don Noble)

Below, left: C-47B "Skyliner" ZK-BQK lacking a number of vital parts such as engines and control surfaces.

(Wim Zwakhals collection)
Below: Taylorcraft Ranchwagon ZK-BQM shown at the Palmerston North Ag-air Show in 1956. (Janic Geelen)

Bottom: A non-agricultural Super Cub ZK-BQX was one of a large batch registered to Piper dealers Airwork in 1956/7 and is seen here parked at Rongotai. (Wim Zwakhals collection)



ZK-BQM Taylorcraft 20 Ranchwagon 20.014 18.10.56
Northern Air Services Ltd, Te Kuiti. NZ CoA 25.7.57
To Central Air Taxis Ltd, Te Kuiti 9.1.58; to B.G. Wright, Te Kuiti 27.6.61; to Bee Aircraft Sales (NZ) Ltd, Auckland 17.10.67; to A.J.Gibson, Manurewa 10.8.70; to Te Kowhai Taylorcraft Syndicate, Te Kowhai 18.5.71; to V.R.Wood, Nelson 29.11.74, named "Flying Nun"; to A.J.Gibson, Te Anau 19.4.77.
Current.

ZK-BQN PA-18-95 Super Cub 18-5252 26.11.56
Airwork (NZ) Ltd. NZ CoA 20.12.56. To Wellington AC 31.12.56; to T.A.McKee, Clinton 20.4.64; to Hawkes Bay & East Coast AC, Hastings 6.12.66; to J.F.Coyle & J.C.Griffin, Wanganui 25.5.72; to General Finance Ltd, Dunedin 9.4.73; to Westland Air Ltd, Hokitika 31.5.73; to G.L.John, Stratford 7.12.78; to Ardmore Taildraggers Inc, Ardmore 3.2.81. Current.

ZK-BQO PA-18-95 Super Cub 18-5298 26.11.56
Airwork (NZ) Ltd. NZ CoA 20.12.56. To Wellington AC 31.12.56; to Hawera AC, Hawera 2.2.59; to Rotorua AC, Rotorua 10.7.63; to Airwork (NZ) Ltd, Christchurch 10.7.65; to I.L.Shaw, Tinwald 28.10.65. Cr nr Waikari 6.11.66, owner killed. Regn cld 5.12.67.

ZK-BQP PA-18-95 Super Cub 18-5411 26.11.56
Airwork (NZ) Ltd. NZ CoA 20.12.56. To Auckland AC 11.1.57 "Ralf McComb"; to Airwork (NZ) Ltd 3.8.64; op by Sinclair Flying School Ltd, Paraparaumu 10.64; to A.J.McClelland, Reefton 21.5.65; to A.P.K.Turner, Greymouth 8.6.66; to M.H.McCleod & P.L.Rasmussen, Hokitika 9.12.68. Crashed on t/o Wanganui River, Westland 15.9.69; to P.M.Lacy Ltd, Nelson "as is" 4.9.69. Regn cld 21.10.69.

ZK-BQQ PA-18-95 Super Cub 18-5412 26.11.56
Airwork (NZ) Ltd. NZ CoA 20.12.56. To Auckland AC, 11.1.57 "Len Swann"; to Sky Advertising Ltd, Auckland 26.5.66; renamed Aviation Training Ltd, Dairy Flat .68; to Sinclair Flying School Ltd, Paraparaumu 24.7.69; to NAC/BP Flying Club, Wellington 28.4.71. Dbr landing on strip near Te Horo 12.4.71. Regn cld 27.5.71.

ZK-BQR Registration not yet allotted.

ZK-BQS PA-18-95 Super Cub 18-5418 6.12.56
Airwork (NZ) Ltd. NZ CoA 20.12.56. To Waikato AC, Hamilton 16.1.57; to G.N.Begg & S.J.Jones, Invercargill 8.7.70; to G.N.Begg Engineering Co Ltd,



Dunedin 15.5.74; to R.A.Brookes, Tuatapere 6.8.75; to T.C.Green, Tuatapere 30.5.77; to B.L.A.Small and various others, Te Anau 10.3.82; to C.R.Glasgow, Auckland 10.6.87. Current.

ZK-BQT PA-18-95 Super Cub 18-5440 22.1.57
Airwork (NZ) Ltd. NZ CoA 2.4.57. To Wanganui AC, 12.4.57; to Nelson AC, Nelson 8.4.61. Crashed into Okiwi Bay 5.9.63. Regn cld 18.9.63.

ZK-BQU PA-18-95 Super Cub 18-5444 22.1.57
Airwork (NZ) Ltd. NZ CoA 12.4.57. To L.W.Blakemore, Timaru 26.4.57; to Fiordland AC, Te Anau 21.10.71; crashed at Waiau 20.6.77. Regn cld 19.7.77.

ZK-BQV PA-18-95 Super Cub 18-5546 18.2.57
Airwork (NZ) Ltd. NZ CoA 3.5.57. To Central Hawkes Bay AC 5.6.57; to Patea AC, Patea 21.12.63; to D.K. Brooker, Stratford 3.2.75; to M.J.McDonald, Invercargill 7.8.78; to K.Gumbley, Hastings 24.10.79; to C.A.Berg, Taupo 25.5.84; to A.W.& J.M.Graham, Blenheim 15.7.86. Current.

ZK-BQW PA-18-95 Super Cub 18-5591 13.3.57
Airwork (NZ) Ltd. NZ CoA 7.5.57. Lsd to Rotorua AC. To B.N.McCook 10.6.58. Sold as VQ-FAU, shipped to Fiji 9.5.59 and regn cld 4.7.59. Regd VQ-FAU 17.4.59. Restored as ZK-BWG 15.3.60.

ZK-BQX PA-18-95 Super Cub 18-5764 7.5.57
Airwork (NZ) Ltd. NZ CoA 26.6.57. To Marlborough AC, Blenheim 20.8.57; to Sinclair Flying School, Paraparaumu 26.4.64; to Lease Equipment Ltd, Wellington 17.6.70, ownership transfer to Wellington AC 9.70; to F.W.Prouting, Blenheim 1.5.72; to R.L.Patchett, Blenheim 3.7.81 and later with various partners; to Glenfield Ward Ltd, Ward 4.4.86. Current.

ZK-BQY PA-18-95 Super Cub 18-5769 7.5.57
 Airwork (NZ) Ltd. NZ CoA 28.6.57. To Northlands District AC, Whangarei 21.8.57; to Northern Wairoa AC, Dargaville 5.5.64; to Palmerston North Flying Schl, 8.67; to Taupo Flying School & Air Services Ltd.67; op by Auckland Flying School Ltd .67. Suffered engine failure and cr into hedge in emergency landing near Ardmore and dbr, 22.3.68. Regn cld 20.8.68; rebuilt as ZK-CYU, regd 13.2.69.

ZK-BQZ PA-18-95 Super Cub 18-5978 27.8.57
 Airwork (NZ) Ltd. NZ CoA 15.11.57. Op by Wairarapa & Ruahine AC, Masterton from 22.11.57. To Aircraft Engineering Co of NZ Ltd, Wellington 26.3.58; to Airwork 5.11.59; to Tauranga AC 8.1.60; to Aero Engine Services Ltd, Hamilton 26.11.65; to Piper Syndicate, Gore 13.12.65; to Southern Districts AC, Gore 17.2.67. Stalled & cr near Wanaka 14.5.72. To P.J.Garden & P.N.McHaffe, Waikaia, "as is" 28.8.72. Not rebuilt. Regn cld 6.5.81.

