

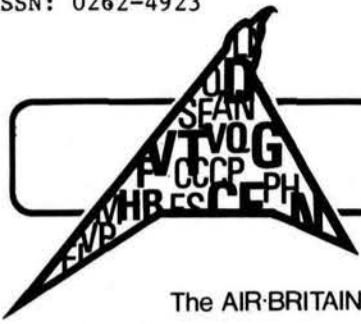


ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly



H-NACC, the prototype Fokker F.VII in KLM livery showing the complicated wide-track undercarriage and a four-blade propeller formed by bolting two two-blade airscrews together. A production list of all the F.VII variants begins in this issue. (Photo via H.J.Hazewinkel)



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The AIR-BRITAIN Civil Aviation Historical Quarterly

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We start the twelfth year of ARCHIVE with yet another two new series, both of which have been some time in preparation. The FOKKER F.VII production listing is aimed at complementing the historical articles on the series commencing in Air-Britain DIGEST this month and is compiled by the same author, Harm Hazewinkel, to whom we are most grateful. Other credits may be found in the introductory paragraphs on page 3.

Also commencing in this issue is the Whole Truth series on the PERCIVAL GULL (remember that the Mew Gull appeared in the last issue), which will look at the Gull Four, Gull Six and Vega Gull. Though ultimate responsibility for this rests with the Editor, he would like to acknowledge the contributions made by Gordon Riley, Cliff Minney, Jacques Chillon, Fred Kirby, Vic Smith, Ken Smy & Vincent Jacobs. Thanks too to suppliers of photos, although more would be welcome, as would further details of Australian histories of the type.

Other articles this time include the continuing GREEK and NEW ZEALAND registers and the BOLKOW lightplane production list. The BRANTLY B-2 list comes to an end but we will be covering the model 305 next time to complete the set. Also finishing is the AMERICANS OVERSEAS register which has now generated a great deal of Feedback for use in the next issue - and that of course is one of the purposes of any feature in ARCHIVE. Jack Meaden's two-part COUPE MOTH article comes to an end too, but there is still a little Moth Feedback to come. As usual your contributions to CASUALTY COMPENDIUM are most welcome - we note a refreshingly long list of correspondents in this edition.

This also seems to be a good time at which to take up the points raised in the Chairman's ABMS90 Questionnaire and published in the Winter 1990 Digest supplement. The print quality critics would do well to consider that some of the originals we are using are over 60 years old, some of them are already "screened" which tends to accentuate the dot patterns, while others are photocopies of lost or damaged originals. We try to select the best, but an historically-interesting shot will always be used if possible! On some pages photos from several different sources may be used, variations in contrast will then make it more difficult to obtain an even result. As we have been averaging over 70 photos in each issue we feel that any greater consistency would be difficult to achieve economically, if at all.

Content seems to be well-received on the whole and our own postbag confirms this. Please remember that ARCHIVE was conceived specifically for tabular material and that narrative articles belong in DIGEST, the few exceptions relating directly to items already raised in this magazine. In this issue the Fokker article tie-up with DIGEST represents the balance that we are always hoping to achieve. We do get some frequent requests for East European registers, pre-war registers /production and airliners; we continue to seek contributions in all these areas but inevitably if no-one can be found with the expertise to offer or the desire to publish it there is not much more that we can do!

* DEADLINE FOR NEXT ARCHIVE : APRIL 13th



HOW ? WHAT ? WHERE ?

Flt Lt Sunderland's request for details of Cofton Hackett airfield last time brought several responses, including the Luftwaffe vertical photo of 5.9.40 (above) from Peter Green's collection. Here the airfield is in the circle "B" with the Austin car factory to the north and aero works to the south-south-east. The field was built by the Austin company in World War I for test flying the RE.7, RE.8 and SE.5A production and was also known as Birmingham (Northfield) and Longbridge. From 1936 Fairey Battles were built there and flown out for testing - the maximum run in any direction being 1200ft. Later Hurricanes were built there, followed by Stirlings and Lancasters which went to Elmdon for final assembly. This all explains the Luftwaffe interest and the Geoffrey Alington photo below (also via Peter Green) shows the factory and the lift on which the aircraft were raised to the higher level of the airfield. We should also add that Neville Stack crashed a Battle into the railway cutting there in 1939 (was this L5254 ?). Our thanks to Peter, to John Withers and Barry Abraham for all this information - and more!

The Consul which crashed in Spain on 15.7.47 is identified as G-AIIO of Extractors (Hull) Ltd (see p.85/82). Does anyone know anything about the company or have a photo of IIO ? Thanks to Messrs Collier, Kimber and Vic Smith.



The FOKKER F.VII series

PART ONE

To coincide with the detailed historical article beginning in the current edition of DIGEST we are pleased to offer the first part of a production list of the Fokker F-VII in all its versions - the single-engined F-VII and F-VIIa, the three-engined F-VIIa/3m and F-VIIb. The listing is in c/n order with a series of appendices featuring licence production in other countries. Although the F-VII was one of the best-known and most numerous aircraft of its time a lot of details remain unknown and it is hoped that readers of ARCHIVE will together be able to fill at least some of the gaps.

As the F-VII was built with a variety of different power plants mention is made of the engine(s) fitted where this is known. Some F-VIIs received a new c/n in the United States, mostly in the 600 series, and this is mentioned in parentheses below the Dutch c/n. The thanks of the compilers of this study go to all those who have in any way contributed to our files on the F-VII. Special mention should be made of Richard S. Allen, Peter Alting, John C. Barbery (for original US records), Gerard Casius, Herman Dekker, Robert Esperou, Nico Geldhof, Roberto Gentilli, Frits Gerdessen, Tony Morris and Fred Zandvliet. Above all our thanks are due to Harm Hazewinkel for producing the final draft of what we trust will be the definitive F-VII list.

C/n	Model	and engine	details
Regn	Date	Remarks	
4759	F-VII	R-R Eagle IX	(1925 Gnome-Rhone Jupiter)
		11.04.24	First flown
	H-NACC	17.06.24	KLM
		08.09.24	Comité Vliegtocht Nederland-Indie
			First flight Amsterdam-Batavia,
			01.10.24 to 24.11.24.
		06.25	KLM
		09.07.26	written off, Wolverthem, Belgium
4839	F-VII	Jupiter	
	H-NACJ	12.01.25	KLM
	PH-ACJ	28.02.29	KLM
		16.04.36	KNVvL for future aviation museum
		15.10.36	regn cld
		10.05.40	destroyed by enemy action, Schiphol
4840	F-VII	Eagle IX	(Jupiter)
	H-NACK	09.02.25	KLM
		01.07.27	Fokker
	C776	26.07.27	Reynolds Airways Inc
		17.09.27	cr at Hadley Field, New Brunswick
			result of engine failure, stall and
			spin at low altitude
4841	F-VII	Eagle IX	
	H-NACL	07.03.25	KLM
		21.06.26	written off at Hythe, UK
		.32	wing donated to Amsterdamsche
			Zweefvliegclub
4845	F-VII	Napier Lion	(Lorraine Dietrich, Jupiter)
	"H-NFOKKER"	.25	Fokker demonstrator
	RR21	05.25	Dereluft
	H-NACR	28.07.25	KLM
	PH-ACR	28.02.29	KLM
		12.05.31	regn cld
	VH-UQF	21.08.31	Pacific Aerial Transport, Wau, NG
		06.10.36	Mandated Airlines, Wau, NG
		20.09.37	regn cld
4899	F-VIIa	Liberty	
	H-NACZ	21.08.25	Fokker, prototype F-VIIa
		09.25	to USA. Damaged in forced landing
		19.10.25	Thompson, Pa. Rebt with Jupiter
			regn cld
(501)	703	27.07.27	W.R.Hearst, New York "Old Glory"
	NX703	16.08.27	
		06.09.27	disappeared over Atlantic 600 mls
			E of Cape Race, Newfoundland, in
			attempt to fly Old Orchard, Maine
			to Rome. Pilot Lloyd Bertaud.



Above: The prototype F-VII c/n 4759 H-NACC with 360 hp 12 cylinder vee water-cooled Rolls Royce Eagle IX. Notable are the balanced "elephant ear" ailerons and the oval rudder, larger than the rudder fitted on early flights. Only five F-VII aircraft were built. (via Jack Meaden)
Below: A view of the third F.VII c/n 4840 H-NACK in flight with the distinctive shape of the ailerons again clearly visible. (via Harm Hazewinkel)



Above: The first aircraft to fly over the North Pole was the first F.VIIa/3m trimotor "Josephine Ford" flown by Cdr Richard Byrd. Originally designed for the 1925 Ford Reliability Tour which it won, c/n 4900 was an F.VIIa conversion fitted with three 200 hp 9 cylinder Wright J4B radial engines. (via Jack Meaden)

4900	F-VIIa/3m	Whirlwind J4B	
		04.09.25	first flown, Schiphol. First /3m.
			Took 1st place in Ford Reliability
			Tour 28.09 to 03.10.25 as "FOKKER".
			Tested by Army Air Corps, Wright
			Field.
(600)		.25	Purchased by Edsel Ford for Cdr.
			R.E.Byrd "Josephine Ford"
	BA-1	09.05.26	N Polar flight by Byrd and Floyd
			Bennett. Sold prior to 18.06.27 to:
	267	29.06.27	Ford Motor Company
		02.30	to Henry Ford Museum, Dearborn.
4901	F-VIIa	Jupiter	
	H-NACT	02.10.25	KLM
	PH-ACT	28.02.29	KLM
		10.05.40	destroyed by enemy action, Schiphol



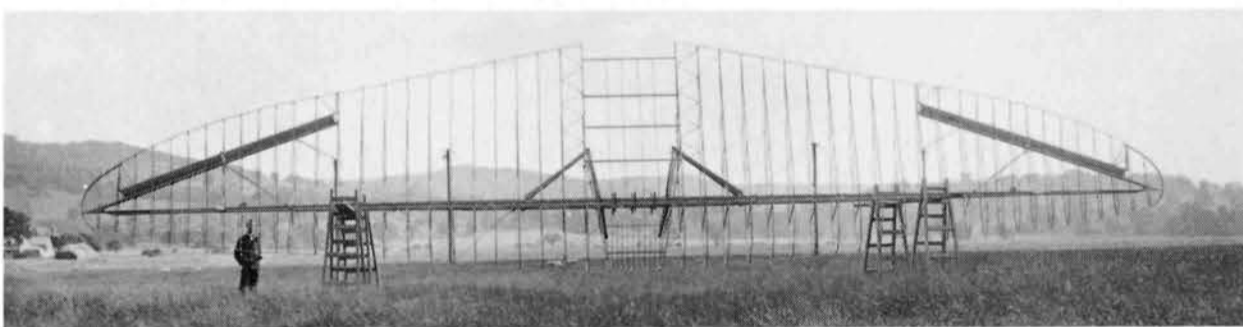
Above: A further view of the prototype F-VIIa/3m c/n 4900, marked only as "FOKKER" and with the Ford Reliability Tour identity number "20" on the fin. (via Harm Hazewinkel)



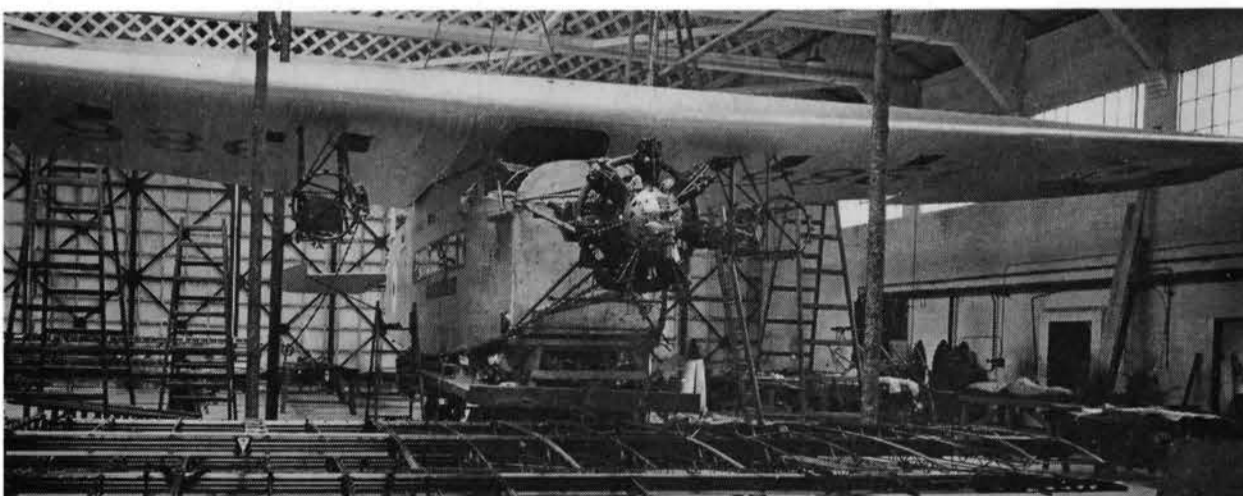
Left: The second production F-VIIa, and the first for KLM, was c/n 4901 H-NACT with 480 hp 9 cyl Gnome Rhone built Bristol Jupiter VI.FM air-cooled radial engine. The fabric covered steel tube fuselage was lengthened from 44ft 3in in the F-VII to 47ft 6in in the F-VIIa and it carried two pilots and eight passengers. The all-wood cantilever wing was reduced in size from the 772.5 sq.ft of the F-VII to 629.7 sq.ft and it tapered to rounded tips with inset ailerons. (via Jack Meaden)



Left: Clearly arousing a lot of interest among the service personnel F-VIIa/3m c/n 4917 J7986 was a visitor to Digby on an unknown date c.1930. It was initially known as the F-VII/3m and was used for a variety of structural and performance tests by the A&AEE at Martlesham Heath and for radio trials by the RAE. (M.Hodgson via P.H.T.Green)



Left: The Fokker wing was removed from J7986 in 1931 and it was fitted with a 63ft span Gloster-built Stieger Monospar wing, seen here before fitting and covering with the single spar evident but without the stress-bearing leading edge which formed the drag member. A man makes a useful scale. (via Jack Meaden)



Left: The fuselage of c/n 4917 with the Lynx nose engine installed and with the Stieger Monospar wing assembled and covered. The wing engine mountings have been fitted and await the power units. (via Jack Meaden)



Left: Originally F-VIIa/3m "Detroit" with 200 hp Wright J4B engines, c/n 4954 was fitted with the long span wing and 220 hp Wright J5C engines to become 1985 "Southern Cross" in which Charles Kingsford Smith was the first to fly the Pacific Ocean, from Oakland to Brisbane between 31.5.28 and 9.6.28. Showing the larger squared-off rudder fitted earlier, 1985 is seen here taking off from Brisbane for Sydney after completing the Trans-Pacific flight. (Aeroplane via Jack Meaden)



Left: "Southern Cross" shown taxiing out at Croydon on 10.7.29 as VH-USU, although we believed that the marks were not changed from G-AUSU officially until 9.29. With the propeller slipstream blowing up dust, the pilot is applying right rudder to turn right aided by three helpers pushing the tail across. (Aeroplane via J.M.)



4980 F.VIIa/3m ?

Philadelphia Rapid Transport Coy
Reynolds Airways

4981 ?

Philadelphia Rapid Transport Coy?

Note: P.R.T. are believed to have had only three F.VII/3ms c/ns 4956, 5007 and 5094. These two aircraft, c/ns 4980/1, "sent to USA" may have become US Army or Navy machines, US c/ns 604-8, 611, 613, 615-6 have no known Dutch c/ns.



4982 F.VIIA/3m Lynx

H-NADS	26.11.26	Fokker
G-EBPV	17.01.27	Rt Hon F.E.Guest (A.Loewenstein)
	18.03.27	cid, sold to Fokker
I-BBEC	05.28	Avio Linee Italiane
	12.09.33	Societa Aerea Mediterranea
	29.01.34	Avio Linee Italiane
	26.04.35	Ala Littoria
		sometime re-engined with 3x Alfa Romeo D.2
	23.07.36	CoA suspended
	03/04.37	broken up.

4983 F.VIIa Jupiter

H-NADO	16.12.26	KLM
PH-ADO	28.09.29	KLM
OO-ADO	25.04.36	AERA, Antwerp
	28.04.36	destroyed.

4984 F.VIIa Jupiter

H-NADN	21.12.26	KLM
PH-ADN	28.02.29	KLM
G-AEHE	05.36	League of Nations Union, (Prof. G.Murray)
PH-EHE	10.06.36	H.J.Warninkhof, to C.E.Jacobs used in Ethiopia in Red Cross marks 6.36 to 8.36
	27.07.37	written off, Toulon.

Above, upper: C/n 4955 as C3908 of Western Air Express. The large landing light is clearly visible under the port wing. (via Harm Hazewinkel)

Above: C/n 4982 I-BBEC, with a group of airline employees in this undated print, appears to have the original 7 cyl Lynx engines fitted. (via Roberto Gentilli)

4956 F.VIIa/3m Whirlwind J4B (603)	.26	Philadelphia Rapid Transport Coy, Philadelphia "Kendrick"
	.26	Wright Aeronautical Corp
	.26	Reynolds Airways Inc, NY
C3080	06.08.27	Reynolds Airways Inc, NY
	18.02.29	accident Cincinnati, Ohio, damaged taxiing on rough ground
	13.06.29	licence cancelled.

To be continued . . .

Complete Civil Registers : 8

GREECE

SX-



PART SEVEN



Right: Piper Warrior SX-AKJ (268) of the Piraeus Aero Club tied down on the apron at Marathon on 23.10.83. (Robert Swan)

SX-HBC Bell 47G-5A 25114 6.9.79
(267) Ex N18091, G-BBIK, 5B-CCT, G-BBIK. Rotor Hellas AEE
Crashed on Poros 3.7.80, regn cld 3.7.80. Rebuilt
as SX-HBN (CoR No.325) 9.81, later 5B-CEU.

SX-AKJ Piper PA-28-161 Warrior II 28-7916367 12.9.79
(268) Ex N2228Y, 5B-CEF. Aeroleschi Peiraios. To G.Leg-
akis, K.Mantanikas & A.Mandis 23.10.87. Current.

SX-AKO Reims/Cessna A.188B Agtruck 03070T/0003 9.10.79
(269) Ex N731QK, SX-AHN rebuilt (see CoR No.220). Rotor
Hellas AE, supplied by Airclaims Ltd, London. To
Concord EPE 18.8.83. Regn cld 11.3.85 on sale as
SU-BHI.

SX-AKH Reims/Cessna F.150L 0749 27.10.79
(270) Ex PH-LUO, D-EKOD. Aeroleschi Kastorias. Current.

SX-CBE Boeing 727-284 20201 31.10.79
(271) Olympic Airways SA "Mount Athos". (Purchased from
Aircraft Leasing Co, originally No.145 in Foreign
Register, dated 24.10.69) Current.

SX-AKR Reims/Cessna F.172N 1876 29.2.80
(272) Ex F-WZIB. Georgios & Evangelos Papazafiriou.
Current.

SX-AKN Reims/Cessna A.188B Agtruck 03316T/0018 4.3.80
(273) Ex N1981J. Avionic Aeroporkai Epharmogai. Regn cld
27.10.86 on sale to CAE Avn Sarl as LX-AKN.

SX-AKQ Reims/Cessna F.152 1635 26.3.80
(274) Ex F-WZIC, N1647Q. Aeroleschi tis Ellados. To Aero-
leschi Lakonias 18.5.81. Current.

SX-BDP Reims/Cessna F.152 1634 14.5.80
(275) Ex F-WZID, N1646Q. Olympic Aviation. Current.

SX-BDQ Reims/Cessna FA.152 Aerobat 0360 14.5.80
(276) Olympic Aviation. Current.

SX-125 Glaser-Dirks DG-100 100 30.5.80
(277) Konstantinos Avgerinos. Current.

SX-124 SZD-50-3 Puchacz B-954 30.5.80
(278) Aeroleschi Athinon. To Anemoleschi Athinon 18.5.81.
Current.

SX-AKD Piper PA-36-300 Pawnee Brave 36-7660082 12.6.80
(279) Ex N57787, 4X-AQB. Toxotis EPE. Regn cld 10.6.85 on
sale as SU-BIC.

Below: Olympic Boeing 727 SX-CBE "Mount Athos" taxis past at Amsterdam in March 1972. (John Wegg)





Left: Agtruck SX-AKN (273) was one of several parked at Marathon on 20.10.85. (Robert Swan)

Far left, top: Airbus SX-BED (283) "Telemachus" landing at Heathrow on 6.6.82. (Peter Keating)

Far left, centre: Another addition to the Olympic fleet in 1980, Boeing 737 SX-BCE (284) is shown here at Munich airport. (Peter Mische via John Wegg)



SX-AKE Piper PA-36-300 Pawnee Brave 36-7460016 12.6.80 (280) Ex N43401, 4X-APY. Toxotis EPE. Crashed nr Irakleio (Heraklion, Crete) 17.7.80, regn cld 21.7.80.

SX-AKF Piper PA-36-300 Pawnee Brave 36-7660080 12.6.80 (281) Ex N57777, 4X-APZ. Toxotis EPE. Regn cld 10.6.85 on sale as SU-BID.

SX-BGA Short SD.3-30 SH.3043 20.6.80 (282) Ex G-BHJM. Olympic Aviation "Isle of Patmos". Regd in London 16.5.80, in Athens 20.6.80. Current.

SX-BED Airbus A.300B4-102 058 23.6.80 (283) Ex F-WZEH. Olympic Airways SA "Telemachus". Regd in Toulouse 28.3.80, in Athens 23.6.80. Current.

SX-BCE Boeing 737-284 22300 21.7.80 (284) Olympic Airways SA "Dionysus". Regd in Seattle on 25.6.80, in Athens 21.7.80. Current.

SX-BGB Short SD.3-30 SH.3048 21.7.80 (285) Ex G-BHVL. Olympic Aviation "Isle of Kastellorizon". Regd in London 27.6.80, in Athens 21.7.80. Current.

SX-HBM Bell 47G-5 25045 21.8.80 (286) Ex G-AZBS. Rotor Hellas AE. Regn cld 11.9.85, sold abroad as 5B-CFG. Restored as SX-HBY 4.86.

SX-BCF Boeing 737-284 22301 21.8.80 (287) Olympic Airways "Poseidon". Regd in Seattle 24.7.80 and in Athens 21.8.80. Current.

SX-BCG Boeing 737-284 22338 28.8.80 (288) Ex N8292V. Olympic Airways "Phoebus". Regd 21.8.80 in Seattle, in Athens 28.8.80. Current.

SX-HBF Bell 206B Jet Ranger 3003 29.8.80 (289) Ekdotiki Etaireia Botsis-Apoyevmatini (newspaper publishing company "Apoyevmatini"). To Olympic Avn 6.10.81. To Express Service AE 5.4.85. Current.

SX-AJO Rockwell Commander 114B 14295 8.9.80 (290) Ex N4957W. Apostolos Pendefondas. Regn cld 19.2.85 on sale as G-BLVZ.

To be continued . . .



Far left, lower: We now know the fate of the Cherokee 140 SX-AFA (99) which crashed on a rock-strewn beach in Southern Euboea on 24.3.69 with extensive damage. The aircraft was not found for 4 days. (via A.Stamatopoulos)

Left: Olympic had already used Short Skyvans and followed them with the Short SD.3-30. SX-BGB (285) is shown on turn-round at Athens on 28.10.84. (Robert Swan)

Aircraft Production List : 5

The BRANTLY B.2

PART TWO

From the point reached at the end of Part One, c/n 197, there is a gap in the sequence, production continued in two further batches c/ns 301 to 350 and 400 to 483.

C/n	Model	Regn & remarks	Yr	bt
301	2A	N2147U		.63
302	2A	N2148U		.63
303	2A	G-ASEH 1.63 XS682 21.6.63 ntu G-ASEH wfu 15.12.70		.63
304	2A	G-ASEI 1.63 w/o 19.10.65		.63
305	2A	N2149U		.63
306	2A	N2150U		.63
307	2A	N2151U		.63
308	2A	G-ASEW 2.63		.63
309	2A	CF-PDE 3.63		.63
310	2A	N2152U		.63
311	(2A)	N2153U w/o 8.3.65		.63
312	2A	N2154U		.63
313	(2A)	N2155U cld		.63
314	2A	G-ASHD 4.63 w/o 19.2.67		.63
315	2A	G-ASHK 4.63 XS681 21.6.63 G-ASHK 10.63 w/o 18.12.75		.63
316	2A	N2156U		.63
317	(2A)	N2157U cld		.63
318	(2A)	N2158U cld		.63
319	2B	G-ASHJ 4.63 XS683 21.6.63 G-ASHJ 10.63 CoA exp 14.10.75		.63
320	2B	N2159U		.63
321	2B	N2160U		.63
322	2B	N2161U		.63
323	2B	N2162U		.63
324	2B	N2163U		.63
325	2B	G-ASJX 7.63 w/o 4.7.68		.63
326	2B	N2164U w/o 17.10.69		.63
327	(2B)	N2165U cld		.63
328	2B	N2166U		.63
329	2B	N2167U		.63



Above: Model B.2A c/n 304 G-ASEI was operated by Helicon Air when photographed at Turnhouse on 11.8.63. (via Peter Keating)

330	2B	N2168U		.63	350	2B	N2188U	w/o 23.5.66	.64
		G-ASLO 9.63							
		EI-AVK 10.71							
		G-ASLO 3.73 w/o 15.6.74			400	2B	N2189U	cld	.64
331	2B	N2169U		.63	401	2B	N2190U		.64
332	2B	N2170U w/o 1.2.69		.63	402	2B	N2191U		.64
333	2B	N2171U		.63	403	2B	N2192U	cld	.64
334	2B	N2172U		.63	404	2B	N2193U		.64
		N345WP			405	2B	N2194U		.64
335	2B	N2173U		.63	406	2B	N2195U		.64
336	2B	N2174U		.63	407	2B	N2196U		.64
337	2B	N2175U		.63			Hynes H2 later		
338	2B	N2176U		.63	408	2B	N2197U		.64
339	2B	N2177U		.63	409	2B	N2198U		.64
340	(2B)	N2178U cld		.63	410	2B	N2251U		.64
341	2B	N2179U		.63	411	2B	N2252U		.64
342	2B	N2180U		.63	412	2B	N2253U		.64
343	2B	N2181U		.63	413		not built		
344	2B	N2182U		.63	414	2B	N2254U	w/o 15.8.72	.64
345	2B	N2183U		.63	415	2B	N2255U	w/o 9.5.82	.64
346	2B	N2184U		.63	416		not built		
		D-HIDE 4.64 cld 12.82			417	2B	N2256U		.64
347	2B	N2185U		.63			N16PL		
		YV-T-ZTE 2.64 cld by .73			418	2B	N2257U		.64
348	2B	N2186U cld		.63	419	2B	(G-ASUM) 7.64 ntu		.64
349	(2B)	N2187U w/o 23.7.64 (.64)					G-ASUN w/o 6.5.67		



Above: N2160U c/n 321 at Denver, Colorado on 15.12.63. (Harry B. Adams)
Left: G-ASHJ c/n 319 of Ryan Air, Usworth, at Sywell on 6.7.75. (Editor)
Right: UK imports arrived at LHR unpainted like G-ASJX in 8.63. (via PRK)





Left: Yellow and white B.2B N2272U c/n 437 at Ramapo Valley Airport, New York in June 1970. (Bob Parmeter)

Below, left: Some thirteen B.2s were registered in West Germany, D-HIDE c/n 346 being one. (T.Breese via PRK)

Below, right: G-WASP c/n 445 attempts an insect impersonation at Cranfield, July 1987. (Editor)

Bottom left: G-ATFH c/n 449 was taken to Japan 7.66 to 9.66 for James Bond movie work and still wore its black & gold paint scheme and fake identity "OS-7241" when it returned to Kidlington afterwards. (via P.Vercrujssse)

Bottom right: G-AWIO c/n 483 operated on floats in 1968. (RWS via PRK)



420	2B	N2258U	.64	449	2B	G-ATFH	6.65	.65	476	2B	N1175K	cld	.67
421	2B	N2259U	.64				w/o 10.4.76				*	See notes below	
422	2B	N2260U	.65	450	2B	N2281U		.65	477	2B	N2239U		.67
		N1122K	cld	451	2B	G-ATGH	7.65	.65	478	2B	N2240U	cld	.67
		*	See notes below	452	2B	N2282U		.65	479	2B	N2238U		.68
423	2B	N2261U	.64	453	2B	N2283U		.65	480	2B	N2233U		.68
424	2B	N2262U	.64	454	2B	N2284U		.65	481	2B	G-AWDU	2.68	.68
		YV-204E	cld	455	2B	G-ATJY	10.65	.65	482	2B	N2241U		.68
425	(2B)	N2263U	cld				w/o 9.11.72		483	2B	G-AWIO	4.68	.68
426	2B	N2264U	.64	456	2B	N2285U		.65			G-OBPG	10.87	
427	2B	N2265U	.64	457	2B	N2286U		.66					
428	2B	N2266U	.64	458	2B	N2287U	damaged 2.68	.66					
429	2B	N2267U	w/o 23.6.68				12.77						
430	2B	N2268U	.64	459	2B	N2288U		.66					
431			not built	460	2B	N2289U		.66					
432	2B	N2269U	.64	461	2B	N2290U		.66					
		N7WE	.76	462	2B	N2291U		.66					
433	2B	N2270U	.64	463	2B	N1120K		(.66)					
434			used for rebuild			N4450	b/u UK .70, cld						
435	2B	G-ASXD	10.64			*	See notes below						
436	2B	(G-ASXE)	ntu	464	2B	N2292U		.66					
				465	2B	N2293U		.67					
437	2B	N2272U	.64			G-BPIJ	3.89						
438	2B	N2273U	.64	466	2B	G-AVCA	8.66	.67					
439	2B	N2274U	.65				w/o 8.2.80						
440	2B	N2275U	.64	467	2B	N2294U		.67					
441	2B	N2276U	w/o 10.6.81	468	2B	N2295U		.67					
442	2B	N2277U	.65	469	2B	N2296U		.67					
443			used for rebuild	470	2B	N2297U		.67					
444	2B	N2278U	.65	471	2B	G-AVIP	3.67	.67					
445	2B	G-ASXE	10.64				CoA exp 19.11.81						
		G-WASP	2.77	472	2B	N2235U		.67					
446	2B	N2280U	.65	473	2B	G-AVJN	4.67	.67					
		G-OAPR	4.89			G-OMAX	8.87						
447	2B	N2279U	.65	474	2B	N2237U		.67					
		D-HAKU	11.66 cld 6.71			G-AXSR	11.69 cld 1.6.76						
448	2B	G-ATFG	6.65			G-ROOF	12.85						
			damaged .83	475	2B	N2236U		.67					
			cld 25.9.87										

Brantly-Hynes production:

501 2B N501BH 12.75

Unidentified aircraft:

RP-C633 is known but not identified. HB-XBA and HB-XBB were not taken up. Two Hynes H2's (B2B) were reportedly sent ex USA to Turkey in 2.87 as a prelude to local production.

NOTES:

* C/ns 422, 463, 476 are as quoted by Richard Currie, however reference to various US Registers 1966-71 results in the following sequences:

422 N2260U, N1120K (current 7.66), N1122K (1.68 onwards).

463 neither N1120K listed with this c/n, nor N4450 listed at all in this period.

476 N1120K (current 1.68), N1175K (1.69 but cld by 7.71)

Comments welcome!



Complete Civil Registers : 3

New Zealand



PART
THIRTY-FOUR



Above: Piper Caribbean ZK-BSI of the Taupo Flying School at Taupo on 6.4.71 (R. W. Kerr)

- ZK-BRW PA-18A-150 Super Cub 18-5601 13.3.57
Airwork (NZ) Ltd. NZ CoA 10.6.57. To Aerial Work (Marlborough) Ltd, Blenheim 1.7.57; lsd to Airlift (NZ) Ltd, Wellington 11/12.57. Hit steep slope and dbf, Redwood Pass nr Blenheim 11.4.58. Cld 2.5.58.
- ZK-BRX PA-18A-150 Super Cub 18-5686 7.5.57
Airwork (NZ) Ltd. NZ CoA 12.6.57. Cr at Springfield 8.8.60; rebt by Airwork as 3-seater. To Mercury Bay AC, Whitianga 1.12.61; to Airwork (NZ) Ltd 11.1.65; to A.B.Craig, Balclutha 23.4.65. Current.
- ZK-BRY PA-18A-150 Super Cub 18-5687 7.5.57
Airwork (NZ) Ltd. NZ CoA 28.5.57. To Cookson Airspread Ltd, Wairoa 2.7.57; to Manawatu ATD Co Ltd, 7.7.71; to J.A. Chesswas, Wanganui 11.7.72; to D.B. Mahon, Arrowsmith 3.2.77; to Taranaki Gliding Club, New Plymouth 14.4.86. Current.
- ZK-BRZ PA-18A-150 Super Cub 18-5767 7.5.57
Airwork (NZ) Ltd. NZ CoA 19.7.57. To Taranaki Aerial Service Ltd, New Plymouth 30.8.57; taken over by Rural Avn and sold to Wakeman Avn Ltd, Christchurch 22.2.60; to Airwork (NZ) Ltd 21.4.60; to Fieldair Ltd, Gisborne 4.7.60; to A.I.Hawker, Haast 14.11.68; to E.Wylie, Queenstown 2.3.71. Cr in sea off mouth of Gorge River, Fiordland 1.6.71, regn cld 14.7.71.
- ZK-BSA PA-22-150 Tri-Pacer 22-5122 6.6.57
Airwork (NZ) Ltd. NZ CoA 1.7.57. To Otago Aero Club, Taieri 23.8.57. Crashed nr Lake Onslow, Lammerlaw Range 11.7.59. Regn cld 15.3.60. Rebuilt & re-regd ZK-BZC 2.8.62 with c/n 22-5122R.
- ZK-BSB PA-22-150 Tri-Pacer 22-5417 27.8.57
Airwork (NZ) Ltd. NZ CoA 16.10.57. To Canterbury AC, Christchurch 23.10.57; to RNZAF Avn Sports Club, Hobsonville 24.7.67; to Simcan Investment Ltd (and hired to E.A.Bennett, Timaru) 9.3.72; to Bennett, 8.8.78; to V.R.Wood Ltd, Nelson 17.7.87. Crashed in gully on Lochinvar Station, 32km E of Taupo, with 2 fatalities 22.11.87. Regn cld 19.2.88.
- ZK-BSC PA-22-150 Tri-Pacer 22-5410 20.8.57
Airwork (NZ) Ltd. NZ CoA 12.11.57. To Tauranga Aero Club 21.2.58; to NZNAC Sports & Social Club, Christchurch 6.5.63. Crash landed at Eltham 30.8.70, one killed, reduced to spares. Regn cld 26.10.71.
- ZK-BSD PA-22-150 Tri-Pacer 22-5548 14.10.57
Airwork (NZ) Ltd. NZ CoA 29.11.57. To Cookson Airspread Ltd, Wairoa 3.2.58; to Petersen Aviation Ltd 22.7.58; to Nelson AC 19.9.58; to Scotts Engineering Co Ltd, Christchurch 24.2.66; to G. A. Ashe, Whangarei 18.11.66; to S. C. Haybittle, Auckland 24.9.68; to B.L.Haybittle, Auckland 16.5.69; to R. J.Hindmarsh, Papakura 24.7.69; to L.W.Denize, Te Kuiti 26.5.76; to Bob Shewry Avn Ltd, New Plymouth 20.2.79; to T.N. & B.A.Pidduck, Hamilton 31.8.81; to C.N. & C.J.Bellingham, Pukekohe 26.8.85; to P.J. & E.P.Gotlieb, Ohakune 20.10.85. Current.
- ZK-BSE PA-22-150 Tri-Pacer 22-5486 21.11.57
Airwork (NZ) Ltd. NZ CoA 10.1.58. To Canterbury AC, Christchurch 25.3.58; to Airwork (NZ) Ltd 29.8.58; to Northlands Districts AC, Whangarei 1.10.58; to Airwork (NZ) Ltd 23.4.63; to Northern Wairoa Aero Club, Dargaville 21.8.63. Crashed at Maungatoroto, 21.7.64. Regn cld 5.5.69.
- ZK-BSF PA-22-160 Tri-Pacer 22-5997 17.3.58
Airwork (NZ) Ltd. NZ CoA 3.6.58. To Stratford AC, Stratford 26.7.58; to C. L. Sandbrook (Dannevirke Flying School), Dannevirke 23.3.65; damaged landing at Turangi 27.4.70, repaired. To I. G. Alexander, Pakotai 6.2.73; to D.F.R.McMillan, Kaikohe 15.1.81. Current.
- ZK-BSG PA-22-150 Tri-Pacer 22-3770 24.11.58
Ex ZK-BLD. Rebuild with new fuselage, original c/n. Airwork (NZ) Ltd. CoA 10.3.59. To Canterbury Aero Club, Christchurch 14.4.59; to A.N.Matthews, Tauranga 31.8.65; (opd by Paraparaumu Flg Sch '67, by Auckland Flg Sch '68, & by Central Flg Sch, Christchurch '68). To W.R.Ashton & E.C.George, Dunedin 27.10.71; to Central Otago Flying Club, Alexandra 17.7.73; to J.S.Rutherford, Waiatu 12.2.75. Crashed near Awakino 3.3.75. Current. (Note: an accident at Eltham on 30.8.70 is also recorded. C/n 22-7650 has been reported, if correct this could only be a late 1960 vintage spare fuselage number.)
- ZK-BSH PA-22-150 Caribbean 22-7321 3.3.60
Airwork (NZ) Ltd. NZ CoA 7.5.60. To Rotorua Aero Club 16.5.60; to Airwork (NZ) Ltd 15.1.62; to W.B. Easton, Dannevirke 20.7.62; to J. C. & M. J. Cole, Tauranga 7.3.67; to General Finance Acceptance (for H.V.Williams & G.Bell) 29.5.69; to H.V.Ryan, Waharoa 25.5.71 (opd by Matamata Gliding Academy); to E.A. Bennett, Timaru 9.3.72; to C.N. & C.J. Bellingham, Pukekohe 15.11.84. Mod to tail-wheel 1984. Current.
- ZK-BSI PA-22-150 Caribbean 22-7354 3.3.60
Airwork (NZ) Ltd. NZ CoA 23.5.60. To Hauraki AC, Thames 18.7.60; to Gate Pá Joinery Ltd, Tauranga 4.5.65; to Auckland Flying School Ltd, Ardmore (op by Taupo Flg Sch) 2.10.67; to W.A.Bennett & P.Matich, Taupo 23.4.69; damaged 2.2.73 Turangi, to Rex Avn (NZ) Ltd, Ardmore 1.7.73 & rebt; to Manukau Flg School, Ardmore 2.10.73; to R.E.Thurston, Blenheim 27.11.73; to Bob Shewry Avn Ltd, New Plymouth 17.10.77; to N.M.Amourgis, Te Kuiti 20.6.78; to V.R. Wood, Nelson 21.11.78. Mod to tail-wheel 1979. To B.G.Stewart, Palmerston North 12.12.83; to Stewart & R.W.Adams, 12.1.89 "Bisszi"; to R.W.Adams, Palmerston North 29.5.90. Current.
- ZK-BSJ PA-24-180 Comanche 24-2289 28.10.60
Airwork (NZ) Ltd. NZ CoA 25.1.61. To Wanganui Aero Club 23.7.62. Damaged landing at Kawhia 21.2.66 and regn cld 1.8.66. Rebuilt as ZK-CYT, c/n 24-2289R, 12.2.69.



Left: Fletcher FU-24 ZK-BSM of Robertson Air Service receives a touch of paint on the yellow and black checkerboard fin. The name of the pilot Dick Lloyd, who later founded Aerial Work Ltd at Pukekohe, can be seen on the aircraft nose.

Below, left: Piper Colt ZK-BSL was the first of the type to be imported into New Zealand.

Below: Chipmunk ZK-BSV which last served with Aberdeen University Air Squadron before it was demobbed in 6.56, shortly to find its way to New Zealand.

(all: W.Zwakhals collection)



ZK-BSK PA-18-95 Super Cub 18-7580 25.1.61
Airwork (NZ) Ltd. NZ CoA 9.3.61. To Wellington AC, Wellington 2.4.61; to Sky Advertising Ltd, Auckland 5.9.66; to O. M. Lund Ltd, Wellington 28.3.68; to J.K.Barrow, Huntly 2.7.68; to A.A.Young, Wellington 5.3.69; to Wellington Air Taxis Ltd 3.10.69; to B.W.Dando, Greymouth 5.11.70; to Bob Shewry Avn Ltd New Plymouth 20.2.79; to North Shore AC, Dairy Flat 18.4.79. Current.

ZK-BSL PA-22-108 Colt 22-8053 24.1.61
Airwork (NZ) Ltd. To Auckland AC, 9.5.61; to D.S. Hill, Papatoetoe 10.5.63; to Auckland Flying School Ltd, Ardmore 2.10.67; renamed Rex Flying School; to P.C.Prouse, Murchison 9.11.70; to V.J. Peterson & N.Taurau, Hokitika 14.8.73; to Peterson & R.P.Jacks, Hokitika 3.2.75; to D.M.McDonald & ptrns, Christchurch 28.6.77; to B.J.Robertson, Thames 19.8.88. Current.

ZK-BSM Fletcher FU-24 18 8.11.56
Ex ZK-BHP. James Avn Ltd, Hamilton; f/f 19.1.57. To Aviation Enterprises, Hamilton 6.3.57; taken over by Robertson Air Service Ltd, Hamilton 2.6.61, "11". Converted to 240hp, t/f 15.8.61; then to 300hp, t/f 7.4.67. To FU-24-950M, t/f 3.2.78. To Super Air Ltd, Hamilton 22.9.88. D/d to Australia 8.4.89, regn cld 13.4.89 and regd VH-CTW to N.E.A.T., 11.5.89.

ZK-BSN DH.82A Tiger Moth DHA/501 4.1.57
Ex NZ1415. E.P.Henshaw, Timaru (soc 28.6.56). To J.W.Rolleston & ptrns, Timaru 1.9.61; to J.R.Dunn, Balclutha 8.12.66; to 27(Blenheim) Sqdn ATC 7.8.68; to Blenheim Tiger Syndicate 14.7.70; to V.L.A.Powell, Blenheim 9.10.75 (op by Marlborough AC); to M.J.Nicoll, Blenheim 10.11.89. Current.

ZK-BSO DH.82A Tiger Moth DHNZ.113 6.12.56
Ex NZ1433. O.G.Birss, Balclutha (soc 8.8.56 - this was the last RNZAF Tiger Moth to be disposed of). CoA 20.12.56. To North Otago Gliding Club, Omarama, 20.11.57. Swung on t/o and cr, Omarama 5.1.59. Regn cld 2.3.59.