ZK-BRA Auster J/5F Aiglet Trainer 3110 2.10.56
 Ex G-ANAU. Otago AC, Dunedin. NZ CoA 5.10.56. To Southern Districts AC, Gore 15.11.62; to F.H.Chittcock, Gore 4.8.66; damaged in accidents 8.3.66 and 12.5.67 but repaired. Regn cld 11.8.72. Restored to P.R.Jones, Invercargill 19.11.79 with Lycoming engine "Bendon Flyer"; to K.R.O'Brien, Oamaru 18.1.87; to D.K.Edmonds, Dunedin 3.10.89. Current.

ZK-BRB DH.82A Tiger Moth DHNZ.139 21.9.56
 Ex NZ1459, "ZK-BRD". New Plymouth AC, New Plymouth. Single-seater. To I.H.Finlayson, Tuhikaramea 20.12.64; to G.C.Sisterson, Waihi 17.7.68; to A.R.Fletcher, Tauranga 14.8.69; to I.Bennie, Matamata 11.2.71; to K.G.Barlett, Auckland 22.4.71; to K.L.Simich, Auckland 1.6.71; to R.G.Johnson, Auckland 14.3.72; to D.J.McMillan, Mosgiel 6.9.84; to Alpine Helicopters Ltd, Queenstown 28.1.85; to Alpine Deer Group Ltd, Wanaka 16.5.88. Current.

ZK-BRC DH.82A Tiger Moth DHNZ.115 18.9.56
 Ex NZ1435. W.Cunningham & L.Carroll, Gore (soc on 28.6.56). To G.W.Denton 26.12.61; to G.W.Kingan, R. Hazlett & C.W.Hewett, Mossburn 24.10.62; to Ritchie Air Services Ltd, Te Anau 18.4.63; taken over by NZ Tourist Air Travel 11.12.64, then Mt Cook Airlines Social Club, Queenstown 1.1.68; to Mt Cook & Southern Lakes Tourist Co Ltd, Christchurch 15.1.74; Mt Cook Group Ltd, Christchurch 7.2.78. Current.



Above: Viscount 807 ZK-BRF of NZNAC "City of Christchurch" which is still preserved in the city of that name. (Don Noble)

Right: The Marlborough Aero Club Tiger Moth ZK-BRG with an interesting collection of hanger residents including an unidentified Dragon Rapide, a Slingsby T.31B Tandem Tutor with an enclosed cockpit and part of a Kokkaburra glider ZK-GBB. (Wim Zwakhals collection)



Above: Visible means of support - Aiglet Trainer ZK-BRA with standard Gipsy Major in the late sixties. It was to be fitted with a Lycoming engine later. (Janic Geelen)
 Below: Tiger Moth ZK-BRC of Mount Cook Airlines Social Club wearing the airline's famous Mount Cook Lily colour scheme at a meeting at Wanganui. (Janic Geelen)



ZK-BRD DH.82A Tiger Moth DHNZ.139 .56
 (1) Ex NZ1459. New Plymouth AC (soc 28.6.56). Not regd, mis-painted. Correctly regd ZK-BRB 21.9.56 but not immediately re-painted.

ZK-BRD Vickers V.807 Viscount 281 4.9.57
 (2) NZNAC "City of Wellington", f/f on 11.12.57, h/o on 31.12.57, d/d ex LHR 1.1.58, arr NZ 10.1.58. Withdrawn from service 20.12.73. Regn cld 21.12.73 on sale as G-BBVH regd 22.12.73 & d/d ex Christchurch 8.1.74. [G-BBVH damaged 23.11.88 & cancelled as wfu 7.2.89]

ZK-BRE Vickers V.807 Viscount 282 17.9.58
 NZNAC "City of Auckland", f/f 17.1.59, h/o 31.1.59, arr NZ 10.2.59. Wfs 7.74, sold via Shackleton Avn Ltd 28.11.74 to Montgomery Corp, dep NZ 29.11.74, regn cld 17.8.75, regd VP-LKA 6.75, to VP-LAU .76, to G-CSZA 16.2.78, to (N140RA) 5.80. [G-CSZA broken up 7/8.82, cld 4.10.82]

ZK-BRF Vickers V.807 Viscount 283 17.9.58
 NZNAC "City of Christchurch", f/f 24.2.59, h/o on 12.3.59, d/d ex LHR 15.3.59, arr NZ 23.3.59. Wfs on 15.7.74, regn cld 29.1.75, preserved at Ferrymead Historic Park, Christchurch from 19.5.75.

ZK-BRG DH.82A Tiger Moth DHNZ.162 27.9.56
 Ex NZ1482. Marlborough AC, Blenheim (soc 28.6.56). NZ CoA 9.10.56. Stalled and crashed, Omaka, 3.8.68, regn cld 23.8.68.



Left: Super Cub ZK-BRP looking very smart in spite of its lack of a propeller at Nelson on 9.9.72. (R.W.Kerr)
Below: ZK-BRI Cessna 182 resplendent in Bay of Plenty Airways Ltd titles and Royal Air Mail crest at its home airfield Tauranga. (Don Noble)

ZK-BRH DH.82A Tiger Moth DHNZ.120 26.9.56
Ex NZ1440. Aircraft Engineering Co Ltd, Wellington (soc 28.6.56). To Airlift (NZ) Ltd, Wellington; CoA 21.3.57; lsd to Wairarapa & Ruahine AC. Crashed nr Masterton 9.10.57, regn cld 2.12.57.

ZK-BRI Cessna 182 33690 27.9.56
Ex N5690B. Rural Avn Ltd, New Plymouth. NZ CoA 2.11.56. To Tauranga Air Services Ltd, Tauranga 28.3.57; to Bay of Plenty Airways Ltd, Tauranga 10.3.59; to James Avn, Rotorua 26.10.62; to Rotorua AC, 30.8.65; to Tawanui EstateLtd, Cambridge 4.11.65; to B.E.Oliver, Cambridge 10.11.71; to Dennis Thompson International Ltd, Ardmore 22.3.77; to L.W.Sutherland, Pukekohe 7.7.81. Current.

ZK-BRJ Taylorcraft 20 Ranchwagon 20.024 2.10.56
Ex N6681N. Garmac Industrial Investments Ltd, Auckland; to H.Allen Mills Ltd, Rotorua 2.10.56. Cr at Ohura 10.1.57, regn cld 8.3.57.

ZK-BRK DH.82A Tiger Moth DHNZ.104 17.10.56
Ex NZ1424. R.J. & J.K.Harding, Wanganui (Soc 28.6.56). CoA 21.11.56. To I.R.Stewart, Marton 18.12.56; to J.H.Frew, Balclutha 22.5.58; to A.M.Ferguson, Christchurch 25.8.59. Crashed nr Parnassus 7.5.60. Regn cld 16.5.60.

ZK-BRL DH.82A Tiger Moth DHNZ.123 22.5.57
Ex NZ1443. Aircraft Engineering Co Ltd, Wellington (soc 28.6.56). NZ CoA 26.7.57. To Airlift (NZ) Ltd, Wellington 22.5.57, CoA 26.7.57; lsd to Wairarapa & Ruahine AC to W.W.Roud 4.9.61; to H.J.Courtney & D.M.Renner, Petone 27.11.62; to Upper Valley Gliding Club, Upper Hutt 13.3.64; to S.L.Sheldon, Whitianga 9.1.76; to White Island Airways Ltd, Rotorua 13.11.86; to Tiger Moth Avn, Rotorua 10.2.89. Current.

ZK-BRM DH.82A Tiger Moth DHNZ.152 17.10.56
Ex NZ1472. R.J. & J.K.Harding, Wanganui (soc 28.6.56). Wanganui Aero Work Ltd 17.10.56, CoA 15.4.57. To Valet Service Ltd, Nelson 13.4.60; to K.H.Wells, Nelson 29.8.68; to L.Marshall & ptrns, Auckland 24.12.86. Current.

ZK-BRN PA-18A-150 Super Cub 18-5515 18.2.57
Airwork (NZ) Ltd. NZ CoA 27.3.57. To Glen Murray Topdressing Syndicate, Pukekohe 23.4.57; overshoot & dbr landing near Mercer 5.4.66, to L.W.Sutherland, Auckland "as is" 2.11.66, to spares, cld 8.10.68.

ZK-BRO PA-18A-150 Super Cub 18-5530 18.2.57
Airwork (NZ) Ltd. NZ CoA 11.4.57. To Wanganui AC, 17.6.57, op by Wanganui Aero Work Ltd as sprayer & by Wanganui Flying School; to Southern Districts AC, Gore 16.4.71; to G. Morrison, Clinton 18.10.71; to F.R.Wright, Queenstown 18.12.74; to Middlemarch Aero Syndicate, Middlemarch 22.6.76; to M. T. Bamford, Masterton 8.3.79; to Wanganui/Manawatu Gliding Club, Fielding 30.1.86 (to Palmerston North 21.3.86); to Annabell partnership, Wanganui 8.5.89. Current.



ZK-BRP PA-18A-150 Super Cub 18-5539 18.2.57
Airwork (NZ) Ltd. NZ CoA 13.4.57. To Advance Avn Ltd, Kaitaia 3.5.57; to Aerial Farming Holdings Ltd, Palmerston North 23.9.60; to R.D.Holmwood, Masterton 1.8.67; to A.I.Hawker, Haast 30.7.69; to T.J.Finnie, Mosgiel 9.6.70; to J.S.Shewan, Haast 4.1.73; to R.S.Paton, Oamaru 2.7.75; to A.J.O'Reilly, Kimbolton 28.3.79, op by Dillon Flying School, Palmerston North; to Rowley Avn Ltd, Amberley 20.1.85; to N.M.Cameron, Coromandel 12.7.88. Current.

ZK-BRQ PA-18A-150 Super Cub 18-5571 13.3.57
Airwork (NZ) Ltd. NZ CoA 6.5.57. To Aerial Work (Marlborough) Ltd, Blenheim 24.5.57; to L.Gatehouse, Blenheim 21.8.68; to Gatehouse & G.F.Scobie 4.11.68; to C.S.Crook, Greymouth 16.4.71; to T.J., R.T. & K.J.Belcher, Kirwee 21.2.75; to P.R.Andrews & ptrns, Gisborne 18.2.82, op by Gisborne GC. Current.

ZK-BRR Registration not yet allotted.

ZK-BRS PA-18A-150 Super Cub 18-5581. 13.3.57
Airwork (NZ) Ltd. NZ CoA 10.5.57. Sold, via Aerial Farming of NZ Ltd, to Aerodress Ltd, Dannevirke 30.5.57. Crashed into power lines nr Weber 12.7.57, pilot killed. Regn cld 31.10.57.

ZK-BRT PA-18A-150 Super Cub 18-5597 13.5.57
Airwork (NZ) Ltd. NZ CoA 9.5.57. To Aerial Farming of NZ Ltd, 14.5.57 and to subsidiary Aerodress Ltd, Dannevirke 24.6.57. To Hawkes Bay ATD Co Ltd, Hastings 1.9.59; t/over by Aerial Farming (Holdings) Ltd, Palmerston North 18.3.60. Crashed after t/o at Kimbolton 9.2.61, pilot killed. Regn cld 19.6.61.

ZK-BRU PA-18A-150 Super Cub 18-5614 13.3.57
Airwork (NZ) Ltd. NZ CoA 13.5.57. To Aerodress Ltd, Dannevirke 30.5.57; to Aerial Farming (Holdings) Ltd, Palmerston North .62; to R.W.King, Nelson 27.7.66; to Upper Valley Gliding Club, Whiteman's Valley 14.6.67; lsd to Fiordland AC, damaged 9.2.86 at Kaitoke. Current.

ZK-BRV PA-18A-150 Super Cub 18-5615 13.3.57
Airwork (NZ) Ltd. NZ CoA 10.6.57. To Aerial Work (Marlborough) Ltd, Blenheim 1.7.57. Hit h/t wires & crashed, Te Rou 16.2.61. Regn cld 6.4.64.

Aircraft of European Civil Registers : 6

THE BÖLKOW LIGHTPLANES

PART FOUR

Right: The Herning-based OY-DST c/n 537 was a Stauning Rally visitor in the summer of 1978. (Henk Wadman/Airnieuws)



BOLKOW BO 208 (continued)

C/n	Mod	Regn	F/f	Remarks
534	A	D-EGQE /1	6.2.64	to Police HQ, Nicosia, Cyprus 3.5.64, fate unknown.
535	A	D-EGQI	16.4.64	w/o Morlheim 22.6.80.
536	A	D-EGQO	14.6.64	current.
537	A	D-EGQU /1	14.7.64	to UK 3.8.64, cld 8.7.72 to Denmark, regd 1.9.72, w/o 31.7.81 Skive, cld 24.2.88.
	A-2	G-ASUO OY-DST		
538	A	D-EGQY /1	-	shipped to USA 8.10.63 unflown and less engine,
	A-2	N7001V N208MB	4.64	regd 9.6.79, current.
539	A	D-EGRA /1	-	shipped to USA 3.12.63 unflown and less engine,
	A-2	N7002V N1AR	3.64	c.1972, current.
540	A	D-EGRE /1	-	shipped to USA 3.12.63 unflown and less engine,
	A-2	N7003V	3.64	current.
541	A	D-EJGO /1	-	shipped to USA 4.12.63 unflown and less engine,
	A-2	N7004V	3.64	current.
542	A	D-EJGU /1	28.7.64	shipped to NZ 10.8.64, regd 10.64, current.
		ZK-CJA		
543	A	-	-	shipped to NZ 10.8.64, unflown and less engine, regd 11.64. Cld.
		ZK-CJB		
544	A-2	N7005V	3.64	shipped to USA 4.12.63, unflown less engine, current.
545	A-2	N7006V	3.64	shipped to USA 16.12.63, unflown and less engine,
		N111DL N111LL		regd 7.79, current.
546	A-2	N7007V	3.64	shipped to USA 16.12.63, unflown and less engine, regd 3.78, current.
		N208RS		
547	A-2	N7008V	3.64	shipped to USA 19.12.63, unflown less engine, current.
548	A	-	-	destined for USA 2.64 but not exported,
		D-EDNO /1	-	res 12.4.65 but built as BO 208C c/n 591 as of 31.5.65.
549	A	-	-	destined for USA 2.64 but not exported,
		D-EJLO HB-UPL	15.4.66	regd 18.4.66, sold 15.6.72, regd 6.72 as 208C. W/o Monte Rosa, Italy 30.7.84, regn cld 28.8.84.
550	A	-	-	destined for USA 25.2.64 but not exported,
		D-EJLU	13.8.65	regd 12.8.65, current.
551	A	-	-	destined for USA 2.64 but not exported, used to build BO 208C c/n 602 in 2.66.
552	A	-	-	destined for USA 4.3.64 but not exported, to c/n 603.
553	A	-	-	destined for USA 4.3.64 but not exported, to c/n 604.
554	A	-	-	destined for USA 4.3.64 but not exported, to c/n 605.