ZK-BSP Cessna 180 31263 11.2.57
Ex N9164C. Rural Avn. NZ CoA 14.3.57. Middle Districts AC, Palmerston North. Cr 16.11.57, rebuilt and t/f 16.6.58; to H.A.Sowerby, Temuka 10.9.62; to J. S.Sinclair, Balclutha 12.3.63; to McKinlay Bros Ltd, Dunedin 3.10.75, based Cromwell 18.11.80; to J.S. Sinclair, Balclutha 31.5.83. Current.

ZK-BSQ Commonwealth CA28 Ceres C CA28-11 9.3.61
Ex VH-CEM. Aerial Farming (Holdings) Ltd, Palmerston North; f/f NZ 28.6.63. To Wanganui Aero Work Ltd, Wanganui 26.7.65 "Taringamotu". Forced landing at Coleman's Strip near Raetihi 24.5.68, damaged, roaded to Wanganui and wfu, used as spares by Manawatu ATD Co; regn cld 18.1.73
[Note: In view of the regn date above, an earlier unknown allocation of ZK-BSQ seems likely.]

ZK-BSR Registration not yet allotted.

ZK-BSS DHC-1 Chipmunk 22 C1/0616 18.7.57
Ex WK607, G-AOUM. H.R.Tressler, Raurimu (op Wellington Aero Club). Damaged by fire 1960, broken up for spares, Wellington. Regn cld 11.2.61.

ZK-BST Cessna 180 32657 14.12.56
Ex N7760A. Rural Avn Ltd, New Plymouth. To Aircraft Hire Ltd 12.7.60, lsd to Northern Air Services Ltd, Te Kuiti. Lost prop blade in flight, spun in and cr Ngaroma near Mangakino 22.11.61. Regn cld 5.5.62.

ZK-BSU Cessna 172 29604 14.12.56
Ex N6404B. Rural Avn Ltd, New Plymouth. NZ CoA 22.2.57. To Hawera AC 5.4.57; to Rural Avn 1.2.62; to Taupo AC 28.2.62; to Rotorua AC 5.5.64. Crash landing at Rangipo Prison Farm, nr Turangi, 20.5.65 and sold "as is" to A.N.Reville. Regn cld 23.8.65. Rebuilt and re-regd ZK-CWK 30.1.68.

ZK-BSV DHC-1 Chipmunk 22 C1/0221 23.1.57
Ex WD283, G-AOSW. K.J.J.McCready, New Plymouth. NZ CoA 18.2.57. To McCready - Baigent Avn Ltd 24.6.57; to Wellington AC 13.4.59; to H.Sowerby, Temuka 10.2.62; to Aviation Sales & Service, Palmerston North 10.9.62; to Otago AC, Dunedin 18.4.63; to W.C.H. Rolfe, Palmerston North 1.8.66; to R.S.Shewry, Taranaki 10.12.70; to Leather Fashions Ltd, Ardmore 2.3.72; to E.A.Jones, Auckland 9.9.80. Current.

ZK-BSW Taylorcraft BC-12D 7512 15.2.57
Ex NC43853, N43853. W. J. Foley, Taihape. NZ CoA 11.4.57. To Airwork(NZ)Ltd 20.11.57; to B.J.Rhodes, Greytown 28.11.57; to D.B.Vallance, Masterton 4.11.60; to B.R.McKay, Eketahuna 19.11.62; to H.A.J.Lamb, Carterton 26.10.72; to K.M.Campbell & R.H.Wilton, Masterton 30.4.74; to H.S.McKay, Bay View 21.6.78; to A.L.Lutyens, Featherston 28.9.81; to I.J.Cameron, Martinborough 29.11.89. Current.

The Whole Truth: PERCIVAL GULL

PART ONE

The three-seat Percival Gull low-wing cabin monoplane was designed by Edgar Wickner Percival and first flew in 1932. After the prototype, which was built at Maidstone, a batch of twentyfour production Gulls was built by George Parnall & Company at Yate, followed by twenty-two from Percival's Gravesend works. The company then moved to Luton, so presumably the forty-eighth and last Gull was completed there. Considering that only 48 aircraft were involved there are still a number of outstanding Gull problems. Five aircraft remain untraced, two Gull Fours and three Gull Sixes.

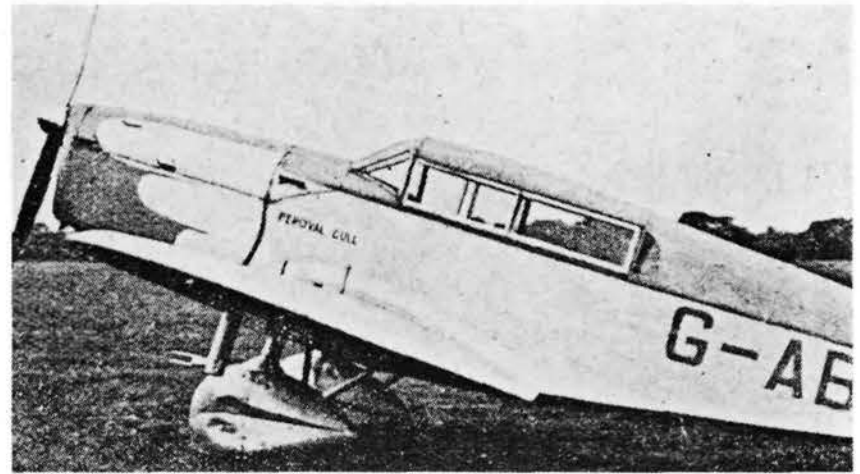
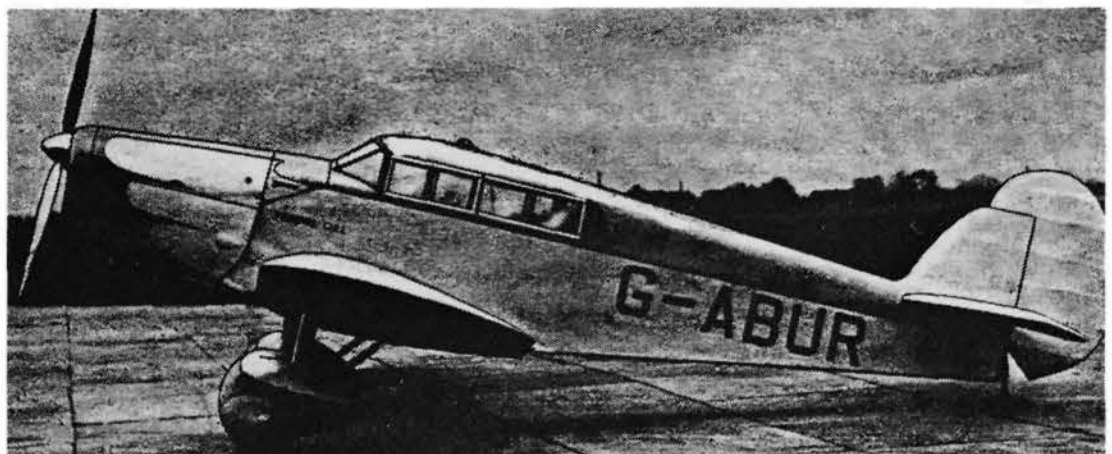
There were three type numbers issued to the Gull, depending on the power plant fitted. The D.1 Gull Four had a 130 hp Cirrus Hermes IV. The D.2 Gull Four had either a 160 hp Napier Javelin III, a 130 hp deH Gipsy Major, or a 135 hp Blackburn Cirrus Major I/II. The D.3 model was the Gull Six with a 200 hp deH Gipsy Six engine. Twenty-nine were laid down as Gull Fours, including the prototype, and nineteen as Gull Sixes including the only open-cockpit version c/n D.56. Three of the Gull Fours were converted to Gull Six standard later.

The "P" type numbers, which were allocated retrospectively in 1947, are not used below though for cross-reference the D.1 Gull Four became P.1 and the D.2 became the P.1A (with Javelin III), the P.1B (Gipsy Major I : Parnall), the P.1C (Gipsy Major I : Percival), the P.1D (with Gipsy Major II) and the P.1E (Cirrus Major). The D.3 Gull Six became a P.3 and the open-cockpit version a P.7

Production ran from c/n D.20 to D.67 as follows:

- D.20 Built at Maidstone by British Aircraft Co as type D.1 (Cirrus Hermes IV) and registered G-ABUR, 2.32. Tested at Martlesham Heath 3.32. Damaged in forced landing and rebuilt by Brooklands Aviation. CofA No.3521(TM) issued on 30.6.32 to E.W.Percival and regd to him 3.7.32. (Note: C/n was originally quoted as "4" in both Register and CofA records - date of change not recorded.) Flown in King's Cup 8-9.7.32 by E.W.Percival as "50", averaged 142.73 mph in 12th place. Then came second in Thanet Air Trophy, Ramsgate 18.9.32; 2nd in the Hillman Trophy Race, Romford 24.9.32 and first in the Yorkshire Trophy, Sherburn 25.9.32 at 136.5 mph. Re-engined with Javelin III 1933 as D.2 with CofA renewed 4.7.33 and flown in King's Cup 8.7.33 as "40" by F/L J.G.D.Armour. Re-engined later with Gipsy Major. No CofA between 3.7.34 and 17.6.35. CofA renewed 17.6.35 (until 2.6.36). Sold to Man Mohan Singh, Croydon in 5.35 or 6.35 and registered to him on 2.7.35. Damaged beyond repair at Luwanga, Northern Rhodesia, 26.8.35 during Singh's attempt on the Cape record. Registration cancelled 12.36 as wfu.
- D.21 Built at Yate by George Parnall & Co as type D.2 Gull Four II (Javelin III). Registered G-ACAL to William Lindsay Everard MP, Ratcliffe 10.11.32 (Cert.4012) "Leicestershire Fox". C/n initially quoted as "2" in Register. CofA No.3824(TM) issued to W.L.Everard 23.3.33 with c/n now quoted as D.21. To British Air Navigation Co Ltd, Heston .33 and won Vertical Interception Race, Heston, 10.6.33 flown by company chief pilot A.J.Styran. Crashed in bad weather at Hawkhurst, 1 ml from Sandhurst, Kent on 1.10.33, killing Styran, photographer Bertram Wilson and the company manager I.C.MacGilchrist, who were returning from Beauvais following the unveiling of a memorial to the R.101 airship disaster of 5.10.30. Registration cancelled.
- D.22 Built at Yate by George Parnall & Co as type D.1 Gull Four I (Cirrus Hermes IV). Registered G-ABUV to C.S.Napier, Croydon 10.11.32 and CofA No.3827 issued to same 24.3.33. To Surrey Flying Services Ltd, Croydon 8.33 (?) for use as charter and photographic aircraft. CofA renewed on 29.3.34 and 14.9.35. To Marcus Maxwell MA, MP, Hanworth, 10.10.35 (Cert.6390). Left Croydon for Cannes 15.8.36 under suspicion of going to Spain. Crashed into River Var near Nice 2.11.36, killing owner/pilot and passenger Joseph Rainaud. Registration cancelled 12.36 as wfu.

Right: The prototype Gull G-ABUR c/n D.20 which was built in the Lowe Wylde workshop in Kent in 1932. This re-touched photo was taken when it was fitted with a 155hp 6-cylinder Napier Javelin engine in 1933. Evidence of Percival's earlier association with designer Basil Henderson can be seen in the shape of the rudder (compare with Henty 302A G-AAVT) which was to be altered on production machines and is known to have been retouched on early photos of G-ABUR as well. (via Jack Meaden)



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THE Percival "Gull" has introduced this year a new standard of merit to aviation. It is the fastest and shapeliest three-seater ever produced. The "Gull" in fact is the last word in flying luxury for it combines speed and beauty of line with comfort and safe flying qualities as they have never been combined in one aircraft before. Own a Percival "Gull" and you own the finest light aeroplane in the world to-day.

MAIN DETAILS

Low wing cantilever monoplane.	Hermes IV or Gipsy "Major" Engine.
Folding wings.	Landing speed 40 m.p.h.
145 m.p.h. Maximum speed.	Seats three in comfortable cabin.
Carries, in addition to pilot, 400 lbs. pay load for 750 miles at 125 m.p.h.	Wide track undercarriage.
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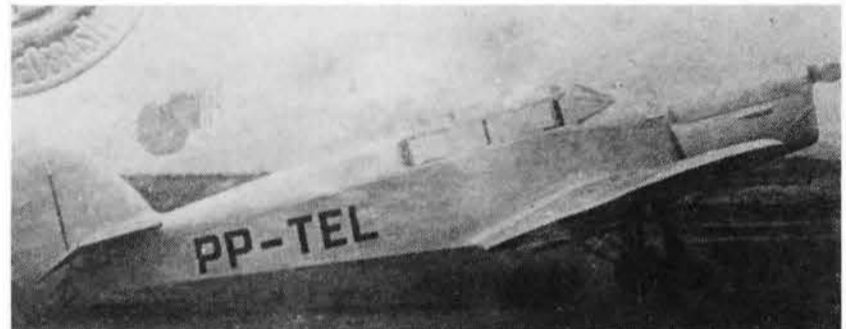
Left: Gull Four c/n D.25 was sold to Brazil in 1937 and as PP-BAA operated an air taxi service for Transporte Aero Brasileiro out of Rio de Janeiro.

Below: The same aircraft was re-registered PP-TEL when its licence was changed from commercial to the tourism and sporting category in 1938.

(both via Carlos Dufriche)

D.23 Built at Yate by George Parnall & Co as type D.2 Gull Four IIA (Gipsy Major I). Registered G-ACFJ to E. W. Percival, Heston 21.3.33 (Cert.4272). CofA No.3835 issued 31.3.33 to E.W.Percival, renewed 27.4.34. Registration cancelled 1.36 as sold. Registered F-AOZS to Comte Guy de Chateaubrun(Percival agent in France) 15.6.36. Fate unknown.

D.24 Built at Yate by George Parnall & Co as type D.1 Gull Four I (Cirrus Hermes IV). Registered G-ACAT 20.3.33 to E.W.Percival, Yate(Cert.4023). CofA No.3815 issued 27.3.33 (from 22.3.33) to E.W.Percival. Registration cancelled 4.33 as sold. Registered VH-UQW 5.33. Burnt in fire, Broken Hill, NSW 16.4.45. Regn cld 4.45.



D.25 Built at Yate by George Parnall & Co as type D.2 Gull Four IIA (Gipsy Major I). Registered G-ACGC to British Air Navigation Co Ltd, Heston 8.4.33. CofA No.3853 issued to owners 11.4.33, renewed 18.5.34. To F/L Neill Charles Ogilvie-Forbes, Netheravon/High Post 1.1.35 (Cert.5518). CofA renewed 11.5.35 and 19.7.36. Registration cancelled 1.37 as sold. Shipped to Rio de Janeiro on board M/S "Highland Chieftain", arriving 1.3.37. Registered PP-BAA in Brazil 16.6.37 to Transporte Aero Brasileiro Ltda, Rio de Janeiro, for air taxi use and semi-scheduled services between Rio and Campos. Re-registered PP-TEL to the same owners 24.10.38 on change of use to sport/tourism. CofA expired 15.1.46. Later sold to Nilton Leopoldo da Camará, Rio de Janeiro but still not airworthy and registration cancelled 31.12.68 due to "lack of inspection for more than ten years".

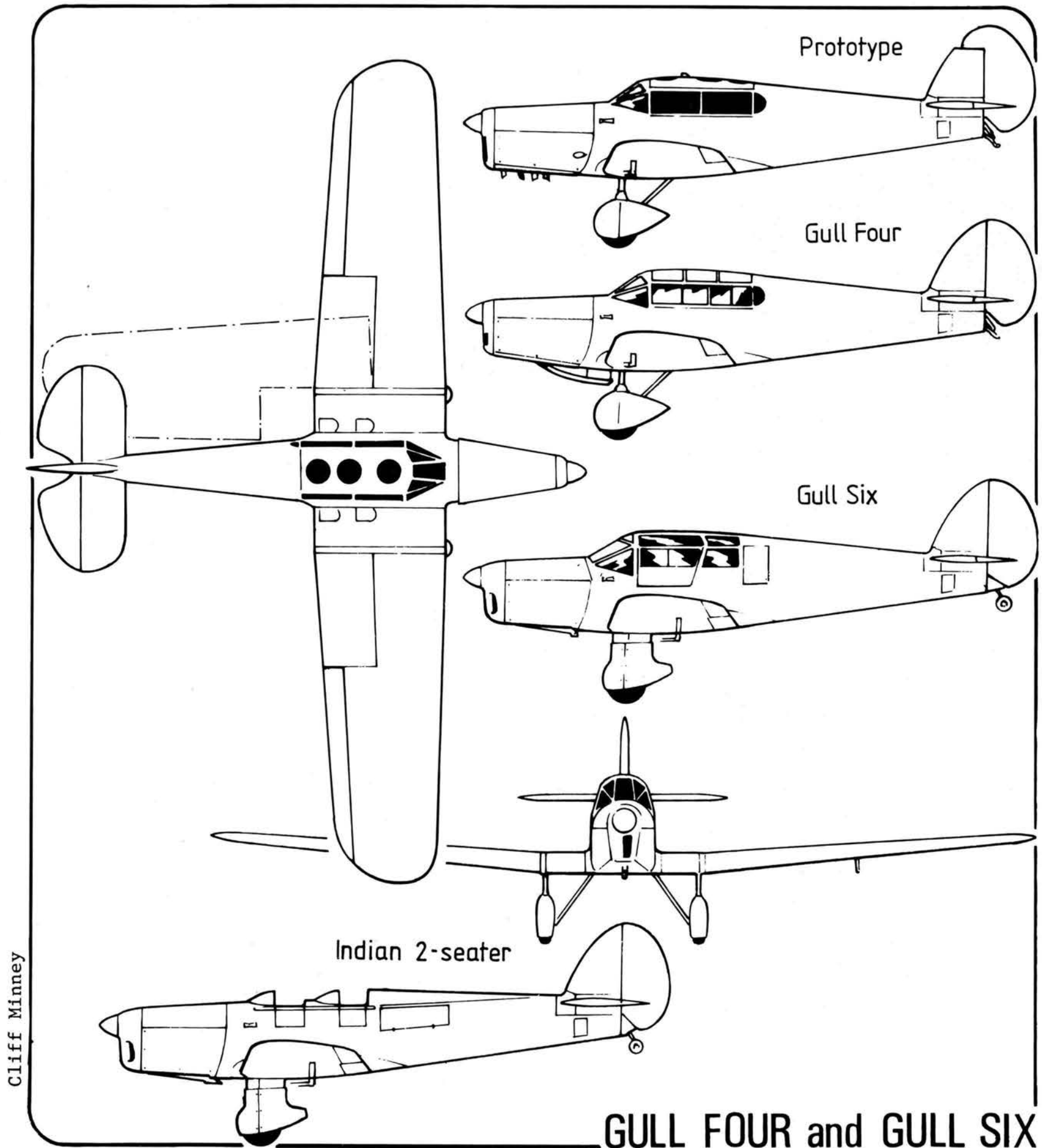
D.26 Built at Yate by George Parnall & Co as type D.1 Gull Four I (Cirrus Hermes IV). Registered G-ACFY 8.4.33 to E.W. Percival. CofA No.3852 issued to E.Jobling-Purser 27.4.33, renewed 27.6.34. To A.V.Roe & Co, Woodford 1.35 (?); used as communications aircraft. CofA lapsed 26.6.35. Registered to Alexander Collinge, Woodford 26.6.36 (Cert. 7147) and new CofA issued 27.6.36. Registration cancelled 6.37 as sold, thought possibly to Spanish Civil War but does not appear as suspect in any PRO documents.

D.27 Built at Yate by George Parnall & Co as type D.2 Gull Four IIA (Gipsy Major I). Registered G-ACLG 8.5.33 (out of sequence fixed marks) to Loel Guinness MP, Heston. CofA No.3898 issued 10.5.33 effective from 8.5.33. Registered to Henly's Ltd, Heston 23.1.34 (Cert.4837). CofA renewed 24.3.34 and 13.10.34. Registration cancelled 11.34 as sold. Registered VT-AFV to Indian National Airways Ltd, Delhi 11.34. Used on Karachi - Lahore mail service. Regn cancelled 7.6.38.

D.28 Built at Yate by George Parnall & Co as type D.2 Gull Four II (Javelin III). Registered G-ACGP to Air Vice Marshall Amyas E.Borton CB, CMG, DSO,AFC, Heston 11.5.33 (Cert.4364). CofA No.3919 issued 31.5.33, dated 29.5.33, to Borton, who flew it in the King's Cup on 8.7.33 as "29". CofA progressively renewed 11.5.34, 22.5.35, 18.5.36 and 22.5.37 expiring 21.5.38 and registration cancelled 18.7.39. Sold to Charles Exton Gardner, Hamsey Green and registered to him 27.7.39 but cancelled again 25.8.39. Surveyed for possible Impressment at Hamsey Green on 29.8.39 (when owner stated to be C.T.F. Aviation Ltd) and allocated to NAC.1 - although this status was specifically for aircraft with a valid CofA. Registered to C.T.F.Aviation, Thame 18.9.39. Not Impressed but stored throughout the war. Insured in name of C.T.F. Aviation from 3.10.39 as "stored in a hangar at Haddenham, Thame" until policy was cancelled at owners' request 7.12.46. Registration cancelled by Secretary of State 1.12.46. Registered to Francis Charles Bettison, Haverfordwest 3.3.48 but cancelled as sold on 17.11.48. The aircraft is said to have been scrapped at Thame in (late?) 1946, so this last owner may have purchased parts with a view to restoration which was not then proceeded with.



Left: A somewhat fortunate survivor having crashed in Belgium in 1934 and suffered various indignities during forty years of storage, c/n D.29 has been lovingly restored to static display condition at the Brussels Air Museum. It is shown here in an advanced state of reconstruction at the Museum in 12.90. (Vincent Jacobs)



D.29 Built at Yate by George Parnall & Co as type D.2 Gull Four II (Javelin III). Registered G-ACGR to Sir Philip Sassoon, Lympne 12.5.33. CofA No.3913 issued 28.6.33 to owner. Painted duck egg blue and midnight blue. Flown by G.R.A.Elsmie in King's Cup 8.7.33 as "17". Flown in Folkestone Trophy as "8". Registered to Aircraft Exchange & Mart Ltd, Feltham 8.5.34 (Cert.5038). CofA renewed 21.6.34. Believed sold on to Sir John D.Kirwan, Heston 5.34, but not entered in Register file. Repainted sea green/midnight blue with red letters. Flown by Kirwan in King's Cup 13-14.7.34 as "26". Crashed into R.Escaut, Belgium 12.10.34 and cancelled 12.34 as wfu. Moved to Ostend for planned return to UK but instead was apparently sold in Belgium in damaged condition, discovered less engine and other components near Nieuwpoort by E. de Deurwaeder and then stored at Wauthier-Braine near Waterloo until found in 6.75. Donated to Brussels Air Museum. Under restoration to static display condition in original colour scheme with a Gipsy Major I no.523 to be fitted. Scheduled for completion in July 1991.

D.30 Built at Yate by George Parnall & Co as type D.2 Gull Four II (Javelin III). Registered G-ACHA to E.W.Percival 17.6.33. CofA No.3941 issued 23.6.33, dated 17.6.33, to Percival Aircraft Co. Flown by Edgar Percival in King's Cup 8.7.33 as "11" and sold to Airwork Ltd, Heston 25.7.33, based at Manchester-Barton. Converted to Gull Six with Gipsy Six engine in 1934 (though a later source quotes it as a Gull Six in the King's Cup at Hatfield 8.7.33 which is certainly a retrospective error as G-ACPA c/n D.44 was the first Gull Six in 1934). CofA renewed 29.8.34 and 25.3.35. Registration cancelled 12.35 as sold. Registered VH-UTP to P.G.Taylor 9.6.35. Owned by Australian National Airways as "Pinega" 1938-9. Owned by The Salvation Army at 11.9.47 when an accident was recorded at Darwin. Cancelled. Restored as VH-UTP c.53 to K.S.Mullan, Raleigh, NSW. Ground looped 9.5.56. Registration cancelled 6.59. Under restoration by John Hill and Don Johnson, Queensland, using parts of Vega Gull VH-BQA c/n K.98.



Left: British Air Navigation's Gull Four G-ACHM c/n D.32 parked outside a terminal bearing the name "La Palace" - can anyone locate this please?
(via Cliff Minney)

- D.31 Built at Yate by George Parnall & Co as type D.2 Gull Four IIA (Gipsy Major). Registered G-ACHT to Percival Aircraft Co 14.6.33. To Viscount Borodale 6.33. CofA No.3938 issued 21.6.33, effective 15.6.33, to Viscount Borodale; renewed on 11.7.34, 1.8.35, 14.7.36 and registered to Percival Aircraft Co, Gravesend 14.7.36. Registration cancelled 12.36 as sold but CofA renewed 25.8.37. No further information but possibly intended for Spanish Civil War? (Note: All Register and CofA files agree that G-ACHT was c/n D.31 and not D.32 as frequently quoted and as probably intended.)
- D.32 Built at Yate by George Parnall & Co as type D.2 Gull Four IIA (Gipsy Major). Registered G-ACHM 24.5.33 to I.C. MacGilchrist, Heston (manager of British Air Navigation Co Ltd). CofA No.3912 issued 25.5.33 to British Air Navigation Co Ltd, renewed 17.5.34. Named "Vigilant". To Brian Allen Aviation Ltd, Croydon 27.5.35 (Cert.5913) and used for newspaper work in Abyssinian War c.10.35, flown by C.F.French. Registration cancelled 5.36 as wfu but in fact sold abroad. This is another Gull thought to have Spanish Civil War connections, but without confirmation. Registered F-AQLZ 30.3.38 to Melle Spitzer. No further details. (Note: G-ACHM confirmed as D.32, not D.31 - see above.)
- D.33 Built at Yate by George Parnall & Co as type D.2 Gull Four II (Javelin III). Registered G-ACIP to Mrs Adelaide S. Cleaver, Heston 20.7.33 (Cert.4414). CofA No.3990 issued 28.7.33 to owner and renewed 22.8.34 and 4.9.35. Registration cancelled 12.35 as sold. Registered PH-HCA to H.M.Schmidt Crans 6.12.35 (CoR No.198). Dutch references to type P.1B and Gull IIA seem to indicate engine change to Gipsy Major. Registration cancelled 6.12.41 on expiry of CoR, presumed lost during war.
- D.34 Built at Yate by George Parnall & Co as type D.2 Gull Four II (Javelin III). Registered G-ACIR to W.G.Robson, Heston 20.7.33. CofA No.3988 issued 26.10.33 to W.G.Robson, renewed 25.4.34. Sold to Henly's Ltd, Heston 2.6.34 (Cert.5129). Suffered at least four forced-landings due to engine failure, including two on Hounslow Heath on 18.2.35. Returned to Heston by road and fuel system overhauled but engine failed at 600 ft on a test flight from Heston on 20.2.35 and the Gull spun in and burnt out, killing Henly's test pilot R.Faulds and ground engineer H. Hitchcock. Fuel pump fault suspected. Cancelled 12.36 as wfu.
- D.35 Built at Yate by George Parnall & Co as type D.2 Gull Four IIA (Gipsy Major). Registered G-ACIS to Air Service Training Ltd, Hamble 20.7.33. CofA No.3989 issued 25.7.33 to owners. To Henly's Ltd, Heston 2.8.34 (Cert.5290). CofA renewed 20.8.34 and again 13.10.34. Registration cancelled 11.34 as sold. Registered VT-AFU to Indian National Airways Ltd, Delhi 11.34. Used on Karachi - Lahore mail service. Registration cancelled 11.2.35.
- D.36 Built at Yate by George Parnall & Co as type D.2 Gull Four IIA (Gipsy Major). Registered G-ACJP to Percival Aircraft Co, Gravesend 22.8.33 (Cert.4439). CofA No.4072 issued 3.11.33 to Percival Aircraft Co, effective 1.11.33. Registration cancelled 2.3.34 as "change of owner", in fact sold to Japan as J-BASC. No further details.
- D.37 Built at Yate by George Parnall & Co as type D.2 Gull Four IIA (Gipsy Major). Registered G-ACJR to Noshir Manesk Gazdar, c/o Air Service Club, Hamble 22.8.33 (Cert.4440). CofA No.4078 issued 7.11.33 to owner. Ran out of fuel en route Geneva - UK and crashed into the English Channel 1.5.34. Owner and passenger Hr.Hull picked up by French trawler "Rafale" together with most of wreckage. One wing, believed to be from a Gull, washed ashore at Berck-sur-Mer 15.5.34. Registration cancelled 12.34 as wfu.
- D.38 Built at Yate by George Parnall & Co as type D.2 Gull Four IIA (Gipsy Major). Registered G-ACJW to Patrick Randolphs, Heston 7.9.33 (Cert.4445). CofA No.4029 issued 18.9.33 to owner. Reportedly used by Everson Flying Services in Ireland 8/9.34. CofA renewed 22.11.34. Registration cancelled 11.34 as "change of owner", in fact sold to Australia and registered VH-UTC 1.35. Registration cancelled as wfu 1.46.
- D.39 Built at Yate by George Parnall & Co as type D.2 Gull Four IIA (Gipsy Major). Registered G-ACJV to Sir Charles Edward Kingsford-Smith, (c/o Kingsford-Smith Air Service Ltd, Mascot, Sydney, Australia), Heston 23.9.33 (Cert.4665). CofA No.4038 issued 2.10.33. Named "Miss Southern Cross" and used on record flight to Australia, departing Lympne at 0528 on 4.10.33 and reaching Wyndham in 7 days, 4 hours, 44 minutes. Registration cancelled .34 as wfu but actually registered VH-CKS on 8.12.33 to Sir Charles Kingsford-Smith (note fixed registration marks). Was flown solo Sydney - Batavia - Sydney by P.G.Taylor 14/24.6.34. Crashed in forced landing in fog at night at Yerranderie, NSW 28.11.34 fatally injuring passenger L.Hinks and seriously injuring pilot O.B.Hall. Registration was cancelled 12.34.

To be continued . . .



Left: Charles Kingsford Smith's famous Fokker "Southern Cross" appears earlier in this issue. While here we have his Gull Four G-ACJV "Miss Southern Cross" with the extra fuel tank in the cabin for his record flight to Australia in October 1933.
(via Cliff Minney)

Aircraft of European Civil Registers : 6

THE BÖLKOW LIGHTPLANES

PART FIVE

BOLKOW BO 208 (continued)

C/n	Mod	Regn	F/f	Remarks
600	C	D-ECGU /1	21.1.66	to UK 23.2.66, regd 3.2.66, cld 20.10.70, regd 19.11.70, cld 1.5.80.
	C-1	G-ATOC		
		EI-AUR		
601	C	-	-	(ex 566) shipped to NZ 8.65 unflown and less engine, regd .65
		ZK-CJG		regd 14.8.69,
		5W-FAG		regd 12.75, current.
602	C	D-ECGY /1	17.2.66	(ex 551) to UK 24.3.66, regd 3.3.66, current.
	C-1	G-ATRI		
603	C	D-EFNI /1	-	(ex 552) shipped to NZ 1.12.65 unflown less engine, regd 6.66, current.
		ZK-CJI	.66	
604	C	D-EFNO	3.66	(ex 553) w/o Holzhausen nr Göppingen 26.7.86.
605	C	D-EFNU /1	24.2.66	(ex 554) to UK 22.4.66, regd 14.3.66, current.
	C-1	G-ATSI		
606	C	D-EFNY	25.3.66	(ex 556) current.
607	C	D-EJUB /2	-	(ex 565) reserved 11.1.66, ntu, shipped to NZ 10.65 unflown less engine, regd 6.66, current.
		ZK-CJH	.66	
608	C	D-EJUC /2	1.4.66	(ex 557) to UK 22.4.66; regd 7.4.66, current.
	C-1	G-ATSX		
609	C	D-EJUM /2	20.4.66	(ex 558) to Switzerland 3.5.66, w/o Lommis 24.7.80, cld 19.11.81.
		HB-UPB		
610	C	D-EJUT /2	20.4.66	(ex 559) to Switzerland 3.5.66, cld 19.11.81, fate unkn.
		HB-UPC		
611	C	D-EHEF /1	25.4.66	to UK 5.66, regd 4.5.66, current.
	C-1	G-ATUI		
612	C	D-EHEH /2	29.4.66	to UK 3.5.66, regd 28.4.66, current.
	C-1	G-ATTR		
613	C	D-EHEL /2	13.5.66	w/o Münster-Telgte 10.9.69.
614	C	D-EHEM /2	13.5.66	to UK same day, regd 30.6.66, w/o Rockshill 6.1.72.
	C-1	G-ATVB		
615	C	D-EHER /2	27.5.66	to UK 6.66, regd 9.6.66, current.
	C-1	G-ATVX		
616	C	D-EHET /2	2.5.66	to Holland 17.5.66, regd 12.5.66, current.
		PH-HVD		
617	C	D-EHUW /2	27.5.66	to UK 15.9.66, regd 23.8.66, cld 28.7.76, regd 28.7.76, cld 24.4.79, regd 23.5.79, current.
	C-1	G-ATYP		
		OY-POK		
		SE-FIS		
618	C	D-ENEH /2	-	shipped to NZ 6.66 unflown less engine, regd 12.66, current.
		ZK-CJK	.66	
619	C	D-ENEP /2	16.6.66	current.
620	C	D-ENEQ /2	20.6.66	regd 18.7.66 to H.Bauer (a Canadian Flight Capt), damaged in Quebec 2.8.67, regn cld 4.9.67, regd 5.70 after rebuild, re-regd, no further info.
		CF-YAR		
		C-FYAR		
621	C	D-ENER /2	30.6.66	to South Africa 23.8.66, regd 17.10.66, w/o Brits 16.5.85, cld 16.9.85.
		ZS-EMT		
522	C	D-ENAG /2	30.6.66	to Ecuador 6.7.66, identity unknown, regd in Chile .85.
		HC- ?		
		CC-PBP		
623	C	D-EMUH	14.7.66	current.
624	C	D-ELNE /2	14.7.66	to UK 15.8.66, regd 28.7.66, current.
	C-1	G-ATXZ		



Above: G-ATRI c/n 602 at Barton on 3.8.75 (Editor)

Below: HB-UPC c/n 610 on 28.8.71 at Lommis (A.Vercurijsse)



Above: PH-HVD c/n 616 at Hoogeveen 17.5.75 (P.Vercurijsse)

Below: OY-POK c/n 617 at Stauning 6.77 (Erik Holm)

Bottom: The "Red Eagles" display team of the early 1970s with PH-CEP, -HVD, -KAT and -KAE. (H.Wadman/Airniews)



625 C D-ELNO /2 27.7.66 regd 28.7.66, to

France 15.8.67, regd 17.10.67, w/o .69.

F-BOXZ

626 C D-ELAC /2 29.7.66 current.

627 C D-ELAW /2 29.7.66 current.



Above: Line-up of five Juniors at Cranfield on 2.7.89 with (l to r) G-ATTR (612), D-ECCO (599), G-ATSI (605), G-ATDO (576) and D-ENVF (692). (Editor) / (Luc Wittemans)
 Below: D-ELAC (626) at Diest 8.88 labelled "Frankfurt". /



Above: G-BIJD c/n 636 was a Brienne visitor in 1983. (Henk Wadman/Airnieuws). HB-UPF c/n 637 was one of three Juniors with Mfg Thurgau at Lommis 28.8.71. (Ad Vercrujjsse)
 Below: D-EGQA c/n 647 was at Laupheim 19.5.74 (P.Gerhardt) and D-EJMA c/n 651 was at its home base of Egelsbach on 11.10.78. (P.Vercrujjsse)

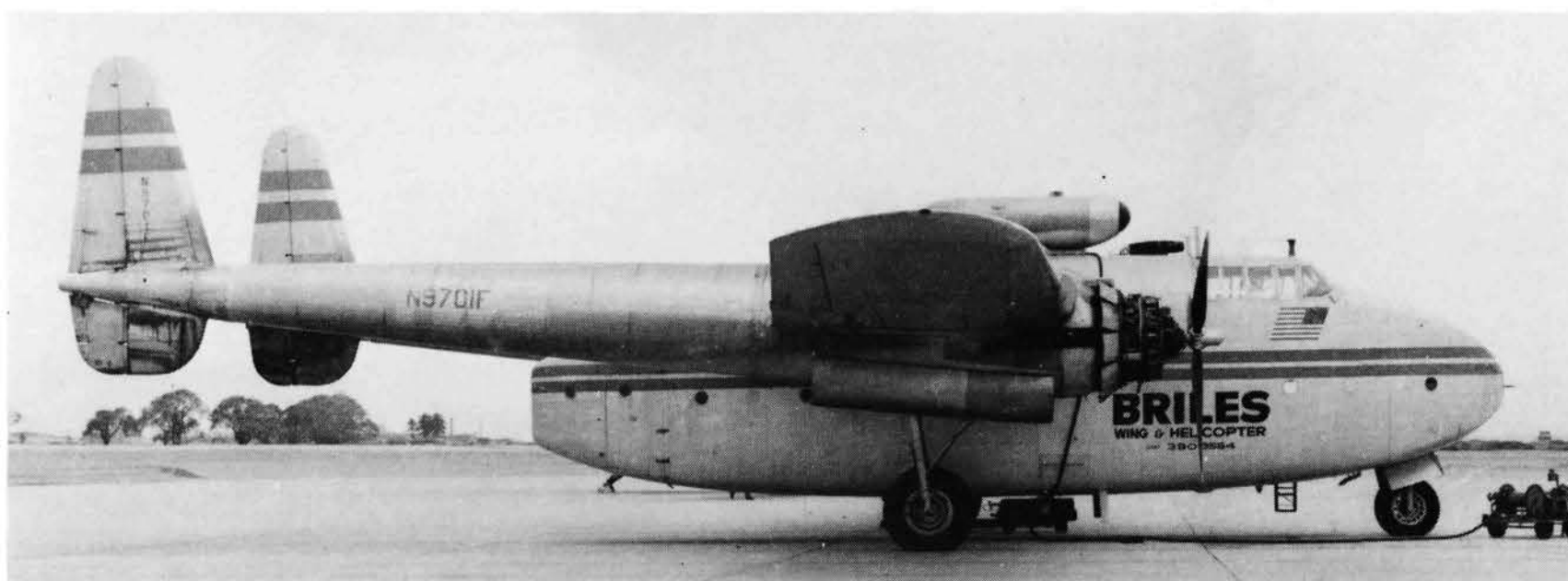


628 C	D-EKAD /2	12.8.66	regd 18.8.66, cld 27.12.66 as sold to Holland, regd 5.1.67, w/o Gillenfeld, Germany 13.12.72. Wreck dumped nr Seppe, cld 11.3.74.
	PH-KAS		
629 C	D-ENFA /2	19.8.66	to UK 10.1.67, regd 2.9.66, current.
	C-1 G-ATZA		
630 C	D-ENNA /2	24.8.66	to UK 6.4.67, regd 13.2.67, w/o 12.11.72 Kamp-Lintfort, Germany. Cld 9.9.81, wreck to Biggin Hill w/o St.Georgen 24.4.74, cld 6.5.77.
	C-1 G-AVGX		
631 C	D-EFMA /1	23.9.66	current.
632 C	D-EFMB	10.10.66	current.
633 C	D-EFMC	28.10.66	current.
634 C	D-EFMD /1	28.11.66	w/o 9.4.70 location unkn, cld 22.5.70.
635 C	D-EFME	2.2.67	current.
636 C	D-EGFA /1	11.1.67	to Belgium 10.2.67, regd 13.2.67, cld 18.3.70, reserved 16.2.70, ntu, regd 21.4.70, CoA exp 13.10.80, cld 9.12.80, regd 9.12.80, CoA 11.1.83 after rebuild, current.
	OO-SIS		
	PH-DYM		
	PH-KAE		
	G-BIJD		
637 C	D-EGFE /1	30.1.67	to Switzerland 10.2.67, current.
	HB-UPF		
638 C	D-EGFI	2.2.67	current.
639 C	D-EGFO	14.2.67	current.
640 C	D-EGFU	1.3.67	current.
641 C	D-EGAL /3	10.3.67	current.
642 C	D-EGIC /2	22.3.67	current.
643 C	D-EGMO /2	-	shipped to NZ 10.2.67 unflown less engine, regd 5.67, current.
	ZK-CJL	.67	
644 C	D-EGMY /2	30.3.67	current.
645 C	D-EGNU /2	-	reserved 16.8.66, ntu, current.
	D-EEWW	22.3.67	
646 C	D-EGOC /2	30.3.67	current.
647 C	D-EGQA /2	13.4.67	current.
648 C	D-EGRA /2	20.4.67	to UK 10.5.67, regd 28.4.67, current.
	C-1 G-AVKR		
649 C	D-EGRE /2	-	shipped to NZ 25.4.67 unflown less engine, ntu, remained in storage, regd 11.74, current.
	ZK-CJJ	.74	
	ZK-EDH	.74	
650 C	D-EGUC /2	26.4.67	to UK 10.5.67, regd 8.5.67, current.
	C-1 G-AVLO		
651 C	D-EJMA	16.5.67	current.
652 C	D-EJMB	16.5.67	CoA expired 5.85, stored at Bonn, still regd.
653 C	D-EJMC /1	19.5.67	w/o Oldendorf 18.9.76.
654 C	D-EJMD	24.5.67	w/o Sulzbach/Murr 15.4.73.
655 C	D-EJME /1	29.5.67	to UK 6.67, w/o Steyning, nr Shoreham, 10.3.68, cld 4.71.
	C-1 G-AVNH		
656 C	D-EJMF	7.6.67	current.
657 C	D-EJMG /1	26.6.67	to Holland 7.67, regd 12.7.67, w/o 19.5.75 Seppe, cld 30.11.76. Now at Eelde for rebuild.
	PH-KAT		
658 C	D-EJMH	-	reserved 10.3.67, ntu, regd 28.6.67, erroneously painted "D-EGAH" on f/f, current.
	D-EEAH	26.6.67	
659 C	D-EJMI	28.6.67	CoA expired 8.84, stored at Paderborn-Lippstadt.
660 C	D-EJMJ	1.8.67	to Switzerland 8.67, w/o Hohenbodman, Germany, 27.6.75.
	HB-UPG		
661 C	D-EGVE	9.8.67	CoA to Permit 3.3.88, current.
662 C	D-EGVI	16.8.67	current.

To be continued . . .

N9999F: Americans overseas

PART FOUR



Above: Although no longer with TWA, Fairchild C-82 Packet N9701F was still active in 1975. (via Peter Keating)

Regn	Type	C/n	Ex	Date	Fate	Remarks
N9743F	Hiller UH-12AB	167	N8167H, G-APZO, SU-ALK.	.62	cld 13.12.63.	Cr 25.7.63 Antakya, Turkey. Executive Helicopters
N9742F	Hiller UH-12	680	PI-C365, G-APTN.	8.62	cld 10.9.71.	A.Chadwick, Geneva
N9741F	Auster J/5G	3062	VP-KKO, AP-AHK.	.	cld 12.1.71.	
N9740F)					
N9739F)					
N9738F)					
N9737F)					
N9736F) No record traced - presumed not used.					
N9735F)					
N9734F)					
N9733F)					
N9732F)					
N9731F	Douglas C-47B	26915	43-49654. (USCAR quotes 4419654 ?)			European Research & Supply Corp
N9730F)					
N9729F)					
N9728F)					
N9727F)					
N9726F) No record traced - presumed not used.					
N9725F)					
N9724F)					
N9723F)					
N9722F)					
N9721F)					
N9720F	Boeing B-17E	2682	41-9210, N5842N, CF-ICB.	23.7.64	cld 4.8.64, to CP-753 11.64, later N8WJ.	Four Star Aviation Inc
N9719F	Curtiss C-46A	27085	42-107398, N277K.	.	To TG-ABA 5.56, OB-YAA-564, OB-R-564, CX-AXY, ZP-CBN, (CP-731).	
N9718F	Cessna 120	14338	N2113V, LG-BEF, TG-BEF.	4.52	cld 20.10.65	Restd 29.7.68, C.K.Taylor
N9717F	Cessna 170B	20560	N2408D, TG-BOV.	.		Panama Canal Zone
N9716F	Cessna 140A	15695	N1132D, YS-85, YS-117P	3.63		PCZ, later Greenland
N9715F	Cessna 170A	18969	N9208A, TG-BIA.	.		Panama Canal Zone
N9714F	Cessna 172	28321	N5721A, TG-CIB.	.		Guatemala
N9713F	Bonanza 35	D-122	AN-ACV.	.52	To AN-ACV 3.52 ?, N87813 1.75.	Conv to model 35R c/n D-122/R14 FAA
N9712F	Stinson 108-3	3956	N956C, HP-293.	.		Panama Canal Zone
N9711F	Aeronca 7AC Champion	2749	N84062.	.	To HP-226.	Albrook AFB, PCZ
N9710F)					
N9709F)					
N9708F)					
N9707F) No record traced - presumed not used.					
N9706F)					
N9705F)					
N9704F)					
N9703F	Beech D18S	A-18	NC44610, OB-WBH-497, OB-LHV-497, OB-M-497.	4.65	cld .75.	F.Sage, Miami
N9702F	Douglas DC-4	43068	VH-TAD.	9.59	To CF-LOY .60, N9702F .66, N6531D.	European Asiatic Wfu .66.
N9701F	C-82 Packet	10184	45-57814, N2047A ET-T-12.	9.60	To USA:	TWA, Paris
N9700F	F.24 Argus III	988	43-15024, HB750, F-BFPA.	10.57		L.Krout, France



POSTSCRIPT

From research done by Colin Smith it seems that some US-registered aircraft were certified in Europe before the above batches were used. Most were probably registered in late 1946 or early 1947, so we wonder whether other, as yet unidentified, blocks were used during the 1948 to mid 1951 period?

NC79800 J-3C-65 Cub	10938	43-29647	.	Fate unknown
NC79802 J-3C-65 Cub	12969	44-80673	.	To F-BEGH 1.48, CN-TTI 2.59
NC79803 J-3C-65 Cub	13158	45-4418	.	To F-BGQK 6.53, HB-OGV 27.7.67
NC79804 J-3C-65 Cub	13266	45-4526	.	To F-BDTV 9.47, w/o 10.5.65 Le Havre
NC79805 J-3C-65 Cub	13255	45-4515	.	To F-BEGT 23.3.48, G-ICUB 20.8.81, EI-BSX 25.3.86 (but f/n now given as 8999 would be c/n 8912)
NC79806 J-3C-65 Cub	13290	45-4550	.	Fate unknown
NC79807 J-3C Cub	12062	44-79766	.	To F-BCPT 5.47, G-BKHG 13.9.82
NC79808 L-4J Cub	12937	44-80641	.	To F-BDTE 5.47, 7T-VLE 11.64
NC79809 J-3C Cub	13167	45-4427	.	To F-BEGS 2.48, w/o 8.64
NC79814 PA-12 Super Cruiser	12-3492	NC4059H	.	To F-BFQO 5.50
NC79815 J-3C-65 Cub	11725	43-30434	.	To F-BFQN 10.50
NC79816 J-3C-65 Cub	11242	43-29951	.	Fate unknown
NC79819 J-3C-65 Cub	12192	44-79896	.	To G-ANXP 13.12.54, D-EGUL 28.10.55, PH-CMS 28.10.81, OO-GMS 2.9.85
NC74115 J-3C Cub	13348	45-4608	.	To F-BFFN 7.49
NC74116 J-3C Cub	12492	44-80196	.	To F-BEGR 2.48, HB-OVF 1.62
NC74117 L-4J Cub	12656	44-80269	.	To F-BFBH 9.49, HB-OXN .60, I-GINA 3.61
NC74118 J-3C Cub	13195	45-4455	.	To F-BFBP 10.48
NC74119 J-3C Cub	13153	45-4413	.	To F-BFBO 10.48
NC74121 L-4J Cub	12932	44-80636	.	To F-BETT 6.48, G-AXHP 9.6.69
NC74122 J-3C Cub	13254	45-4514	.	To F-BETC 7.48
NC74123 J-3C-65 Cub	12696	44-80400	.	To F-BFOZ 1.51
NC74124 J-3C-65 Cub	12788	44-80492	.	To F-BFQL 8.50
NC74136 Douglas DC-3	11923	42-92154, FL562, HB-ATO	.	To OO-APB 11.3.48, Israel 15.10.48, 4X-AES 2.4.57
NC74137 L-4J Cub	11810	43-30519, G-AISV	.	Fate unknown
NC74138 Spitfire XI	.	PL983	.	Fate unknown
NC74139 Douglas DC-3	4930	42-6478, TJ167, 6252M, G-AJLC	.	To OO-APC 11.3.48, N74139 10.8.50
NC6400N J-3C-65 Cub	12109	44-79813, G-AJBE	.	To G-AKNC 5.1.48, OH-CPC 10.51

Designations in list above are those actually quoted for the aircraft.



Top: DC-4 N9702F in European Asiatic titles parked at Heathrow in 1959/60/ (Peter J. Marson collection)

Left: Fairchild Argus N9700F apparently in the old Farman hangar at Toussus-le-Noble in 1960 with a Proctor 3 F-BFPS and a partly dismantled SUC Courlis behind. (via Peter Keating)

The Whole Truth:



PART FORTY-FOUR

DH.60 MOTH



Above: Alan Butler's G-AACL wearing racing number 25. It was a standard coupé Moth with the newly-introduced slim wheels and narrower tyres. These became popular with private owners until doughnut tyres became available in 1931. (Aeroplane via Jack Meaden)

DH.60 Moth variants - THE GIPSY MOTH, SLOTS AND THE COUPE HOOD (concluded)

In October 1928 Geoffrey de Havilland was flying G-AAAA with the coupé hood and in the same month G-AACL with coupé hood was registered to Alan Butler, the DH Company Chairman. On 7th December 1928 Butler, with his wife as passenger (more propaganda for flying wives), broke the 100 km closed circuit speed record at 119.8 mph. He also used it for racing and on 26th May 1929 at the Bristol & Wessex Club meeting he gained 48 points out of 55 in a competition for good and safe flying to win the Duprez Challenge Cup. A week earlier on 20th May at the Northamptonshire Aero Club Whitsun Meeting, A.C.M. (Maurice) Jackaman flew G-AADX to obtain 44 out of 50 points to win the silver cup for a similar competition; these and other events all helping to publicise the coupé Moth. On 22nd December 1928 Capt W.R. Bailey, a member of the Cavalry Club, took delivery of G-AADC but advertised it for sale only eight months later. The Hon Lady Mary Bailey, just returned from her Cirrus Moth South African trip (see p.90/30), purchased G-AAEE in February 1929 and later used it for racing and competitions but soon removed the coupé and covered the front cockpit for racing.

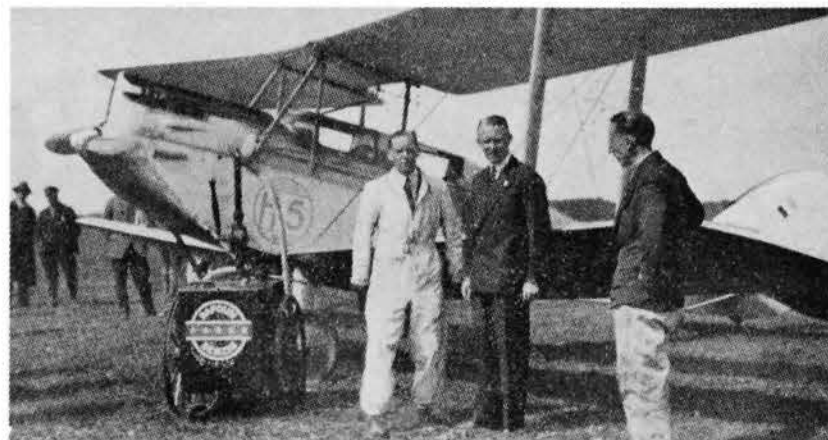
With the availability of light aircraft suitable for touring the European countries, the National club competitions and races were followed by International events such as the "Challenge Internationale de Tourisme". In a European competition of 27-30th June 1929 both Lady Bailey and Maurice Jackaman took part in their coupés and in the Challenge de Tourisme of 7-14th August 1929 Hubert Broad was the winner in coupé G-AAHS. The course of 3907 miles was flown from Paris/Orly around 24 landing points including Brussels, Amsterdam, Hamburg, Berlin, Warsaw, Prague, Vienna, Budapest, Belgrade, Milan and Geneva. Points in the competition were given for speed, regularity, fuel consumption and features of aircraft equipment such as wingfolding, self starters, dual controls, fire extinguishers, parachutes, etc. Today's pilots will no doubt be surprised to know that all the 47 entries were equipped with parachutes, but of course flying was less safe then than it is today and in the 1929 Challenge Herr Nehring in Darmstadt D.18 "B5" wrecked the cantilever biplane in a crash in Poland and Herr Hofmann was killed in the crash of Arado L-1 cantilever monoplane "C9".

Right: W. R. Bailey's G-AADC is here seen to be a standard coupé Moth with the old standard wide tyres and long exhaust pipe. The wing-folding notice can be seen in the normal position by the leading edge wing root. (via Jack Meaden)





Left: Maurice Jackaman's G-AADX with its name "Peridot III" on the nose making a racing take-off at Lympne led by Lady Bailey's G-AAEE now with coupé hood removed and the front cockpit covered. Below: Hubert Broad (in white overalls) in front of coupé G-AAHS as "H5" at Hamburg during the 1929 Challenge Internationale de Tourisme. (both Aeroplane via J.M.)



Above: DH.60M G-AAGE as coupé demonstrator with "Gipsy Moth" on the fuselage sides, a characteristic of DH Company Moths (see p.90/79). Here 'GE' is returning from Teignmouth while located at Filton. Right: Miss Winifred Spooner has help to move G-AALK as "K8" in the 1930 Challenge Internationale de Tourisme. Lifting the tail by the tailplane bracing strut allowed one person to move the Moth, but on rough ground help was needed to push. (both Aeroplane via J.M.)



Initially sales of the coupé went well, backed up by G-AAHS with the DH Sales Department and G-AAGE as a demonstrator. G-AAGM was sold to Austria and became A-63, G-AASB was based in Paris, two others went to South Africa as ZS-ABK and ZS-ABL, and one went to Spain - initially as MW-117.

The coupé hood was expected to provide shade, to make the cockpit cooler in hot climates, and to give protection against the freezing slipstream in high latitudes. The Norwegian N.42 operated on floats from the S.S. "Kosmos" in the Antarctic as a whale spotter, it was lost in December 1929 with pilot Lief Lier and his observer. G-AAUR and G-AAZR were used on skis and floats for the British Antarctic Air Route Expedition by the Royal Geographical Society (see p. 89/104). G-AAGT was purchased by the Cuban Marquis de Casa Maury and christened "Toi et Moi" by the Marchesa (formerly Miss Paula Gillibrand) with a bottle of champagne at Stag Lane on 25.5.29. It had a non-standard fairing behind the coupé hood which extended right back to the fin. In the 1930 Challenge, in addition to entries by Alan Butler, Hubert Broad and Lady Bailey, Miss Winifred Spooner flew F.E.Guest's G-AALK, a standard coupé with stub exhausts, as "K8".

The coupés were all Gipsy Moths with the exception of G-AAIM "Arom II" of Shell-Mex & BP Ltd which was Hermes powered (see p.88/87). A few non-standard coupé hoods were produced for racing, at least one by DH for publicity purposes and the others either to special order or by modification to owners' requirements. G-AAHR was a racing DH.60M, unique in being flown from the front cockpit and special in having a lower than usual enclosed hood, flush over the rear cockpit and faired back to the tail. It was specially built for Hubert Broad who used it for UK racing and continental touring competitions in 1929 and 1930, winning "La Coupe Zenith", a 1044 mile circuit of France in 1929. In racing condition it had a low-drag straight-axle undercarriage with small wheels, but later in touring competitions a divided undercarriage with normal diameter wheel of special thin section was fitted.

Another special was G-AAXG, a DH.60M with Gipsy II, produced in 1930 to be raced by Alan Butler. It had a straight-axle undercarriage and small racing wheels and in the 1930 King's Cup it came second and made the fastest speed of 129.7 mph. Like G-AAHR it was then fitted with a divided undercarriage with normal diameter wheels of thin section and took part in the 1930 Challenge de Tourisme as "K5". Flown by Edward Bret it won the Coupe Zenith in September 1930 and again in 1931. It was unique in having special centre-section strutting designed to fit around the flush front cockpit with fold-over top, transparent roof and side windows. This was designed for quick exit and re-entry by the passenger when reporting at competition stops while the pilot kept the engine running; the side windows allowing the passenger to see when it was time to get ready to undo his straps and be ready to jump out as every second counted in competitions. The transparent roof provided light in the cockpit and the pilot's cockpit had a semi-enclosing wind-screen which also opened upwards to the left. This aircraft still exists as ZK-AEJ and, although now converted to open cockpits and with short stubs replacing the buried exhausts, the thin centre-section with its unique strutting, front fuselage fuel tank and close-fitting cowling are unchanged (see p.82/45).

In the 1930 King's Cup flown on July 5th the coupé top was seen to have sired two developments, Nigel Norman's G-AAHI with the enclosure over the rear cockpit only and the front cockpit covered over, and G-AAWR flown by Major Marmaduke Pilkinthorne with a special 2-seat enclosure sunk into the fuselage, its roof level with the fuselage top. The 750 ml race was won by Winifred Brown in open-cockpit Avian G-EBVZ and G-AAWR later reverted to open cockpits. The standard coupé hood was replaced on G-AAHI and it was still a coupé when it attended Cowes aerodrome for the 1935 Fleet Review.

The coupé Moth, not being fully enclosed, was something of a midway point between open cockpits and a cabin and, being neither one nor the other, did not suit the proponents of either. Coupé Moth owners often wore the same flying clothing, helmets and goggles that they did in open cockpits, another way of saying that if you wanted to fly bareheaded in a business suit you used a cabin aeroplane (and DH soon realised this, the cabin Puss Moth first flying in 1929) but if you wanted a Moth it was because it had the open cockpits on which almost all pilots had been trained and to which they were accustomed. The hood degraded the view somewhat and did not retain popularity, most lasting little more than two years. It was easily removed and the coupés soon reverted to open cockpits and had standard windscreens fitted.

Slots, on the other hand, remained popular. Frederick Handley Page (who, like Geoffrey de Havilland, was later to be knighted) had developed and patented automatically operating leading edge slats which formed slots when opened, the first trials being made on a 1920 modification of DH.9 H9140. A slot demonstration biplane with full span slots on both wings and with the top wing centre slots interconnected with flaps, was the HP.39 Gugnunc, built to take part in the 1927-9 Guggenheim Safe Aircraft Competition (see p.88/76 and photo p.89/94). However, automatic slots became most successful when fitted to wingtip leading edges only, reducing the risk of a wing dropping in a stall leading to a spin, and this was the form optionally available to purchasers of Moths from late 1927. By the time the Gipsy Moth's successor, the DH.82A Tiger Moth, was produced, slots had become a standard feature which can still be seen on vintage Tiger Moths today.

The spring quadrant air speed indicator went out with the biplane, but of surviving Moths CF-AAA (ex G-ABJJ), G-EBWD, G-AAHY, G-AAMY, G-AAVJ, G-ABEV, G-ABYA and G-ATBL still carry it, all having the later left-side version.

The Gipsy engine and the Moth were such a successful combination (with 595 built in Britain and about 290 built in France, Norway, Australia, Canada and the USA) that in the years before the war the writer recalls that members of the public tended to call every light biplane a "Gipsy Moth". Inverting the Gipsy II engine made it into the III which became the Gipsy Major and led to a whole new chapter of successes, but that - of course - is another story.

Right: Mr.E.C.Brown, the manager of W.B.Dick & Co, equipped with flying helmet and goggles, in front of his company's standard coupé Moth G-AATA. (Aeroplane via Jack Meaden)



Above: H.S.Broad's low-top enclosed Moth G-AAHR in its initial racing configuration with straight-axle undercarriage and small wheels. Flown from the front cockpit it was later converted to a large wheel divided undercarriage. (Aeroplane via Jack Meaden)



Right: K-SATA of the Pori Flying Club on the west coast of Finland is shown with the centre part of the coupé hood removed for summer operation. It seems to be doubling as an advertising billboard! (Aeroplane via Jack Meaden)

Right: Coupé G-AAZR on skis with polar bear painted on the rudder and "The British Arctic Air Route Expedition" on the fuselage. This photo shows well how the downward-opening door flap was needed on the front cockpit to allow the occupant to get in and out. The roof has been removed from the pilot's (rear) cockpit and the wing-folding jury struts are in position. (via Jack Meaden)





Left: Two views of G-AAXG showing the redesigned centre section struts to allow access to the enclosed front cockpit and the closely-cowled Gipsy engine.

Upper: G-AAXG as "76" made the fastest time in the 1930 King's Cup fitted with straight-axle undercarriage and small racing wheels.

Lower: The same aircraft later in 1930, after Edward Brett (in cockpit) won the Coupe Zenith, with divided undercarriage and slim large wheels. The black streaks from the buried exhausts show how the LH prop slipstream carried exhaust fumes down and away from the cockpit. (both Aeroplane, via Jack Meaden)



Above: Nigel Norman's G-AAHI flew in the 1930 King's Cup as a single-seater with a hood over the pilot's cockpit faired right back to the tail and with the front cockpit covered over. It also had stub exhausts fitted. (via Jack Meaden)

Right: G-AAWR was another 1930 King's Cup entry, as no. "51". It was fitted with a completely flush cover (except apparently for the top of the pilot's head!), windows in the top and sides of both cockpits, and stub exhausts. (via Jack Meaden)



Below: Summary table of all the known Moth coupé or enclosed cockpit versions.

COUPE HOOD MOTHS					
Regn	C/n	Model	First owner	see:	Remarks
G-AAAA	805	60G	Capt. G. de Havilland	90/109	Prototype coupé hood
G-AAAC	887	60G	Alan S. Butler		100 km Closed Circuit Record
G-AADC	917	60G	Capt. W. R. Bailey		Extra large locker
G-AADX	1002	60G	A. C. M. Jackaman		"Peridot III"
G-AAEE	981	60G	Lady Mary Bailey	89/12	Stub exhausts
G-AAGE	1332	60M	de Havilland company		Company demonstrator
G-AAGM	1009	60G	S. B. Cave, Vienna		Austrian regn A-63
G-AAGT	1052	60G	Marquis du Casa Maury		"Toi et Moi"
G-AAHI	1082	60G	Nigel Norman		see also lower list
G-AAHS	1011	60G	de Havilland Co Sales Dept		Buried exhausts
G-AAIM	1153	60G	Shell-Mex & BP Ltd	88/97	"Arom II" Hermes engine
G-AALK	1174	60G	Rt Hon F. E. Guest		Stub exhausts
G-AATA	1460	60M	W. B. Dick & Co		Ilo Lubricating Oils
G-AAUR	1245	60G	Royal Geographical Society	89/104	Arctic Expedition, floats, skis
G-AAZR	1275	60G	Royal Geographical Society		Arctic Expedition, floats, skis
K-SATA	992	60G	Satakunnan Ilmailukerho		Pori, Finland. Floats
G-AASB	1053	60G	S. J. P. Eloff		Paris based, Le Bourget
ZS-ABK	1143	60G	Major Allister Miller		Union Airways, South Africa
ZS-ABL	1145	60G	Major Allister Miller		Union Airways, South Africa
MW-117	1098	60G	Duke of Estremara		M-CGAA, Spain
N.42	1339	60M	Lief Lier, Norway		Whaler "Kosmos", floats

Note: The writer has not been able to find photographs to confirm the reported coupé hoods for the last five items listed above but the reports are believed to be correct. Photos confirming their status would be gratefully received for Feedback.

SPECIAL ENCLOSED COCKPIT MOTHS					
Regn	C/n	Model	First owner	see:	Remarks
G-AAHI	1082	60G	Nigel Norman		Temp.mod., rear cockpit hood
G-AAHR	1068	60G	Hubert Broad	89/11	Front pilot's cockpit hood
G-AAWR	1237	60G	Eric J. Brighton		Both cockpits flush cover
G-AAXG	1542	60M	Alan S. Butler		Redesigned centre section

Casualty Compendium

PART FORTY

Right: Sponsons instead of wingtip floats were a feature of the Boeing 314 flying boat (4x Wright 1200 hp GR-2600-A2 14-cyl 2 row radial engines). The 3rd aircraft, NCI8603 was christened "Yankee Clipper" by Eleanor Roosevelt on 3.3.39 but was destroyed on 22.2.43 at Lisbon after 241 Atlantic crossings. (via Jack Meaden)



With thanks for contributions of: Geoff Allen, John Battersby, John Davis, Peter Davis, Oleg Drobych-eff, Alain Godé, Mike Gradidge, Harm Hazewinkel, Peter Hocking, Gordon Kimber, Fred Knight, Jack Meaden, Barry Moores, Tony Morris, Terry Murphy, Vic Smith, Gilbert Sunderland, John Wegg and John Withers.

First a small number of comments on earlier casualties:

- 16.3.39 This DLH twin was likely to have been a Junkers Ju 86.
- 29.11.40 Panagra DC-2 was named "Santa Silvia". Accident also reported to have taken place between Arequipa and Lima.
- 26.9.41 Ford 5-AT-80 was registered CB-CAM-2 in Bolivia. Date also quoted as 27.9.41.
- 23.10.42 Location for NCI6017 should be Mt Jacinto, also corrects DC-3 Monograph.
- 7.11.42 Would presumably be a TWA Boeing 307B, but all went to the USAAF then to France, so it could not be a w/o.

Solutions to the casualty problems listed in the last issue are as follows:

- 22.1.40 KNILM aircraft which crashed in the sea off Djimbaran, Bali was Lockheed 14-F62 PK-AFO c/n 1415. It had taken off from Den Pasar airport, operating the Batavia - Sydney route. Capt J.J. Schott and seven of the eight occupants were killed, only mechanic A. Van Riet survived. Both engines reportedly failed.
- 20.2.40 Caudron 282/10 Phalene F-ANBI c/n 6949/2 of Air Club of Guinea was damaged in crash on landing at Kanken, French Guinea. It was operating inaugural Conakry - Kindia - Dabola - Kanken mail service.
- 3.3.40 Air France Bloch 220 F-AOHA c/n 01, operated by L'Armée de l'Air Groupe Aérien de Transport 1/444 and named "Capitaine Delage", crashed in fog on Mt Ventoux, near Orange, Vaucluse, killing crew of 3. One report gives the pilot as Georges Delage - possibly this is the source of the aircraft name?
- 5.5.40 Air France seaplane burnt out landing Marseille, returning shortly after take-off for Beirut. No casualties.
- 20.6.40 Trimotor of Air France shot down at Ouistreham. Pilot (or radio operator?) Andre Descamps killed. Regn F-AFTD quoted but more likely to be F-ARTD Dewoitine D.338 c/n 22, believed shot down by French anti-aircraft fire in error.
- 11.10.40 Dewoitine en route Niamey - Cotonou which crashed and burnt out at Carnotville, Equatorial Africa was D.338 c/n 10, F-AQBJ "Ville de Calcutta" of Air France. The two crew, pilot Perrichon, mechanic Locqueneux and r/o Bossard were killed.
- 27.11.40 Farman 2234 F-AROA c/n 2 "Le Verrier" of Air France, flown by Henri Guillaumet and Marcel Reine, was actually down in the Mediterranean during hostile action. On board was the High Commissioner of Lebanon, Jean Chiappe, the destination being Beirut, via Tunis. F-AROA had flown over a British convoy heading for Malta escorted by the Ark Royal, which was under attack by Italian aircraft and is believed to have been shot down in the confusion by a British fighter. However a message was intercepted from an Italian aircraft to Cagliari claiming to have shot down a large unidentified aircraft. The Italians maintained this claim until the identity of the passenger was revealed. Exact location was 73 mls from Bizerte (Tunisia) and 45 mls from Cape Spartivento in Sardinia.
- 24.12.40 Ju 52 seaplane of CAUSA wrecked at Buenos Aires would have been CX-ABA or -ABB, probably the letter. "Buenos Aires Herald" reports indicated that it was sunk in a gale and later salvaged.
- 15.1.41 Savoia SM.75 I-BAYR c/n32013 (ex I-TELA) of LATI lost between Natal & Cape Verde Is. Made mayday call after the centre engine developed problems. A week-long search by shipping failed to find the aircraft which had two four-man crews and two passengers on board.
- 18.1.41 Ju 52 of Malert was HA-JUA c/n 5523 "Kaszala Karoly". The crash between Budapest and Cluj was near Nagy-Varad airfield but the casualty reports show 3 crew and either 9 or 10 passengers killed with either 4 or 7 other passengers injured. Date of 17.1.41 is quoted by Hungarian sources.
- 6.2.41 Trans Canada Lockheed 14-H2 CF-TCP c/n 1501 hit trees one mile short of runway on landing approach at Armstrong, Ontario (not Manitoba) in snow at 0350 hrs, killing 3 crew and 9 passengers on board.
- 28.3.41 SAA aircraft which crashed at Elands Bay, Cape Colony, was L.18-08 Lodestar ZS-AST c/n 2034. It hit a ridge at Baboon Point while flying low in poor visibility en route Windhoek - Cape Town. Capt E.W. le Roux, three crew and six passengers were killed.
- 19.4.41 The Aer Lingus DC-3 which overran landing at Barton must be EI-ACA c/n 2178. The airport operations log shows that it landed at 11.05 hrs with a crew of 3 (Capt Hammond) and 20 passengers. No mishap is recorded, but neither is any departure! Subsequent Aer Lingus services, as many previous ones, were operated by DH.86s. The DC-3 was actually diverted from Liverpool and slid on landing, striking a post. It was dismantled and shipped back to Dublin on the "Lady Kilkenny" on 1.6.41, only re-entering service in 8.42 due to shortage of spares.
- 25.4.41 Aeroflot DC-3 crashed on take-off from Moscow for Stockholm in a snowstorm. Pilot and two passengers injured.
- 4.8.41 Air France Caudron C.444 Goeland F-AOMR c/n 7267/3, ex Air Bleu, struck high ground at 1500 metres altitude at Salvezines, Aude in bad weather. Pilot Rives and radio operator Joly killed, along with French aviatrix Claire Roman who was a passenger. Aircraft was on regular Vichy - Perpignan - Pau route.
- 1.9.41 Bloch 220 F-AQNL "Languedoc" c/n 12 of Air France crashed into a lake at Bollemont near Marignane after port engine failure on take-off for Toulouse and Vichy. Reports of the casualties vary but either there were no fatalities or pilot Robert Ané, his two crew and 12 or 13 passengers were killed leaving two survivors.
- 3.9.41 F-BAAE destroyed at Panosas near Cremieu, Isere, was Caudron C.445 Goeland c/n 8710/155 of SCLAM. It flew into high ground in bad weather and pilot Pichon and 3 occupants were killed. One report gives F-BAAZ.
- 9.10.41 Misr Airwork "DH.84" was actually DH.89A Dragon Rapide SU-ABQ c/n 6299. It crashed 18 mls from Port Sudan during approach to land.

- 7.11.41 Aero OY Junkers Ju 52/3mce OH-LAK c/n 4014 ditched in sea off Turku, Finland (Abo being the Swedish name for the same location) on Stockholm to Pori service. Two passengers drowned after leaving the aircraft. The aircraft was salvaged and returned to service in October 1942 but written off on 31.10.45.
- 2.7.42 France - Senegal aircraft destroyed near Port Etienne, Mauritania, shortly after take-off was Lockheed 18-07 F-ARTL c/n 2011. No serious injuries to pilot Lafannechere or two other crew members.
- 13.8.42 Air France LeO H246 F-AREJ c/n 403, operating Marseilles - Algiers, was shot at by four RAF aircraft (said to be Hurricanes?) 80 km from Algiers but with two of its four engines disabled it reached its destination where it sank on landing. Two of the twelve passengers died in the attack, film actress Miss Rey and a Mr Riviere, one or two others subsequently, and several were wounded. Pilot Meresse, radio operator Gimie and mechanic Marie survived. The aircraft was repaired and remained in service on the route until 1946.
- 27.9.42 Air France Dewoitine D.342 F-ARIZ c/n 1 operating Algiers - Dakar service crashed after take-off from Algiers at Aneur El Ain as a result of a mid-air explosion and loss of the port wing. Pilot was Gaston Chenu but there were two airline crews on board among the total of 25 occupants lost. Sabotage was suspected but there is also a report that a crew member accidentally opened the emergency exit above the pilot, his surprised reaction causing the aircraft to dive into the ground.
- 21.1.43 PanAm "Philippine Clipper" was Martin 130 NC14715 c/n 557. It left Pearl Harbor, Honolulu at 1530 local on 20.1.43 as Navy service V1104, destination San Francisco/Treasure Island, with Capt Robert Elzey in command, eight crew and ten passengers including Rear Admiral English, Pacific Area Submarine Commander. Because of poor visibility off California Elzey flew north of San Francisco while deciding whether to divert to San Diego. Carburettor icing forced the aircraft lower as it held in the storm but the Martin had drifted over land and at 0730 local time it struck high ground between Ukiah and Boonville. All the occupants were killed. Total time at accident was 14628 hrs. The aircraft was so far off course that the wreckage was only found ten days later. A memorial was erected at the crash site in 1990.
- 22.1.43 The Panagra DC-3 which hit a mountain at Chaparra, near Arequipa, Peru was NC33645 c/n 4124. It was en route from Santiago, Chile to Lima, Peru with Capt G.Gardener, 3 other crew and 11 passengers of whom only 1 survived. The DC-3 crashed at 12,500 ft in poor weather and was destroyed.
- 22.2.43 PanAm "Yankee Clipper" was Boeing 314 NC18603 c/n 1990. It left La Guardia on 21.2.43 to fly the New York - Bermuda - Horta - Lisbon - Foynes route with Capt R.O.D.Sullivan in command. On making the final turn to land on the Tagus River, Lisbon, the port wing struck the water. The wing outboard of the No.1 engine and the bottom of the hull were sheared off. Twenty-four of the thirty-nine occupants were killed, including singer Tamara Drasin and novelist Ben Robertson.
- 3.5.43 Air France aircraft lost and burnt near Lyon is said to have been a LeO 45, the last of a batch built by Air France technicians. Returning to Lyon-Bron from a test flight it crashed near the Berliet factory at Venissieux killing pilot Felix Logerot and four others on board. Cause may have been loss of control following an engine failure but it was suspected that a German aircraft hindered the LeO on finals and the attempted overshoot failed. The latter theory was reinforced by the rapid removal of the wreckage by Lufthansa personnel.
- 28.7.43 BOAC Sunderland III flying boat G-AGES crashed at 0530 hrs into Slieveglass Mountain, near Brandon Head, in County Kerry and was destroyed by fire (our original source misprinted as Derry!). It was on the Lisbon to Foynes sector of a flight from Bathurst and had arrived early and had flown off course while waiting for daylight. Capt T. Allitt and nine passengers were killed, nine other passengers and six crew members survived.
- 28.7.43 American Airlines Douglas DC-3 NC16014 "Flagship Ohio" c/n 1552 struck trees and was destroyed by fire near Trammel, 20 miles SE of Bowling Green, Kentucky at 2240 hrs whilst en route Louisville - Nashville. The pilot Harry S.Stiller, 3 crew and 15 passengers were killed but two passengers survived. Cause believed to be a severe down-draught during thunderstorm conditions.
- 26.8.43 BWIA Lockheed 14H VP-TAH c/n 1406 was burned out at Piarco Airport, Trinidad, during refuelling.

I-DIRE photo: the Ala Littoria Caproni Ca 133 crashed about 2 km southwest of Gabode airfield, Djibouti on Friday the Thirteenth - 13.10.39. It was on a regular flight from Addis Ababa to Djibouti with three crew and three passengers who were all staff of the Italian consulate in Djibouti. Pilot Jereb turned for landing and the port engine stopped at about 100 metres and he was unable to avoid a hilltop and other obstacles as the aircraft crashed. The Caproni was declared destroyed, 3 crew and 1 passenger received minor injuries, the starboard engine was salvaged but the port engine, when examined, failed to reveal any cause for failure.

Now a selection of "new" casualties, starting with three referred to us by readers. Identities please for:

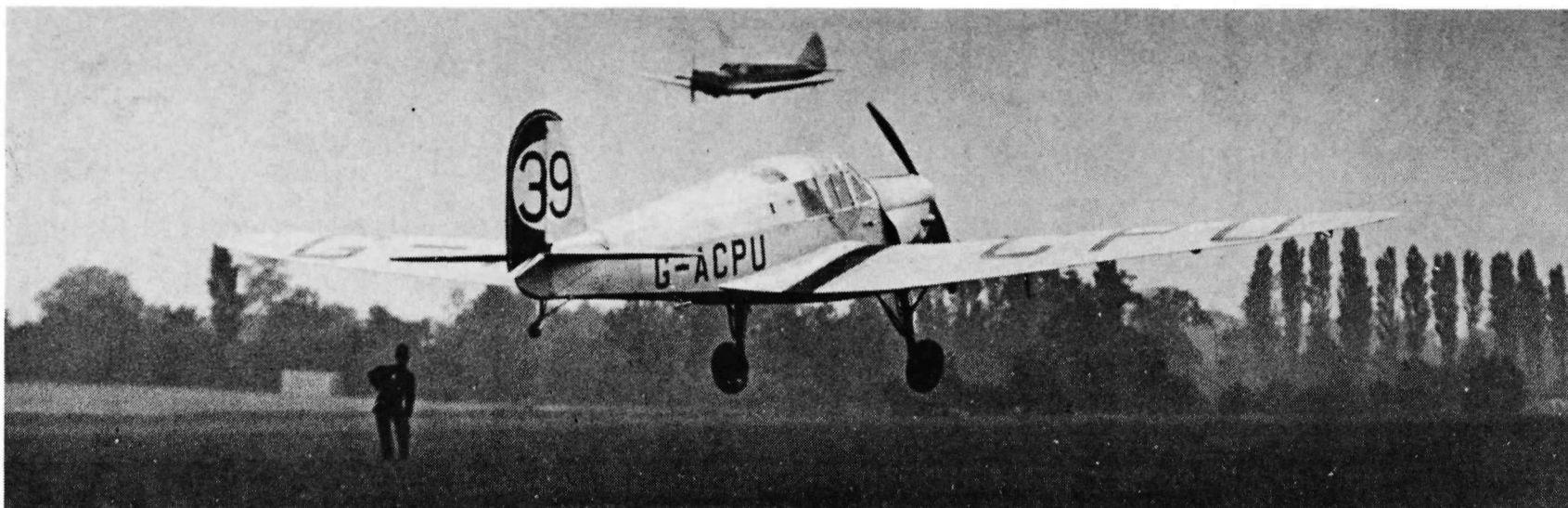
- 14.6.40 Aero Ju 52/3m shot down in Estonia.
- 3.10.42? American Export A/L Sikorski cr Botwood, Nfld.
- 30.6.43 BOAC Hudson VI cr on approach at Khartoum.
- 4.8.43 Tata Sons a/c cr 50 mls east of Bombay.
- 27.8.43 VASP a/c crashed on take-off, Rio de Janeiro.
- 27.8.43 ABA DC-3 missing on UK - Sweden flight.
- 15.9.43 American A/L a/c crashed on take-off at Dallas.
- 24.9.43 PAA Commodore stalled and crashed, Miami.
- 15.10.43 American DC-3 crashed at Centreville, Tenn.
- 22.10.43 ABA a/c cr on Halbo Island after air attack.
- 12.11.43 BOAC aircraft force-landed north of Oporto.
- 26.1.44 Australian National A/W a/c cr between Coen and Iron Range.
- 30.1.44 Aeromaritime Sikorski cr landing at Accra.
- 10.2.44 American A/L aircraft crashed at Memphis.
- 23.2.44 DETA a/c cr between Quelimane & Lourenco Marques.
- 25.2.44 Rabat - Algiers aircraft crashed near Taza.
- 27.2.44 Avianca a/c force-landed near Medellin.
- 27.5.44 CNAC airliner lost between Calcutta & Dinjong.
- 20.6.44 Varig a/c cr west of Porto Alegre, Brazil.
- 15.7.44 BWIA Lodestar crashed, services suspended.
- 25.7.44 LAV a/c cr & dbf at Barcelona, Venezuela.
- 8.8.44 PAA Sikorski lost on take-off at Antilla, Cuba.
- 9.8.44 Airliner of Swissair crashed at Stuttgart.
- 21.8.44 Lloyd Aero Boliviano a/c crashed at La Paz.
- 29.8.44 BOAC aircraft crashed on mtn in central Sweden.
- 30.8.44 Panair do Brasil a/c cr landing at Sao Paulo.
- 18.9.44 Faucett aircraft missing in Peru.
- 21.9.44 Panair do Brasil a/c cr on take-off at Bahia.
- 11.10.44 Qantas flying boat sank landing at Sydney.
- 11.10.44 Navegacao Aerea Brasileira a/c cr at Pirapora.



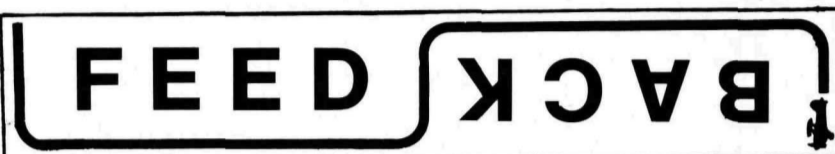
Above: Oleg Drobycheff has sent us another view of the accident to Caproni Ca 133 I-DIRE which he describes in detail for us above.

Below: Another one for the sleuths from the Fred Kirby collection: where was KLM's "Troepiaal" on 29.10.43?





FACT FILE 2 - B.K.1 EAGLE G-ACPU



CIVIL REGISTERS OF ETHIOPIA

The mention of Bellanca J-2 NR782W c/n 1101 inscribed "Abyssinia: Emperor Haile Selassie" in Feedback p.90/56 prompted Rick Allen to tell us of his researches into the history of this aircraft with the aid of John Underwood.

Built in 1930 and originally registered to Bellanca / Packard, Detroit, Michigan. Afterwards identified annually to Bellanca, Wilmington. No buyer found by company. One source assigns the identity to the Packard diesel-powered Bellanca which Frederic A. Brossy and Walter E. Lees flew in non-refuelled endurance records in April and May 1931 at Jacksonville, Florida.

Later in 1931 the aircraft was reportedly earmarked for Hubert Fauntleroy Julian, the "Black Eagle of Harlem", who did later fly briefly in Ethiopia. He obtained his PPL on 29.7.31 and had a well-publicised plan to fly from New York to Addis Ababa. He was photographed with X-4864, a 1928 Bellanca K, ex "Roma", owned by the company. In fact he did not make the flight at all, but NR782W was painted with the Emperor's name during preparations for sale to Julian. He did not take delivery or fly the aircraft, in fact he was reportedly "barely able to handle a Fleet".

The FAA file on NR782W says only that Bellanca owned it and re-engined it with a Wright engine from 22.6.35. The Monteverde brothers acquired it between 2.35 and 6.35 for their Transatlantic flight attempt as CS-AAK "Magellan". Details of its take-off accident at Floyd Bennett Field on 22.6.35 appeared in Casualty Compendium p.87/81.

UK CIVIL REGISTER 1929

G-AADK with reference to A.G.Head's note the Moth Seaplane overturned on landing on 25.8.29.

G-AAEY We note that the makers title was "Glenny & Henderson", though AJJ and other sources give Henderson first in the designation, presumably because the earlier HSF.I design was assembled by the Henderson School of Flying and the Gadfly was the HSF.II.

G-AAJY whilst on the Alan Cobham survey flight carried the inscription "Short Bristol Seaplane" behind the port cockpit window.

G-AAKY/KZ/LA were built by Avro and had Avro c/ns but they were exclusively Cierva designs as C.19s and had no Avro type numbers.

THE BOLKOW LIGHTPLANES

BO 207

230 May have been allocated (or become) 9Q-COG before 9Q-COG. The Congolese marks changed in 1962 and the German regn only cld 28.12.62. 9Q-COG had CoR 351, the highest previously recorded transfer was 9Q-CJO with CoR 326.

270 to LV-IAL 7.63.

The photo caption needs correcting as we lost part of the 1934 Race Number which should be "39". The Photographic Development Unit's ORB records that on 4.6.40 "ACW2 Glass brought her B.A. (sic) Eagle G-ACPU from Farnborough, arrived at Heston 18.35". Neither owner nor aircraft are mentioned again, they do not appear in the School of Photography ORB (which does not mention aircraft) or in the RAE movements log which only covered RAE aircraft and their own visitors. Is it significant that Miss Glass is referred to as an ACW2 before joining the ATA on 8.7.40? The photo (Above) shows G-ACPU taking off as "39" in the King's Cup on 13.7.34 flown by A.C.S.Irwin for owner E.L. Gandar Dower. Above it is G-ACNZ "37" the only Napier Rapier engined Airspeed Courier which has passed the turn and is setting course on the first leg. (Aeroplane via Jack Meaden)

THE PERCIVAL MEW GULL

E.20 Vic Smith has provided the evidence which seemed to confirm that it was c/n E.20 that crashed in France. "Le Temps" of 2.11.34 reported that bad weather over the Coupe Michelin course prevented the competitors from leaving Orly the previous morning, except for Guy de Chateaubrun who left for Bordeaux at 0636. However, the newspaper clearly reports that he was forced to land in the countryside between Poitiers and Angouleme and declare that he had abandoned the attempt.