Right: The blue and yellow HB-UPL c/n 549 at Lugano-Agno on 16.6.78. (Peter Gerhardt)



Above: Red all over with yellow regn, N7002V c/n 539 was photographed at Warwick Airport, NY in June 1971. It was later to appear as N1AR in purple/silver! (Bob Parmarter)
Below: First export to New Zealand was c/n 542 ZK-CJA of Palmerston North Flying School. (W.Zwakhals collection)



555	A	-	-	destined for USA 2.64 but not exported,
			21.5.64	test regn unknown.
		D-EFVO /1		res 13.1.65, shipped to South Africa 26.1.65,
		ZS-DXC		regd 26.2.65, to 208C, regn cld 24.6.81 to Swaziland,
		3D-DXC		regd 6.81, cld 10.82,
		ZS-DXC		regd 6.82, cld 3.2.85 destr.
556	A	-	-	destined for USA 3.64 but not exported, to c/n 606.
557	A	-	-	destined for USA 3.64 but not exported, to c/n 608.
558	A	-	-	destined for USA 3.64 but not exported, to c/n 609.
559	A	-	-	destined for USA 3.64 but not exported, to c/n 610.





Top: Very smart-looking D-EJLU c/n 550 in a non-standard colour scheme at Stauning in 1980. (H.Wadman/Airnieuws)
 Above: Frustrated US export c/n 561 became G-ASWE and was a visitor to Barton on 24.8.80. (Editor)
 Below: The same aircraft in a new guise as G-CLEM with G.Clements at Cranfield PFA Rally in July 1982. (Editor)



Above: Having been based in Naples with its British owner G-ATDO c/n 576 returned to the UK in 1976. (Editor)
 Below: Red and white c/n 578 D-EDNA at the Schaffen-Diest Rally in August 1986. (Luc Wittemans)
 Bottom: D-EJNI c/n 589 complete with tow-hook and rally number 423 at Offenburg 20.6.79. (Peter Gerhardt)



560 A	-	-	destined for USA 5.64 but not exported, regd 8.9.64, w/o 27.8.72 at Mosenberg.
	D-EKMO	/1 7.9.64	
561 A	-	-	destined for USA 5.64 but not exported, to UK 8.9.64, regd 26.8.64, damaged at Netherthorpe 26.5.81, regd 22.9.81, current.
	D-EFHE	/1 14.8.64	
	A-2 G-ASWE		
	G-CLEM		
562 A	-	-	shipped to NZ 30.10.64 un-flown and less engine, regd 2.65, current.
	ZK-CJE		
563 A	D-ENKI	/1 19.11.64	to UK 27.1.65, regd 16.12.64, current.
	A-2 G-ASZD		
564 A	-	-	shipped to NZ 8.2.65 un-flown and less engine, regd 5.65, current.
	ZK-CJF		
565 A	-	-	destined for export, country unspecified. To c/n 607.
566 A	-	-	destined for export, country unspecified. To c/n 601. current.
567 C	D-ENKE	6.11.64	w/o Sobernheim 9.9.72.
568 C	D-EJGY	18.9.64	current.
569 C	D-ECFU	13.1.65	current.
570 C	D-EDMA	/1 5.4.65	to Switzerland 13.4.65, cld 9.12.85, stored at Donaueschingen. permit 6.1.86, regd 23.1.86, current.
	HB-UXT		
	D-EOXT		
571 C	D-EDME	27.1.65	current.
572 C	D-EFWO	/1 12.3.65	w/o 26.9.65 M'gladbach.
573 C	D-EFWU	5.4.65	current.
574 C	D-EMFU	23.4.65	current.
575 C	D-EGZO	7.5.65	current.
576 C	D-EGZU	/1 4.5.65	to UK 11.5.65, regd 10.5.65, current.
	C-1 G-ATDO		
577 C	D-EDMY	/1 16.5.65	w/o 27.7.68 B8sel.
578 C	D-EDNA	1.6.65	current.
579 C	D-EDNE	29.6.65	current.
580 C	D-EDNI	8.7.65	current.
581 C	D-EJLA	21.7.65	current.
582 C	D-EJLE	22.7.65	current.
583 C	D-EJLI	11.8.65	current.
584 C	D-EJMO	/1 7.9.65	regd 18.2.66, cld 15.8.66, current.
	HB-UPD		
585 C	D-EJMU	1.9.65	current.
586 C	D-EJMY	8.9.65	w/o 18.7.75 Eichstätt.
587 C	D-EJNA	17.9.65	current.
588 C	D-EJNE	12.10.65	current.
589 C	D-EJNI	25.10.65	current.
590 C	D-EKDA	/2 3.11.65	current.
591 C	D-EDNO	/2 1.6.65	(ex 548) w/o 31.7.70 Paar.
592 C	D-EKDE	/1 19.11.65	to Switzerland 3.12.65, w/o 4.3.73 Bad Rägaz, regn cld 2.77.
	HB-UXV		
593 C	D-EKDI	30.11.65	current.
594 C	D-EKDO	/1 8.12.65	to Switzerland 20.12.65, current.
	HB-UXW		
595 C	D-EKDU	4.1.66	current.
596 C	D-ECGA	12.1.66	cld 6.90 on sale to UK, regd 25.6.90, based RAF Bruggen, Germany.
	G-BSME		
597 C	D-ECGE	/1 21.1.66	to Austria 1.4.66, regd 6.66, current.
	OE-AMB		
598 C	D-ECGI	1.2.66	current.
599 C	D-ECGO	8.2.66	current.

to be continued



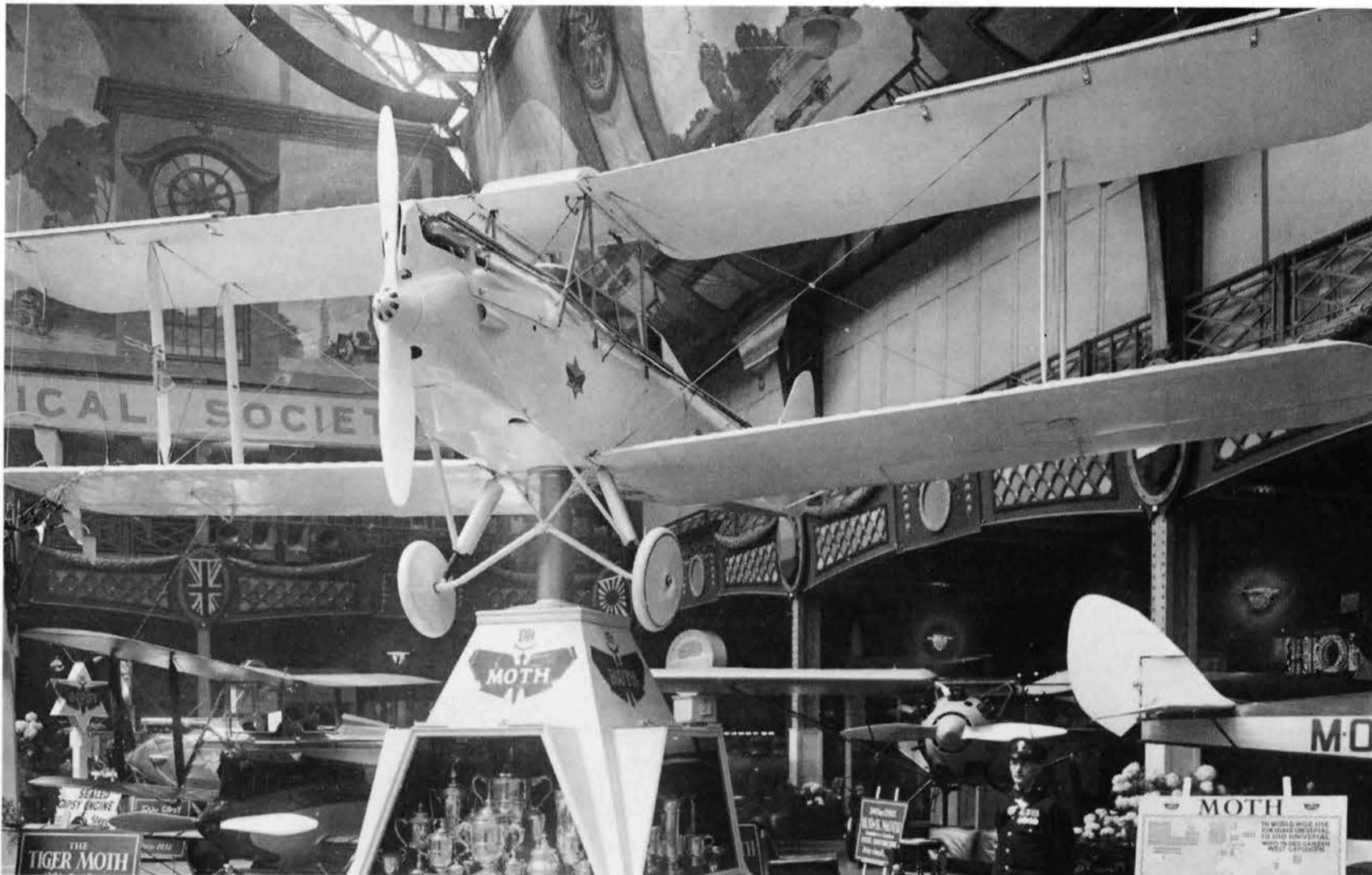
Above: OE-AMB c/n 597 at St.Johann, Austria in the summer of 1977. (Henk Wadman/Airnieuws)