The report does not mention parachuting to safety or the destruction of the aircraft (a much more dramatic story!), merely a forced landing. Nor is the aircraft type mentioned, it was not necessarily a Mew Gull at all. Finally, the reports of the crash state that he was flying from Bordeaux to Orly.

We would certainly like to see contemporary reports of both 1934 and 1935 Michelin races before changing our view that c/n E.20A was the crash victim.

E.21 In 1938 G-AEKL was raced by Guthrie in the London - Isle of Man race and the King's Cup, and by F/O David Llewellyn in the Folkestone Trophy on 30.7.38. During testing by Llewellyn over Southampton on 28.7.38 the cockpit cowling came off, damaging the tail and sending the aircraft temporarily out of control.

E.22 Speed in the 1939 London - IoM Race was 217 mph.

E.24 used the Class B marks X2 in 1937 before becoming G-AFAA.

HILLER XROE-1 ROTORCYCLE

We return to the clutch/brake discussion - see p89/56 & 90/27. Al Hutain (who worked for Hillers) says that the lever was used to stop the rotor after landing and the engine is shut off. The Rotorcycle clutch is automatic, engaging the rotor drive when the engine is started, and has a freewheel ability for autorotation or free rotation after engine-off.

Jack Meaden has a Howard Levy photo of the lever being operated which is captioned "clutch on XROE-1" but he comments that a clutch can be used like a brake just as in slowing or stalling a car engine.

CIVIL REGISTER OF NEW ZEALAND

The Lincoln Sport ZK-ADV named "Tui" by builder Fred North was built closely to the original 1923 plans of designer Sven Swanson as published by the Lincoln Standard Airplane Co. The leading edge and top of the rudder were straight compared with the original and the exhaust pipes fitted to the 35hp 3-cyl Anzani engine were an addition. The name "Tui" and "New Zealand" appear on a disc on each side of the fuselage together with a picture of that native bird. Photo below via Jack Meaden.

ZK-BMQ Agricola c/n B.109 was stored incomplete at Rearsby.
 ZK-BMQ Prince regd 30.7.59, d/d Apia 10.7.59. Originally intended as WZ409 but ntu.
 ZK-BMS to BMX Agricolas were c/ns B.110 to B.115.
 ZK-BMS regd 10.12.59.
 ZK-BMT regd 22.12.58.
 ZK-BMU regd 20.1.59.
 ZK-BMV regd 20.7.59. The engine that is shown in the photograph on p.90/21 is a flat twin rather than a three-cylinder radial. Possibly Radford modified a 3 cylinder example such as the Anzani, the smaller engine accounting for some of the airframe modifications such as the shorter undercarriage. We wonder how many changes from the plans were made originally and how many came during the post-39 rebuild.
 ZK-BMW regd 21.8.59, to P.A.Presland on 8.8.66.
 ZK-BMX regd 31.5.60.
 ZK-BMY regd 22.12.55, W.W.Roud 6.9.61.
 ZK-BNB regd 22.12.55.
 ZK-BND operated by Ruapehu Aero Club.
 ZK-BNE regd 13.12.55.
 ZK-BNF to Northern Districts AC, not Middle Districts.
 ZK-BNH ex N2672P.
 ZK-BNI ex N2673P, regd 1.3.56.
 ZK-BNK regd 19.6.56.
 ZK-BNP cr Kanika 9.2.61 and rebuilt with c/n AF-PA18A-1.
 ZK-BNS regd 11.10.56. ZK-BNU cld 4.9.66.
 ZK-BOC cld 20.11.73. ZK-BOG cld 11.11.57.
 ZK-BOL restd 23.4.63. ZK-BOO regd 16.5.58.
 ZK-BOQ cr Maraekakaho 20.4.81, cld 30.10.81, restd to T.J.Frederickson, Waikuku 7.2.83.
 ZK-BOT regd 24.5.60. ZK-BOU regd 24.5.60.
 ZK-BRT regn date should read 13.3.57.



Thanks for FEEDBACK contributions to: Rick Allen, Paul Crellin, Richard Currie, John Davis, Terry Murphy, Sid Nanson, Colin Smith, Vic Smith and Peter Vercrijse.

BOOK REVIEWS

Some fifty-five pages longer than the original published in 1965, the second edition of Avro Aircraft since 1908 by A.J.Jackson, now revised by R.T.Jackson (Putnam £30.00), is long overdue. There is now a welcome introduction documenting the history of the company and good indices, both of which the original certainly lacked. Most illustrations remain the same but there are numerous interesting additions and the text appears to be slightly larger and thus clearer. There are genuine additions throughout the book, not merely in the chapters on recent types, although the updating includes the Vulcan's role in the Falklands War of 1982 and its final retirement in 1984. The last Avro type in production, the 748, came to the end of the line with the delivery of G-BPIW to Taiwan in 2.89. The modified Macavia Turbine Tanker offered a new lease of life but despite a 33% higher capacity than the CL-215 and a technical success no sales have resulted. New sections also appear on the Blue Steel missile and Avro motor vehicles (built from Avro 504 materials, the cars that is!). Highly recommended for civil or military reference, even if you still have the original.

A new title to Putnam is World Speed Record Aircraft by Ferdinand C.W.Kaesmann (£20), subtitled "The Fastest Piston Engined Landplanes since 1903" and now translated from the original German. Historically the material falls into four main periods, to 1914, 1927, 1940 and since 1941. Each has technical descriptions, three-views (but why two sets for the P-51D Mustang?), photos, maps, drawings and even posters combining to give a realistic feeling for the period. Incentives to high-speed flight were many, from the Gordon Bennett Cup, Schneider Trophy and Thompson Trophy to the lure of the world speed record which affected individuals such as Howard Hughes, manufacturers and even governments. The content reflects the inter-European rivalry of firms such as Heinkel, Caudron and Messerschmitt - though the author tends to

COMPLETE REGISTERS OF GREECE

58/SX-ADA C/n "D 1049" belongs to Bonanza SX-ADC/72 I
 74/SX-119 C/n F.534 or even just 534?
 99/SX-AFA crashed in southern Euboea 24.3.69.
 110/SX-BDF written off 10.4.88.
 149/SX-BDH F337F c/n 0051 was intended to become 5N-APQ but in the end 337H c/n 01869 took up those marks and the fate of 0051 is not known.
 150/SX-HAM to LN-OPX 25.2.87.
 165/SX-AGF was ex D-IDAB.
 184/SX-AGQ was not San Angelo built so c/n should be 665 not 665SA. To N82MA when cld, not N832MA.
 202/SX-AHA correct sequence is 54-2385, I-EIYO, MM54-2385/EI-195.
 203/SX-AHB correct sequence is 54-2586, I-EIUO, MM54-2586/EI-263.

THE BRANTLY B-2

Sid Nanson tells us that the YHO-3 58-1496 at Fort Rucker is credited with c/n 63 and that the batch of five were c/ns 59 to 63. This does not tally with the civil marks known for these airframes!
 Designation should be YHO-3-BR in full.

138 was doubtless the B-2 seen by the Editor at Milan-Linate on 28.7.63 marked N12H and I-RAIA (experimental marks). It was regd I-AIRL 26.9.63, CoA expired on 6.5.65 and cld c.10.69.

60 58-1493, N12H, D-HEBY, HB-XBV. W/o 24.6.65 ?
 86 (D-HOPP) ?

154 N2108, (OH-HBZ), D-HAJO. w/o 19.6.70, see 153 ?

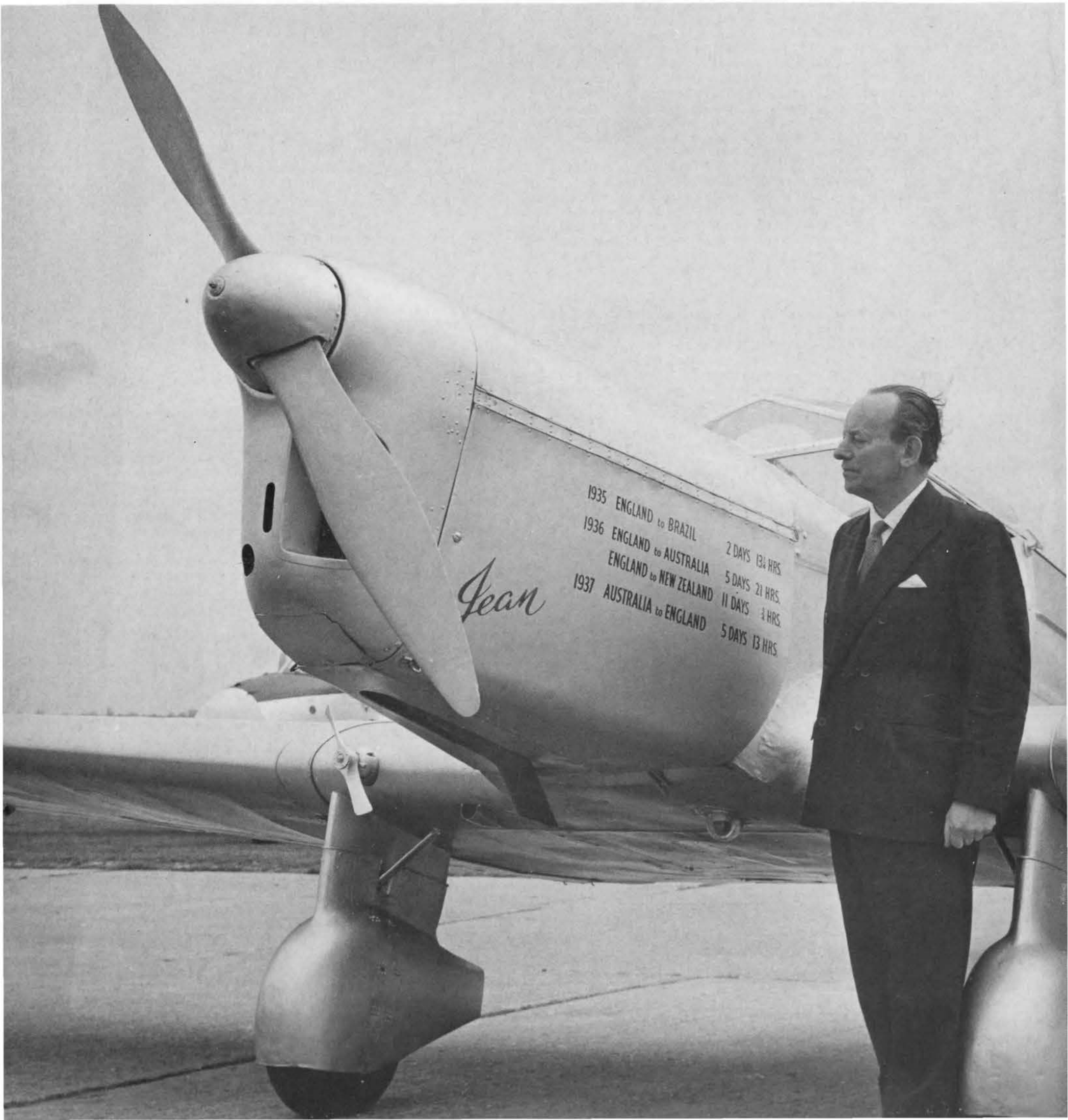
dismiss the Schneider seaplanes as irrelevant, and the air racing penchant of the Americans in which names such as Gee Bee, Wedell-Williams, Jaqueline Cochran and Darryl Greenamyer recur. In any book such as this the choice of material must be somewhat idiosyncratic but it is none the less entertaining and enthralling. The exhaustive indices of speed record data and technical data are themselves a mine of information. In "normal" Putnam size the 241 pages will become well-thumbed additions to many bookshelves.

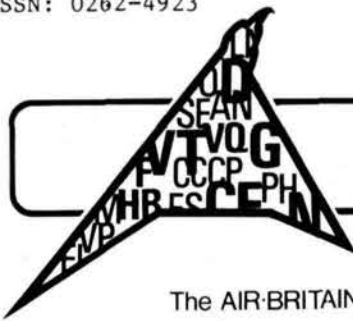
A Solent Flight by Ivor J. Hilliker (Kingfisher £9.95) is a treasure trove photo collection by Leslie Ash (who started as a test pilot with Saunders in 1930 and ended as Saro Chief Test Pilot in 1945) with additions and a text in the form of expanded captions, with 130 pages containing over 230 photos of 1912-1990 plus maps and drawings. Basically a Saunders and Saro history, many other interesting aircraft are brought in along the way, the first of these being the (unidentified) French Denhaut flying boat prototype, although can it be on the Isle of Wight as suggested? The majority of the photos are previously unpublished and include such types as the Blackburn Bluebird, Spartan Arrows and Cruisers, also rare birds such as sponson Cloud K2681, the Windhover, Severn and A33 four engine flying boat. Captions don't always tell the whole story, the bare description "biplanes" disguising Bristol Type 89A Trainers and ADC's test-bed Moth G-EBUF the first type X with a straight-axle u/c and Hermes engine before its sale in 1930. Among photos of Cutty Sark and Clouds is one described as a "solely flying boat Cloud with further outboard stabilising floats". This photo actually shows the American Towle TA3 with two 225hp Packard Diesel radials, an interesting aircraft in itself which was later converted into an amphibian and wrecked in a wheels-down water landing. Slips like this will not put off the enthusiast who should find much of interest, and amongst the photos of aircraft are a few of ships and some aerial views of Cowes, Southampton, Eastleigh, Hamble and Calshot. (JM)



ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly





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Edited by David Partington

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Nailsworth, Gloucestershire GL6 0EA

It seems that almost every edition of ARCHIVE begins with the lines "this is not a typical issue...", so perhaps by now we should know better and simply list the contents as they stand. As we have a temporary stutter in the flow of Greek Register material and will require a little more time to check and illustrate it, we have instead extended our coverage of the FOKKER F.VII series. The BRANTLY 305 listing takes only one page, giving us the opportunity to bring back the irregular EXTRACTS compiled by Malcolm Fillmore. Other changes are inevitable soon, our BOLKOW production passes from Junior to Monsoon and should finish next time, while the MOTH Feedback has again reached the indices - can this nearly be the end...?

Now on to some Editorial WANTS. Articles keep flowing but we could do with some long-term commitment to ensure that when the current back-log runs out there is something to take its place. If you are working on something which may be ready in one or two years' time please let us know. In photographic terms we are now seeking any shots of Miles Geminis in overseas marks, together with any EP.9 Prospectors and Spartan Cruisers.

Overseas readers sometimes tell us that it is impossible to meet the deadlines for comments and feedback for the next edition of ARCHIVE. Basically the date has to be set to allow the Editor two weeks in which to put each issue together, though a lot of material will already be filed on disk. Sections such as Feedback and Casualty Compendium are constantly being added to during this period and late arrivals can often be incorporated, as long as there are not too many of them, so please send it, whatever the date may be!

* * * CLOSING DATE FOR NEXT ARCHIVE - JULY 13th * * *

HOW ? WHAT ? WHERE ?

A couple of additions to earlier responses first. Mention of Capt Ralph Henderson in connection with the Consul on pages 90/86 and 91/2 raised the further information that he had to make a forced landing in Kew Gardens close to the 'Big Palm House' when banner towing for Bentalls. The accident is surely that illustrated on p.81/82 involving Avro 504N G-ACZC but confirmation would be welcome. The photo of G-ABSC on p.90/86, if showing the demise of the Avian, must have been taken after 19.9.38, not in '37, as this was the date of its last CoA issue.



The two photos above may at first seem to have little in common, but in an endless search for the minutiae of our aviation heritage Air-Britain Founder Charles Cain raises the question of the use of Roman-style seriph letters in aircraft registrations. Here are two such examples - do readers know of any others? G-AHDM the Miles HDM.105 was demonstrated at the SBAC Show 9.57 (Charles Cain), F-OAFE was a F.24R Argus registered in 2.50 (J.F.Oller via S.P. Blandin & C.C.).

Now another Oxford problem - R.Heymans of Belgium would like to know which aircraft was exhibited at the Brussels International Salon of 1939 and later reported as having been purchased by the Belgian Government.

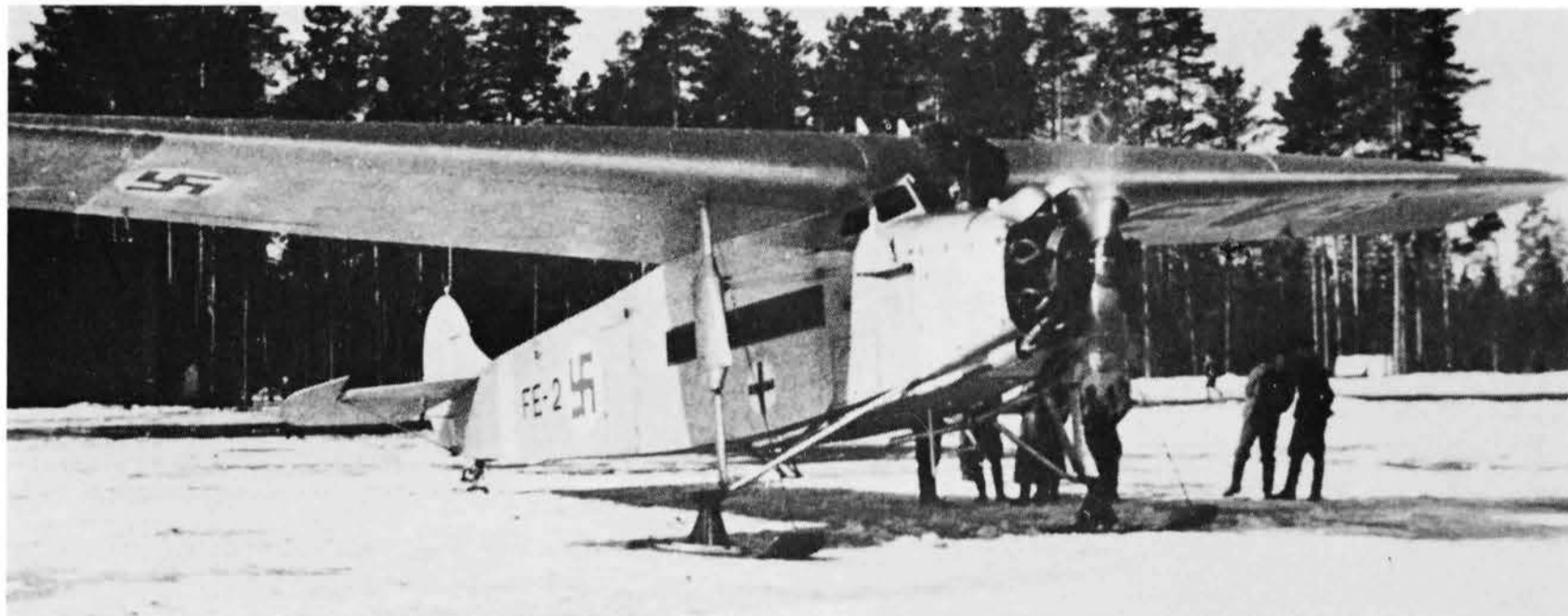
Two questions next from Flt Lt Sunderland. Has anyone any information about Croydon Airways which operated a Moth Major in 1936? Secondly his researches have revealed that contrary to popular opinion all civil flying did not come to an end on 3.9.39. Air Despatch continued operating in 1940 presumably on Government work, but a number of civil clubs still flew, even in sensitive coastal areas. There are some 200 Aviator's Certificates issued to pilots who qualified after that date, at a time when air raids had already begun. Can anyone provide further confirmation of these events please?

Our third photo, left, shows a glider which we would like to identify. Registered LY-GIRIUNAS it was taken in Lithuania during the 1930s (Robt J.Ruffle Archives). It also reminds us that we receive, and have made, requests for information about Baltic region civil registers but to no avail so far. How about it?

COVER PHOTO:

Jean Batten's record-breaking Gull Six G-ADPR c/n D55 being handed over at Luton 25.4.61 to the Shuttleworth Collection for preservation. Trustee of the Collection, Air Commodore Alan Wheeler, reads the list of records painted on the aircraft cowling. G-ADPR is now once more restored to flying condition.
(Photo via Jack Meaden)

The FOKKER F.VII series



PART TWO

C/n Model and engine details
 Regn Date Remarks

4990	F.VIIa	Jupiter			
	H-NADP/1		04.03.27	KLM. First Amsterdam-Batavia return flight 15.06.27-23.07.27, Geysendorffer, Scholte & Weber with W. Van Lear Black as passenger	
	H-NADR/2		28.04.28	KLM	
			18.10.28	crashed	
			28.02.29	regn cancelled	
	PH-ADR		07.06.29	KLM	
	PH-OTO		14.12.31	KLM	
	PH-ALY		09.11.36	KLM; regn cld 21.6.39	
	OY-DEV		22.06.39	N.V. Jepsen, Aalborg	
			24.10.41	Dansk Rode Kors, Copenhagen	
	FE-2		08.11.41	Ilmavoimat, Finnish Air Force	
			.43	scrapped.	
4991	F.VIIa	Jupiter			
	H-NADQ		30.03.27	KLM	
			12.07.27	damaged near St Omer	
			23.07.27	regn cld, broken up, parts to c/ns 5097 and KLM-4.	
4992	F.VIIa	Jupiter			
	H-NADR/1		07.06.27	KLM	
				damaged, Hamburg	
	H-NADP/2		28.04.28	KLM; flown by Van Lear Black	
				forced landing, Khartoum	
			07.28	rebuilt as F.VIIa/3m	
			18.12.28	regn cld, broken up, parts to c/ns 5097 and KLM-4.	
5005	F.VIIa	Jupiter (Wright Cyclone)			
	CH-157		11.04.27	Balair	
			01.01.31	Swissair	
	HB-LBO		.34	Swissair	
			.48	withdrawn from use, to Verkehrsaus museum, Lucerne.	



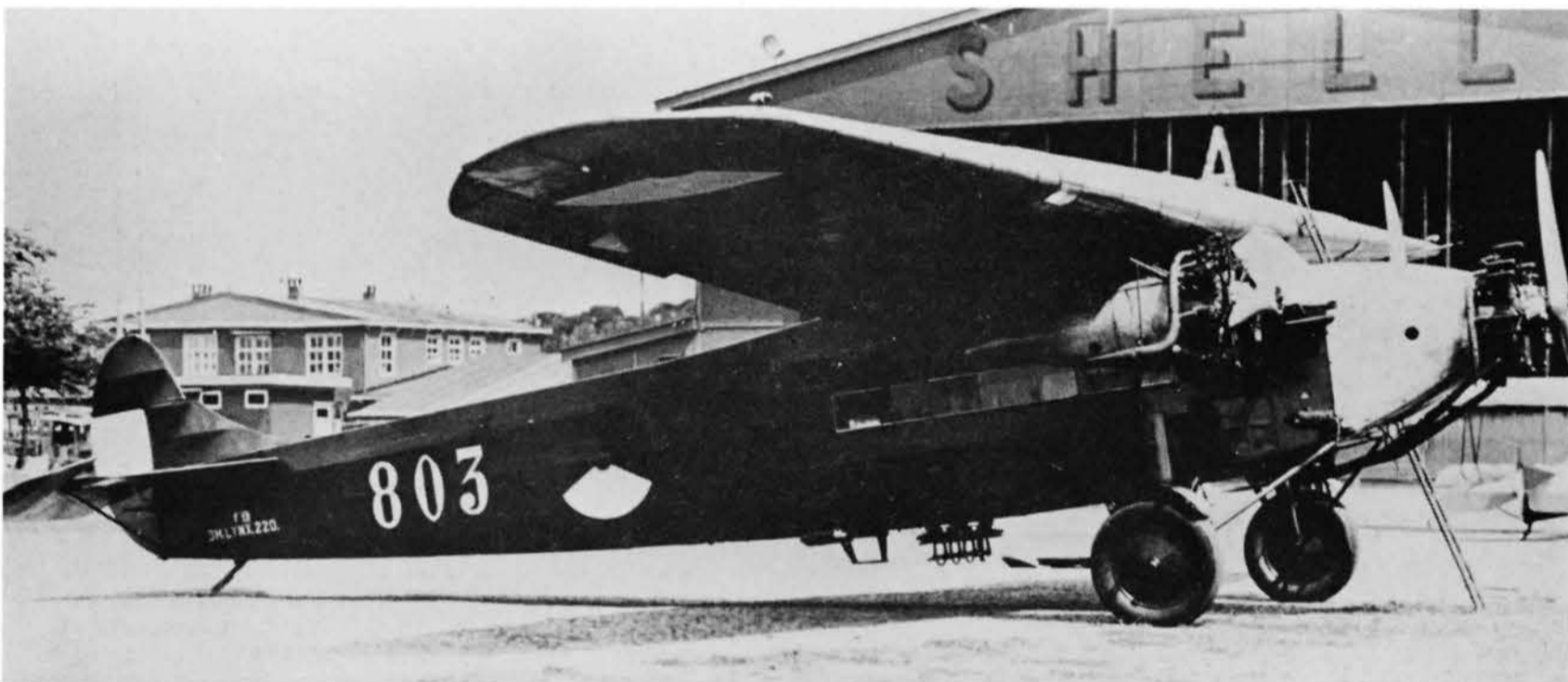
Top: C/n 4990 spent its final years with the Finnish Air Force as FE-2. Here it is seen on a ski undercarriage in military marks, presumably in use as an ambulance since it also has a cross on the fuselage. (Herman Dekker colln)
 Above: Earlier, c/n 4990 as H-NADP was obtained from KLM in 1927 by H.W. van Lear Black, the millionaire publisher of the "Baltimore Sun" for flights in Europe and to the East Indies. (Herman Dekker collection)

Below: H-NADQ c/n 4991, like c/n 4990, was a Jupiter-engined F.VIIa. (via Harm Hazewinkel)
 Bottom: Van Lear Black ordered a trimotor and Lynx-engined F.VIIa/3m c/n 4992 H-NADR was re-registered for him as H-NADP when the two aircraft exchanged registrations. (via J.Meaden)





Left: The first Swiss F.VIIa was CH-157 c/n 5005, which was powered by a 640 hp nine cylinder Wright R-1820-F radial engine driving a right hand tractor ground adjustable pitch propeller. This aircraft, with its later registration HB-LBO and with a cowled engine, is now preserved in the Lucerne Museum. (via H. Hazewinkel)



Above: The former "Postduif", c/n 5006 is seen here as 803 of the Netherlands Army Aviation Division. The inscription beneath the tail-plane reads: F.VII 3M LYNX 220. (via Harm Hazewinkel)



Left: Although painted on the aircraft as clearly shown here, the marks PH-APA were not officially taken up by c/n 5022 after its return from the USA and Mexico in 1932. (via Harm Hazewinkel)



Left: "St Raphael" was a Jupiter engined F.VIIa G-EBTQ (c/n 5023 ex H-NAEC) owned by Princess Loewenstein. It is here being inspected by its Captain, F.F. ("Dan") Minchin (the taller of the two) and co-pilot Leslie Hamilton, prior to the attempted East-West Atlantic crossing of 31.8.27 on which all three were lost when the aircraft disappeared after a last sighting midway across. (via Jack Meaden)

5006 F.VIIa/3m Lynx
H-NAEA 27.09.27 Fokker "Postduif". Second Amsterdam
 -Batavia return (1st mail) flight
 1-28.10.27, Koppen, Frijns & Elleman
 803 08.05.28 LVA (Neth military avn division)
 28.02.29 civil regn cld on CoR expiry
 13.05.40 destroyed.

5007 F.VIIa/3m Whirlwind J4B
 (610) .26 Philadelphia Rapid Transit Coy
 06.27 Reynolds Airways Inc, NY
 5007 06.07.27 temporary licence
 22.10.27 temporary licence cancelled
 3085 07.11.27 temporary licence
 25.11.27 written off Hadley Field, New
 Brunswick, struck tree landing in
 bad weather.

5022 F.VIIb/3m Whirlwind J5C
 (612) 3314 29.10.27 temporary licence, P.A.A.
 NC3314 .04.28 Pan American Airways Inc, NY
 "General New"
 X-ABCL 26.11.29 flying in Mexico with Compania
 Mexicana de Aviacion SA (CMA)
 19.01.31 sold to CMA
 NC3314 20.01.31 sold to Pan American
 24.05.32 sold to KLM, export cert 27.05.32,
 shipped Havana-Rotterdam
 (PH-APA) 10.09.32 Alexander R. Adrian, Rotterdam;
 regn not taken up, stored Waalhaven
 .37 damaged in Waalhaven hangar,
 rebuilt
 PH-TOL 12.05.39 N.V.De Zevende Bouw Mij.
 05.40 destroyed, Waalhaven
 09.11.40 registration cancelled.

5023 F.VIIa Jupiter
H-NAEC 17.08.27 Fokker; regn cld 26.8.27
G-EBTQ 24.08.27 L.Minchin "St Raphael"
 31.08.27 lost in Atlantic Ocean on attempted
 E-W crossing from Upavon, Minchin &
 Hamilton, passenger Princess Anne
 Lowenstein-Wertheim.

5024 F.VIIa/3m Whirlwind J5
 (614) ordered by New York Airways
 30.04.28 Alfred Loewenstein, NY
 NC5192 19.05.28 licence issued
 24.05.28 New York Airways, NY
 17.08.28 Pan American Airways, NY
 by 01.30 operated by Mexicana
 X-ABCP 21.04.30 Cia Mexicana de Aviacion
 07.30 written off in accident.

5028 F.VIIa/3m Whirlwind J5
 NX4204 08.02.28 Richard E.Byrd, Boston, for use in
 Antarctic. Assembled by Atlantic
 Aircraft Corp 2.28
 09.04.28 Mechanical Science Corp, Le Roy, NY
 put on floats, "Friendship", flown
 across Atlantic, Trepassey Bay to
 Burry Port 17-18.06.28 (Stultz,
 Gordon & Amelia Earhart), returned
 to USA by sea.
 04.03.29 licence issued
 10.05.29 sold to Argentina for Transatlantic
 flight by Claudio A.Meja & Diego
 A.Arenzo. Said to be sold to news-
 paper "Cronica", Buenos Aires.
 21.09.30 flown San Rafael, Argentina to Con-
 ception, Chile in attempted coup of
 Ibanez Govt. "Doce de Octubre".
 Taken over by Chilean Govt "El
 Avion Rojo". Fate unknown.

5034 F.VIIa/3m Lynx
 801 09.03.28 LVA (Neth military avn division)
 03.40 withdrawn from use.

5035 F.VIIa/3m Lynx
 802 26.03.28 LVA (Neth military avn division)
 .40 destroyed.



Above: C/n 5035 had only a military history as 802. Note the different style of number to 803 opposite. (via HJH)

5053 F.VIIa Jupiter
CH-158 .28 Balair
OY-DAD 15.05.30 DDL "Rønne"
SE-ASF 01.06.46 AB Skåneflyg, Malmö
 11.07.47 P-W.Sandberg, Göteborg
 01.11.50 R.Köhnke, Stockholm
 ? S-E.Nilsson & A.Larsson, Malmö
 19.03.51 AB Arosflyg, Västerås
 12.02.52 CoA expired
 18.11.52 regn cancelled.

5054 F.VIIa Jupiter
CH-159 .28 Balair
OY-DED 01.05.30 DDL "Esbjerg", cld 27.02.46
SE-ASE 27.01.47 AB Skåneflyg, Malmö
 11.07.47 Svensk Flygtjänst Förening
 07.11.49 R.Köhnke, Stockholm
 13.03.51 S-E.Nilsson, Malmö
 14.11.53 sold to Denmark
OY-ASE 20.10.55 Dansk Luftfahrt Service
 02.03.56 regn cld, to Aviodome, Schiphol
 "H-NACT" displayed. / 12.55

Note: Other sources show the Swiss regns of c/ns 5053/4 in reverse order. Earliest sources favour the version above, as do Swiss and Scandinavian records.

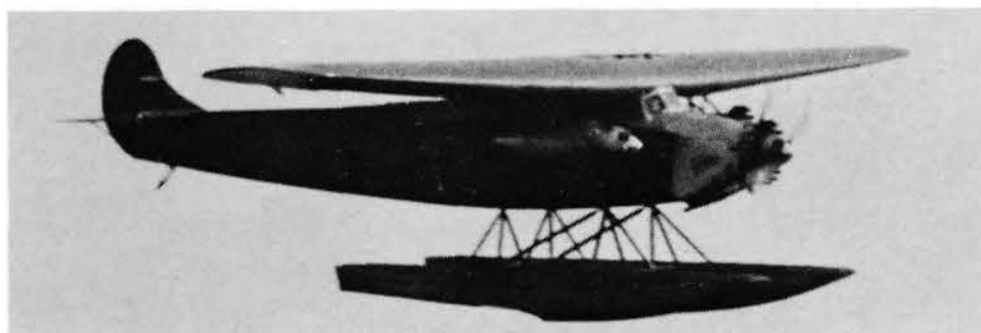
5056 F.VIIa/3m
 No further details available. To USA ?

5057 F.VIIb/3m
P-PAAA 07.28 Poland
 31.07.28 written off at Baghdad
 (Lts Kalina & Czalas)

5058 F.VIIa Jupiter
T-DOLB 16.03.28 DDL
OY-DAC 04.29 DDL
 02.05.33 crashed near Hannover, cld 6.33.

5059 F.VIIa/3m Lynx
I-BBED 05.28 Avio Linee Italiane
 03.11.33 Societa Aerea Mediterranea
 30.04.34 Avio Linee Italiane
 23.11.34 Ala Littoria, sometime changed to
 Alfa Romeo D.2 engines
 07.39 reached maximum hours.

Right: NX4204 c/n 5028 was the F.VIIb/3m float-
 plane "Friendship" (300 hp 9-cyl Wright R-975
 engines) flown from Newfoundland to Burry Port,
 Wales, by Wilmer Stultz with Amelia Earhart as
 passenger, making her the first woman to cross
 the Atlantic by air. Afterwards the Friendship
 returned to its original landplane configurat-
 ion. (via Jack Meaden)





Left: F.VIIa c/n 5058 T-DOLB of Denmark's DDL with a 450 hp Jupiter VI. The direct drive Jupiter was fitted with a left hand tractor fixed pitch propeller, in this case the twisted metal Fairey-Reed type. (Aeroplane via Jack Meaden)
Far left: H-NAFA c/n 5069, marked FVII 3M, before it became PK-AFA in the East Indies. (via H.Hazewinkel)



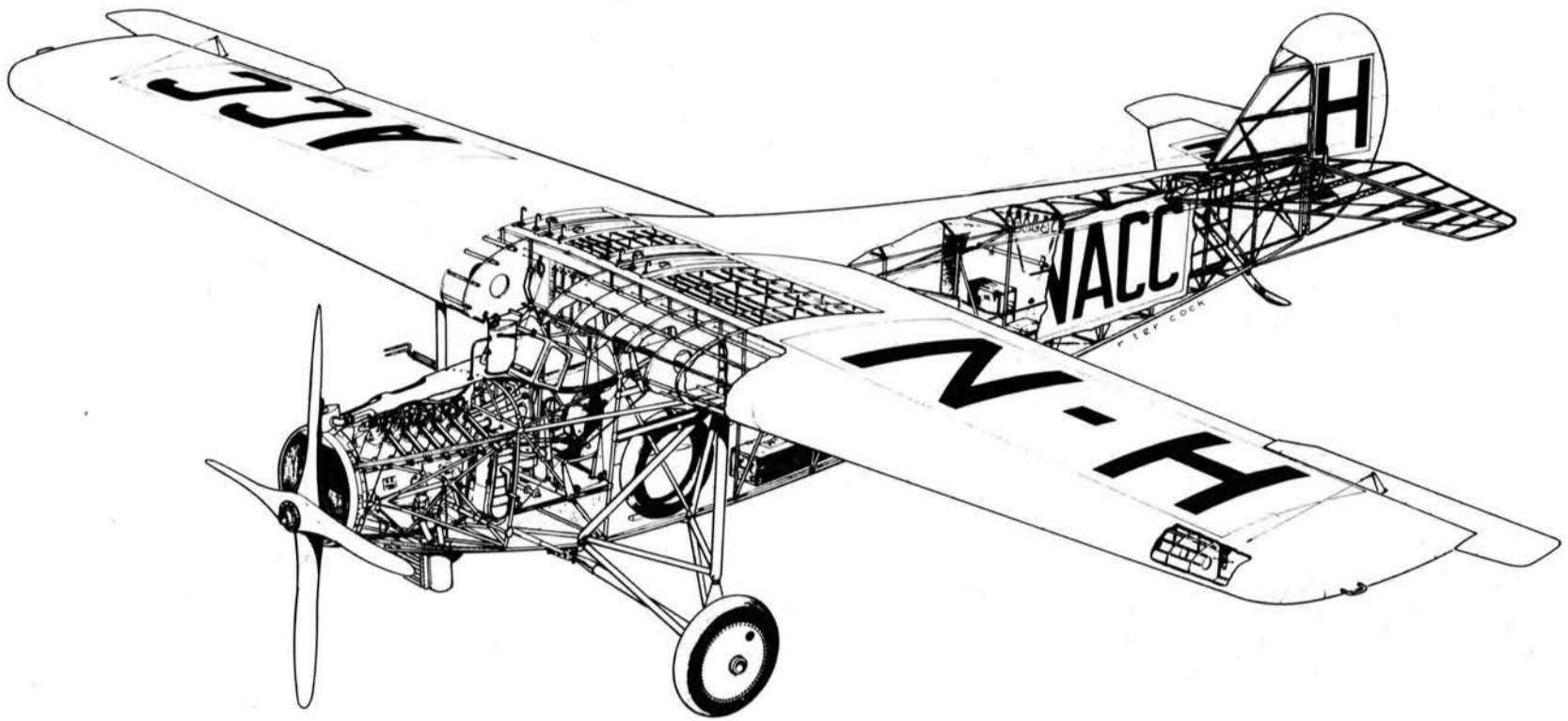
- 5060 F.VIIa/3m Lynx
I-BBEE 08.28 Avio Linee Italiane
23.11.34 Ala Littoria
07.04.36 CofA suspended
09.37 cld as destroyed.
- 5061 F.VIIa/3m Lynx
I-BBEF 08.28 Avio Linee Italiane
08.10.35 Ala Littoria
AS Cheetah engines by 1.37
10.37 regn cancelled.
- 5062 F.VIIa Lorraine 12Eb (Jupiter 1935)
P-POZM 27.11.28 Aero-Kommunikajca Powietrzna
01.01.29 LOT "Maryla"
SP-AAM LOT "Maryla"
- 5063 F.VIIa/3m Lynx
H-NAEK 24.05.28 Fokker, regn cld 28.02.29
G-EBYI 30.05.28 D.H.Drew (for A.Lowenstein)
Lt Cdr G.Kidston



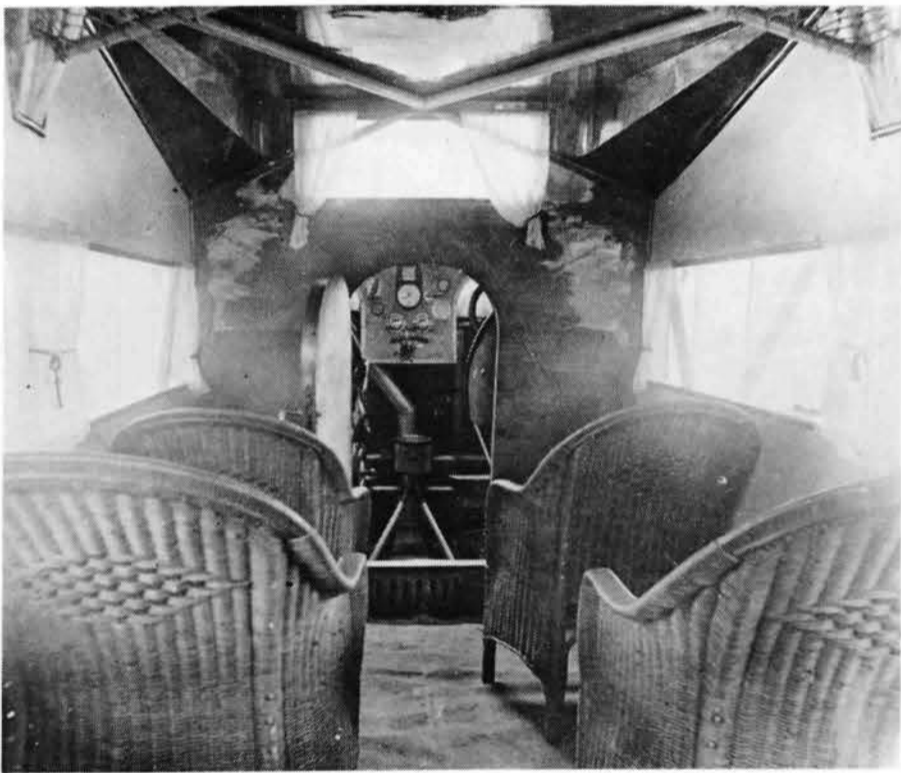
- 5069 F.VIIb/3m Lynx
H-NAFA 29.06.28 KNILM, regn cld 28.02.29
PK-AFA 01.07.29 KNILM
FTA-1 .36 LA/KNIL (military avn, NEI)
901 .39 LA/KNIL.
- 5070 F.VIIb/3m Lynx
H-NAFB 27.08.28 KNILM, regn cld 28.02.29
PK-AFB 01.07.29 KNILM
.41 broken up.
- 5071 F.VIIb/3m Lynx
H-NAFC 20.08.28 KNILM, regn cld 28.02.29
PK-AFC 01.07.29 KNILM; "Abel Tasman" for first
return Batavia-Sydney flight of
12 - 27.05.31. Crew Pattist, Moll
and Elleman
FTA-2 .36 LA/KNIL (military avn, NEI)
902 .39 LA/KNIL
.40 withdrawn from use.
- 5072 F.VIIb/3m Lynx
H-NAFD 11.09.28 KNILM, regn cld 28.02.29
PK-AFD 01.07.29 KNILM
03.42 at Andir at capitulation, final
fate unknown.
- 5080 F.VIIa Jupiter
H-MFKA .28 Malert
HA-FKA .36 Malert
- 5081 F.VIIa Jupiter
H-MFKB .28 Malert
HA-FKB .36 Malert
- 5086 F.VIIa Jupiter
H-NAEM 25.07.28 Fokker, lsd to DDL
OY-DYF 08.05.29 DDL "Aalborg" (purchased)
19.11.45 regn cancelled
SE-APR 08.03.46 AB Skaneflyg, Malmo "Gasen"
01.02.47 w/o at Bromolla, sank through ice
02.02.48 regn cancelled.
- 5087 F.VIIa/3m Lynx
H-NAEL 22.06.28 Fokker, regn cld 22.12.28
G-EBZJ 07.07.28 Maj A.P.Holt
10.30 regn cld as sold abroad.



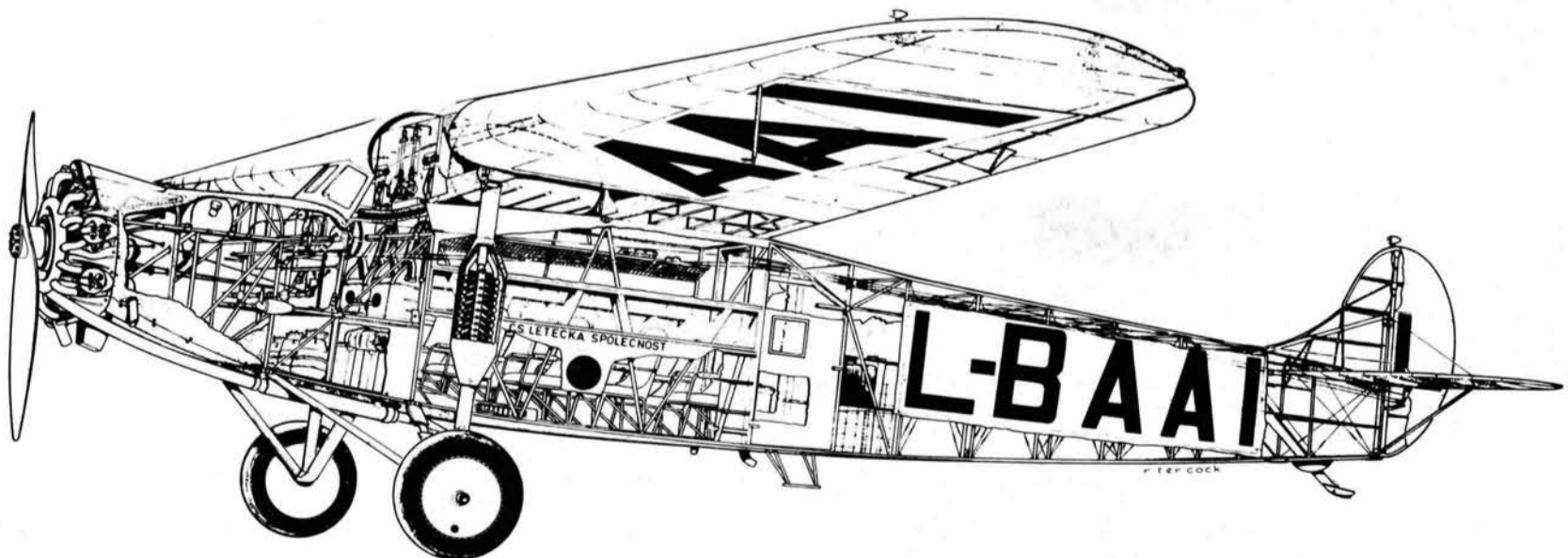
Far left: H-NAFD c/n 5072, another Fokker destined for KNILM, clearly showing the three-bladed propeller fitted to the centre Lynx engine. (H.Dekker coln)
Left: After re-registration the three KNILM aircraft c/ns 5069, 5070 and 5071 shown as PK-AFA, B and C. (via Harm Hazewinkel)



Above: Cutaway drawing showing the construction details of the prototype F.VII Rolls-Royce Eagle powered H-NACC.



Above: Passenger cabin of an F.VIIa, the instrument panel is clearly visible through the open cockpit door. Right: Travel in style. This must be the executive version with Bols gin and Batavia cigars! (both via Harm Hazewinkel) Below: Comparative drawing of F.VIIa L-BAAI showing the inset ailerons, telescopic u/c leg and reduced space taken up by the Jupiter radial.





Left: F.VIIa/3m c/n 5087 H-NAEL in 1928 before sale to the UK as G-EBZJ. The line under the registration letters denotes that it is a privately-owned aircraft.

Far left: F.VIIb/3m H-NAEN c/n 5095 in its original KLM colour scheme. It was shortly to be leased, and later sold, to Air Orient.

(both via Harm Hazewinkel)



5089 F.VIIa Lorraine 12Eb (Jupiter 1935)
P-POZN 27.11.28 Aero-Kommunikajca Powietrzna
 01.01.29 LOT "Nina"
 SP-AAN LOT "Nina"

5090 F.VIIa Lorraine 12Eb (Jupiter 1935)
P-POZO 27.12.28 Aero-Kommunikajca Powietrzna
 01.01.29 LOT "Olenka"
 SP-AAO LOT "Olenka"

5091 F.VIIa Lorraine 12Eb (Jupiter 1935)
P-POZP 12.28 Aero-Kommunikajca Powietrzna
 01.01.29 LOT "Pola"
 SP-AAP LOT "Pola"

5092 F.VIIa Lorraine 12Eb (Jupiter 1935)
P-POZR 12.28 Aero-Kommunikajca Powietrzna
 01.01.29 LOT "Rena"
 SP-AAR LOT "Rena"



5093 F.VIIa Lorraine 12Eb (Jupiter 1935)
P-POZS 12.28 Aero-Kommunikajca Powietrzna
 01.01.29 LOT "Slawa"
 SP-AAS LOT "Slawa"

5094 F.VIIa/3m Whirlwind J4B
 (609) .26 Philadelphia Rapid Transit Coy
 10.11.26 blown over after landing, Wash-
 ington DC. Rebt with new wing.
 16.09.27 Reynolds Airways Inc, NY
 C1661 22.09.27 Reynolds Airways Inc, NY
 17.01.28 Reynolds Avn Inc, Winston-Salem
 NC1661 .30 Reynolds Avn Inc
 NR1661 06.05.31 Reynolds Avn Inc (licence for
 broadcasting with loudspeaker)
 13.06.31 A.J.Williams, Roosevelt Flg Svc
 15.12.31 Roosevelt Aerial Advertising Co
 27.09.32 Plane Speaker Corp, NY
 19.07.33 regn cld following accident at
 Garden City, NY (date unknown).

5095 F.VIIb/3m Titan
 H-NAEN 10.09.28 KLM
 PH-AEN 28.02.29 KLM
 01.01.31 leased to Air Orient
 F-ALSA 21.11.31 Air Orient
 .35 Air France "La Joyeuse", cld 3.35
 CS-AAM .35 Aero Portuguese.

5096 F.VIIb/3m Titan
 H-NAEO 29.09.28 KLM
 PH-AEO 28.02.29 KLM
 01.01.31 leased to Air Orient
 07.06.31 written off Sandoway (should have
 become F-ALSG)
 18.06.31 regn cancelled.

5097 F.VIIb/3m
 PH-AEP 12.02.29 KLM (first register). Assembled by
 Fokker from parts of c/ns 4991,'2
 PH-AEP 28.02.29 KLM (second register)
 13.09.29 regn cancelled
 OO-AID 20.09.29 Sabena
 .30 crashed
 09.09.36 regn cancelled.

To be continued. . . .



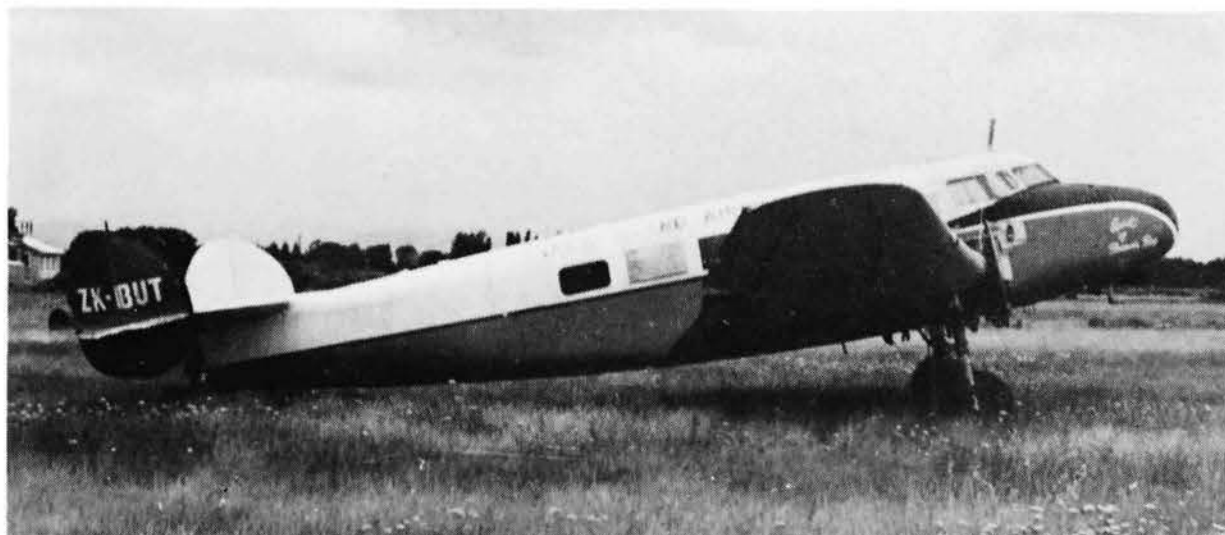
Far left: PH-AEO c/n 5096 was unfortunately rather short-lived. It is shown here at Bushire in Persia without any airline markings. (Herman Dekker coln)
 Left: PH-AEP was a rebuild of two damaged F.VIIa's to F.VIIb/3m standard. The engines appear to be partly-cowled Titans. (Gemeente archief Amsterdam via H.Hazewinkel)

Complete Civil Registers : 3

New Zealand



PART THIRTY-FIVE



Above: Trans-Island Airways L.10E Electra ZK-BUT "Spirit of Tasman Bay" was fortunate to survive from this somewhat dilapidated condition and is now exhibited at Auckland as ZK-AFD. (via Wim Zwakhals)

ZK-BSX	Champion 7EC Traveler Middle Districts Aero Club, Palmerston North. F/f NZ 14.8.57. CoA 16.8.57 ? Crashed Taonui, Fielding, 30.8.62. Regn cld 4.10.62. Cannibalised, Palmerston North 1967.	7EC-590	27.6.57		
ZK-BSY	Cessna 310 Ex (N5337A), N11B. Rural Avn Ltd, New Plymouth. F/f NZ 25.7.57. Flown to Sydney 5.8.57, reg cld 28.8.57 and sold as VH-UAL 26.8.57, to VH-PRC 31.8.60, and VH-AER 4.2.63. Cr Kangaroo Is 27.5.81.	35537	15.7.57		
ZK-BSZ	Cessna 180 Ex N9702B. Rural Avn Ltd, New Plymouth. NZ CoA 19.11.57. Slid off airstrip and down bank, Morrinsville 28.1.62. Regn cld 20.4.62. Parts used to rebuild ZK-BWY.	32999	20.8.57		
ZK-BTA	PA-18A-150 Super Cub Airwork (NZ) Ltd. To W.B.Cookson, 9.9.57; to Barr Bros Ltd, Auckland 18.3.61. Crashed Waiwhiu Valley, Warkworth 22.10.61. Regn cld 1.5.62.	18-5766	6.6.57		
ZK-BTB	PA-18A-150 Super Cub Airwork (NZ) Ltd. To Adams Avn Ltd, Invercargill 20.8.58; to Farmers Aerial Topdressing Co Ltd, Invercargill .64 (hired). Crashed Lovell's Flat near Balclutha 23.4.65. Regn cld 22.11.65. Rebuilt with c/n AF/PA18/4 as ZK-COG regd 10.12.65.	18-5771	7.5.57		
ZK-BTC	PA-18A-150 Super Cub Airwork (NZ) Ltd. To WW Contracting Co Ltd 30.7.57; to Airwork (NZ) Ltd 25.6.58; to Hawera Aero Club 4.8.58; to Auckland Aero Club, Ardmore 30.5.60; to Glen Murray Topdressing Co Ltd, Pukekohe 24.8.60; to B.W.Gordon, Hamilton 11.4.67. Current, but last flown 1967 and derelict at Tauranga.	18-5805	6.6.57		
ZK-BTD	PA-18A-150 Super Cub Airwork (NZ) Ltd. To Airspread (Taranaki) Ltd, Stratford 3.9.57. Destroyed in landing at Stratford after dark, hit fence post, 23.4.65. Registration cancelled 28.10.65.	18-5894	20.8.57		
ZK-BTE	PA-18A-150 Super Cub Airwork (NZ) Ltd. To Airspread Ltd, Mt Maunganui 13.9.57; to J.C.Meredith, Masterton 23.9.59; to Aerial Farming (Holdings) Ltd 16.2.61; to Airwork (NZ) Ltd 3.12.63; Southern Avn Ltd, Gore 16.12.63; to Aerial Work (Marlborough) Ltd, Blenheim 4.10.65; to I.T. East, Wellington 2.12.68; to J.W.Bushell, Hamilton 29.5.78; to D.N. & J.Y.Philpotts, Papakura 9.12.82; to M.F.R. & F.A.L.Simich, Auckland 11.4.85. Current.	18-5895	20.8.57		
ZK-BTF	PA-18A-150 Super Cub Airwork (NZ) Ltd. To Northern Air Services Ltd, Te Kuiti 15.10.57; to Southland & Otago ATD Co Ltd, Dunedin 15.3.60; to Southland ATD Co Ltd, Gore 1.4.61; to Rural Avn (1963) Ltd, New Plymouth 17.	18-5886	20.8.57		
					12.64; to Wigram Gliding Club, Wigram 18.8.66. Current.
ZK-BTG	PA-18A-150 Super Cub Airwork (NZ) Ltd. To Mt Cook Air Services Ltd, Timaru 10.10.57. Crashed, Mt Neesing 31.1.61. Regn cld 11.4.61.	18-5891	20.8.57		
ZK-BTH	PA-18A-150 Super Cub Airwork (NZ) Ltd. To Gibson & Maclean, Raetihi 4.12.57; to I.H.Atkinson, Hammer 18.7.75; to C.S. Batchelor, Milton 19.2.76; to R.D.Leach & ptrns, Auckland 22.4.80; to J.D. & G.K.Menary, Kaikohe 15.7.80. Current.	18-6002	27.8.57		
ZK-BTI	PA-18A-150 Super Cub Airwork (NZ) Ltd. To Aircraft Holdings Ltd, Wanganui 6.2.58, op by Wanganui Aero Work Ltd "Waiohine"; to Western Airspray, Wanganui 1.12.65; to Dalcom Avn Training Ltd, Wanganui 5.5.67; to D.N.Philpotts, Albany 19.3.69; to Waipukurau Gliding Club, Takapau 6.3.73; to P.J.C.Beetham, Hatuma 22.11.78; to B.K. Gollan, Waipawa 3.8.83; to J.M.Jones, Manaia 29.5.84; to P.F.Hutchison, Hokitika 17.3.89. Current.	18-6003	27.8.57		
ZK-BTJ	PA-18A-150 Super Cub Airwork (NZ) Ltd. To Checketts ATD Co Ltd, Dunedin 9.12.57; to Central Aviation Ltd, Roxburgh 23.12.58. Crashed nr Roxburgh 22.7.65. Regn cld 10.8.65.	18-6004	27.8.57		
ZK-BTK	PA-18-150 Super Cub Airwork (NZ) Ltd. To Wairoa AC, Wairoa 23.12.57; to Airwork (NZ) Ltd 3.5.63; to Aircraft Hire Ltd, Masterton 20.5.63, hired to Wigram Gliding Club .63 & to Auckland Flying School Ltd, Ardmore .66. Engine failed, crashed on t/o and badly damaged, Ardmore 27.11.66. Regn cld 17.7.67. Rebuilt as ZK-CYL .68.	18-6032	14.10.57		
ZK-BTL	PA-18A-150 Super Cub Airwork (NZ) Ltd. To C.Bugiar, Picton 14.2.58; to Aerial Farming of NZ Ltd, Palmerston North 14.4.58; to Aerial Farming (Holdings) Ltd .61 "Miss Tai Happie"; conv to 2-str, to Palmerston North Flying Sch, op from 1966, regd 24.4.69; to Wellington Gliding Club, Paraparaumu 23.1.76. Conv to 180hp 1981. Current.	18-6148	21.11.57		
ZK-BTM	PA-18 Super Cub "95" Airwork (NZ) Ltd. To New Plymouth AC, 28.4.58; to M.Todd, Heriot 1.6.64; to Southern Districts AC, Gore 27.2.78. Current.	18-5972	27.8.57		
ZK-BTN	PA-18 Super Cub "95" Airwork (NZ) Ltd. To Stratford AC 11.12.57. Crashed Stratford 8.10.61. Regn cld 19.3.62.	18-5996	27.8.57		
ZK-BTO	PA-18 Super Cub "95" Airwork (NZ) Ltd. To Marlborough AC Inc, Blenheim 7.2.58; to Nelson AC, 31.7.69. Crashed into sea off Nelson, 30.6.71; regn cld 7.7.71.	18-6000	27.8.57		



Above: Piper Apache 150 ZK-BUA in Department of Civil Aviation titles during the sixties. This twin was a faithful civil servant, flying with the Department under its various names for over seventeen years and still current with private owners. (via Wim Zwakhals)



Left: The entire ZK-BTA to BTZ batch consisted of Piper Super Cubs and the increased number of American imports led to similar wholesale batch allocation to various NZ agents such as Airwork for Pipers and Rural Aviation for Cessnas. Here Waikato Aero Club Super Cub ZK-BTQ is parked at its Hamilton base on 13.7.68. (J.N.Geelen)

ZK-BTP PA-18 Super Cub "95" 18-6114 21.11.57
Airwork (NZ) Ltd. To Hauraki AC Inc, Thames 6.3.58;
to B.K.Wakelin, Wellington 4.11.70; to R.J.Horrell,
Riverton 10.11.77; to E.J. Burns & S.J.Meachen, Te
Anau 6.3.79; to A.H.Gibb, Lower Hutt 4.6.81 (op by
Gold Coast Air, Paraparaumu); to W.D.Brown & W.E.
Milburn, Nelson 18.12.86. Current.

ZK-BTQ PA-18 Super Cub "95" 18-6165 21.11.57
Airwork (NZ) Ltd. To Rotorua AC, 27.6.58; to Wai-
kato AC Inc, Hamilton 5.9.60; to Confederate Air
Force NZ Wing Inc, Auckland 27.4.83. Wfu and stored
at Dairy Flat. Regn cld 27.3.91.

ZK-BTR Registration not yet allotted.

ZK-BTS PA-18 Super Cub "95" 18-6201 7.1.58
Airwork (NZ) Ltd. To New Plymouth AC 28.4.58; to
Nelson AC 5.11.63; to E.C.George & W.R.Ashton,
Dunedin 5.3.71; to Thomasens' Truck & Car Sales,
Papatoe 12.7.71 (on hire to R.A.Connell, Taupo
7.7.72); to D.O.Watson, Pio Pio 12.4.73; to S.J.
Jones, Lumsden 17.5.74; to G.D.Bullmore, Southland
21.12.78; to A.M. & S.C.Michelle, Waikaiti 29.9.82;
to Ashburton Avn Servs Ltd, Ashburton 23.7.85; to
A.O.Turner, Arrowtown 11.3.87; Taupo Air Services,
Taupo 4.10.88; to W.A. & C.E.Fowler, Tauranga (op
by Tauranga AC) 23.11.89; to B.N.Jones, Christchurch
12.3.91. Current.

ZK-BTT PA-18 Super Cub "95" 18-6202 7.1.58
Airwork (NZ) Ltd. To Waikato AC, Hamilton 2.5.58.
Crashed Ardmore 28.1.63. Regn cld 14.8.63. Rebuilt
as ZK-CXC, regd 4.7.68.

ZK-BTU PA-18 Super Cub "95" 18-6233 7.1.58
Airwork (NZ) Ltd. To Hawkes Bay & East Coast AC,
Hastings 10.4.58; to T.C.Martin, Hastings 27.7.72;
returned to HB & ECAC 16.5.74; to J.R.Russel, Tuna
Nui 8.1.79. Current.

ZK-BTV PA-18 Super Cub "95" 18-6232 7.1.58
Airwork (NZ) Ltd. To Napier AC 18.4.58; to Acme
Motors Ltd 25.5.59; to Wellington AC 22.6.59; to

L.C.Hislop, Dannevirke 28.5.69; to Sky Advertising
Ltd, Auckland 7.9.66; name change to Avn Training
Ltd, Dairy Flat .68; to A.B.Botham, Auckland
23.7.69 "Wairere"; to H.V.Ryan, Waharoa 31.10.69; to
H.V.Wilkins, Whakatane 24.5.71; to E.J.Moffat, Te-
muka 12.9.72; to C.E.Reid, Blenheim 9.1.74; to A.J.
Shield, Blenheim 8.75; to Waimate AC 6.3.79. Dbr
in storm, Timaru 25.2.82. Regn cld 29.11.90.

ZK-BTW PA-18 Super Cub "95" 18-6339 17.3.58
Airwork (NZ) Ltd. To Napier AC 19.6.58; dbr Napier
1962, parts at Hastings 1960-3; regn cld 25.3.63.

ZK-BTX, -BTY, -BTZ Allotted to PA-25-150 Pawnees, arrived
painted as such but ntu and became ZK-BOQ (25-73),
ZK-BOS (25-125) and ZK-BOT (25-197) respectively.

ZK-BTX PA-18 Super Cub "95" 18-7309 24.5.60
Airwork (NZ) Ltd. To Stratford AC Inc, 18.7.60; to
Rotorua AC, 29.9.68; to Cub Syndicate, Taumarunui
15.11.71; to T.L.Creighton & A.R.Milnes, Reporoa
16.8.72; to R.R.Ball, Greenmeadows 24.8.84; to N.J.
Smith, Kotemauri 15.7.86; to A.M.Heenan, Wyndham
5.11.87. Current.

ZK-BTY PA-18 Super Cub "95" 18-7490 6.10.60
Airwork (NZ) Ltd. To Rotorua AC, 3.5.61. Crashed at
Kaipara Flats 28.11.65. Regn cld 25.1.66.

ZK-BTZ PA-18 Super Cub "95" 18-7513 28.10.60
Airwork (NZ) Ltd. To Taupo AC 4.1.61; to Airwork
(NZ) Ltd 3.7.61; to Auckland AC 21.8.61; to R.John-
ston, Taupo 29.7.64; to Rotorua AC 28.7.66. Crashed
Galatea, nr Murupara 28.10.67. Regn cld 8.11.67.

ZK-BUA PA-23 Apache D 23-1137 21.11.57
Ex N3199P. Airwork (NZ) Ltd, Christchurch; to Civil
Avn Admin, Wellington 17.4.58, renamed Dept of Civil
Avn , then Civil Avn Divn of MoT, 28.11.68;
to Airwork (NZ) Ltd 13.2.74; to W.Sneddon, Nelson
17.5.76; D.B.Telford, Waiwera South 12.10.76; to
B.H.Taylor, Auckland 15.10.85 (op Airline FC, Ard-
more); to M. & M.Pemberton, Wellington 11.7.89.
Current.



Above: Noel Hilliam's smart GY-201 Minicab ZK-BUB seen at Omaka on 27.1.73. (R.W.Kerr)

ZK-BUB	GY-201 Minicab	AACA/89/1	30.5.72
	N.E.Hilliam, Dargaville.		
ZK-BUC	GY-201 Minicab	AACA/90/1	8.9.75
	R.W.Stockley, Te Aroha.		
ZK-BUD	S.A.S. Monoplane	1	14.6.57
	Ex ZK-ALV. (Also known as Savage Special) R.K.Jones & K.S.Nicholson, Christchurch 27.7.57; to G.S.Smith, Auckland 28.4.58. Stored, Auckland.		
ZK-BUE	Cessna 172	29882	13.6.57
	Ex N8082B. Rural Avn Ltd. To Ruawaro Farms Ltd, Huntly 15.10.57; to W.R.Harding, Waiouru 5.10.67; to Wanganui Aero Work Ltd, Wanganui 6.1.70; to W.R. Harding, Wanganui 10.5.76. Current.		
ZK-BUF	Cessna 180A	32935	13.6.57
	Ex N9638B. Rural Avn Ltd. To Auckland AC 16.9.57; to James Avn (Rotorua) Ltd 27.10.63; to T.H.Hullena Ltd, Masterton 22.9.65; to M. L. Curtis, Albany 20.8.73 "Slipper Clipper"; to Rex Avn (NZ) Ltd, Ardmore 11.1.74; to W.Sneddon, Nelson 23.12.75 "The Wasp". Crashed at Ward, 30.1.76. Regn cld 13.3.85.		
ZK-BUG	Cessna 180A	32960	13.6.57
	Ex N9663B. Rural Avn Ltd, New Plymouth "Bugs Bunny" op by Rural Avn (1963) Ltd from 7.63; to Dalcom Avn Training Ltd, Wanganui 30.11.65; to Rex Avn (NZ) Ltd, Ardmore 22.7.71; to Far North Avn Ltd, Auckland 23.11.71 (op Makarau Co-operative Lime Socy, Warkworth); to J.H.McEwan, Auckland 12.2.85. Current.		
ZK-BUH	Cessna 180A	32959	13.6.57
	Ex N9662B. Rural Avn Ltd, New Plymouth. Cr near Mt Egmont 10.2.61. Regn cld 6.3.61. Rebuilt as ZK-CAS, regd 4.7.61.		
ZK-BUI	Cessna 180A	32951	13.6.57
	Ex N9654B. Rural Avn Ltd. To Aircraft Hire Ltd, Masterton 5.10.62 (op by Ritchie Air Svs Ltd, then Northern Air Svs Ltd, then Barr Bros Ltd); to Crayfish Exports Ltd, Hamilton 24.10.67; to W.J.Thomson, Auckland 23.5.68; to Dargaville Finance Ltd (ltd to J.B.Willis, Auckland), 10.10.69. Dbr in forced landing at Falls River mouth, 12.3.70. Regn cld 1.5.70.		
ZK-BUJ	Cessna 180A	32950	13.6.57
	Ex N9653B. Rural Avn Ltd. To Farmers ATD Co Ltd, Invercargill 1.10.63; to Advance Avn Ltd, Kaitia 30.11.65; to Farmers ATD Co, 14.11.66; to W W Contracting Co Ltd, Dunedin 2.12.66; to D.B.Telford, Waiwera Sth 26.8.71; to C.P.D.Goldsmith, Balclutha 20.8.76; to R.D.Davison, Heriot 26.9.77. Current.		



Above: Cessna 182 Skylane ZK-BUK at Oamaru 18.3.72. (RWK)

ZK-BUK	Cessna 182	34416	13.6.57
	Ex N3716D. Rural Avn Ltd. To James Avn (Rotorua) Ltd 10.3.58; to Sowerby Construction Co Ltd, Temuka 30.4.64; to A.V.Martyn Ltd, Timaru 16.9.66; to Scotts Engineering Co Ltd, Christchurch 26.5.67; to A.V.Martin Ltd, Timaru 6.9.67 "Hot Canary"; to Berwen Run Ltd, Kurow 9.6.69; to D.J.Anderson, Christchurch 12.4.76; to A.J. & G.J.P. Gibson, Te Anau 6.9.83; to P.J.Walton, Oamaru 26.10.84; to A.W. & G.H. McConnell, Albury 14.8.85. Current.		
ZK-BUL	Champion 7FC Tri-Traveler	7FC-57	23.10.57
	Rolfe Industries Ltd. To Southland AC, Invercargill 9.3.58; to Middle Districts AC, Palmerston North 1.11.62; convtd to tailwheel as 7EC. To Ruapehu AC, Waiouru 30.3.65; to Palmerston North FC 2.10.70; to K.I.McLellan, Wanganui 4.2.72; to C.J.Webber, Huntly 20.10.76; to Dennis Thompson Int'l Ltd, Ardmore 25.11.78; to W. G. Summerton, Mt Maunganui 14.2.79; to R. Dell, Waihi 25.6.79; to D. Moore, Palmerston North 16.9.87. Current.		
ZK-BUM	Cessna 180 (unconfirmed)	30949	.57
	Ex N3150C. Not taken up, re-regd ZK-BUS.		
ZK-BUN	Mooney M.20	1130	16.8.57
	Petersen Avn Ltd. Crashed nr Taihape 16.9.60. Regn cld 7.11.60.		
ZK-BUO	DH.82A Tiger Moth	83393/DHNZ.45	11.11.57
	Ex NZ795, ZK-APS. Rebuild. Aerotech Ltd, Timaru. To K.McIntosh, Otarehua 20.8.58; to S.R.Rutherford, Waipiata 19.1.61; to I.M.Green, New Plymouth 9.5.63 rebuilt with open cockpits & f/f on 7.11.67; to New Plymouth AC, 16.11.67; to M.R.Falconer, Hamilton 1.3.72; to S.G.Spencer-Bower, Rangiora 23.3.74. Current.		
ZK-BUP	Cessna 180A	32968	20.8.57
	Ex N9671B. Rural Avn Ltd, New Plymouth. Cr Mt Curl, nr Marton 3.12.62. Regn cld 16.1.63. Rebuilt as ZK-CDY, regd 9.10.63.		



Left: Old and new at New Plymouth. The Aero Club Tiger Moth ZK-BUO poses in front of their Cessna 172D ZK-CDC on 15.4.71. (R.W.Kerr)

ZK-BUQ Cessna 180A 32995 20.8.57
 Ex N9698B. Rural Avn Ltd. To Southern Scenic Air Svs Ltd, Queenstown 2.7.62; t/over by NZ TAT 1.5.65; to Okair Avn Ltd, Christchurch 7.11.67; to Luggate Game Packers Ltd, Otago 8.12.67 "Crystal"; renamed Alpine Helicopters Ltd .70; mod to Robertson STOL, f/f 24.9.70; to T.J. Finnie, Mosgiel 18.10.71; to R.M.Paterson & G.R.Somerville, Patearoa 21.7.76; to Somerville & C.K.Paterson 27.10.78; to Dalhoff & King Avn Ltd, Ardmore 12.6.80; to C.Nimmo, Kaikoura 8.12.80; to A.G.Mincher, Christchurch 25.3.82. Current.

ZK-BUR Registration not yet allotted.

ZK-BUS Cessna 180 30949 19.8.57
 Ex N3150C, (ZK-BUM). Wellington AC, Wellington. To S.J.Lister, Temuka 23.1.63. Current.

ZK-BUT Lockheed 10E Electra 1138 14.10.57
 Ex NC21735, N10Y. Trans-Island Airways Ltd, Christchurch; arr 29.12.57; "Spirit of Tasman Bay". Swung on landing, ground-looped and dbr 18.2.59 Christchurch. T/t 5495.55 hrs. Regn cld 22.12.59. Stored Chch; to DCA for fire training, Chch 3.65. Removed 1.68 for delivery to MoTaT. Stored at Auckland for rebuild and exhibited as ZK-AFD.

ZK-BUU Champion 7EC Traveler 7EC-627 23.1.58
 Rolfe Industries Ltd. To Gisborne AC 8.3.58; to C.E.McIntyre, Gore 7.3.69; to D. Burgess, Invercargill 25.11.72; to R.J.Harvey & M.E.Treweek, Invercargill 22.11.77. Crashed near Haldane, Tokanui, 26.11.79. Regn cld 28.4.80.

ZK-BUV L.18-56 Lodestar (C-59) 2152 2.12.57
 Ex 41-29631, EW984, N9930F. Fieldair Ltd, Gisborne; d/d 3.8.58. Operated by Airland (NZ) Ltd, Palmerston North from 1960 "Makutonga". Wfu and stored at Gisborne 8.1.73. Regn cld 19.1.73. Still displayed at Gisborne Airport.

ZK-BUW Cessna 180A 50018 10.10.57
 Ex N9720B. Rural Avn Ltd, New Plymouth. Crashed at Porangahau, nr Waipukurau 24.3.63. Regn cld 8.7.63. Rebuilt as ZK-CGJ, regd 31.7.64.

ZK-BUX Cessna 180A 50022 10.10.57
 Ex N9724B. Rural Avn Ltd, New Plymouth. To Rex Avn (NZ) Ltd, New Plymouth 10.7.63. Sold as VH-BAI and regn cld 20.9.63.

ZK-BUY Cessna 180A 50021 10.10.57
 Ex (N9723B), N11B. Rural Avn Ltd. Cr near Lumsden 6.6.62. Regn cld 18.1.63.

ZK-BUZ Cessna 172 28138 20.11.57
 Ex N5138A. Wheels (NZ) Ltd, Auckland (op S Canterbury AC, Timaru); to Commercial Acceptance Corp 27.3.62 (op Napier AC .62, Auckland AC 5.62); to Rural Avn Ltd 14.5.63; to Aircraft Hire Ltd 8.7.63 (op by James Avn (Rotorua) Ltd .63, Wellington AC .63, and Auckland FS 28.9.63); to T.J.Bindon, Waharoa 25.1.66 (op Waikato Flying School, Hamilton); to Rex Avn (NZ) Ltd, Papakura 13.4.71; to T.Fitzsimmons, Cheviot 27.7.71; to A.C.J.Carter, Pio Pio 7.12.81; to M.E.B.Carter & M.D.Bensin, Te Kuiti 19.3.84; to W.R.Denize, Coromandel 1.9.87. Current.

ZK-BVA Fletcher FU-24 66 6.11.57
 Ex (ZK-BON). Air Parts (NZ) Ltd. To Robertson Air Services Ltd, Hamilton 12.2.58 "10". Cr Te Kuiti 4.3.72. Regn cld 12.12.72.

ZK-BVB Fletcher FU-24 67 6.11.57
 Ex (ZK-BOO). Air Parts (NZ) Ltd. F/f 3.58. To Thames ATD Co Ltd, Thames 20.3.59 "3", "Jim Aitchison", later "4". Hit cattle and cr on Pukekohe East airstrip and dbr, 25.3.74; regn cld 15.8.74.

ZK-BVC Fletcher FU-24 68 6.11.57
 Ex (ZK-BOP). Air Parts (NZ) Ltd. To Robertson Air Services Ltd, Hamilton 26.5.59. Stolen from Te Kuiti airfield 3.2.72, stalled & cr on t/o and dbr. Regn cld 28.3.72.

To be continued. .



Left: Top dressing Lodestar ZK-BUV is now preserved at Gisborne. Airland NZ Ltd was formed jointly by James Aviation and Fieldair to operate L.18 and DC-3 sized aircraft. (via W.Zwakhals)

The Whole Truth:

PART TWO

PERCIVAL GULL



Above: Gull Four c/n D.40 was VT-AGO (ex G-ACLJ), seen at Lahore after delivery to Indian National Airways where it joined two other Gulls VT-AFV c/n D.27 VT-AFV and D.35 VT-AFU (with Fox Moth VT-AFB c/n 4086 at left) on the 650 mile Lahore-Karachi passenger, freight and mail service connecting with the Imperial Airways services. (via Jack Meaden)

D.40 Built at Yate by George Parnall & Co as type D.2 Gull Four II (Javelin III). Registered G-ACLJ, presumably to the Percival Aircraft Co, Gravesend 2.11.33. CofA No.4088 issued to Percival Aircraft Co 18.11.33 and registered to Henly's Ltd, Heston 20.11.33 (Cert.4769). CofA renewed 29.4.35. Registration cancelled 6.35 as "change of owner" and registered VT-AGO to Indian National Airways Ltd, Delhi 4.35. Registration cancelled 21.4.37.

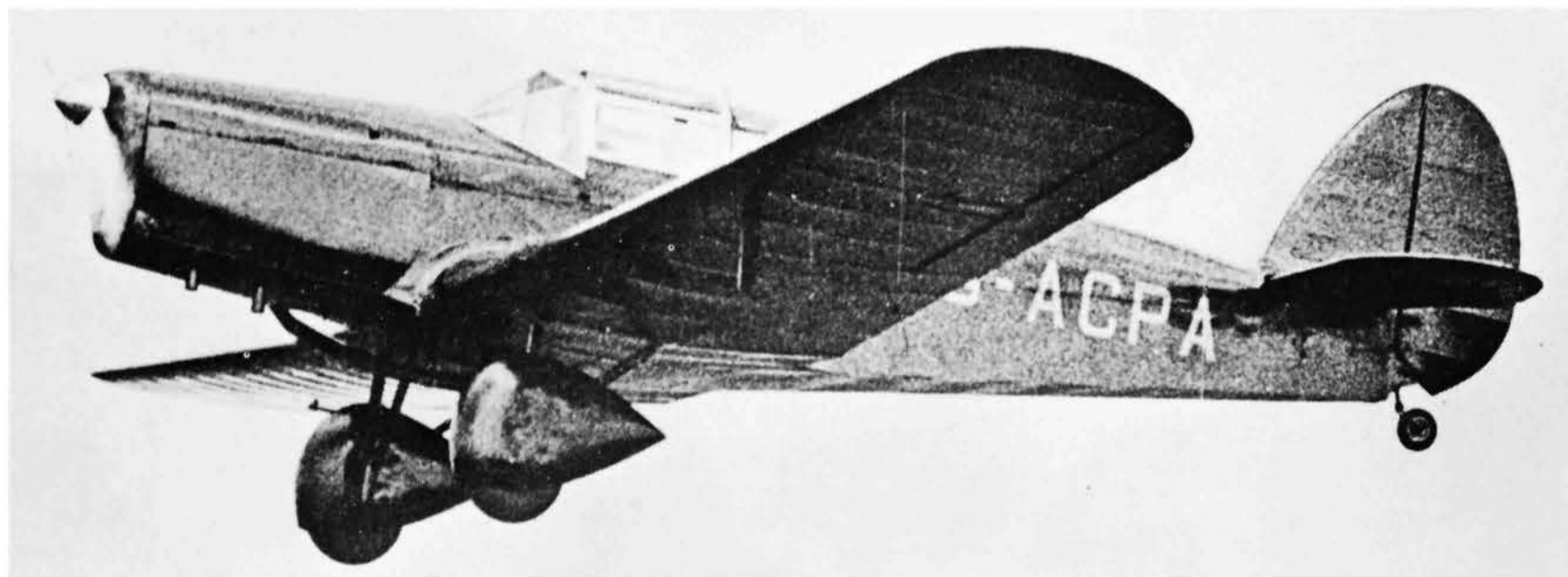
D.41 Assumed to be a type D.2 Gull Four built at Yate by George Parnall & Co 1933/4. Nothing more known.

D.42 Built at Yate by George Parnall & Co as type D.2 Gull Four IIA (Gipsy Major). Registered G-ACXY to Percival Aircraft Co, Gravesend 14.9.34 (Cert.5339). CofA No.4551 issued 23.10.34, effective 22.10.34, to owners. Converted at Gravesend to D.3 Gull Six. No CofA renewal noted but cancelled 2.36 as "change of owner" and sold to France as F-AOXY, registered 5.6.36 to Comte Guy de Chateaubrun. To P.Lepine, Paris 8.36. To P.Desforges, Paris 6.37. Taken over by French Government on outbreak of war, inspected at Le Bourget 17.10.39 and CofA suspended on same date. No further details.

D.43 Assumed to be a type D.2 Gull Four built at Yate by George Parnall & Co 1934. Nothing more known.

D.44 Built at Yate by George Parnall & Co as type D.2 Gull Four II (Javelin III). Registered G-ACPA to Lt Cdr E.W.B. Leake (a Percival director), Gravesend 28.3.34. CofA No.4261(TM) issued 18.4.34 to Percival Aircraft Co, Gravesend, effective from 16.4.34. Fitted with a Gipsy Six engine at Gravesend. This would appear to be the reason for the Type Modification CofA and if so this would be the first D.3 Gull Six conversion (although often recorded as converted by Brian Allen Avn in 1935). Flew as a Gull Six in King's Cup 13/14.7.34, No."33", piloted by Capt.W.L. Hope. Sold to Sydney L. Turner, Gravesend 2.35. Port u/c collapsed while taxiing at Sirte, Libya 9.3.35. CofA renewed 25.7.35. Registered to Brian Allen Aviation Ltd, Croydon 22.8.35 (Cert.6235). Crashed at St Reny de Provence, near Avignon, France 2.10.35 in bad weather en route to Abyssinia and written off. Pilot Frederick Griffith seriously injured. Cancelled 6.36 as wfu.