The Whole Truth:



PART FORTY-THREE

DH.60 MOTH



Above: The centrepiece of the DH stand at the Olympia Aero Show, July 16th-20th 1929, a DH.60G Gipsy Moth with coupe hood, Handley Page slots, right side quadrant-type ASI and slim high-performance wheels. It has been painted one colour all over, including propeller and wheels, and the exhaust pipe has been chromium-plated but no registration is carried and its identity is unknown. Also visible at floor level, left to right are DH.60M, Tiger Moth monoplane, Hawk Moth and DH.60M floatplane (said to be N42). (via Jack Meaden)

DH.60 Moth variants - THE GIPSY MOTH, SLOTS AND THE COUPE HOOD

The article on Moth engines which appeared in ARCHIVES 3/88 to 2/89 introduced items which it was thought justified further treatment and this two-part supplement is the result. Photographs shown in earlier editions which illustrate aircraft dealt with here are identified with the page number in parenthesis.

The DH.60 Moth, in the form in which it was first produced in 1925 and became known world-wide, was powered by the ADC Cirrus engine designed by Major Frank B. Halford, FRAeS. Frank Halford set up as a private consultant after leaving ADC and in this capacity he designed a new 4-cylinder engine in 1927 in collaboration with Captain Geoffrey de Havilland, AFC, FRAeS, whose intention was to supply an improved power plant for the Moth.

He achieved this by setting up production of the engine at the DH factory at Stag Lane, Edgware, Middlesex thus making DH the manufacturers of both airframe and engine. After the initial ground test-bed proving trials the prototype engine was named Gipsy. It proved its potential in the DH.71, a small single-seat monoplane designed for the purpose and called Tiger Moth, a name that was to be used again and become famous in WW2 as the biplane trainer successor to the DH.60 Moth.

The DH.60 Moth G-EBTD c/n 430 was from a batch of Cirrus II Moths and obtained its C of A on 1.9.27. It did not retain its Cirrus for long as photographic evidence shows it to be the first Gipsy-powered Moth. Although no public announcement was made, its trials with the Gipsy must have been carried out between the C of A date and 19.3.28 when -EBTD was photographed by the press with Handley Page slots installed on the outer leading edges of the upper mainplanes.

In the initial installation the slats provided a flush surface when closed by fitting into recesses in the wing leading edges and this was the method used on the early applications on the Moth. The disadvantage of this was that it required special mainplanes with the recesses and it was not long before thinner slats were designed to fit over the normal leading edge of the standard wing. The slats each had three underwing attachment brackets and were opened automatically by the change of airflow at the greater angles of attack close to the stall. This channeled the airflow through the resulting slot and directed it closely over the upper surface of the wing, delaying the breakup of the air flow which characterised the stall. The slats could be locked in the closed position for aerobatics by a lever in the cockpit.

In the days when approaches to land were made with the throttle closed in the glide, the stalling speed quoted was that resulting from a slow pull-up under those conditions as it represented the case when an unintentional stall was most likely to occur. From a faster pull-up or in a turn the aircraft would of course stall at a higher speed. The ./



Left: G-EBTD before the slot demonstration accident. The open slats show the cutaway wing leading edge of the initial installations and on the right side a slat-angle quadrant is fitted to this experimental application. The Gipsy left-side carburettor and exhaust manifold can be seen and below them the carburettor intake added to the modified Cirrus-type cowling. (via Jack Meaden)

Below: The first Gipsy Moth G-EBTD after the slot demonstration accident giving a good view of the damage with the "clean" right side cowling of the Gipsy visible and the back of the slat-angle quadrant below the right wing slat. (via Jack Meaden)



stalling speed of the DH.60G without slots was quoted by the maker as 44 mph. The writer made a check on the stall of a DH.60G with slots and recorded it as 39-40 mph, so slots reduced the stalling speed of the Moth by 4 or 5 mph under approach conditions and of course also promoted recovery at a lower speed and so reduced the likelihood of a spin.

Through aviation history the spin has continued to be a cause of major accidents and fatalities. A spin can only occur as a continuation of a stall; so slots, by reducing the risk of stalling and by assisting recovery, were soon accepted as an important advance in safety. It may seem that a 10% reduction in stalling speed is not very much, but when an aircraft is waffling on the edge of a stall 5mph can make the difference between the fatal nose-dive and a survivable pancake.

The latter was what happened to Geoffrey de Havilland when, on 19.3.28, he arranged a demonstration of the slotted Moth G-EBTD to the aviation press. He had already flown it to show the saving behaviour of the slots in high hold-offs and bounced landings when he stalled it fully at a height which allowed the nose to drop just before touchdown. Slotted or not, at the stall the nose will drop before flying speed is regained, and the impact caused the divided undercarriage to collapse in spite of its 9 inch wider track and ability to absorb 30% greater shocks than the earlier straight-axle type. The fuselage broke in half at the front cockpit, the engine sagged downwards from its mountings and the wings broke downwards at the roots, although de H in the pilot's rear cockpit was strapped in tight and was unhurt.

In his determination to demonstrate the slot system to its limits he had gone further than intended and tested it to destruction - and he must have realised immediately that the resulting publicity could not be good. The press photographers had a field day and today this would make front page news but, in spite of the number of photos being taken, the press report was played down and it was many years later before some of the photos began to appear as book illustrations, long after the event had been forgotten. G-EBTD was also forgotten until it was later rebuilt without its slots and with a straight-axle undercarriage to be used for the Gipsy engine endurance tests (89/10).