Below: Brian Allen Aviation Gull Six G-ACPA which crashed en route to Abyssinia to cover the 1935 war. (via C. Minney)

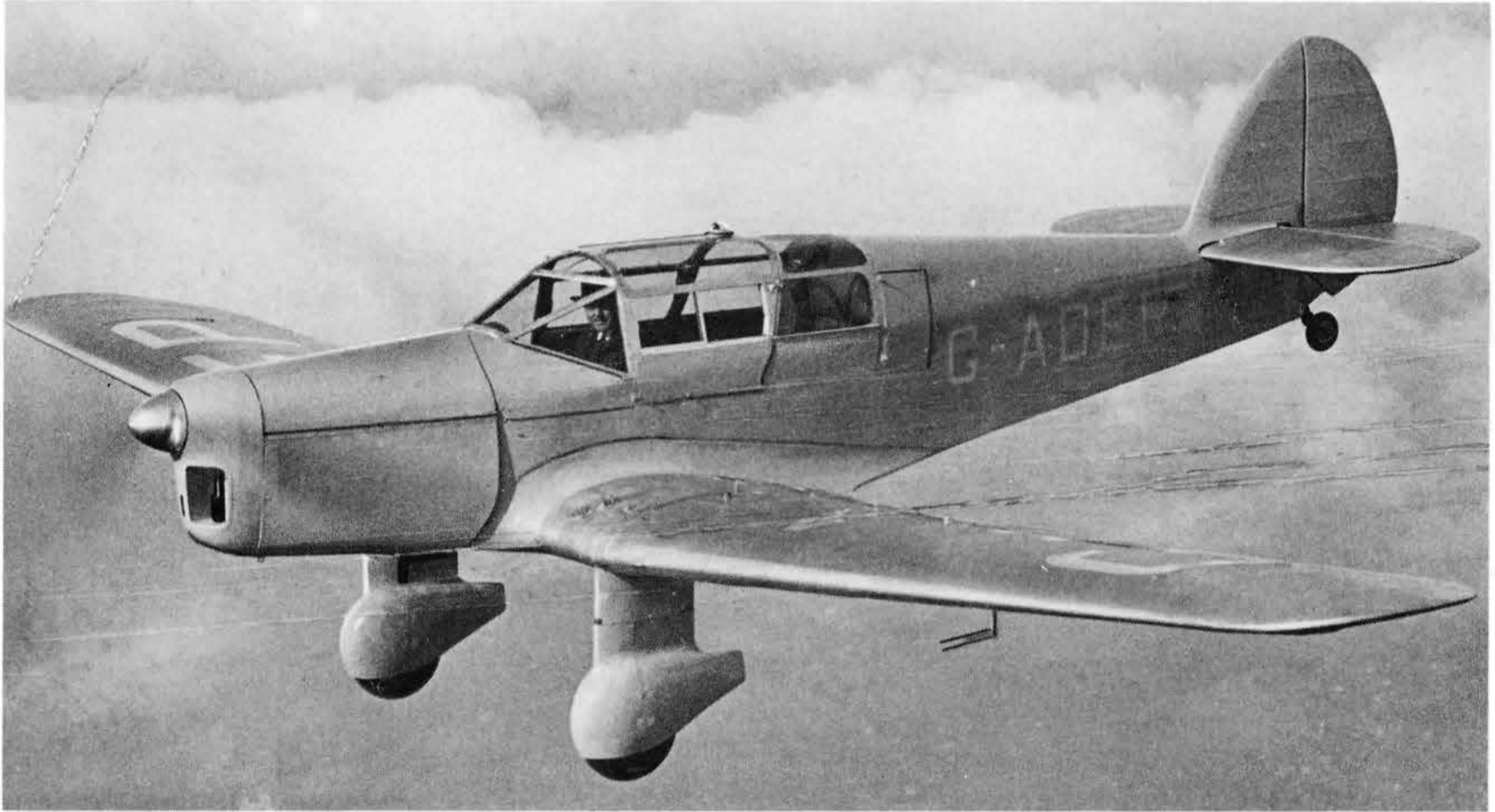




Above left: G-ACUL c/n D.45 was built as a Gull Four with several modifications for Lt Patrick Randolph. (via Mike Hooks) Above right: G-ACUP c/n D.46 with flaps down coming in to land, probably during the 1938 King's Cup as Race Number 14. (C.E.Sergeant via Jack Meaden) Below: The same Gull still survives in Australia as VH-CCM. (via P.Keating)



- D.45 Built at Yate by George Parnall & Co as type D.2 Gull Four III (Gipsy Major). Modified at Gravesend with single-strut undercarriage, revised cabin top and side entrance doors. Registered G-ACUL to Percival Aircraft Co 18.6.34 and CofA No.4466 issued 18.8.34. Registered to Lt Patrick Randolph, Sherbourne 19.9.34 (Cert.5362). CofA renewed 1.8.35 and converted to D.3 Gull Six (Gipsy Six) at Gravesend. Registration cancelled 9.36 as "change of owner", sold to L.E.Clark and CofA renewed 7.10.36. Flown solo by Clark from Lympne (departing 26.10.36) to Blenheim and Christchurch, NZ (arriving 15.11.36). Registered ZK-AES to L.Ernle Clark 5.1.37. To NZ Air Department 12.8.37 (on delivery of Vega Gull ZK-AFI to Mr.Clark). To Royal New Zealand Air Force 23.8.37, no serial allocated. To Canterbury Aero Club, Christchurch 19.11.38. Impressed by RNZAF 12.9.39 as NZ572 and operated by Rongotai Communications Flight. Crashed on take-off at Hobsonville 18.7.40, written off.
- D.46 Built at Gravesend as type D.3 Gull Six (Gipsy Six). Registered G-ACUP to K.H.Williams, Shoreham (for Miss Diana Williams) 18.6.34. CofA No.4375 issued to Percival Aircraft Co 9.7.34, effective 7.7.34. Flown in King's Cup 13/14.7.34 by Fl Lt H.H.Leech as "29" and on 6/7.9.35 by T.W.Morton as "12" into tenth place. CofA renewed 28.6.35, 7.9.36 and 26.11.36. Registered to S.Kenneth Davies, Cardiff 29.4.37 (Cert.7851). Flown into 16th place in King's Cup 2.7.38 by Fl Lt H.Thomas-Ferrand as "14". Last CofA renewal 18.4.39. Registration cancelled 15.5.39 on change of owner and registered in Australia as VH-ACM on 31.7.39. Registration cancelled 16.10.47 but restored 17.12.47. Re-registered VH-CCM 4.4.49. Withdrawn from use 18.7.50. Registration cancelled 8.51. Restored to register 12.51. To A.Nixon, Salisbury, Qld by .68 and won Warana Air Race, Archerfield 6.10.68. Still with Nixon 1973. To Joe Drage's Museum, Wodonga, Victoria. To Wangaratta Museum, Victoria 1.85.
- D.47 Built at Gravesend as type D.3 Gull Six (Gipsy Six). Registered G-ACYS to His Highness The Maharajah of Patiala, Patiala, India 12.10.34 (Cert.5377). CofA No.4552 issued 24.10.34. Delivered ex-Croydon 29.10.34 by A.F.Muir with forced landing en route at Tarquinia, Italy, due to engine trouble. Registration cancelled 11.35. Registered in India as VT-AGY to the Maharajah. Registration cancelled 6.3.43 but already Impressed 1.3.42 as HX794. Owner at this time shown as Fl Lt Rupchand. Used by Communications Flight, Budhlada. Crashed at Budhlada 14.7.42 in forced landing in bad weather en route Lahore - Delhi, pilot F/O Henkel, and damaged beyond repair. Struck off charge on 30.7.42 and reduced to spares.
- D.48 Built at Gravesend as type D.3 Gull Six (Gipsy Six). Registered G-ADEU to Percival Aircraft Co, Gravesend 25.3.35 and CofA No.4758 issued 26.3.35, renewed 28.3.36 and 28.3.37. To RAE for evaluation during 1935. Was noted under guard at Croydon in 8.36 to prevent export to Spain. Owner amended to Percival Aircraft Ltd, Luton 31.7.37 (Cert. 8036). Registration cancelled 2.38 as "changed owner" but CofA renewed 7.3.38. Sold to France and registered F-AQNA 19.3.38 to Jean de Suarez d'Aulan, Reims. Inspected at Reims-Champagne on 12.6.38 with 228 hrs total time. Not impressed at the outbreak of war. Fate unknown.
- D.49 Built at Gravesend as type D.3 Gull Six (Gipsy Six). Registered G-ADEP to Percival Aircraft Co, Gravesend 11.3.35 and CofA No.4746 issued 21.3.35, valid from 20.3.35. At Farnborough 13/23.3.35 and 25/28.3.35 for handling trials on flaps. Flown Gravesend - Oran (Algeria) - Gravesend by E.W.Percival in one day on 17.6.35 (16 hours 50 mins). Flown in King's Cup 6/7.9.35 as "11" by Ken Waller, placed 9th. CofA renewed 13.1.36. Registered to Brian Allen Aviation Ltd, Croydon 16.1.36 (Cert.6646). Registration cancelled 8.36 on change of owner and sold via Arthur Collins / Union Founders Trust Ltd to Spanish Republican Air Force, departing UK 7.8.36. Survived the war, found intact 3.39 (or was this c/n D.54?). Fate unknown.



Above: Gull Six G-ADEP c/n D.49 was used by Edgar Percival for his flight to Oran in North Africa and back in one day! It went to the Brian Allen organisation, later being sold to the Spanish Republicans. (Aeroplane via J.M.)

Right: G-ADFA c/n D.50 seen at Heston, no doubt during the time that it was based there from 1936 to 1939. (via Mike Hooks)



Below: Gull Four G-ADOE c/n D.53 was the only Gull with the Cirrus Major engine or 150 hp. After the war it was fitted with a Gipsy Major giving similar power but was ditched in the Channel only a few months later. (Aeroplane via Jack Meaden)



D.50 Built at Gravesend as type D.3 Gull Six (Gipsy Six). Registered G-ADFA to Charles Exton Gardner, Warlingham (and no doubt used Hamsey Green aerodrome), 12.4.35. CofA No.4787 issued 17.4.35 to Percival Aircraft Co, Gravesend. Placed 7th in King's Cup 6/7.9.35 as "10" at 170.08 mph, thus winning 1935 Siddeley Trophy on behalf of the Redhill Flying Club, flown by Charles Gardner. CofA renewed 3.4.36. Registered to Richard Ince, Heston 4.36 and CofA renewed on 4.3.37 and 1.4.38. Registered to Airwork Ltd, Heston 21.4.38 (Cert.8464). Surveyed for Impressment, Heston 29.8.39, allocated NAC 1. Remained with Airwork and CofA renewed 31.5.40. To Vickers Armstrong Co Ltd, Castle Bromwich 4.11.40 for company communications. CofA renewed 4.9.41. Reg'stration cancelled at census 6.11.45 and aircraft scrapped at Brooklands.

- D.51 Built at Gravesend as type D.2 Gull Four III (Gipsy Major). Registered G-ADGK to Mrs Ellaine Maud Highfield, Gravesend (Heston), 7.5.35 (Cert.5790). CofA No.4866 issued 27.5.35. Left Heston on 3.6.35 for European tour but crashed landing at Baden-Baden, Germany, 6.6.35, killing pilot C.J.Highfield and injuring two German passengers. Registration cancelled 11.35 as wfu.
- D.52 Built at Gravesend as type D.3 Gull Six (Gipsy Six). Registered G-ADKX to The Shell Company of Egypt Ltd, Almaza 10.7.35 (Cert.6017). CofA No.4949 issued 24.7.35, effective from 17.7.35. Original file gives renewals on 20.7.36 (temp.extn.), 23.7.36 (temp.extn.), 25.8.36 (to 7.8.37). Another file however quotes successive renewals 21.9.36, 19.11.37, 18.7.38 and 6.2.40. Registered to Lt Col N .A. Blandford-Newson, GHQ Cairo 18.11.40, based Almaza. Impressed 18.11.40 as AX698, taken on charge by 267 Sqdn and continued to be used by Blandford-Newson. Crashed Lydda 23.6.41, damaging undercarriage leg. Repaired and flown to Heliopolis 16.7.41. Transferred to 173 Sqdn, Heliopolis 7.42 (still used by Blandford-Newson). Last known with 173 Sqdn on 24.10.43, subsequent fate untraced. Civil registration cancelled by the Secretary of State 23.12.45 as "Impressed".
- D.53 Built at Gravesend as type D.2 Gull Four IIIB (Cirrus Major). Registered G-ADOE to North Sea Aerial and General Transport Co Ltd, Brough 24.8.35. CofA No.5044(TM) issued 30.8.35, effective 29.8.35, and renewed 18.7.36. Flown in King's Cup 6/7.9.35 by Fl Lt E.C.T.Edwards as "26", retired at Belfast. Used as test bed for Cirrus Majors and raced by C. S. Napier. Registered to Blackburn Aircraft Ltd, Brough 11.12.36 (Cert.7530). CofA renewed 25.8.37. Placed 17th in King's Cup 2.7.38 flown by Fl Lt Edwards as "6". CofA renewed 8.9.38 and 24.7.39. Surveyed for Impressionment, Bristol, 1.9.39; allocated NAC.1 but remained with owners as wartime communications aircraft. CofA extended to 27.3.41 (from 28.3.40?), noted 31.12.42 as "still on British Civil Aircraft Register". CofA renewed 28.3.41, 15.5.42 and 3.3.44. Registered to Air Couriers Ltd, Bristol 5.3.45. Converted to Gull Four III (Gipsy Major), CofA renewed 22.3.46, 11.4.47. Registered to George Chappelle-Knight, Jersey 12.4.47 and ditched in the English Channel off Ferring, Sussex 7.10.47; pilot W.Basil Hurle-Hobbs and passenger rescued unhurt. Registration cancelled 27.11.47 as wfu.
- D.54 Built at Gravesend as type D.3 Gull Six (Gipsy Six). Registered G-ADMI to William Robertson Porter, Hooton Park (Cert.6096) 19.8.35. CofA No.5017 issued 19.8.35 to Porter. Placed 8th in King's Cup 6/7.9.35 as "13", flown by Sydney Sparkes. CofA renewed 7.7.36. Again flown by Sparkes in King's Cup 10/11.7.36 as "11" but eliminated. Registration cancelled 8.36 on change of owner. Sold, possibly via S.M.Lejeune (Lejeune Aviation), Esbly, France, to B.Coyco, Villeneuve-le-Roi and registered F-APEI 27.8.36. Sold to V. Domenge, Paris 4.37. To L. Lejeune, Esbly 10.37. Supplied to the Spanish Republican Air Force during the Civil War. Possibly survived the war to be used as L.6 by Grupo 30 until 1946. (See also c/n D.49)
- D.55 Built at Gravesend as type D.3 Gull Six (Gipsy Six). Registered G-ADPR to Miss Jean G. Batten, Gravesend and Hatfield 29.8.35 (Cert.6242) as long-range single-seater "Jean". CofA No.5067 issued 12.9.35 to Miss Batten who was awarded the Britannia Trophy by the RAeC for the fastest solo South Atlantic crossing (and first by a woman) during her England - South America flight of 11/13.11.35. Forced landing at Araruama, Brazil, due to fuel leak, and damaged propeller. Arrived Rio de Janeiro 16.11.35. Damaged undercarriage when hit hedge in forced landing at Lynch's Farm, Bepton, near Midhurst 28.12.35. CofA renewed 16.9.36. Made record solo flight to New Zealand in 11 days, 1 hour, 25 minutes; departing Lympne 5.10.36 (and again awarded Britannia Trophy). CofA renewed 16.9.37, 16.9.38 (to 29.9.38) and 29.11.38. Various based at Broxbourne and ECKINGTON. Surveyed for Impressionment 1.9.39 at Hatfield. Registration cancelled 17.7.40 and Impressed on same date as AX866. Delivered to No.110 (AAC) Wing 24.7.40, used by Ringway Station Flight from 10.5.41. Delivered to Kidlington 8.4.42 for use by No.4 GTS from 13.7.42, becoming No.20(P)AFU in 3.43. Used by Communications Flight, Woodley from 3.10.43. To Herts & Essex ADGB Com.Sqdn 8.11.43. Damaged (Category B) 19.6.44, repaired. To No.5MU Kemble 20.4.45 for disposal. Sold to Percival Aircraft 28.1.46. Registered G-ADPR to Percival Aircraft Ltd, Luton 15.8.46. CofA issued 23.8.46 and renewed at intervals, finally expiring 31.12.69. Owner amended to Hunting Aircraft Ltd, 16.8.54. Marks said to be cancelled 2.58 but not recorded in CAA Register. To A. H. Wheeler, Old Warden, 25.4.61 and registered to him, as trustee of the Shuttleworth Collection, 12.5.61. Permit to Fly issued 1.1.68 (and restored to register on same date?), then renewed 1.1.69, expired 31.12.69. Static display. Fuselage and wings rebuilt by C. C. Lovell / Hants Light Plane Services, Coombe Bissett 1987-90. Completely refurbished by Hunting Engineering and Fields, reassembled by Shuttleworth Collection. F/f after rebuild 31.5.90 and Permit to Fly issued on same date. Delivered to New Zealand o/b Singapore A/L Boeing 747-212F for temporary static exhibition at Auckland International Airport 25th Anniversary and New Zealand 150th Anniversary celebrations. Total time reported to be 1,166 hours. Current.



To be continued. . .

Jean Batten

Above: Jean Batten's Gull Six G-ADPR flying again in 1990 after restoration. (Hunting Group)

Aircraft of European Civil Registers : 6

THE BÖLKOW LIGHTPLANES

PART SIX

BOLKOW BO 208 (continued)

C/n	Mod	Regn	F/f	Remarks
663	C	D-EGVO /1	22.8.67	w/o Vesterelvdal, nr Alta, Norway 13.6.75.
664	C	D-EGVU	25.8.67	CoA exp 10.87, Permit from 22.7.88, current.
665	C	D-EGVY	7.9.67	w/o Thranenweier, nr Birkenfeld 12.4.70.
666	C	D-EGWY	25.9.67	current.
667	C	D-EGXA	24.6.68	(built .67) current.
668	C	D-EGXI /1	27.3.68	(built .67) cld 23.3.83, current.
669	C	D-EGXO	13.5.68	(built .67) current.
670	C	D-EGXU	12.67	w/o Gomadingen 12.10.79.
671	C	D-EGZB /1	28.11.67	to France 29.3.68, regd 9.4.68, current.
672	C	D-EGZC /1	8.12.67	to Italy 13.12.67, presumably not taken up, reserved 19.3.68, permit for del Laupheim-Milan 20.3.68, d/d 10.4.68, regd 24.5.68, current.
673	C	I-PORO D-EGZF /1 C-1 G-AVZI	12.67	to UK 1.68, regd 19.12.67, CoA expired 24.7.76, stored Park Farm.
674	C	D-EGZG /1 F-BPIH	4.68	to France 4.68, regd 16.5.68, CoA suspended 21.9.82, stored Granville.
675	C	D-EGZH	10.2.69	(built .68) current.
676	C	D-EGZJ /1 HB-UPH	5.4.68	to Switzerland 24.4.68, current.
677	C	D-EGZK OO-DVW D-EGZK	26.7.68	cld 6.9.76 sold to Belgium, ntu, stored Hasselt-Kiewit as D-EGZK, permit 8.12.77. W/o 4.3.78 Mönchengladbach.
678	C	D-EGZL	7.68	current.
679	C	D-EGZM	3.7.68	current.
680	C	D-EGZN /1 F-BRAG	18.7.68	to France 24.9.68, regd 27.9.68, CoA expired 10.10.82, stored Toulouse-L.
681	C	D-EEAB	31.7.68	current, CoA exp 12.9.88.
682	C	D-EEAC	8.68	current.
683	C	D-EEAE	8.68	w/o near Rimbach 27.6.79.
684	C	D-EEAF /1 F-BRAF	29.8.68	to France 12.9.68, regd 27.9.68, current.
685	C	D-EEAG /1	12.11.68	w/o Pfaffenhofen 25.7.69.
686	C	D-EEAI	6.11.68	current.
687	C	D-EEAJ /1 F-BRHM	10.12.68	to France 20.1.69, regd 31.12.68, current.
688	C	D-EEAK /1 F-BRHN	10.12.68	to France 20.1.69, regd 31.12.68, w/o Namur-Temploux 6.83, for repair.
689	C	D-EEAL /1 F-BHRX G-BITT G-BOKW	2.69	to France 2.69, regd 15.4.69, cld 6.81, regd 25.3.81, re-regd, regd 6.1.88, damaged 29.6.88 but still current.
690	C	D-EEAM /1 F-BRHY G-BJEX	2.69	to France 2.69, regd 15.4.69, regd 27.8.81, current.
691	C	D-EABC /1 PH-KAV D-ENVD	2.69	to Holland 2.69, reserved, ntu 10.69, regd 15.4.70, current.
692	C	D-EABF /1 D-ENVF	3.69	to France 3.69, not exported regd 16.3.70, current.



Above, top: D-EEAB c/n 681 in decidedly tail-down attitude at Hopsten Air Base 11.6.77. (P-M.Gerhardt)
Above, centre: Factory colour schemes showed few changes over the years, blue or red being most commonly used. Red /white D-EGXO c/n 669 at Diest 8.87. (Luc Wittemans)
Above, bottom: C/n 684 F-BRAF of AC St Exupery visiting Toussus on 10.6.75. (P.Vercrujssse)
Below: Based at Toussus with AC de Sceaux & St Cloud was c/n 690 F-BRHY on 30.6.75 (H.Dekker) Bottom: C/n 690 in later guise as G-BJEX at Rotterdam in 1984. (H.Wadman)





Left: Something of a rarity, c/n 693 F-OCMU was based with the Aero Club at Tahiti-Papeete but was cancelled as destroyed in early '74. (M.Prime)
 Far left, top: C/n 694 D-EABH with the traditional mountain background at Innsbruck 7.6.75. (P-M.Gerhardt)
 Far left, centre: D-EABK c/n 697 was resident at Karlsruhe-Forchheim when seen on 1.9.71. (A.Vercrujse)
 Far left, bottom: C/n 700 PH-CEP had an appropriately-sounding regn for a machine based at Seppe/Hoeven, where it was photographed on 29.6.74. (A.Vercrujse)
 Below: The last Bolkow Junior D-EHAC c/n 709 at Stuttgart on 11.2.75. As with several other examples it seems to have a tow hook fitted. (P-M.G)



704 C	D-ENYI	7.69	regd 8.8.69, w/o 19.10.82 Donauwörth.
705 C	D-ENYO D-ELMU /2	- 8.69	reserved 23.4.69, ntu, regd 4.9.69, current.
706 C	D-ENYU OY-BYV	9.69	regd 10.9.69, cld 9.10.84, regd 22.11.84, current.
707 C	D-ENVB	8.69	regd 29.8.69, dbr Donauworth 20.11.88, cld 8.3.89.
708 C	D-ENVC D-ENYC /2	- 9.69	reserved 23.4.69, ntu, regd 26.9.69, w/o St Maries de la Mer, France 1.3.74.
709 C	D-EHAC /2	7.71	(built 1969) regd 10.7.71, current.



As of 1.7.66 Bolkow transferred the Laupheim works to WMD (Waggon-und Maschinenbau AG) Donauwörth, who until then had had little to do with aviation other than that they had been merged with SIAT (the Siebel successor) who had designed the SIAT 222 and 223 Flamingo aircraft. SIAT however was unable to manufacture them, so that they had to be constructed in Austria, Spain and Switzerland. We do not regard them as genuine Bolkow aircraft, so that we have to continue with the MHK-101.

693 C	D-EABG /1 F-OCMU	3.69	to Tahiti 3.69, regd 2.7.69, cld .74.
694 C	D-EABH	5.69	current.
695 C	D-EABI OE-ASR	3.69	regd 28.3.69, to Austria 15.10.86, current.
696 C	D-EABJ	18.3.69	current.
697 C	D-EABK	4.69	current.
698 C	D-EABL /1 OE-ASA	5.69	to Austria 5.69, current.
699 C	D-EABM	5.69	CoA expired 5.82, stored at Leer, cld 1.84.
700 C	D-EABN /1 PH-CEP	18.3.69	regd 3.69, cld 27.3.72, regd 28.3.72, w/o 25.4.75 Hilversum, cld 10.5.78, sold to Scandinavia 1983, regd 20.11.90, current.
701 C	SE-XID D-EDIU	6.69	regd 23.6.69, current.
702 C	D-ENYA /1 F-OGEH N46967	7.69	to French Guiana 7.69, regd 30.4.70, regd 5.77, current.
703 C	D-ENYE	7.69	regd 30.7.69, current.

The MHK-101 was designed by a group of Bolkow GmbH engineers at Ottobrunn, H.Mylius, W.Heynen and H.Kraus, (calling themselves Entwicklungsgemeinschaft Leichtflugzeuge) in their spare time as a more versatile 2-seat lightplane than the BO 208. In April 1969 Bolkow realised that the demand for the BO 208 was decreasing, so he adopted the MHK-101 as its successor as the "Bolkow BO 209 Monsun".

The prototype MHK-101 c/n 1 D-EMHK, which was flying with a Lycoming O-235-C2A, fixed-pitch propeller and retractable nosewheel since 22.11.67 (equivalent to later model Monsun 125RF), was redesignated BO 209V-0. It was then given the uprated engine a Lycoming O-320-B, a variable-pitch propeller and a fixed nosewheel (equivalent to the later model Monsun 150FV). Immediately after that, on 30.4.69 it was converted to the Lycoming IO-320-D1A (now a Monsun 160FV), and in 4.70 received a Lycoming AI0-320-C1B for aerobatics. In 5.71 it was reconverted to Monsun 160FV standard and, after a final conversion to meet the type certificate (which was already issued on 9.4.70), it received its CofA on 19.8.71.

Series production commenced at Laupheim in early 1970, WMD by then having been merged into Messerschmitt-Bölkow-Blohm GmbH (MBB for short), and its versatility can be seen in the variants offered:



BO 209A Monsun 125FF or RF (Lycoming O-235)
 BO 209B Monsun 150FF, FV or RV (Lycoming O-320)
 BO 209C Monsun 160FV or RV (Lycoming IO-320)
 BO 209S Monsun 130FF (RR O-240-A)

Once again these were MBB internal designations not recognised officially. The first letter following the horsepower denoted the nosewheel type (either fixed "F" or retractable "R"), the second being the propeller pitch (as either fixed "F" or variable "V"). The "S" denotes "Sparversion", that is Economy version.

BOLKOW BO 209 MONSUN

V-0	160FV	D-EMHK	22.12.67	ex MHK-101 c/n 1 redesignated 30.4.69, to 150FV 7.87, current.
V-1	150FV	D-EEBC/1	28.5.69	to 125FF 25.9.70, w/o Straubing 14.6.71.
101	150FV	D-EBOA OE-AHM D-EBOA G-BLRD	20.3.70	destined for Austria, ntu regd 15.4.70, cld 8.84, regd 15.10.84, current.
102	160RV	D-EBOE	17.4.70	current.
103	150FV	D-EBOF/1 HB-UEA	24.4.70	to Switzerland 26.5.70, regd 6.70, to 160FV later, based Oslo since 1975.
104	150FF	D-EBOI	15.6.70	current.
105	150FV	D-EBOJ/1 HB-UEN	12.5.70	to Switzerland 26.5.70, to 160FV 2.71, damaged 1.8.73, retnd to Germany 1974, rebt by J.Schwarzer as c/n 105A in 1982-7. (see also c/n 302 later)
105A	150FV	D-EACB/2	9.87	regd 10.8.88, current.
106	150FV	D-EBOL/4	24.6.70	w/o Binzenbach, near Euskirchen 28.7.71.
107	150FV	D-EB00/1	9.7.70	w/o Verviers, Belgium 25.5.75.
108	150FV	D-EBOP/2	23.7.70	w/o Ballersbach, near Siegen 12.4.71.
109	150FV	D-EBOQ/2	7.8.70	current.
110	150FV	D-EBOS	20.8.70	current.
111	160RV	D-EBOU	7.9.70	w/o Steinbrück, near Overath 26.4.72.
112	160RV	D-EBOW/2	24.9.70	current.
113	160RV	D-EBPB/1 F-BSQD	4.1.71	to France 26.3.71, shown at Paris Salon 5.71 but only regd on 28.3.72. CoA suspended 20.4.84, stored Lyon-Bron, current.



Top: D-EMHK in original MHK-101 form with a retractable nosewheel and 125 hp Lycoming. (G.Fischbach via P-M.G)
 Above: Second production Monsun D-EBOE c/n 102 on 29.4.72 at the Hannover Show as "111". (P.Vercrijse)
 Below: Rebuilt c/n 105A D-EACB at Leutkirch 16.2.88 with a new forward fuselage and original tail. (P-M.Gerhardt)
 Bottom: C/n 113 F-BSQD on a visit to Brienne-le-Chateau. (W. de Jong via Henk Wadman)





114	160RV	D-EBPC/1	22.12.70	destined for UK but crash-landed after first flight, ntu, repaired as 150RV, permit dated 10.2.71. W/o 4.8.80 Königsdorf.
		G-AYNE		
		D-EBPC/1		
115	150RV	D-EBPD	22.12.70	current.
116	160RV	D-EBPF/1	14.1.71	w/o Neumünster 12.12.76.
117	150FF	D-EBPG	22.1.71	w/o Merzenich 3.2.73.
118	150FF	D-EBPH	25.2.71	current.
119	130FF	D-EBPJ	1.71	regd as BO 209S 23.10.72, current.
120	-	D-EBPK/1	-	reserved 5.3.70, airframe built 12.70, taken to Ottobrunn (for completion as BO 209S), retnd to Laupheim 1972, completed as c/n 201. (Note: c1984 c/n 120 was earmarked for the repair of HB-UEN/105) reserved 20.11.70, ntu 17.12.70,
121	-	D-EJAS/3	-	cld 11.11.71, sold to USA, current.
	150FF	D-EJWH/1	3.71	
		N209AA		
122	-	D-EJAJ/1	-	reserved 20.11.70, ntu 17.12.70,
	160RV	D-EKWA/2	17.3.71	cld 9.11.71, sold to USA, current.
		N209WA		
123	160FV	D-EFJA/1	16.3.71	to UK 17.3.71, regd 11.1.71, current.
		G-AYPE		
124	160RV	D-EFJB	3.4.71	to Switzerland 6.4.71, current.
		HB-UEB		
125	160RV	D-EFJC	19.4.71	current.
126	160RV	D-EFJD	28.4.71	current.
127	160RV	D-EFJE	23.4.71	regd 4.71, cld 13.8.73, regd 15.8.73, cld 31.5.76, regd 11.6.76, imported gust-damaged, not repaired, ntu, cld 10.5.77.
		PH-PEC		
		G-BDZT		
128	-	D-EFJF	-	reserved 21.12.70, ntu, current.
	160FV	D-ECND	29.4.71	
129	160RV	D-EFJG	11.5.71	current.
130	160RV	D-EFJH	11.5.71	current.
131	-	D-ELIE/1	-	resvd for Dr.Liesenfeld 1.6.70, ntu (he got c/n 111 D-EBOU in 9.70), current.
	160RV	D-EFJI	4.6.71	
132	160FV	D-EFJJ	8.6.71	current.
133	-	D-EDAK/2	-	reserved 30.6.70, ntu, current.
	160RV	D-EFJK	16.5.71	
134	160RV	D-EFJL	29.6.71	current.
135	150FF	D-EFJM	23.6.71	current.
136	160FV	D-EFJN	2.7.71	to Italy 19.7.71, d/d 8.71 no CoA issued, retnd 8.72, regd 31.10.72 as 150FV, current.
		I-SUDB		
		D-EFJN		
137	160FV	D-EFJO/1	7.7.71	to UK 22.7.71, regd 1.7.71, current.
		G-AZBB		
138	-	D-EFJP	-	reserved 21.12.70, cancelled 18.2.71, reserved 18.2.71 at customer's request, ntu, current.
		D-EFSG/1	-	
	150FF	D-EFJP	8.7.71	
139	150FF	D-EFJQ/1	8.7.71	to Bremerhaven 2.8.71 in container, to Atlanta GA by SS Visurgis 7.8.71, re-regd, 12.77, current.
		N209AB		
		N209DB		

To be concluded. . . .

Top to bottom: HB-UEB c/n 124 visiting Mannheim 28.9.73. (P-M.Gerhardt)
 D-EFJD c/n 126 at Bad Oeynhausen/Minden on 28.4.72 showing the one-piece canopy and easy cockpit access.(P.Vercruijse)
 PH-PEC c/n 127 on a visit to Rotterdam. (W. de Jong via Henk Wadman)
 D-ECND c/n 128 operating in a Lufthansa colour scheme with the airline's flying club at Egelsbach 9.73. (A.Vercruijse)
 D-EFJJ c/n 132 taxies out at Maastricht on 21.8.78. (P.Vercruijse)
 N209AB c/n 139 provides shelter during a rainstorm at Oshkosh, August 1974. (Bob Sage via John Wegg)

The Whole Truth:



PART FORTY-FIVE

DH.60 MOTH

MOTH

FEED BACK

- 1718 SE-BFI rebuild commenced .88. Fuselage to UK but for return to Stockholm.
- 1794 G-ABRF Crashed and w/off Norwich 2.9.37.
- 1798 G-ABTF delivered new to Leslie J. Arnott, Whitchurch (via Norman Edgar). Operated and possibly owned by Leicester Aero Club 5.35.
- 1802 X-BAFA Regd 21.11.31 to Lloyd P. Clevenger.
- 1808 EI-AAH details of the accident, the first fatal crash affecting an Irish civil aircraft, are as follows. The Moth took off from Baldonnell piloted by Maj Sam Dunckley, with a British passenger, Chris Clayson aboard. After fifteen minutes, it was seen over Dalkey Island off Dublin and appeared to attempt a loop from about 200 ft. It failed to recover and dived into the sea sinking after about three minutes. The pilot was rescued but later died, the passenger's body being recovered with some of the wreckage two days later.
- 1823 CH-217 dd to Geneva 1.12.31. Rescued from Grenchen by Cliff Lovell early .76 and sold to Ron Souch.
- 1826 G-AAMU believed delivered engineless to National Flying Services at Hanworth 11.30. Delivered immediately after erection and C of A to Yorkshire Aeroplane Club at Sherburn 8.1.31. Moved to Yeadon later in 1931. On collapse of YAC, it was sold 5.34 to Yorkshire Airways Ltd, Yeadon. Re-regd to (new) Yorkshire Aeroplane Club 9.34.
- 1828 G-AAMV Accident Report C214 refers to an accident at Oxford 18.5.32; no details.
- CS-AAC is probably the Gipsy II Moth owned by Sr Vincente Saraiva Santo .32
- 1830 G-ABHM Initial history now appears to indicate that F.E. Guest did not accept delivery, accounting for delay in C of A. Instead, it was sold on to National Flying Services who delivered it to Yorkshire Aeroplane Club at Sherburn 28.5.31 (the same day as its C of A). Delete reference to acquisition by Micklethwait in 1932, it was with YAC, latterly at Yeadon, until collapse of club and sale to Yorkshire Airways Ltd, Yeadon 7.34. Re-regd to (new) Yorkshire Aeroplane Club 9.34.
- 1837 G-ABJL Written-off as a result of a crash near Findon, Worthing 21.5.34.
- 1848 G-ABLH Operated by Malling Aero Club, possibly as early as .35.
- 1849 EI-AAW delete amended date of crash in Archive 3/87 - it is confirmed as 26.11.35.
- 1853 G-ABLZ was with Brooklands Flying Club in May 1936.
- 1860 EI-AAI The collision date was 29.5.33; regn cld 7.7.33.
- 1867 G-ABPC suffered a second accident near Gatwick Airport 10.7.34 per Accident Report C276. It was finally involved in a collision at Croydon Airport 17.10.37 with an aircraft described as DH Moth G-ACFF. It could be the Fox Moth, but is just as likely that the registration is incorrect. It evidently was not rebuilt after this accident since the C of A lapsed 9.3.38.
- 1871 G-ABPK owned by P.H. Meadway t/a West Kent Aero Club, West Malling .31. Sold 7.32 to Maidstone Airport Ltd (see c/n 1472) and resold about 1.34.
- 1877 G-ABRD Accident Report C306 refers to accident at Consett, near Durham 24.4.35; no details.
- 1883 G-ABSE Named "Miss Beefex" for Australian flight, presumably after passenger Lady (Bee) Chaytor. The somewhat leisurely flight started from Brooklands on 4.3.32 and ended in Australia on 25.4.32, proceeding via Sofia, Istanbul, Aleppo, Baghdad, Karachi, Jodhpur, Delhi, Agra to Calcutta (where Lady Chaytor left the flight with gastric flu), and on to Rangoon, Singapore, Java, Bali and Timor. Rab Richards sold the Moth in October 1932 and was delivering it from Melbourne to Sydney on 13.10.32 (or 14.10.32) when he crashed into rising ground whilst attempting to land when lost. Rebuilt and regd VH-UTN 4.4.35 to Miss Nancy de Low Bird, Sydney. Regd (undated) to De Havilland Aircraft Pty Ltd, Mascot. Regd (undated) to Aero Club of South Australia Ltd, Adelaide. Rereg .36 to Royal Aero Club of South Australia. Regn cld 22.7.40; impressed into 1 EFTS Parafield as A7-96. Crashed on landing Parafield 12.12.40. (Allegedly approved for reduction to spares 2.12.40).
- 1896 G-ABWL The accident date of 23.5.36 is confirmed.
- 1897 G-ABWN Operated by Malling Aero Club.
- 1899 G-ABWY probably wfu following accident at Croydon 13.1.35.
- 1900 G-ABTS Accident Report C231 refers to accident when it crashed on to a roof at Edgware 22.9.32; it was rebuilt by DH students and was flying again by 6.33.
- 1904 G-ABXZ Owned at one stage by Edward Fraser Walter and used by Jean Batten. Later operated by Malling Aero Club.
- 1908 2591M was allotted 2.6.41 for use by No.296 Sqn ATC, Stoke Newington.
- 1909 ZK-ADA delivered to Marlborough Aero Club 9.3.33. Final accident now reported as being a heavy landing at New Plymouth 9.9.40 and SOC 18.12.40.
- 1910 ZK-ADB delivered to Southland Aero Club 2.3.33 (error in Archive 1/85 for regn date - should read 12.32). As NZ513 served with 2 EFTS until wfu mid-41 and SOC 19.9.41.
- 1921 2484M was allotted 2.2.41 for use by RAF Locking.
- 1925 ZK-AGU was assembled by apprentices at DH Technical School to an order from Canterbury Aero Club but officially purchased from DH by club member D.C. Crozier and imported into NZ by his company David Crozier Ltd. Although impressed as NZ517 31.10.39, it probably never wore those marks since a photo of its 19.1.40 accident shows it in civil marks. This accident occurred on landing when it stalled avoiding another aircraft.
- 1926 NZ518 despatched to Nausori, Fiji late 11.41 and operated by "Unit 20", later 4 Sqn and subsequently 5 Sqn.
- 3001 K-142 this Moth crashed 4.12.33 (not K-143).
- 3002 K-143 see c/n 3001.
- 3003 Initially used c/n as serial - presumably w/off rapidly.
- 3010 Initially used c/n as serial - presumably w/off rapidly.
- 3026 11H-32 Crashed 20.7.35.
- 3035 VT-ADC may have been the acft of Bombay Flying Club which spun into the sea off Versova, Bombay 8.3.35 (also reported as a Fox Moth, but no Indian Fox fits). Donald Lestranger, a BFC pupil was killed.
- 3037 11H-76 Brazilian Navy, regd PP-AEV .41 to Aero Clube de Brasil. Regn cld .46.
- 3054 VT-AEI Accident report CA56 refers to an accident at Karachi 14.4.35; no further details.

- 5002 SU-... See comments against SU-ABB in index amendments. The identity of this Moth must now be considered unknown.
- 5005 G-ABXX Demise probably result of accident at Romford 24.9.32.
- 5008 G-ABYZ owned by Dr Henry A.Chodak-Gregory.
- 5012 G-ABZK All the other DH.60GIIIs of Midland Aero Club were sold abroad by W.S.Shackleton Ltd during the early part of the war - perhaps this was also sold at the same time?
- 5019 VP-KAU This is probably the aircraft badly damaged in storms at Malakal c20.5.33 whilst being flown from Kenya to UK by Brig-Genl Lewin. X5124 was allotted 2756M not 2757M and date 15.10.41.
- 5022 X5114 was later allotted 3124M (c.42).
- 5025 G-ACGD Accident date confirmed as 25.7.36.
- 5030 VT-AFW The cancellation date could tie-up with a known Bombay Flying Club accident on 13.7.35 when a Moth crashed at Poona killing the passenger and injuring the pilot, R.Kashner.
- 5032 EI-AAU amend regn date to 9.9.33.
- 5052 VH-URL Re-regd 29.11.35 to Royal Queensland Aero Club.
- 5067 G-ACNR allegedly delivered to Midland Aero Club 5.34, (via Brian Lewis & Co).
- 5070 G-ACOG Midland Aero Club Fleet No.7.
- 5072 G-ACOI Accident Report C298 refers to accident at Coleshill 20.1.35; no details.
- 5075 EC-XAA regd 26.6.34.
- 5076 EC-AXX regd 2.7.34.
- 5079 BK833 was allotted 2549M 22.3.41 for use by Glasgow UAS, prior to crash on dd to Glasgow 25.7.41. (One date possibly therefore erroneous). After soc, it was allotted 2658M 3.9.41 and issued to No.426 ATC Sqn, Dumbarton.
- 5081 SX-AAA Initial owner was Aeroleschi Athinon and named "Falcon". Delivered by air, arriving 13.7.34. Next owner was TAE (AE Teechnikai kai Aeroporikai Ekmetalleuseis). It was insured for a year by TAE jointly with A.Capellooulos from 1.4.40. The insurance was cancelled 28.10.40, the date of the Italian invasion of Greece. It is likely that all civilian flying ceased at that date and perhaps the acft was impressed. To British Air Attache (Mr Legg) late 4.41 and flown to Istanbul, then Habbaniya, Iraq, where destroyed.
- 5082 W7949 was allotted 2615M 21.6.41 for use by No.249 ATC Sqn, Weymouth; allocation presumed cancelled since to 5MU 12.8.42 etc.
- 5086 VH-URS initial owners T.J.Masse & R.Vaughan.
- 5097 G-ACUR date of accident also quoted as 22.3.37.
- 5098 EC-YAY regd 31.10.34.
- 5101/5112 Became Spanish AF serials 34-1 to 34-12 and were based at School of Combat Flight, Alcala de Henares.
- 5111 34-11 (Sp AF) This was the DH.60GIII which crashed Nr.Agrede, Soria 20.1.35 (or 29.1.35) killing Major Jose Martinez de Aragon.
- 5114 ZK-ADK delivered to Hawkes Bay & East Coast Aero Club 3.4.35. As NZ508, the accident on 28.4.41 caused only minor damage in a heavy landing but it was not repaired; SOC 17.9.41.
- 5115 NZ521 the 6.9.40 is now reported as a collision with DH.82A NZ745; the DH.60GIII struck the Tiger Moth on landing, killing the pupil in that aircraft. Not repaired but converted to INST.25.
- 5118 ZK-ADM delivered to Southland Aero Club 30.3.35.
- 5119 ZK-ADN delivered to Otago Aero Club early 4.35.
- 5120 ZK-ADO crashed when a bundle of newspapers jammed the rudder controls.
- 5121 NZ503 was one of the longest serving RNZAF DH.60s - it continued with 2 EFTS until 11.42. Regd EC-BBD.
- 5139 Spanish Naval serial M-1 or M-I has been suggested; based Getafe and possibly taken over by Republicans.
- 5141
- 5142 VT-AGL The cancellation date could tie-up another known Bombay Flying Club accident. On 26.2.39 a DH.60GIII crashed at Juhu airfield during an aerobatic demonstration. The CFI of the club, B.B.Nicholson was killed.
- 5447 N2726A was with Paul Mantz and Frank Tallman Museum prior to sale to Johan Larson. Sold to Eugene O.Kunde .77.

AMENDMENTS TO INDICES

CANADA

- DHC.108 RCAF 152 dd 11(AC) Sqdn, Vancouver 11.34. Renamed 111(CAC) Sqdn 30.1.37.
- DHC.110 RCAF 154 dd 11(AC) Sqdn, Vancouver 10.34. Renamed 111(CAC) Sqdn 30.1.37. Soc 6.39.
- DHC.111 RCAF 155 dd 11(AC) Sqdn, Vancouver 11.34. Renamed 111(CAC) Sqdn 30.1.37. Soc 6.39.
- DHC.112 RCAF 156 dd 11(AC) Sqdn 11.34. W/off 25.5.36.
- DHC.127 CF-AGX Restored to register as C-FAGX 6.87 to S.G.Reynolds, Wetaskiwin. Airworthy with Reynolds Pioneer Museum by .88.

CUBA

Omitted from index of countries. Add:-
N-I-1 104



Above: The first Moth on floats was c/n 273, the North American demonstrator which later became G-CAIL. It is shown here lifting off during trials at Rochester in 11.26. (P.H.T.Green collection)

Left: Canadian-built DH.60M floatplane CF-OAF c/n DHC.122 at an unknown lakeside location. (BAe, via M.J.Hooks)

To be continued. . . .

Aircraft Production List : 5

The BRANTLY 305

Having completed the B.2 production last time, we now move on to the next model, the larger 305. This was a 5-seater powered by a 305 hp Lycoming but it did not sell well in competition with larger manufacturers' products, indeed only 43 were built and of those seven reached Britain. Even then the picture was far from clear, the c/ns allocated for export and thus quoted in the UK frequently being changed before delivery. There were no model variants to the basic Brantly 305.

C/n	Regn & remarks	Yr	bt
1000	N2200U		.64
1001	N2201U		.65
	C-FARA 12.87		
	N238N 2.88		
	to India 1988		
1002	N2202U cld		.65
1003	N2203U w/o 10.7.66		.65
1004	(G-ASUN)		.65
	(G-ASUM)		
	N2204U w/o 23.11.66		
1005	(G-ASXF)		.65
	G-ASUM 7.64, d/d 11.65		
	N16616 9.66		
1006	N2205U		.65
	N5JM 2.78		
1007	N2206U cld		.65
1008	CF-SVH 10.65		.65
	w/o 6.7.68		
1009	N2207U cld		.65
1010	N2208U w/o 3.11.67		.65
1011	N2209U cld		.65
1012	N2210U		.65
1013	N2211U w/o 20.7.71		.65
1014	G-ASXF 10.64		.65
	CoA exp 16.2.79		
1015	N644HH		.65
1016	N2212U cld		.65
1017	N2213U		.66
	N10DN .76		
1018	not built		
1019	not built		
1020	not built		
1021	(G-ATLO)		.66
	N2214U w/o 9.10.76		
1022	CF-UFS 1.66		.66
1023	N2215U		.66
	N122D .73		
1024	G-ATSJ 3.66		.66
	w/o 24.6.77		



Above: G-ATUS c/n 1030 seen during May 1968 when owned by the Quinton Hazell company and based at Colwyn Bay, hence the prominent Welsh Dragon badge. The square opening ahead of the undercarriage strut is for access to, and exhaust from, the Lycoming IVO-540 engine. (R.W.Simpson via Peter Keating)

1025	(G-ATUR)		.66
	N2217U		
1026	(G-ATUS)		.66
	N2218U		
	CF-OYF .68		
	N11MR w/o 16.5.75		
1027	(G-ATLO)		.66
	N2219U cld		
1028	G-ATLO res 12.65		.66
	w/o 1.10.76		
1029	N12H		.66
	G-ATUR 5.66		
	TF-DEV 2.75		
	w/o 31.7.78		
1030	G-ATUS 5.66		.66
	w/o 14.3.70		
1031	N2225U		.66
	(CF-URP) 4.66		
	N2225U 2.68		
1032	N2222U w/o 3.5.70		.66
1033	N2220U		.66
1034	N2221U		.66
1035	N12H		.66
	G-ATYB 7.66		
	EI-ARU 9.67		
	cld 1.68, stored UK		
1036	N2223U w/o 25/6/68		.66
1037	TF-DIV 2.67		.66
	w/o 29.9.75		
1038	N2226U		.66
1039	N2224U w/o 25.3.68		.66
1040	N2228U cld		.66
1041	N2229U		.66
	N2940W 3.82		
1042	N2230U cld		.66
1043	N2227U cld		.66
1044	N2231U		.66
1045	N2232U cld		.67

The delivery of c/n 1001 to India in 1988 was in connection with the plan to commence production by Naras Avn. No such production is known to have begun.

One registration not taken up and for which no c/n is known was 5H-MNJ.

Three Hynes H5's are said to have been sent to Turkey in 2.87, again with a view to local production, but nothing is known of their identities or whether any local manufacture has ever commenced.



Above: N2213U c/n 1017 was so new that it had not even appeared in the US civil register of 1.7.66 when it was photographed on that day at Denver, Colorado by Harry B. Adams.

Below, left: G-ASUM c/n 1005 was the first UK import and is seen shortly after assembly at Kidlington in November 1965. (BNS via Peter Keating)

Below, right: G-ASXF c/n 1014 in BEAS titles at Kidlington in 1966. Close inspection reveals that the makers' badge behind the cabin door calls the type the Brantly B305. (R.W.Simpson via Peter Keating)



al jewel... replica of the... I return from France... Green's aircraft... original rotary engine... workshop. The... of the Pup... it now rests...

light de... surprising... Cruising speed is... at 5,000 ft. Control... easier the Humming... wheel track is narrow... for the... even in a... the... are a... however, no... taking off... stalls were expected... Mr. Jack Langage... was originally... 1929 for

A brief return for this occasional feature in which we invite readers to identify aircraft or events reported in the columns of "Aeroplane" during the 1940s. First we have some solutions to the last list which appeared in ARCHIVE no.2 of 1989. Our thanks for contributions from Rick Allen John Davis, Mel Davis, E.L.Eavis, Don Hannah, John Havers, Fred Kirby, Nigel Ponsford, Vic Smith and Ken Smy.

26.1.45 p.106: The Hughes D-2 was destroyed when lightning struck its hangar at Harpers Dry Lake near Muroc, now part of Edwards AFB on 11.11.45. Its f/f (of only two?) was on 20.6.43.

9.2.45 p.157: Miles had apparently approached the S.Africa and Southern Rhodesia governments about setting up an aircraft factory but the local view was that there would not be sufficient local demand for light aircraft.

9.2.45 p.164: The ANA Stinson Model A was VH-UYY c/n 9130, the accident was on 31.1.45. The cause, as quoted earlier, resulted in the withdrawal from service of ANA's other a/c of this type VH-UKK c/n 9128.

16.2.45 p.192: The Mirs accident involved a Dragon Rapide, SU-ABP c/n 6298 "Al Kahira".

23.2.45 p.220: King Farouk's Anson was Mk.XII NK150, but "Anson File" gives the presentation date as 26.4.45.

22.6.45 p.710: TCA's CF-CMS was not a Lancasterian but was a converted Lancaster R5727 which had been sent to Canada as pattern aircraft for local production, partly converted by Victory Aircraft 3.43, completed at Woodford c6.43 and known in Canada as the Lancaster X Transport. The accident was actually on 1.6.45, between Cedar Park and Lakeside in Montreal, while testing Merlin 85 engines.

21.9.45 p.327: see accident in Casualty Compendium in this issue dated 7.9.45 - answer next time!

28.9.45 p.373: The Erik Addyman letter was an abortive attempt to revive the Aircraft Club of Harrogate which had existed mainly as a model a/c club during the war.

2.11.45 p.516: In a list of lend/lease aircraft dated June 7th 1945 (in the PRO), 26 of 59 BOAC Dakotas are shown as "carrying military marks", including FL514/G-AGHR. At that time the US insisted that no civil aircraft could fly part of the Mid- and Far Eastern routes through Mediterranean countries such as France and Malta. The restriction became effective from 11.43 and lasted until 4.3.46, the reason being to prevent BOAC establishing international routes on which it could operate post-war. Services through Ireland, Sweden, Portugal and West Africa were operated by BOAC in civil marks. Mid-Eastern crews were BOAC who also held RAF rank, some being seconded from the Air Force.

Newspaper reports said that members of Emperor Haile Selassie's family were on board together with between £20,000 and £2,000,000 in jewels.

9.11.45 p.532: The Portuguese bought at least two Ansons, LT456 and LT596, ex-RATG in a sale on 20.6.46. They didn't receive civil regns but were for the Military Command of Portuguese East Africa.

South African Airways approached the SA Defence Dept in an attempt to buy 20 Ansons for feeder services for which SAA were tendering. They did not win the tender so the planned purchase was dropped but correspondence reveals that their 20 Ansons would be selected from 30 declared surplus and in storage in 10.45. These were (SAAF serials) 1135, 1172/8/9, 1185/7, 1194, 1200/3, 1210/1/4/5, 3103, 3110/3, 3120/1/7/8, 3140/3/6/7/9, 3173, 3182/5, 3200/3.

16.11.45 p.562: F-BANT was on a survey flight to Brazil, Uruguay and Argentina. Two of the three stbd engines were found faulty so one port engine was transferred and a four engined take-off made 13.11.45 to Montevideo for repairs. Crash at Asmara was a B-25 not a C-47. TWA Vice-President Jack Nicholls was among the fatalities.

23.11.45 p.583: The exports to CTA were Proctor CS-ADN and three Dragon Rapides CS-ADI/J/K.

NEW EXTRACTS:

Aeroplane 23 November 1945

*P.603 - stated that the British Civil Air Attache in Washington, Peter Masefield, had been provided with a Hawker Hurricane for his visits all over USA and Canada. (Any identity known? Was it civil?)

Aeroplane 14 December 1945

*P.687 - reported on the first public sale at 5 MU Kemble (see also Impressments Log, P.151). In addition, "found" amongst aircraft arriving at 5 MU for disposal or scrap were an LVG C.VI and Sopwith Triplane N5912. They were to be refurbished for flying, although the Triplane was without its engine. (Fortunately they both survived but it seems unlikely the rebuild was completed at the time.)

Aeroplane 4 January 1946

*P.4 - recorded the death of The Hon Andrew Dalrymple, partner in Chilton Aircraft, in an accident on 25 December. A Fieseler Storch flown by Chilton's test pilot, Dennis Phillips, crashed near Hungerford. The starboard wing broke off shortly after take off. It also recorded that Dalrymple had recently taken out a patent relating to a helicopter.

*P.22 - Two Proctors left Luton on 23 December on delivery to United Africa Co, Belgian Congo and Aircraft Operating Co, Johannesburg.

Aeroplane 11 January 1946

*F/Lt Gunton was selling a Comper Swift; "C of A 1940" for £150.

Aeroplane 18 January 1946

*P.86 - An article set out in some detail an airliner designed by CH Latimer-Needham of Flight Refuelling Ltd. Looking somewhat like a cross between a Stratocruiser and a Globemaster II, it was designated the FR.12, carried up to 134 passengers and 11 crew. More interestingly, it was specifically designed for in-flight refuelling across the Atlantic. Power was 6 Bristol Centaurus 57 engines.

Aeroplane 25 January 1946

*P.98 - A Dornier Do.335, operated by the RAE, crashed on a test flight into a school near Farnborough on 18 January. Grp Capt Hards was killed. This was the second fatal crash of a captured German aircraft from Farnborough.

*Mr Bruce of Croydon was advertising for sale a Parnall Elf, Cirrus Hermes II, 323 hours, excellent condition, stored since 1941. He was also offering a BA Swallow II, Pobjoy Cataract II, 121 hrs since o/h, also stored.

Aeroplane 1 February 1946

*P.125 - A Lysander was presented by the British Ambassador to the French Government on 27 January for permanent exhibition in the French Army Museum. (What happened to this aircraft and what was it?)

*P.146 - reported on the House of Commons debate on the Government White Paper "British Air Services". Comments included that:-

- 20 Tudor Is and 79 Tudor IIs had been ordered
- 108 Vikings ordered for delivery during 1946
- 5 Constellations to be bought to replace the 3 Boeing 314s and 12 Liberators.
- BOAC's 56 lease-lend Dakotas had been bought outright and supplemented by 16 more.
- 13 lease-lend Lodestars were to be returned to the US.
- 25 captured Ju52s to be used on internal services. (Only 11 were eventually regd; were the others specifically identified?)

*Mr Mavrogordato of Westerham was offering for sale a "Miles" Martlet (Genet Major I), 228 hours, carefully stored in dry loft, £200.

Aeroplane 8 February 1946

*P.179 - Hudson III V8999 was destroyed in a fire fighting demonstration at RAF Kenley 'recently'.

Aeroplane 15 February 1946

*Mr Wikner of Romsey had two Wickos for sale, or including a third airframe as a package for £1450. The two were airworthy.

Aeroplane 1 March 1946

*P.242 - The Government announced the release of 100 ex RAF light aircraft to the Association of British Aero Clubs, the umbrella organisation formed out of the General Council of Associated Light Aeroplane Clubs. 60 Tiger Moths, 30 Austers and 10 Magisters would be sold at a nominal price of £50 each.

*P.267 - A BOAC Liberator forced landed at Charlottetown Airport 20 February and was destroyed by fire. It was operating the Return Ferry Service from Prestwick to Montreal; the second pilot, Capt DW Ray was killed, three crew injured but 8 passengers unharmed.

Casualty Compendium

PART FORTY-ONE

Right: Sikorsky S-42 NC823M (seen here as NR823M) which sank 7.8.44 after crashing on takeoff in Cuba was the second of the type. It was delivered 12.34 and operated the Caribbean routes as "West Indies Clipper" initially. With doubled fuel capacity and reduced payload it was transferred to the Pacific routes as "Pan American Clipper" and later "Hong Kong Clipper". (via Jack Meaden)



- Just a quick mention of two earlier items this time, then on into the casualties from the last issue.
- 28.3.41 (page 91/25) By this date all SAA aircraft had been impressed by the SAAF but some aircraft and crews were used on essential routes under military auspices. Cape Colony had been renamed Cape Province since 1910!
- 21.1.43 The official report found no evidence of icing or structural failure to "Philippine Clipper", blaming the Captain for failing to determine his position accurately before descending in poor weather and darkness.
- 14.6.40 Aero OY Junkers Ju 52/3m shot down in Estonia was OH-ALL "Kaleva" c/n 5494. On this day the Soviet forces invaded Estonia but because of a news blackout the crew were unaware of this and six minutes after leaving Tallinn for Helsinki the Junkers was attacked by two Tupolev SB-2s and shot down near the Ker lighthouse. The two crew and seven passengers were killed. An official investigation covered up the cause of the loss.
- 3.10.42 American Export Airlines Sikorsky which crashed at Botwood, Newfoundland was VS-44A NC41880 "Excalibur" c/n 4401. It intended to make a positioning flight to Gander Lake but the electrically-driven flaps were set down and the aircraft failed to take off. Of the 37 on board, six passengers and five crew were killed. (Surviving sister ship N41881, the last of three, is currently undergoing restoration by Sikorsky staff).
- 30.6.43 BOAC Hudson VI which crashed at Khartoum inbound from Cairo was FK618 on loan. Sixteen occupants were killed. Another RAF/BOAC Hudson VI, FK459, crashed on 16.6.43 at Khartoum, killing 17 occupants.
- 4.8.43 Still unidentified type of Tata Sons cr 50mls east of Bombay near Lonavia, en route Poona - Bombay.
- 27.8.43 VASP crash at Rio was Junkers Ju 52/3m PP-SPD "Cidade de Sao Paulo" c/n 5459. It hit a building and crashed into the harbour. Among 18 lost was the Archbishop of Sao Paulo. Three survived.
- 27.8.43 Missing ABA DC-3 was SE-BAF "Gladen" c/n 2133, shot down probably over the Skagerrak when returning from Dyce to Stockholm overnight (most likely on the 28.8.43). No wreckage found but two of the seven occupants were later washed ashore and identified as Capt K.G.Lindner (Chief Pilot of ABA) and F/O Morne.
- 15.9.43 American Airlines accident at Dallas was to DC-3-277D NC33657 c/n 4803. Both engines failed on take-off.
- 24.9.43 PanAmerican Consolidated Commodore NC668M c/n 12 crashed at Miami while on a test flight, took off with the elevators locked. One of the three occupants was killed.
- 15.10.43 Douglas DC-3-178 NC16008 c/n 1588 "Flagship Missouri" of American Airlines experienced engine trouble on the South Bend - Nashville - Memphis service. Exploded and burnt out in attempted forced landing at 2317 hrs near Centerville, Tennessee.
- 22.10.43 ABA Douglas DC-3 SE-BAG c/n 2132 "Gripen" was shot down and crashed at Hallo, 53 mls north of Gothenburg, when attempting an emergency landing on the sea. It was inbound from the UK to Stockholm with fifteen people on board, two of whom survived.
- 12.11.43 BOAC aircraft which force-landed near Oporto: location was at Viano de Castello, cause was engine failure. The aircraft was later flown out to Lisbon and is believed to have been a DC-3.
- 26.1.44 Australian National Airways Dragon Rapide VH- ? operating Cairns to Horn Island, was written off without any injuries to the occupants.
- 30.1.44 Aeromaritime Sikorski S.43 F-AOUK, L or M, undercarriage collapsed on landing at Accra.
- 10.2.44 American Airlines DC-3-277A NC21767 c/n 2166 crashed into the Mississippi River 19 miles from Memphis in a heavy snowfall operating the Little Rock - Memphis sector of the Los Angeles - New York route. Capt Dale Francis, 2 crew and 21 passengers were killed.
- 23.2.44 DETA aircraft was Lockheed 14H-2 CR-AAV c/n 1507, crashed on take-off at Quelimane.
- 25.2.44 The crash near Taza involved a Reseau Aerien Militaire Francais aircraft, possibly a Caudron Goeland, flown by Sous-Lieutenant Darras. Two crew and four passengers were killed.
- 27.2.44 Avianca aircraft was Boeing 247D c/n 1708 registered C-146. It hit trees after engine failure. No fatalities.
- 27.5.44 CNAC aircraft, fleet no.82 was lost with at least fourteen on board between Calcutta and Dinjan in very bad weather conditions. Probably a DC-2 or DC-3. Pilot Dick Marchant.
- 20.6.44 Varig crash involved Lockheed 10E PP-VAQ c/n 1008 operating Porte Alegre to Pelotus service, crashed into the River Guaiba, killing Capt Lau, 1 crew and 8 passengers.
- 15.7.44 BWIA Lodestar accident caused all BWIA services to be suspended again.
- 25.7.44 LAV aircraft was a Lockheed 14.
- 8.8.44 PanAmerican Sikorsky S-42 NC823M c/n 4201 "Hong Kong Clipper" sank at Nipe Bay, Antilla, Cuba. Engine failure possibly cause of loss of control on take-off for Miami. Aircraft bounced and broke in half. Fourteen of the total 31 occupants survived. The date is actually reported as 7.8.44 but the accident occurred at 0130 local time so the eighth is presumably correct.
- 9.8.44 Swissair loss at Stuttgart was of Douglas DC-2-115D HB-ISI c/n 1331. It was not a crash but has been recorded as a "ground loss", actually being destroyed by bombing in an American air raid.
- 21.8.44 The accident at La Paz involved a Lloyd Aero Boliviano Lodestar. Tyre burst on take-off, no casualties but aircraft destroyed by fire.
- 29.8.44 BOAC crash in central Sweden was Lodestar G-AGIH c/n 2491, at Kinnekulle Mountain. Having left Bromma for Leuchars at 20.53 on the 28th the aircraft, with a Norwegian crew and six Norwegian passengers, became lost and attempted to land at the Satenas military airfield but hit the mountain at 00.30 on the 29th. Four occupants were saved from the wreckage. By coincidence on the same day BOAC DH.98 Mosquito FB.VI G-AGKR (ex HJ792) was lost en route Gothenburg - Leuchars, presumed shot down.



Above: "Coolangatta" which crashed on 11.10.44 is seen here at Short's being prepared for Qantas as VH-ABB. Power units were four Bristol Pegasus Xc 9-cylinder radials giving 740 rated hp, 920 hp for takeoff. Originally G-AFBK, it became A18-13 with the RAAF in 9.39 serving with 11 and 41 Squadrons before returning to Qantas as VH-ABB on 13.7.43. (Aeroplane, via Jack Meaden)

- 30.8.44 Panair accident at Sao Paulo was a Lodestar. Crashed in fog, killing 4 crew and 12 passengers.
- 18.9.44 Missing Faucett aircraft was a Stinson, en route to Chimbote. Wreck found on 21.9.44.
- 21.9.44 Take-off crash at Bahia involved a Panair Lodestar en route Rio de Janeiro to Belem. Seventeen fatalities.
- 11.10.44 Qantas flying boat was S.23 Empire VH-ABB c/n S.877 "Coolangatta" which crashed and sank when landing at Rose Bay, Sydney. It had returned to Rose Bay after losing oil pressure in one engine some 20 minutes into a flight, stalled from 10 or 12 feet and broke up on impact. One passenger was killed.
- 11.10.44 Navegacao Aerea Brasileira aircraft possibly a Lodestar. Reports of number of occupants and fatalities vary.

"Troepiaal" (photo) had taken off on a scheduled flight from Jamaica when a hydraulic problem developed in the landing gear. Capt W.Versteegh decided to land on the grass strip at the USAF base in preference to the concrete of the civil airfield and was successful in making a smooth belly landing with no injuries. Following the incident on 29.10.43 local repairs were made and Lockheed 14 PJ-AIT c/n 1412 was flown again on 13.1.44, it then returned to Curaçao for repairs to be completed and survived until 7.48.

Right: Another view of PJ-AIT after the landing. (Herman Dekker collection)



Credits for information in this issue: Geoff Allen, Ed Davies, Harm Hazewinkel, Mike Hooks, Fred Knight, Hank Lapa Jr, Rolf Larsson, Barry Moores, Tony Morris, Keith Palmer, Vic Smith, Flt Lt G.R.Sunderland, John Wegg, Tom Weihe and John Withers. Thank you all.

Now on to a new batch of casualties all of which require identification and explanation:

- 16.10.44 Lufthansa aircraft crashed in Lifjeld mountains, Norway.
- 4.11.44 TWA airliner lost wing and crashed in thunderstorm at Hanford, California.
- 10.11.44 Central Air Transport aircraft crashed at Kunming, China.
- 29.11.44 Lufthansa Focke Wulf Condor lost off Falsterbro, Sweden. Rumoured shot down by Germans in error.
- 29.11.44 Ford of TACA crashed at Tegucigalpa, Honduras.
- 1.12.44 TWA DC-3 hit trees and crashed on approach to Van Nuys, California.
- 28.12.44 Trans Canada Airlines Lancaster reported missing over Atlantic.
- 7.1.45 CNAC Douglas DC-3 crashed at Talifu, Western Yunnan.
- 8.1.45 Pan American "China Clipper" sank landing at Port of Spain, Trinidad at night.
- 10.1.45 American Airlines aircraft crashed on approach to Burbank, California.
- 15.2.45 Aircraft of Navegacao Aerea Brasileira crashed at Lagoa Santa.
- 23.2.45 American Airlines aircraft hit mountain and crashed near Roanoke, Virginia.
- 6.3.45 Two unidentified aircraft, NC24730 and N40804, written off at Osseo, Minnesota.
- 14.4.45 Pennsylvania-Central Airlines aircraft hit mountain in bad weather near Morgantown, West Virginia.
- 4.6.45 Pan American aircraft lost on take-off at Port of Spain, Trinidad.
- 12.6.45 TACA aircraft crashed on take-off at Puerto Cabezas, Nicaragua.
- 24.6.45 Faucett missing between Piura and Chiclayo, Peru.
- 12.7.45 Airliner of Eastern Airlines collided with military aircraft near Florence, South Carolina.
- 1.8.45 Lineas Aereas Mineras aircraft crashed in mountains near Sa Luis Potosi, Mexico.
- 3.8.45 Sikorsky of Pan American sank on landing at Fort de France, Martinique.
- 11.8.45 Mexicana DC-2½ crashed at Ixtacihuatl.
- 15.8.45 Aircraft of Linea Aerea Nacional, Peru, crashed at Puritania.
- 27.8.45 Continental Airlines aircraft written off at Albuquerque, New Mexico.
- 7.9.45 In flight fire on Eastern Airlines aircraft resulting in crash at Florence, South Carolina.
- 10.9.45 Crash of Faucett aircraft at Chantayaco River, Peru.
- 13.9.45 National Airlines lost aircraft in accident at Tampa, Florida.
- 26.9.45 TWA Douglas and a Boeing A-75 written off (in same accident?) at Chicago.
- 29.9.45 Boeing of Avianca made forced-landing at Corozal, Colombia.
- 5.10.45 National Airlines Lockheed fell into lake at night, Lakeland, Florida.
- 11.10.45 Another aircraft of National Airlines crashed at Banana River, Florida.

FEED BACK

Quite a lot of material having built up in the file in recent months, we take this opportunity to clear out the remaining Sudan Register additions and to make a good start on the wealth of data sent in for the Americans Overseas feature. Many readers seem to have enjoyed this, finding specific types, registers or companies in which they were interested appearing in the tables and offering further details to complete the picture. That, after all, is what this section is all about!

CIVIL REGISTERS OF THE SUDAN

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-AEY regd N40809 but before Sudanese regn?
 ST-AFC c/n 58-1596, BuA.150776, 80+92, N82841. Type was H-34G-3. Were any of these helicopters actually delivered to Sudan or did they remain in Germany?
 ST-AFF/G were PA-18A-150.
 ST-AFI marks LV-PSA issued and painted on, not delivered.
 ST-AFJ regn date 8.78, 2.3.79 is cancellation date. G-BGWF was ntu, the aircraft was broken up in Sudan.
 ST-AFP delivered 27.3.76.
 ST-AFR regn cld 30.7.89, to N340N 30.8.89.
 ST-AFU cld 11.2.85 as direct to N48VM. Reports of sale to HP-860 and OB-T-1196 cannot be confirmed.
 ST-AGP allotted to PC-6C/H2 for N.A.O.
 ST-AGS probably intended for c/n 592 ex N194X. Ntu later becoming HK-2994X.
 ST-AGT crash location was Aliab.
 ST-AGW regn cld 30.7.89, to N394R 30.8.89.
 ST-AGX regn cld 30.7.89, to N9444 30.8.89.
 ST-AHD/E Sudanese cancellation documents show c/ns should be reversed: ST-AHD (565) cld 30.7.89, to N285L 30.8.89. ST-AHE (514) w/o as given.
 ST-AHI/Z were both Navajo 310.
 ST-AHP/Q are both DHC-5D.
 ST-AHT N5584H was used as ferry regn so was taken up.
 ST-AHV delivered 13.8.81.
 ST-AJR regn cld on 10.2.88.
 ST-AKA flown to UK for sale 9.86, regn cld 22.2.87, sold in USA 7.87 but deal not completed. To N148WT on 22.10.88 and ZS-MFF 2.89.
 ST-AKW model 707-330C. With Sudan Airways from 29.5.89.
 ST-MMN was ex Yemen Defence Force, but not YN-BZF which was c/n 10118. Presumably therefore ST-EVF is ex Sudan AF 866 ?
 ST-NMM identity N6486V was taken up.

THE BRANTLY B-2

Despite the comments in Feedback p.91/28, c/ns 2, 3, 4, 6 and 7 were quoted as 58-1492 to -1496 and c/ns 8, 9 as for the US Navy in 1960. C/ns 59-63 would be 1960 production, rather late for 1958 fiscal year serials.

60 Therefore unlikely to be 58-1493. It was N12H and the crash date as HB-XBV was 24.6.65.
 153 Confirmed N2107U, (OH-HBZ), D-HAJO cr 19.6.70.
 154 Confirmed N2108U, N2108 by 9.62.

Notes on p.91/10: c/n 422 was listed as N2260U in 7.65 and N1120K in 7.66. C/n 463 was quoted as N1120K in the 1967 register. Were these errors or were there really three different B-2s regd N1120K between 1965 and 1968?

Bryn Elliott, researching Police use of Brantlys, would be interested in identifying specific machines used by: BEAS at a demo to Chief Police Officers, Torquay, 1962. Durham Police 11.62 to 4.64, supplied by Heliconair. Lancashire Police used two on football duty 28.1.67 and one at the Grand National 4.67, hired from BEAS. Thames Valley Police are said to have used Brantly 305s.

POLICE EYE IN THE SKY



Above: Brantly B-2 shown during use by Durham Police.

N9999F: AMERICANS OVERSEAS

N9996F cancelled 27.7.62, to G-AIZE 3.63.
 N9991F ex NC58161 before F-BDAS. Regd 5.51 William P.Lear. To N5477N and again N9991F, then N1Y, D-CAFU and N511L. It was replaced by a second Lodestar:
 N9991F (2) C-60A Lodestar c/n 2311, ex BuA 12460, NC74637, N93844, N1Y. Regd 6.52 to Lear Inc. To N12L 5.54, N9991F 7.55 Lear Inc, N80A 9.55.
 N9990F to N2203 ?
 N9987F Samuel R. Pratt, Shannon, Eire.
 N9986F, N9985F, N9984F, N9983F all regd to New York Car Wheel Co. First and last to Chile 11.51, so may have another earlier Chilean identity.
 N9982F regd to Max Buslik.
 N9981F to N68735 in 12.51.
 N9980F ex NC45330 before AN-ADI. Regd 11.51.
 N9979F regd to Terence D. Beasley. Cld 31.8.65.
 N9978F regd 11.51 to Babb Company. To F-DADM 3.54 to .57.
 N9977F Beech 35 Bonanza, D-1272, ex NC3958N, F-BENY. Regd to Atlas Construction, New York.
 N9976F regd to John C.L.Adams, Balboa Heights.
 N9975F cancelled during 1971.
 N9974F regd to Peter D. Freytag.
 N9972F Beech D17S, 4935, ex 43-10887, FZ439, G-AJLA, HB-KID, N6403N, F-DADL. Regd .58, E.E.Wilkie, Nuremberg, W.Germany. Cld by 1.64.
 N9971F Aeronca 11AC Chief, 11AC-566, ex RX-71E, HP-71E. Regd 4.52, Robert Baxter Grier, Balboa, CZ.
 N9970F regd 4.52 to Ralph Edward Hall, Boise, Idaho but resident in Paris.
 N9969F became N94545. Delete reference to Mosquito which correctly appears as N9869F later.
 N9968F became N2743A in 2.53.
 N9967F became N94544 in 7.52.
 N9966F c/n 2238.

N9964F Aeronca 7AC, 7AC-3924. Exported new to Brussels on 13.8.46. Regd OO-TWO 10.12.48, to D-EMIR 7.62 so must have been N9964F sometime between these c.52.
 N9962F regd to E.E.Wilkie, Nuremburg.
 N9960F Percival Vega Gull, K.84, ex G-AFEA, 7.52. This was a former Alex Henshaw property, sold to a "US Citizen, Tangier".
 N9959F regd 24.7.52, cld 2.5.55. Actually regd to Ramo Foundary, formed Air Carrier Service Corp.
 N9958F regd to Babb Co, cld 8.9.71, restd 18.5.72.
 N9957F also ex N97892.
 N9956F Cessna UC-78, 5902, ex 43-31964. No other data.
 N9953F 11AC-1601 exported to Brussels 16.1.47. LX-AID. To N9953F 4.54. Later D-ECAB, HB-UPK, D-EKUD.
 N9951F regn cld 2.3.71.
 N9946F and N9945F were reported as such when one was seen at Honolulu in 2.55. Both Solent 3.
 N9943F regn cld 19.11.70.
 N9936F to TJ-ABT .54?, JY-ABT 4.54, cld 28.2.71.
 N9935F must have been earlier than 10.55 if date of 4.55 for JY-ABW in DC-3 Monograph is correct.
 N9934F regn cld 17.12.70. After World Wide to Egyptian-American Oil Co.
 N9933F was 42-53504 before AX756.
 N9932F was 42-53499 before AX720. Admin c/n 5.6.65. Ex SpanishAF Lodestars were reserved 12 regns all for Compania Auxiliar Nacional Aviacion, CANA :- EC-ADT to -AEF, of which only 9 are believed used and only the first (G-AGEH/N9927F) identified. It is believed that the others were G-AGCN, 'CU,'IG, 'IM,'IN, EW983, EW984, EW989. More problems: 'GIN c/n 2146 is recorded as scrapped 11.47 but also as becoming T4-9; EW984 (N9930F/ZK-BUV) as w/o on 22.10.42; 'GIM may be T4-3; c/n 2148 (N9928F?) as T4-7. Further clarification needed!
 N9926F Admin c/n 5.6.65.
 N9922F DH.82A Tiger Moth; 82081; ex N6840, G-ANDR; 2.55; to D-EGOH .55. Possibly operated in Germany in UK/US marks prior to resumption of civil flying and register 5.5.55.
 N9921F DH.82A Tiger Moth; 84841; ex T6500, G-ANDO; 2.55; to D-EBIC .55. As above.
 N9920F regd 2.55, comments as above.
 N9919F to R.Loomis, Pasadena 1957; cr Calabasas, CA.
 N9918F Stits SA.3A Playboy, c/n 1, Flying Fifties Aero Club, based Europe. Admin c/n 7.11.63.
 N9917F also ex F-BFXD. Regd .55, Flying Fifties Aero Club, regn cld 5.2.71. Correct spelling Heidelberg.
 N9911F was a PR.34A for Jack Amman. It was not TA717/XB-TOX which was a B.35 ex Hatfield of Cloux Clan Imports, USA. If N9911F went to Mexico it may have been the unidentified XB-HOB.
 N9910F Jack Amman Photogrammetric Engineers. Percival built PR.34A with c/n PAC.LF.38, regn cld 30.12.70. Reported derelict at Cambridge 8.60.
 N9909F to Insurance Finance Corp, Studio City, CA. Regn cld 30.12.70. Languished at Whiteman Air Park, San Fernando, CA. Remains are with Jim Morgan at Placentia, CA.
 N9907F to N9907E, 48-610, N9463, N521KE.
 N9905F regn cld 26.6.70.
 N9904F ferried ex-overhaul Venice - Newark 16-21.10.55 by Capt Marian Kozubski. Regn cld 4.3.71.
 N9903F test flown Venice 19.11.55 ex overhaul. Ferried Venice - Miami 20-29.11.55 by Capt Kozubski. Regn cld 1.12.71.
 N9901F no trace of N343G, FAA error? N343S regd 31.10.63.
 N9900F regn cld 16.2.62.
 N9898F Navion c/n NAV-4-941. To N52TA, date unkn. The C-46 was regd in 2.56.
 N9897F Navion c/n NAV-4-331 ex N91555, cld c2-4.57.
 N9896F "reassigned 22.10.58 to N9886F" but no record as such. Cld 1.12.66 to N483F.
 N9895F regd 13.11.63, cld 1.12.66 to N488F.
 N9894F cld again 24.6.71 to Bu56519.
 N9893F Cessna 170, c/n 18476; ex N9000A, RX-142 unconfmd.
 N9892F ferried ex-overhaul Venice - Miami 24.12.55 to 11.1.56 by Capt Kozubski. Regn cld 8.3.71.
 N9891F regn cld 11.6.70.
 N9890F KK 101B primary glider, built by Torado Musical Instrument Co, Nagoya, Japan. C/n 16, cld 31.7.68.
 N9886F was JA5101 from 4.12.52 to 25.1.56 when it was cld as sold in Thailand. Regd .57 to Willis H.Bird, San Francisco and Bangkok. Possibly became HS-SKA with Bangkok United Mechanical Co Ltd.
 N9885F regn cld 2.12.71.

N9884F regn cld 20.4.67.
 N9883F regn cld 16.8.72.
 N9882F regn cld 6.5.72. No trace of C-46.
 N9881F regn cld 14.1.71. No trace of C-46.
 N9880F L-5 identity 44-17669A, regn cld 7.5.70. Beech D18S identity should be AT-11004.
 N9879F Admin c/n 20.1.65.
 N9878F not allotted.
 N9877F L-5B, cld 26.2.61, restd 25.1.67, cld 1.8.68. Given as 44-17411; 17411; and 3322 !
 N9876F regn cld 29.7.70.
 N9874F regn cld 12.5.72.
 N9873F regn cld 20.4.67.
 N9872F DHC-2 Beaver Mk1, c/n 1110, "Void, see N9792F" this presumably means not taken up!
 N9871F Mk.34A, cld 30.12.70. RG300 was used for a Benson - Buenos Aires in 24 hrs attempt but was damaged by a fire tender at Bathurst 22.9.46. Presumed repaired, all sources show RG300 for N9871F, with Jack Amman Photogrammetric Engineers, later with L.N.Childress of Amarillo, TX. Remains with Confederate AF.
 N9870F regn cld 30.12.70. Derelict at Cambridge 8.60.
 N9869F c/n 982734, regn cld 20.9.56.
 N9868F c/n quoted as "PAC.LF.42", thus Percival-built and so should have a PF rather than RF serial.
 N9867F The Chipmunk was based in Ireland, possibly at Coonagh, owned by Sam Pratt of Limerick - who also owned Irish-based Piper Cub N9987F and worked for Seaboard & Western at Shannon. It was delivered to Ireland 9.7.56 (though the RAF record card shows sold to J.Chadwick on the same date) and returned to the UK via Dublin/Liverpool/Kidlington on 21.8.57 after sale.
 N9866F is quoted as "ZS-48" before ZS-BTE.
 N9863F regn cld 1.12.71.
 N9861F second entry should be deleted.
 N9860F Douglas C-47B, 32720; ex 44-76388, KN356. To 76388, Cambodian AF.
 N9859F not allotted.
 N9857F was L-4H, c/n 11983, regn cld 28.5.66.
 N9856F PA-18A-150, cld 11.1.66.
 N9855F/54F both PA-18A-150, cld 15.2.66.
 N9852F ex NC67925, RX-127, Israel. Regd 7.1.57.
 N9851F regn cld 12.6.65. Current at same time as N9841F.
 N9850F to F-OBKA 7.58. CP-855 w/o 9.6.75.
 N9849F Douglas C-47A, 12813; ex 42-92955, KG492, India VP908, Pakistan 400. Was regd G-AOCT 8.56 (so seems likely to be N9849F before that), then F-OAYR and 5R-MAJ.

THE PIPER COLT

22-8395 was AP-AMQ in Pakistan
 22-9003 N5301Z, major damage at Hoven, S Dakota 14.8.88. The accident report is a classic! Pilot & wife intended local flight at 0215 hrs, pilot swung prop but a/c began to move, wife pulled parking brake lock off, panicked and jumped clear. The a/c taxied out of sight into the dark, across parking area, through fence, onto road embankment, became airborne, hit ground and nosed over with tail up against a tree on a farm 3/4 mile away!

THE PERCIVAL MEW GULL

E.20 / E.20A Having read Ken Taylor's version of the Mew Gull story in Digest ("What do you know", p.24 Spring 1991) we may have to make some additions to our history of G-ACND. It is certainly likely that a new wing was fitted to E.20 by July 1934, as our photos showed the opportunity would have been taken to redesign the undercarriage at the same time. Thus the original set of wings could have been burned, together with an anonymous fuselage, at Luton on 7.7.45. E.20A could have contained some of the original fuselage, extensively redesigned (but in effect surely such a major replacement would require an entire rear fuselage?), which would completely legitimise the re-use of marks G-ACND, however Roger Pattenden can confirm seeing a derelict fuselage marked G-ACND in a hangar at Luton on 28.6.47. If this was c/n E.20 it confirms that it was not burnt in 1945. It could only be E.20A if the wreck was returned from France after the 1935 crash.
 E.22 G-AEXF's owner on 1.8.65 was Ernie Crabtree who was founder of Northern Air Taxis Ltd to whom it was re-registered. The forced landing 7.8.65 was made during a practice lap for the Air League Challenge Cup.



ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly



A classic view of the business end of a Fokker trimotor! This F.VIIb/3m c/n 5286 PH-AGX was leased to Air Orient in 1931/2 but can clearly be seen to carry the name "La Courageuse" that is usually associated with later ownership by Air France. (KLM, via Herman Dekker)



ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly

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This summer the old saying that "Britain does not have a climate, it only has weather" could hardly be improved upon. Ideally the poor weather should have provided this editor with ample time to catch up with his correspondence but a greatly increased workload has prevented that. Any "spare" moments have been spent in preparing material for ARCHIVE or for the next ARCHIVE SPECIALS now coming along well. So we must apologise to all readers who have been expecting replies to their letters - once this page is finished I may get some answers off before grabbing a holiday, to the others please be patient. Perhaps we could re-write the adage "Air-Britain does not have work time, it only has spare time"?

This edition brings back the Greeks, but it sees the end of the Bolkow Lightplanes - many thanks to Peter Gerhardt for his superb coverage. Would anyone like to volunteer a MFI-9 Junior listing to complete the set? We also reach the end of the Gull Four and Gull Six production, but hope to continue with the Vega Gulls next time (Photos anyone?). Similarly we have extended the Fokker listing slightly to bring all the Dutch production to a close without another break, but we will continue with the licence-built aircraft from various other countries next time. We have been pleased with the responses to the most recent list of Extracts so that the feature will certainly be appearing again in the next issue.

* * * CLOSING DATE FOR NEXT ARCHIVE - OCTOBER 19th * * *

HOW ? WHAT ? WHERE ?

The photo below of Sikorsky S-43 LN-DAG c/n 4312 is from Kay Hagby who would welcome any further information of its history after sale as F-AREX to Cie de Chargeurs Reunis in September 1938.

Vic Smith found an item in the "Sunday Express" of 4.12.38 saying "Avro Avian (Cirrus III), no CofA, belonging to Sgt Frank Buckland, is being raffled at 2s 6d a ticket by Southend Flying Club". Which was it? Did anyone win it?

Eric Eavis is trying to identify a light aircraft possibly a Moth, which crashed into the sea at Margate, probably on Sunday 17.7.38, while HMS Revenge was at anchor there.

Meanwhile Terry Sykes has been watching 1930/40s movies in which "NC12762" appeared in ground shots and taxiing with

a Boeing 247D type fuselage and biplane tail. Was it real or a studio mock-up? Flying shots were inevitably of a model, which had DC-3 type wings!

Following up the Capt. Henderson accident, we can confirm that he was the pilot of Avro 504N G-ACZC which force-landed in Kew Gardens on 5.1.38 when engine trouble at 600 feet required quick reactions and release of the banner. A week earlier on 30.12.37 Henderson had force-landed a two-seater in the grounds of Crystal Palace (or on the race track according to source) while en route from Gravesend to Hanworth. Some years earlier an aircraft came down in flames in Kew Gardens, the pilot parachuting to safety, can anyone identify this one too?

The story of Avian G-ABSC does not appear to end with a crash, notwithstanding our photo. It was sold by AST to a Mr. Lipton in 1938, operated by Southend on Sea Flying Services Ltd and was noted at Gravesend (Impressments Review) 31.8.39. Early in 1940 it was moved with other civilian occupants of Gravesend to Horton Kirby, later moving by road to a garage at Westcliff on Sea near Southend before being scrapped.

Our Founder's query about Roman-style lettering reveals a mild Miles obsession. Apart from G-AHDM, the Sparrowjet G-ADNL, Student G-APLK, M.218 G-ASCK and Peter Masefield's Chipmunk G-AOTM were so afflicted. Also suggested are Zlin 526A G-BLMA and at least one Bristol 171, G-ALSX. We have no responses yet about the Belgian Oxford or Lithuanian glider, or about wartime civil flying. We do have details of Croydon Airways but will hold them until next time in the hope of illustrating the answer.

Thanks to Ian Callier, Fred Kirby, Nigel Ponsford, D.E. Potter, Gilbert Rothery and Vic Smith for their help.

BOOK REVIEW

Originally the first of the Putnam aircraft company histories, "Hawker Aircraft since 1920" has now been revised completely and updated by Francis K Mason thirty years after his first edition was published. The fact that the company designed and produced military aircraft almost exclusively means that the book will certainly appeal to the military historian, and there is plenty to interest students of any period with detailed production and service history listings. Civil-registered prototypes and demonstrators from Hart to Hawk are incorporated and often illustrated, as are the civil Cygnets and Tomtits, but it is a little disappointing to note that many Hawker types being privately restored for either active or static display do not at least merit a line - one would be tempted to believe for example that no Sea Hawks still existed. A few civil projects show that Camm's design office kept ahead of later trends, unfortunately none of them left the drawing board. There is also plenty to interest the politicians, in particular the author's views on the cuts of 1964/5 as well as on present trends within the industry. At over 660 pages (priced at £35.00) the book is valuable for its insight into not just one company but also into UK aviation development and policy over seventy years. It combines readability with detailed facts but one major criticism this time must be of the reproduction of the photographs, those carried over from the earlier edition are often muddy or grainy by comparison with new ones and do detract from the appearance of the book.