Right: Captain Geoffrey de Havilland in a heavy-duty flying suit, with his wife seated in the open cockpit Moth G-EBWV, at the time of the lightplane height record (he is seen carrying out the preflight inspection on p.88/25). Performance-improving features visible are the straight-axle undercarriage with small wheels, new fixed upper wing centre section without cutout, main fuel tank now ahead of front cockpit between engine bulkhead and back of instrument panel, and stub exhausts. The new tapered-nose cowl is fitted but not yet the tapered-hub propeller and the small pointed spinner that between them formed the pointed nose of the standard Gipsy Moth. The fuel pipe from the new tank to the small gravity tank in the centre section and the delivery pipe to the engine can be seen and there has not been time to put a finishing coat of paint on the covering over the new front tank and it shows up well in the standard red dope primer. (Flight photograph)



With no press release the fact that G-EBTD had the new Gipsy engine received no publicity and went unnoticed, the pre-crash photos of the aircraft with its modified Cirrus-type cowlings continuing to be used to illustrate and be described as the Cirrus Moth over the following sixty years. The accident was not a good start for the Gipsy Moth but more bad news was to follow.

Immediate action was taken by de H to show off the capabilities of the Gipsy I in G-EBWV which was registered only 9 days after the accident. G-EBWV c/n 566 was also from the Cirrus II range but it was not given a Cirrus II C of A and was probably taken straight off the production line to be fitted with a Gipsy. It was modified for improved performance with a low-drag straight-axle undercarriage and small racing wheels while the large fuel tank which normally formed the top wing centre section was replaced with a fixed (non-folding wing) continuation of the wing section with no cutout containing a small header tank. The new position of the main fuel tank was evident from the direction of the pipe to the header tank and the alteration of the fuselage top ahead of the front windscreen. This showed up prominently due to having no finishing coat and still being in the standard primer paint, or "red dope" as it was commonly known.

The cowling had the new Gipsy tapered nose which was to become the standard but the tapered-hub propeller and light alloy nose cone which would complete the pointed-nose shape on Gipsy Moths were not yet fitted. All this showed the urgency which de H was applying to publicise the Gipsy Moth and, on 25.7.28 with his wife in the front cockpit, he broke the altitude record at 19,980 feet.

This was immediately followed by fitting extra tankage behind the rear cockpit and three weeks later on 16/17.8.28 Hubert Broad flew it for 24 hours to break the endurance record. In the following month it was loaned to Lt.Cdr.H.C. MacDonald for a solo West-East crossing of the Atlantic. Five months earlier MacDonald had crashed and written off a Cirrus Moth G-EBVX in Egypt. This was on the return from a flight to Baghdad which he had made soon after learning to fly, when his solo flying time was said to be only 8 hours. Even for a highly-experienced pilot, two thousand miles of Atlantic weather in mid-October in an open-cockpit light aeroplane was a high-risk undertaking and, after departing Newfoundland on 17.10.28 and being sighted by a ship 600 miles out, MacDonald disappeared without trace.

If he had been successful it would have been a tremendous feather in the cap for de Havilland. As it was the loss of MacDonald was more bad publicity but de H still had a card up his sleeve. In 7.28 he had registered a new Gipsy Moth c/n 805 in his own name obtaining the first of a new series of registrations, G-AAAA. It is possible that he received this unique registration by chance as 16 of the previous 20 and 15 of the following 20 registrations were all Moths but whether obtained by luck or by persuasion it was a master stroke from a publicity point of view as the world soon knew that the Gipsy Moth G-AAAA was Geoffrey de Havilland's personal Moth.

How it came about that G-AAAA came to be known as the aircraft on which he broke the height record is unknown and seems strange since G-AAAA did not receive its C of A until 12.9.28, almost two months later, but the error went unnoticed. This was in spite of the fact that the photographs taken and published at the time of the record survived, one showing de Havilland posed in flying suit with his wife in the front cockpit and "G-E" visible on the fuselage and another showing the final letter "V". One august body (which shall be nameless) referring to G-AAAA as the height record aircraft and unable to match this with the photograph, solved the problem by cutting off the part showing the G-E. One book showed the photo in full but avoided mentioning the registration, but most publications stated G-AAAA without a photograph or with one of G-AAAA. In addition to the photographs and dates it has been recorded that the same aircraft used for the endurance record had also been used for the height record, but it seems that although these points must have been seen by some as a conflict of information, no-one appears to have investigated further.



Above: Upper: G-AAAA seen in new condition as a standard DH.60G open cockpit Gipsy Moth, a configuration to which it returned after trials and demonstrations as the coupe Moth prototype. Lower: G-AAAA with prototype coupe hood fitted. The quadrant ASI can be seen projecting from the front right-hand interplane strut. (via Jack Meaden)



Above: The coupe hood in close-up. The front windscreen is curved, the sides are open and the pilot's right slipstream deflector is seen to the left of the photo. The two small knobs by the roof of each cockpit when pinched together pull out the fixing pins and allow the roof to be opened up to the left. The passenger also has the standard side door flaps which open downwards by the same method. The wing-folding label (right) is here not in the normal position by the wing root leading edge. It reads "When folding wings fit jury struts BEFORE removing locking pins".
 (Aeroplane via Jack Meaden)

Nor was anything said about G-EBTD being the first Gipsy Moth when it suffered the slot demonstration accident and the honour went to G-EBQH without protest (89/12). One could hardly blame de Havilland or the DH company if at the time no attempt was made to correct the errors of record, but it has been unfortunate for historians who have unknowingly passed on wrong information.

G-AAAA in new condition with open cockpits was posed at Stag Lane in a variety of positions for publicity photographs soon after its registration in July 1928, but not long after it appeared with the coupe hood. Believing that G-AAAA was the height record aircraft as historical records proclaimed, the writer suggested that the hood might have been introduced as some protection against the cold at almost 20,000 feet, but when investigations showed that the aircraft used was the open cockpit G-EBWV a more likely explanation was that de H had the idea following his wife's post-flight comments on the experience. This is not unlikely as he must have got the idea from somewhere and he would quickly have realised that Moth owners' wives could find flying more acceptable if cockpits provided greater comfort.

The coupe hood was not totally enclosed, the sides of both cockpits being open, but to give greater protection in the pilot's rear cockpit narrow angled side-strips were fitted to deflect the airflow away at the sides. These gave the pilot some protection from the slipstream when looking forwards out of the open sides, the view directly forward being obstructed by the hood. This was not so different from open cockpits as might be thought, as the forward view was in any case obstructed by the engine and when landing it was necessary to look ahead to one side.

Fitted to the prototype coupe Moth and a number of the production models was the quadrant-type airspeed indicator, an optional feature on Moths. This simple ASI, operated by the pressure of the airflow against a spring plate (89/34), allowed the pilot to read the airspeed while still looking outside which was particularly useful on the approach to land. It was available on Moths supplied from 1927 to 1929 as a right-handed installation mounted on the right front interplane strut.

Geoffrey de Havilland was deeply involved in Moth development and carried out his own test flying, there is no doubt that he tried out and approved the quadrant ASI, so why was it fitted on the right side? Perhaps he may have had a preference for looking ahead over the right side as another right-hand visual reference was the slot position indicator quadrant fitted to G-EBTD during the slot trials. Having the ASI quadrant on the right side meant, however, that in order to glance from ahead to the quadrant and back again it was necessary to view the approach out of the right side. This was unsatisfactory since it was normally the standard practice to fly circuits left hand, to keep aircraft landing ahead in view and land to their right, and to turn left after landing, all these actions requiring a lookout to the left.

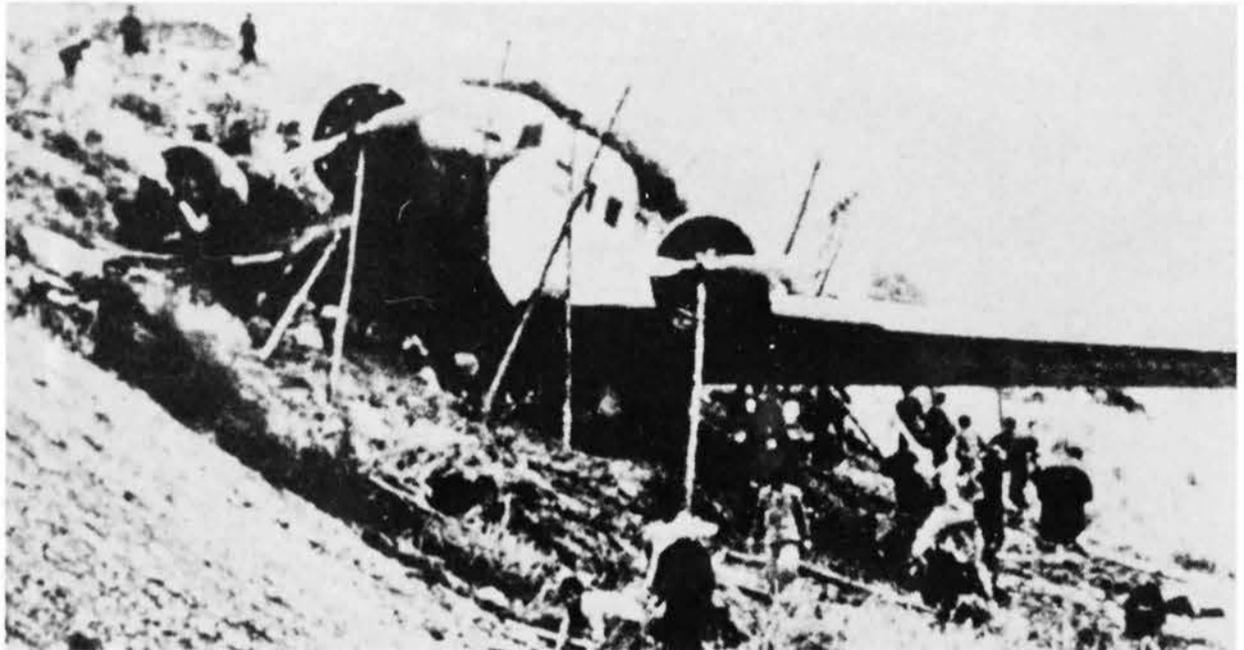
The RAF received eleven DH.60M Moths with Gipsy I engines to Spec.4/29, serials J9922 to J9932, which had the DH right side quadrant ASI (89/33). In RAF service the contradictions of the right side quadrant would have been immediately noticeable and a report made. A further 113 DH.60M Moths with Gipsy II engines to Spec.8/30, serials K1198 to K1227 and K1825 to K1907, had the quadrant ASI on the left side (90/46). It may have been RAF comments which persuaded de H to change the hand of the quadrant ASI for mounting on the left side, but in any case from the end of 1929 every quadrant ASI supplied for civil Moths was the left side type. The short history of the coupe hood meant that no coupe Moths are known to have been supplied with the left side quadrant ASI.

to be concluded . . .

Casualty Compendium

PART THIRTY-NINE

Right: Last time we identified the Eurasia Ju 52/3m forced down on 13.4.39 as No.19 which can be seen on the lower photo written as EURASIA XIX on the fuselage. Here we see the site of the forced landing on the mountain side. The Junkers was badly damaged but was repaired on the spot and a level strip constructed by local labour so that it was able to fly out on 15.10.39 and continue to Kunming. (Lufthansa via Joop Gerritsma)



- Only two additions to earlier answers this time, then straight into the solutions to the last issue's problems.
- 20.8.38 The LOT accident "in Bulgaria", now clearly not a DC-2, may well refer to the Lockheed L-14H SP-BNJ which was written off at Bucharest, Romania on 18.8.38.
- 29.11.40 More on the Panagra DC-2 crash: NC14292 suffered engine failure on take-off due to a cracked cylinder. Pilot attempted to return to Quito airport but hit trees and crashed. Aircraft destroyed, five occupants injured. "KWEILIN" problem - the Air France Wibault on 29.11.36 was F-ANBK, pilot Perichon, attacked by a Spanish Nieuport and receiving five bullet holes in the port wing.
- 3.4.41 Eastern Airlines DC-3 NC21727 c/n 2143, crashed 10 miles west of Vero Beach, Florida, when caught in a severe storm en route Miami - New York and pilot Gerald O'Brien attempted a forced landing in a swamp. No fatalities among the sixteen occupants but aircraft destroyed.
- 4.4.41 TACA Ford on cargo flight missing between Cabezas and Alamicamba, Nicaragua. Wreck found on 20.4.41 in mountains together with bodies of American pilots Usher Rousch and Lynn Berkenkamp. Aircraft not identified.
- 16.4.41 PCA Boeing 247D NC13359 c/n 1741 "Miss Vacationland" lost power in right engine on take-off and stalled by pilot into woodland at Charleston, West Virginia, when unable to climb out of valley on one engine. Two crew and six passengers injured, one crew unhurt.
- 26.6.41 Panagra S-43 NC16928 c/n 4317 on training flight nosed over on landing. Hull broke in two and sank in harbour at Rio de Janeiro, Brazil. Four crew rescued.
- 2.8.41 Unidentified crash at Bathurst, Gambia was actually DC-2-120 NC14279 c/n 1312, ex American Airlines bought by British Purchasing Commission 10.5.41 and on delivery to RAF in Middle East. Was posthumously allocated C-32A serial 42-53531 on 28.5.42.
- 18.8.41 Panair accident near Sao Paulo, Brazil, was not a Sikorsky but L.18 Lodestar PP-PBD c/n 2083, ex NC33668. The toll was at least 8 fatalities and 5 injured. Pilot was Clovis Roldao de Oliveira Barros.
- 26.9.41 Ford 5-AT-C of the Aramayo Mining Company was c/n 5-AT-80, formerly NC420H and Colombian C-208, Bolivian registration unknown. Reportedly suffered engine failure and crashed in the Challhuani Range of the Bolivian Andes. The pilot was William "Major Bill" Brooks, veteran barnstormer and former head of Honduran Air Force. Brooks, Frank Burgess a geologist and three Bolivian passengers were killed.
- 3.10.41 PanAm flying boat was Sikorsky S-42A NC15376 c/n 4206 "Dominican Clipper" landing in semi-darkness in nose-down attitude and partly downwind which caused a "water loop" on touch down at San Juan. Was operating Trip 203 from Miami to Rio de Janeiro, pilot Capt Charles A. Lorber. Two infant passengers were killed, six crew and nineteen passengers survived. One source quotes date as 10.3.41 which is presumably a US-style date as a NY Times report of 4th October confirms our date.
- 23.10.41 VH-UTB was Guinea Airways Ford 5-AT-C c/n 5-AT-68 (ex NC409H, G-ABFF, G-ABHF) leaving Wau for Lae with a load of timber. During take-off run the starboard engine failed to develop power, the Ford swung right and fell into Little Wau Creek. Total wreck but pilot I.J.Hosie had only minor injuries.
- 30.10.41 American Airlines aircraft was Douglas DC-3 NC25663 c/n 2207 "Erie". En route New York - Buffalo - Detroit - Chicago crashed at 2210 local time at Sheddon, Ontario, in poor visibility and rain. One report says that the DC-3 caught fire, but an eye-witness report speaks of a steep low-level climb followed by a sideslip into the ground. 20 killed.
- 30.10.41 Northwest Airlines aircraft crashed at Moorhead, Minnesota was DC-3A NC21712, c/n 2124 which had encountered serious icing on let-down into Fargo, North Dakota. It failed to respond to application of power and crashed with Capt Bates the sole survivor of fifteen on board. These two locations are on opposite sides of the Red River which is the inter-state boundary.



Right: Another view of Eurasia XIX showing the camouflage applied to the tail unit during the local repairs. (Lufthansa via Joop Gerritsma)



Left: One pictorial problem to solve this time showing Caproni Ca 133 I-DIRE of Ala Littoria after a rather heavy landing. Was the accident terminal? Where and when did it take place? (via Robert Esperou)

Credits for information and solutions this time are due to: Rick Allen, Peter Davis, Oleg Drobycheff, Joop Gerritsma, Peter J Marson, Jack Meaden, Tony Morris, Vic Smith, John Wegg and Maurice Wickstead.

- 11.12.41 PanAm Sikorsky S-38B NC21V c/n 414-12 was attempting a water take-off at Dinner Key, Biscane Bay, with props at high pitch but nosed over and caught fire killing the crew of three.
- 16.1.42 TWA DC-3 NC1946 c/n 3295 hit Potosi Mountain near California/Nevada border at night. Pilot Wayne C. Williams failed to make correct use of navigational beacon. The crew of two and eighteen passengers, including actress Carole Lombard, were killed. Location variously reported as Table Rock Mountain or Spring Mountain.
- 1.5.42 United DC-3 crashed near Salt Lake City was NC18146 c/n 1978, actually a DST-A-207A. Was flown off course and crashed into Wasatch Mountain (Ensign Peak) at 2330 local time en route New York - San Francisco. Pilot Don Brown killed with two other crew and fourteen passengers.
- 12.5.42 Northwest Airlines DC-3A NC21714 c/n 2129 landing at Miles City, Montana, in 18 mph crosswind in rain on wet runway, overshot, crashed into ravine and destroyed by fire. 3 crew killed, 1 crew & 10 passengers survived.
- 23.10.42 Mid-air collision over Mt Jacinyo near Palm Springs was between USAF B-34 Ventura and American Airlines DC-3 NC16017 c/n 1555 "Flagship Connecticut" en route Los Angeles - New York. The rendezvous was pre-arranged between the B-34 pilot and DC-3 co-pilot, but as the bomber pulled away from a close manoeuvre a propeller destroyed the tailplane of the DC-3 which fell out of control killing all twelve on board.
- 4.11.42 Second mid-air collision involved TWA DC-3 NC18951 c/n 2015 and USAF C-53 41-20116 near Kansas City. The DC-3 was cleared for take-off and climb on a training flight while the C-53 was expected overhead on a cross country instrument flight and they collided at 4000 feet. The damaged C-53 landed safely but the DC-3 crash-landed in a field and was destroyed although the crew of three survived.
- 21.11.42 Atlantic Airmotive Ford 4-AT-B NC6892 c/n 4-AT-28 crashed during ferry flight from Roosevelt Field, NY, to Edmonton, Alberta for transfer to US Army Engineering Corps. Having spent the cold night in the open at Billings, Montana, it crashed on take-off due to frost on the wings and cold engines. The Ford rose only about 20 feet but fell on the airport boundary, crossed a road and fell down a 100 ft slope. The two crew were killed.
- 15.12.42 Western Air Express DC-3A NC16060 c/n 1900 suffered structural failure in an unexplained stall and hit the ground in a flat spin near Fairfield, Utah. Two passengers survived with serious injuries, thirteen others and four crew were killed.

Having begun the wartime casualties last time, we were pleased to receive details of largely non-US accidents covering the same period from John Wegg and Vic Smith. We are therefore returning briefly to 1940-42 before merging all the sources from 1943 onwards. Solutions please for the following:

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| 22.1.40 KNILM aircraft crashed in sea off Bali. | 4.8.41 Air France Goeland cr at Salvezines, Aude. |
| 20.2.40 Air Club of Guinea mailplane damaged at Kankan. | 1.9.41 Bloch of Air France cr in lake near Marignane. |
| 3.3.40 Air France Bloch crashed on Mt Ventoux, Vaucluse. | 3.9.41 F-BAAE destroyed at Panosas, Isere, no details. |
| 5.5.40 Air France seaplane burnt out landing Marseille. | 9.10.41 Misr Airwork DH.84 cr 18 mls from Port Sudan. |
| 20.6.40 Trimotor of Air France shot down at Ouistreham. | 7.11.41 Aero OY Junkers cr in sea off Abo, Finland. |
| 11.10.40 Dewoitine en route Niamey - Cotonou crashed and burnt out at Carnotville, Equatorial Africa. | 2.7.42 France - Senegal aircraft destroyed near Port Etienne, Mauritania. |
| 27.11.40 Farman flown by Henri Guillaumet forced down in Mediterranean during hostile action. | 13.8.42 Air France LeO shot down and sank at Algiers. |
| 24.12.40 Ju 52 seaplane of CAUSA wrecked at Buenos Aires. | 27.9.42 Algiers - Dakar service cr at Ameer El Ain. |
| 15.1.41 Savoia of LATI cr between Natal & Cape Verde Is. | 21.1.43 PanAm "Philippine Clipper" cr near Ukiah, CA. |
| 18.1.41 Ju 52 of Malert cr between Budapest and Cluj. | 22.1.43 Panagra DC-3 hit mountain in Arequipa, Peru. |
| 6.2.41 Trans Canada Lockheed cr nr Armstrong, Manitoba. | 22.2.43 PanAm "Yankee Clipper" cr in Tagus River, Lisbon. |
| 28.3.41 SAA aircraft cr at Elands Bay, Cape Colony. | 3.5.43 Air France aircraft lost and burnt near Lyon. |
| 19.4.41 Aer Lingus DC-3 overran landing at Barton. | 28.7.43 BOAC flying boat cr in fog in County Derry. |
| 25.4.41 Aeroflot DC-3 crashed on take-off at Moscow. | 28.7.43 American A/L Douglas cr in storm, Bowling, KY. |
| | 26.8.43 BWIA Lockheed burned at Pairco. |

BOOK REVIEWS

A new Putnam title that certainly fills a large gap in the history of aviation is Japanese Aircraft 1910-1941 by Robert Mikesh & Shorzoe Abe. Archive readers will find plenty to interest them for among all the big names such as Aichi, Mitsubishi and Nakajima there is a host of privately-built types and small companies, many described for the first time. Among the surprises are 1940-vintage motor gliders such as the Fukuda Hikari and Nippon Hachi, the unsuccessful Maruoka man-powered helicopter and locally-built Nippi NH-1 Pou du Ciel. There are numerous licence-built types or modified imports such as the Kaishiki Farmans, the Navy seaplanes based on Heinkel designs, Kawasaki-Dornier Komets and Nakajima DC-2s. Also of great interest are the carbon-copy designs like the Gasuden KR-1 (a radial engined Fox Moth), Manko MT-1 and MT-2 (Lockheed Orion and Caudron Simoun look-alikes) and the Nozawa Z-1 based on the Taylor J-2 Cub.

Virtually every type is illustrated, no mean feat, and

given a short history and technical description. The civil registrations of many are quoted so that the astute reader could build up a reasonable pre-war register with a little effort, an opportunity missed by the authors. In Putnam's new large format style this 300-page work is certain to become the standard reference on the subject so the £30 price tag may be considered as an investment.

A new title in the TAB Books "Flying Classics" series is the Beechcraft Staggerwing by Peter Berry, Air-Britain's specialist on the type. This US-produced 9"x7½" softback (available from MCP at £13.95) is a 150-page celebration of the famous biplane. It follows the development of the type in civil and military service, from air racing to Antarctic expeditions and many famous pilots and their machines are featured. The story is partly told in well-captioned illustrations including eight pages in colour with some useful appendices such as a list of surviving Staggerwings and museum exhibits. One for the enthusiast, historian or modelmaker alike.