The FOKKER F.VII series

PART THREE



C/n	Model and engine details	Regn	Date	Remarks
5104	F.VIIb/3m Wright J4B	G-CASC	13.12.28	Western Canada Airways, Winnipeg
			25.11.30	Canadian Airways Ltd (name change)
			04.03.31	destroyed in hangar fire, Winnipeg.
5105	F.VIIb/3m Whirlwind	PH-ADP	29.01.29	KLM
		G-AADZ	01.02.29	Van Lear Black Ltd "Maryland Free State"
			10.06.29	written off, Dum Dum, Calcutta.
5108	F.VIIb/3m	No further details available. To USA?		
5109	F.VIIb/3m	No further details available. To USA?		
5116	F.VIIb/3m Whirlwind	J-	?	Japan Air Transport
5117	F.VIIb/3m Whirlwind	J-BFOD	?	Japan Air Transport
		J-BBLO		Japan Air Transport
5118	F.VIIb/3m Whirlwind	J-BBAO	.29	Japan Air Transport
5119	F.VIIb/3m Whirlwind	J-BBBO	.29	Japan Air Transport
		J-BBOA		Japan Air Transport
5120	F.VIIb/3m Whirlwind	J-BBCO	.29	Japan Air Transport
		J-BBOB		Japan Air Transport
5121	F.VIIb/3m Whirlwind	J-BBDO	.29	Japan Air Transport
		J-BBOC		Japan Air Transport

Above: Van Lear Black obtained F.VIIb/3m c/n 5105 G-AADZ ex PH-ADP for a touring flight to Japan but this aircraft met its end in an accident in India on 10.6.29. Black's earlier manipulations of the Netherlands registration authorities were continued in Britain where he obtained G-AADZ a second time for c/n 5195 ex PH-AGP. "Maryland Free State" (2) finally reached Japan on 7.4.30. Shown above is c/n 5195, the earlier aircraft being distinguishable by the national "G" worn on the rudder and tail. (Aeroplane via Jack Meaden)

5122	F.VIIb/3m Titan	PH-AEZ	14.05.29	KLM "Zwaluw"
			15.07.36	damaged by gale, Haamstede, b/u
			07.08.36	regn cancelled.
5123	F.VIIb/3m Lynx	PH-AFE	05.03.29	KNILM
		PK-AFE	01.07.29	KNILM
			16.08.32	crashed Tabanan (Bali), w/o.
5127	F.VIIb/3m Lynx	CH-160	.29	Balair
		M-CAHH	08.29	CLASSA
		EC-AHH	.32	LAPE, No.5
			.35	transferred to Aviacion Militar (as 20-5 or 20-6)
			07.36	equipped as bomber by Nationalist sympathisers but taken by Republican Air Force. Later used as trainer at Totana, Murcia; said to be there 4.38.
5128	F.VIIb/3m Lynx	CH-190	28.02.29	Ad Astra
		(HB-LAK)	27.06.35	Swissair "Switzerland III" registration reserved
			.35	broken up, components used for repair of c/n 5238 CH-166/HB-LAO.

Note: According to another source this was J-BBMO/J-BAOE which seems improbable.

Right: KLM's F.VIIb/3m c/n 5122 PH-AEZ "Zwaluw" with 220 hp 5-cyl Gnome Rhone built Bristol Titans which had a 3-blade propeller on the nose engine and two-bladers on the outers. See also the cover photo in this issue. (via Jack Meaden)





5129 F.VIIa Jupiter
PH-AGC 15.05.29 Fokker
F-AIYU 05.06.29 CIDNA
 became F.VIIa/3m
 .33 Air France "La Glaneuse"
 .39 based at Rio, 5655 hrs reported.

5130 F.VIIa Jupiter
PH-AGD 16.05.29 Fokker
F-AIYV 05.06.29 CIDNA
 became F.VIIa/3m
 .33 Air France "La Légère"
 .39 Armée de l'Air
 .39 at Le Bourget, 5892 hrs reported.

5131 F.VIIa Jupiter
PH-AGE 18.05.29 Fokker
F-AIYX 05.06.29 CIDNA
 became F.VIIa/3m
 .33 Air France "La Mystérieuse"
 .39 based at Buenos Aires, 5655 hrs.

5132 F.VIIa Jupiter
PH-AGF 23.05.29 Fokker
F-AJBG 18.06.29 CIDNA
 became F.VIIa/3m
 .33 Air France "La Prudente"
 .39 Armée de l'Air
 .39 at Le Bourget, 4210 hrs reported.

5133 F.VIIa Jupiter
PH-AGG 25.05.29 Fokker
F-AJBH 18.06.29 CIDNA
 .32 registration cancelled.

Below: C/n 5137 PH-AGK in CIDNA livery prior to delivery to the French airline. Dark marks on the fuselage appear to match up well with the registration F-AJCI which may have been applied beneath. (Harm Hazewinkel collection)

Above: The first F.VIIa of seven on the French register was F-AIYU c/n 5129 with a 450 hp Gnome Rhone Jupiter VII. Faird covers were fitted over the top three cylinders to prevent oil from being blown back onto the windscreen. Standard on all the F.VII series was the covered-in cockpit roof with open sides. (Aeroplane via Jack Meaden)

5134 F.VIIa Jupiter
PH-AGH 31.05.29 Fokker
F-AJBI 24.06.29 CIDNA
 became F.VIIa/3m
 .33 Air France "La Rieuse"
 .39 based at Buenos Aires, 4812 hrs.

5135 F.VIIa Jupiter
PH-AGI 06.06.29 Fokker
F-AJBJ 24.06.29 CIDNA
 became F.VIIa/3m
 .33 Air France "La Rêveuse"
 .39 at Marignane with CoA suspended.

5136 F.VIIb/3m Jupiter
PH-AGJ 31.07.29 Fokker
F-AJCH 24.09.29 CIDNA
 .33 Air France "La Radieuse"
 25.10.37 SFTA
 .37 to Spanish Republican Air Force.

Note: According to some sources there is a connection with CH-193 or even CH-163 which is impossible.

5137 F.VIIb/3m Titan 5Ba
PH-AGK 13.08.29 Fokker
F-AJCI 24.09.29 CIDNA
 .33 Air France "La Sérieuse"
 20.12.37 L.Dollfuss (Dolfus?), Tlemcen,
 "Jacqueline" 1939





5138 F.VIIb/3m Titan 5Bc
 PH-AGL 13.08.29 Fokker
 F-AJ CJ 18.11.29 CIDNA
 .33 Air France "La Gracieuse"
 .39 at Le Bourget, 3982 hrs reported;
 to Armée de l'Air, believed active
 in Middle East 23.6.40.

Note: Previously thought to have become OD-AAK but
 see also c/n 5286.

5179 F.VIIb/3m Titan
 PH-AGB 30.09.29 KLM
 19.10.29 crashed Istanbul.

5180 F.VIIb/3m Whirlwind
 J-BBMO .29 Japan Air Transport.
 to J-BAOE ? (see c/n 5128)

5187 F.VIIb/3m Titan
 PH-AGR 29.10.29 KLM "Reiger"
 12.08.36 Crilly Airways
 20-4(2) 13.08.36 d/d to Nationalist Spain
 "Abuelo"(2) after 10.36
 .39 withdrawn from use.

5188 F.VIIb/3m Titan
 PK-AFF 31.12.30 KNILM
 10.39 destroyed at Kiunga, New Guinea.

5189 F.VIIb/3m Titan
 PK-AFG 31.12.30 KNILM
 09.02.40 destroyed by enemy action,
 Kemajoran.

5195 F.VIIb/3m Whirlwind
 PH-AGP 20.01.30 Fokker
 G-AADZ 29.01.30 Van Lear Black "Maryland Free
 State", flown London-Tokyo 1930
 (2)
 CH-165 28.02.31 Balair
 .31 Swissair
 HB-LAN 10.34 Swissair
 I-UEBI 31.08.35 Ala Littoria
 07/08.37 broken up.

Above: PK-AFG c/n 5189 shown at Schiphol prior to delivery
 to the East Indies. Clearly visible is the large trolley
 hooked under the tailskid to simplify ground handling.
 (KLM via Harm Hazewinkel)

5206 F.VIIb/3m Whirlwind
 PH-AGW 06.02.30 Fokker
 G-AATG 10.02.30 W. Zeitz Ltd "Extra Dry"
 I-AAIG 31.08.35 Ala Littoria
 .40 in service with NCAL
 - lost during war.

5207 F.VIIb/3m Whirlwind
 CH-161 17.02.30 Balair
 30.10.30 destroyed in landing, Essen.

5208 F.VIIb/3m Whirlwind
 CH-162 11.03.30 Balair
 .31 Swissair
 (HB-LBQ) .35 Swissair, not taken up
 I-AFRO 19.06.35 Ala Littoria
 06.03.39 written off Bologna ?
 never cld by R.A.N.

5209 F.VIIb/3m Whirlwind
 CH-163 11.03.30 Balair
 .31 Swissair
 (HB-LBR) .35 Swissair, not taken up
 I-UGRI 19.06.35 Ala Littoria
 10.36 destroyed by fire.

5210 F.VIIb/3m Whirlwind
 CH-164 11.03.30 Balair
 .31 Swissair
 (HB-LBS) .35 Swissair, not taken up
 I-UADI 19.06.35 Ala Littoria
 08.39 reached maximum hours, cancelled.

5211 F.VIIb/3m Lynx
 M-CAKK 03.30 CLASSA
 EC-AKK .32 LAPE, No.8
 .35 transferred to Aviacion Militar
 /continued

Right: F.VIIb/3m PH-AGW
 c/n 5206 became G-AATG
 "Extra Dry" of W.Zeitz
 Ltd 2.30 and was based
 in Geneva. It was
 powered by 300 hp 9-cyl
 Wright R-975 engines
 with 3-blade ground-
 adjustable pitch prop-
 ellers. (Aeroplane via
 Jack Meaden)



c/n 5211 continued. . .

07.36 (as 20-5 or 20-6, see c/n 5127)
equipped as bomber by Nationalist
sympathisers but taken by Repub-
lican Air Force. Fate unknown.

5212 F.VIIb/3m Lynx
I-ABBA 04.30 Avio Linee Italiane
23.10.35 Ala Littoria
10/11.38 broken up.

5213 F.VIIb/3m Whirlwind
J-BBSO .30 Japan Air Transport.

5214 F.VIIb/3m Whirlwind
J-BBTO .30 Japan Air Transport.

5225 F.VIIb/3m Lynx
CH-192 28.02.29 Ad Astra
.31 Swissair
02.02.34 to Emperor of Ethiopia
05.36 burnt on ground, 120 km SW of
Addis Ababa.

5226 F.VIIa Lorraine 12Ed
PH-AFF 11.06.30 Fokker
F-AJUB 17.07.30 Sté de Transports Aériens Rapides
(STAR)
14.06.33 Sté de Transports Aériens Français
20.11.35 F.Moreau, Paris (Photos Aériennes
Moreau)
03.37 regn cancelled; purchased via Cie
des Transports Aériens Marocains
7.36 and possibly to Nationalist
Spain c.19.08.36 "Carlanco".

5227 F.VIIa Lorraine 12Eb
PH-AFG 19.06.30 Fokker
F-AJUC 17.07.30 STAR
30.09.33 STAF
20.11.35 F.Moreau, Paris (Photos Aériennes
Moreau) "Avion bleu V"
.39 inspected at Le Bourget by BV.

5228 F.VIIa Lorraine 12Eb
PH-AFH 19.06.30 Fokker
F-AJUD 17.07.30 STAR
19.04.35 H.Germain, Algiers
.39 inspected at Algiers by BV.

5234 F.VIIb/3m Whirlwind
J-BEOG .29 Japan Air Transport
J-BBZO

5235 F.VIIb/3m Whirlwind
X-4 .30 ferry registration to JAT
J-BBYO Japan Air Transport.

5236 F.VIIb/3m Titan
PH-AFO 11.10.30 KLM "Ooievaar"
06.12.31 written off after crash, Bangkok.

5237 F.VIIb/3m Titan 5Bc
PH-AFT 31.01.31 KLM
leased to Air Orient
F-ALZR 06.06.32 Air Orient
.33 Air France "La Résolue"
.39 at Hanoi, 5770 hrs reported.

5238 F.VIIb/3m Whirlwind
CH-166 25.03.31 Balair
(HB-LAO) .35 Swissair, not taken up
I-ADUA 18.10.35 Ala Littoria
broken up, autumn 1939.

5243 F.VIIb/3m Lynx
M-CAMA 12.30 CLASSA
EC-AMA .32 LAPE, No.10
to Spanish Republican Air Force.

5244 F.VIIb/3m Lynx
M-CPPA 01.31 CLASSA
EC-PPA .32 LAPE, No.11
.36 to Spanish Republican Air Force
"Abuelo". Fate unknown.
Note: Not to be confused with the
Nationalist AF "Abuelo", for which
see Loring production later.

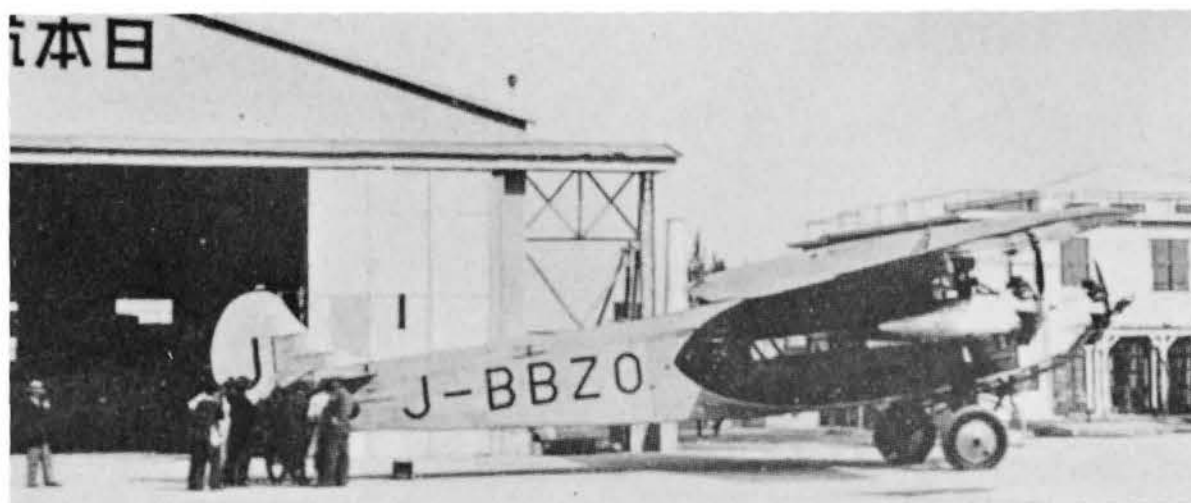
5249 F.VIIb/3m Whirlwind
X-1 Japan

5250 F.VIIb/3m Whirlwind
X-2 Japan

5262 F.VIIb/3m Titan 5Bc
PH-AFR 16.03.31 KLM "Raaf"
F-AMFS 05.01.33 Air Orient
.33 Air France "La Curieuse"
(also possibly CS-AAM?)



Above: Avio Linee Italiane I-ABBA
c/n 5212 receives some attention
on top while would-be passengers
pose for the camera below. Note
the close cowling covering all
but the cylinder heads and stub
exhausts of the Lynx engine.
(Roberto Gentilli)

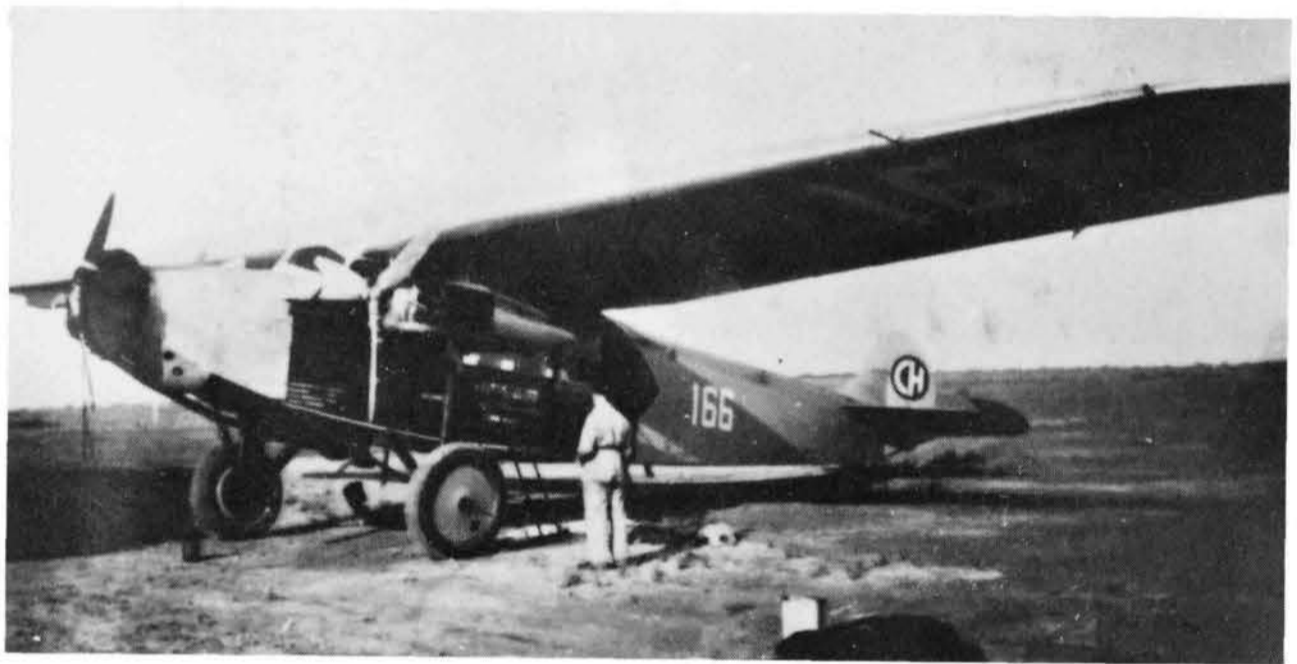


Left: F.VIIb/3m c/n 5234 J-BBZO
powered by 220 hp Wright R-975
engines was one of 13 in Japan.
J-BBYO and 'ZO as seen here were
originally powered by 7-cylinder
(probably Lynx) engines but these
were later changed to Wrights.
(Aeroplane via Jack Meaden)



Above: C/n 5250 as X-2, the marks in which it was delivered to Japan.
(Harm Hazewinkel)

Right: Balair's CH-166 c/n 5238 photographed at Tunis El Aouina airport in 11.32.
(via Roger Giraud/HH)



5263 F.VIIb/3m Titan
PH-AFS 26.03.31 KLM "Specht"
12.08.36 Crilly Airways
20-1(2) 13.08.36 d/d to Spanish Nationalists
.36 lost.

5286 F.VIIb/3m Titan 5Bc
PH-AGX 23.06.31 KLM
leased to Air Orient
F-ALZQ 20.06.32 Air Orient
.33 Air France "La Courageuse"
.39 based in Damascus, 5010 hrs reported. Note: Location would make this a strong candidate to become the unidentified OD-AAK.

5287 F.VIIb/3m Titan 5Bc
PH-AIC 31.07.31 KLM
leased to Air Orient
F-ALSB 08.01.32 Air Orient
.33 Air France "La Zelée"
.39 based at Dakar, 4711 hrs reported.

5306 F.VIIb/3m Titan 5Bc
PH-AIM 23.03.32 Fokker
F-ALUJ 25.03.32 Air Orient
.33 Air France "La Sémillante"
.39 based at Saigon, 3904 hrs reported.

5307 F.VIIb/3m Titan 5Bc
PH-AIN 22.04.32 Fokker
F-ALUK 26.04.32 Air Orient
.33 Air France "La Malicieuse"
.39 based at Saigon, 4284 hrs reported, possibly rebuilt?

5328 F.VIIb/3m Titan 5Bc
PH-AIW 08.09.32 Fokker
F-AMBU 15.10.32 Air Orient
14.11.34 Air France "La Boudeuse"
fate unknown.

5350 F.VIIb/3m Serval
EC-W16 .33 LAPE, ferry registration
EC-AAU 11.33 LAPE, No.14
to Republican Air Force, fate unkn.

5351 F.VIIb/3m Serval
EC-AUA 11.33 LAPE, No.15
to Republican Air Force, fate unkn.

5352 F.VIIb/3m Serval
EC-UAA 11.33 LAPE, No.16
22.12.37 to Republican Air Force
wrecked landing in snowstorm in south of France.

5353 F.VIIb/3m Hispano Suiza 9Qd
20-1(1) 01.34 Spanish Air Force
17.07.36 to Republican Air Force, Madrid,
still flying 12.36, fate unknown,

Note: Of the Spanish Republican Air Force F.VII's c/ns 5211, 5243, 5244, 5350, 5351, 5352 and 5353, one was w/o at Herrera del Duque in 1936 and two lost at Rompedizos, Malaga in 2.37.

This completes the listing of Fokker-built F.VII's. There now follow details of production by other manufacturers.



I. KLM-BUILT AIRCRAFT

Four Fokker F.VIIa's were built by the KLM workshops from parts of earlier Fokker-built aircraft.

KLM-1 F.VIIa

Wing from c/n 4938, small parts from c/n 4952
 H-NADX 04.06.27 KLM
 PH-ADX 28.02.29 KLM
 G-AEHF 01.05.36 League of Nations Union
 (PH-EHF) .36 reserved by KLM, not taken up
 (SE-AGF) not taken up
 SE-AGH 06.08.37 Ahrenbergsflyg, Stockholm
 14.11.38 Taxiflyg, Stockholm
 .40 cancelled, broken up.

KLM-2 F.VIIa

Mainly from c/n 4952
 H-NADZ 16.08.27 KLM
 PH-ADZ 28.02.29 KLM
 16.09.38 cancelled. To Luchtvaartterrein Noord-Nederland. Burnt in 1940.

KLM-3 F.VIIa

Fuselage from c/n 4938, new wing
 H-NAEB 20.12.27 KLM
 PH-AEB 28.02.29 KLM
 10.05.40 destroyed at Schiphol.

KLM-4 F.VIIa

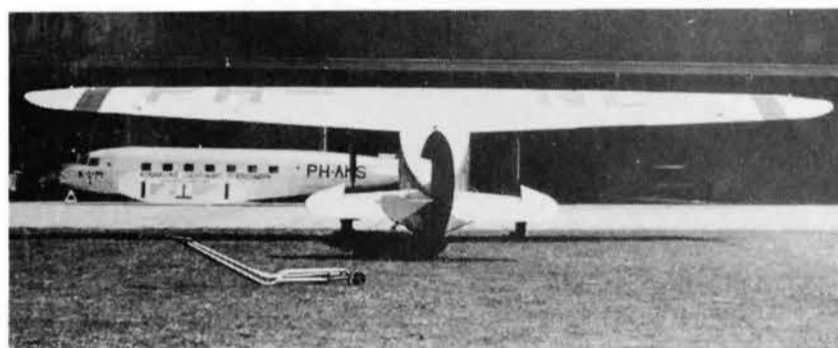
Mainly from c/n 4992, rudder from c/n 4991
 PH-AET 16.02.29 KLM
 PH-RSL(2) 04.05.36 RSL
 PH-NLL 02.07.37 NLL
 07.05.42 CoR expired, but finally broken up in 1961.



Top: Appropriately located outside the KLM hangars, PH-ADX was c/n KLM-1, the first F.VIIa built by the airline from spares. (Harm Hazewinkel)

Above: C/n KLM-2 PH-ADZ at Welschap airfield on 23.7.37, just visible behind is KLM-3 PH-AEB. (H.Dekker collection)
 Below: Rear view of c/n KLM-4 as PH-NLL at Schiphol with the fuselage of DC-2 PH-AKS, damaged on 28.10.38, behind. (Herman Dekker collection)

Bottom: Fokker aircraft ready for delivery at Schiphol in 1928. From left to right are F.VIIa/3m c/n 5087 G-EBZJ ex H-NAEL for Major A.P.Holt, F.VIIb/3m c/n 5212 I-ABBA for Avio Linee Italiane, F.VIIb/3m c/n 4954 "Southern Cross" after overhaul, and D.XVI PH-AGU. (via Jack Meaden)



Complete Civil Registers : 8

GREECE

SX-



PART EIGHT



Right: The fourth Airbus of Olympic Airways (SX-BEA was not used), SX-BEE "Nestor" (CoR 294) landing at Heathrow sometime in 1983. (Peter Keating)

SX-BCH Boeing 737-284 22339 6.9.80
(291) Olympic Airways "Triton". Regd in Seattle 26.8.80, in Athens 6.9.80. Current.

SX-BCI Boeing 737-284 22343 17.10.80
(292) Olympic Airways "Proteus". Regd in Seattle 11.9.80, in Athens 17.10.80. Current.

SX-BDR Reims/Cessna F.152 1747 4.11.80
(293) Ex F-WZIH. Olympic Aviation. Current.

SX-BEE Airbus A.300B4-102 103 12.11.80
(294) Ex F-WZEC. Olympic Airways "Nestor". Regd in Toulouse 21.4.80, in Athens 12.11.80. Current.

SX-BEF Airbus A.300B4-102 105 12.11.80
(295) Ex F-WZED. Olympic Airways "Ajax". Regd in Toulouse 30.4.80, in Athens 12.11.80. Current.

SX-AKV Reims/Cessna F.152 1689 6.12.80
(296) Ex F-WZIF, N1661C. Aeroleschi Kavalas, Kavala. Current.

SX-ALB Reims/Cessna F.172N 1936 14.2.81
(297) Ex F-WZIN. Aeroleschi Volou, Volos. Current.

SX-127 SZD-48-1 Jantar Standard 2 B-1114 28.2.81
(298) Aeroleschi tis Ellados. To Anemoleschi Athinon, 18.5.81. Current.

SX-128 SZD-48-1 Jantar Standard 2 B-1115 28.2.81
(299) Aeroleschi tis Ellados. To Anemoleschi Athinon, 18.5.81. Current.

SX-HBE Sikorsky S-76A 760133 2.3.81
(300) Ellinika Navpigeia (Hellenic Shipyards). Regn cld 10.1.85; sold as VR-BJF though remained in Greece.

SX-AJB Reims/Cessna A.188B Agtruck 03309T/0026 2.4.81
(301) Ex N1967J. Phaethon AE. Regd in Paris 3.4.79 and in Athens 2.4.81. Regn cld 21.3.85, sold as SU-IAA.

SX-AJC Reims/Cessna A.188B Agtruck 03312T/0025 2.4.81
(302) Ex N1975J. Phaethon AE. Regd in Paris 3.4.79 and in Athens 2.4.81. Regn cld 21.3.85, sold as SU-IAB.

SX-AJD Reims/Cessna A.188B Agtruck 03303T/0023 2.4.81
(303) Ex N1959J. Phaethon AE. Regd in Paris 3.4.79 and in Athens 2.4.81. Regn cld 21.3.85, sold as SU-IAC.

SX-AJE Reims/Cessna A.188B Agtruck 03381T/0037 2.4.81
(304) Ex N2091J. Phaethon AE. Regd in Paris 3.4.79 and in Athens 2.4.81. Regn cld 21.3.85, sold as SU-IAD.

SX-AJF Reims/Cessna A.188B Agtruck 03378T/0038 2.4.81
(305) Ex N2088J. Phaethon AE. Regd in Paris 3.4.79 and in Athens 2.4.81. Regn cld 11.10.85. Sold as VH-JRW, regd as such 27.3.87.

SX-AJG Reims/Cessna A.188B Agtruck 03374T/0036 2.4.81
(306) Ex N2084J. Phaethon AE. Regd in Paris 3.4.79 and in Athens 2.4.81. Regn cld 21.2.85. Sold as VH-DDM, regd as such 3.7.85.

SX-AJH Reims/Cessna A.188B Agtruck 03320T/0035 2.4.81
(307) Ex N1985J. Phaethon AE. Regd in Paris 3.4.79 and in Athens 2.4.81. Regn cld 11.10.85. Sold as VH-DDP, regd as such 31.3.87.

SX-AJI Reims/Cessna A.188B Agtruck 03319T/0034 2.4.81
(308) Ex N1984J. Phaethon AE. Regd in Paris 3.4.79 and in Athens 2.4.81. Regn cld 21.2.85. Sold as VH-FJT, regd as such 23.10.85.

SX-AJJ Reims/Cessna A.188B Agtruck 03318T/0033 3.4.81
(309) Ex N1983J. Phaethon AE. Regd in Paris 3.4.79 and in Athens 3.4.81. Crashed at Zalaro Igeias 14.7.81 and regn cld 4.8.81.

Note: SX-AJA was presumably registered in Paris at the same time as the previous nine entries. It was c/n 03310/0027, ex N1968J, and was never officially registered as a result of crashing on delivery.

SX-BGC Short SD.3-30 SH.3065 11.5.81
(310) Ex G-14-3065, G-BIOG. Olympic Aviation "Isle of Paros". Regd in London 7.4.81, in Athens 11.5.81. Current.

SX-BGD Short SD.3-30 SH.3066 15.5.81
(311) Ex G-14-3066, G-BITU. Olympic Aviation "Isle of Naxos". Regd in London 7.4.81, in Athens 15.5.81. Current.

SX-AKW Reims/Cessna F.172P 2025 19.5.81
(312) Ex F-WZIT, (D-EHPP). Sparti Ellas. Current.

SX-AKZ Piper PA-38-112 Tomahawk 38-80A0108 21.5.81
(313) Ex HB-PEP. Aeroleschi Peiraios. Crashed nr Schinias 8.8.84. Regn cld 21.11.84.

SX-AKY Cessna 172RG Cutlass RG 0462 26.5.81
(314) Ex (N5189V), D-EIRF. Pindaros Verikios & Georgios Pangakis, Marathon. Current.

SX-AJR Reims/Cessna F.182Q 0168 3.6.81
(315) Ex F-WZIZ. Olympic Club Cruises Ltd, Corfu. Regn cld 29.6.89 and sold as PH-JMS, regd 3.7.89.



Left: Tomahawk SX-AKZ (313) of Piraeus Aeroclub showing evidence of the damage resulting in its being written-off and also the red fin of its former Swiss identity at Marathon on 20.10.85.

Far left, top: Reims/Cessna Skyhawk II SX-AKW (312) parked at Marathon 10.85.

Centre: Cutlass SX-AKY (314) keeping out the sun, also at Marathon in 10.87.

(all above: Robert Swan)

Lower: Olympic Airbus SX-BEG (323) perfectly poised above the runway at Schiphol Airport Amsterdam during 1983.

(Bob Neumeier via John Wegg)

Bottom: Agtruck SX-AKA (322) with Cotton Air Services title and arabic script at Marathon in 6.88. (Terry Smith)



SX-AKX Pitts S-1S Special 100 8.6.81
(316) Karolos Lambrou, Athens. Current. (Note: Bought from Georgios Papapatos, Winston Salem, NC, USA and presumably has a former US identity.)



SX-AIX Cessna A.188B Agtruck 03322T 12.6.81
(317) Ex N1987J. 3D AE, Thessaloniki. Current.

SX-AID Cessna A.188B Agtruck 02885T 17.6.81
(318) Ex N731GM, 5B-CDB. Aeroepharmogai Daidalos EPE. To 3D AE, Thessaloniki 5.10.81. Current.

SX-AFZ Cessna A.188B Agtruck 01085T 25.6.81
(319) Ex N21865, G-BBCV. Stergios Rapis. To Skyline of Greece Aviation 3.5.82. To Greek Agro Investe EPE, Marathon 25.8.86. Current.

SX-BCK Boeing 737-284 22400 1.7.81
(320) Olympic Airways "Nireus". Regd in San Francisco on 10.6.81, in Athens 1.7.81. Current.

SX-BCL Boeing 737-284 22401 21.7.81
(321) Olympic Airways "Isle of Thassos". Regd in San Francisco 16.7.81, in Athens 21.7.81. Current.

SX-AKA Cessna A.188B Agtruck 02631T 7.8.81
(322) Ex N4895Q, C-GWWH, 5B-CDK. Skyline of Greece Aviation. To Greek Agro Investe EPE, Marathon 25.8.86. Current.

SX-BEG Airbus A.300B4-102 148 18.8.81
(323) Ex F-WZMB. Olympic Airways "Diomides". Regd in Toulouse 29.7.81, in Athens 18.8.81. Current.

SX-AIZ Piper PA-18-150 Super Cub 18-3179 7.9.81
(324) Ex 53-4779, L-105, R-81, PH-ALM. Kyriakakis-Skepaspanos OE. To Kalliope Haskopoulou 19.5.82. Crashed at Thessaloniki 16.10.83. Regn cld 26.10.83.



SX-HBN Bell 47G-5A 25144 10.9.81
 (325) Ex N18091, G-BBIK, 5B-CCT, G-BBIK, SX-HBC. (CoR 267 rebuilt) Rotor Hellas. Sold as 5B-CEU 17.7.82, regn cld 28.2.84.

SX-AJS Piper PA-18-150 Super Cub 18-8109006 17.9.81
 (326) Ex HB-PFV. Rotor Hellas, Marathon. Regn cld 23.1.84 and sold as HB-PFV.

SX-BFH BN-2A-26 Islander 461 27.11.81
 (327) Ex G-BDDV. Olympic Aviation. Regn cld 24.6.85, sold as G-BDDV regd 27.6.85, 00-MPC 6.3.86.

SX-AJT Reims/Cessna FR.172K Hawk XP 0617 19.3.82
 (328) Ex (F-GAQK), D-EJDP. Georgios Pamphilis, Corfu. To Aeroleschi Kerkyras (Corfu AC), Corfu 20.9.84. Current.

SX-BEH Airbus A.300B4-102 184 12.4.82
 (329) Ex F-WZMA. Olympic Airways "Peleus". Regd in Toulouse 8.4.82, in Athens 12.4.82. Current.

SX-AJU Piper PA-28-140 Cherokee Cruiser 28-7425198 15.4.82
 (330) Ex G-BBZE. Kapinas Moschos, Portoheli. Crashed at Hiliomodi, Corinth 6.5.86. Regn cld 14.5.86.

SX-AKL Reims/Cessna F.152 1631 21.4.82
 (331) Aeroleschi Athinon. Regd in Paris 12.9.79, and in Athens 21.4.82. Current.

SX-ALC Piper PA-38-112 Tomahawk 38-78A0023 20.5.82
 (332) Ex HB-PCO. Aeroleschi Peiraios. Crashed nr Marathon airfield 17.4.83. Regn cld 21.6.83.

SX-HBI Aerospatiale AS.350B Ecureuil 1482 4.6.82
 (333) Ex F-OCCF. Olympic Aviation. Current.

SX-HBO Aerospatiale AS.350B Ecureuil 1558 9.6.82
 (334) Eleftherios Mouzakis AE. To Olympic Aviation 2.8.83. Damaged in accident 28.5.85. Regn cld 6.10.86 and sold as wreck to Helispec Ltd, New Zealand.

SX-ALG Cessna A.188B Agtruck 03580T 21.6.82
 (335) Ex N2954J, 5B-CEJ. Avionic EPE, Marathon. Current.

SX-ALH Cessna A.188B Agtruck 03578T 21.6.82
 (336) Ex N2915J, 5B-CEI. Avionic EPE, Marathon. Current.

SX-BEI Airbus A.300B4-102 189 30.6.82
 (337) Ex F-WZMG. Olympic Airways "Neoptolemus". Regd in Toulouse 19.5.82, in Athens 30.6.82. Current.

SX-AMA Cessna A.188B Agtruck 02907T 9.7.82
 (338) Ex N731HX, 5B-CDE. Concord EPE, Marathon. Regn cld 20.5.85, sold as SU-BHZ.

SX-BGE Short SD.3-30 SH.3083 20.7.82
 (339) Ex G-BJUL. Olympic Aviation "Isle of Milos". Regd in Belfast 13.5.82, in Athens 20.7.82. Crashed on Mt Kerketeas, Samos 3.8.89. Regn cld.

SX-BGF Short SD.3-30 SH.3084 20.7.82
 (340) Ex G-BJWA. Olympic Aviation "Isle of Tinos". Regd in Belfast 13.5.82, in Athens 20.7.82. Current.

SX-AKU Reims/Cessna F.150H 0295 3.9.82
 (341) Ex D-ECXE. Aeroleschi Kastorias. Current.

SX-ASM Piper PA-18-135 Super Cub 18-3569 21.9.82
 (342) Ex 54-2369, MM542369, I-EIYB, EI-181. Nikolas Simigdalas, Marathon. Current.



Above, top to bottom:

SX-AKL (331) Reims/Cessna F.152 II of the Athens Aeroclub at Marathon on 20.10.85.

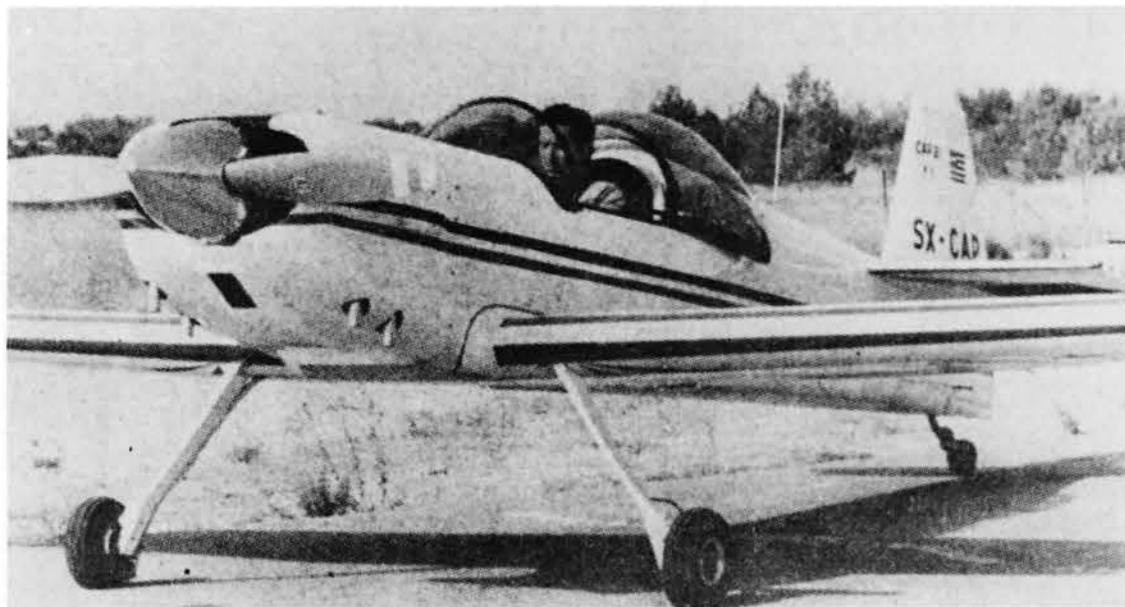
SX-ALC (332) The remains of another unfortunate Tomahawk of the Piraeus Aeroclub were still at Marathon in 10.83, six months after its accident nearby.

SX-HBO (334) AS.350B Ecureuil in full Olympic livery at Athens on 28.10.84. This helicopter was eventually sold as spares to New Zealand.

SX-ALG (335) Locally-based Agtruck at Marathon in 10.85. (All photos: Robert Swan)

Right: Super Cub SX-ASM (342) at Marathon 2.6.84 was well turned-out in a Greek Air Force style paint scheme although in fact it was an Italian Army machine previously. (Robert Swan)





Left: CAP.21 SX-CAP (344) with owner Georghios Dimeris, then Greece's leading aerobatic pilot, at the controls. (via Andrew Stamatopoulos)

Below, left: SX-AJW (351) a Cessna 210 Centurion which appears to have been blown over, with damage to the right wing and vertical tail clearly visible in this photo at Marathon 10.87. The former UK marks G-ARDC are still to be seen beneath the crudely-applied Greek letters, the left door is not hinged and the propeller is missing! We only know that the damage occurred after 10.85 when another photo showed it to be intact. (Robert Swan)

Below: Pawnee SX-ALI (355) at Marathon on 20.10.85 but lacking a right wing. (Robert Swan)



SX-AKK Reims/Cessna F.172N 1844 30.11.82
(343) Aeroleschi Alexandroupoleos. Regd in Paris 12.9.79, in Athens 30.11.82. Current.

SX-CAP CAARP CAP.21 5 15.12.82
(344) Georghios Dimeris. Crashed at Tatoi 22.1.84 killing owner. Regn cld 31.1.84.

SX-HBP Aerospatiale AS.350B Ecureuil 1652 21.12.82
(345) Olympic Aviation. Current, though not in use.

SX-AJP Pitts S-1S Special IF-1 19.1.83
(346) Ex ZS-UHZ. Michalis Anthimos, Tatoi. Current.
(Note: Built by Isherwood Family, hence c/n, bought from J.E.Isherwood of Johannesburg 23.10.80.)

SX-HBQ Hiller UH-12E 1501 23.3.83
(347) Ex 63-12786, N888JW, SE-HHV, HB-XMN, 5B-CEP. Phaeton AE. To Alma ABEE, 30.4.85. To Concord EPE, 20.6.86. To Evangelos Boutsis 7.11.86. To Elliniki Aeroploia 5.1.88. Current.

SX-HBR Hiller UH-12E 5128 23.3.83
(348) Ex 5B-CEH. Phaeton AE. To Alma ABEE, 30.4.85. To Concord EPE, 15.9.86. To Elliniki Aeroploia 4.3.88. Current.

SX-HBS Bell 47G-5 7891 22.4.83
(349) Ex N4041G, 4X-BBG, 5B-CEA. Toxotis EPE. Crashed at Agios Georgios, Malesina 11.10.84. Regn cld 28.6.85.

SX-HBJ Bell 47G-3B-1 2826 13.5.83
(350) Ex N73978, 5B-CDD. Skyline of Greece Aviation. To Avionic EPE, Marathon 24.8.84. Current.

SX-AJW Cessna 210 Centurion 57007 16.5.83
(351) Ex N7307E, G-ARDC. Georghios Kouroupis, Marathon. Current.

SX-ALP Cessna A.188B Agtruck 01874T 3.6.83
(352) Ex N70239, 5B-CCK. Galazioi Ouranoi EPE. Regn cld on sale as SU-BHF .85, date unknown.

SX-HBL Bell 47G-4 2529 6.6.83
(353) Ex 4X-BBC, 5B-CDM. Galazioi Ouranoi EPE. To Concord EPE 3.6.86. To Rotor Ellas AEE 19.11.86. To Elikoptera Athinon 25.2.87. To Elliniki Aeroploia 15.1.88. Current.

SX-HBK Aerospatiale AS.355F Twin Squirrel 5282 10.6.83
(354) Ellinika Navpigeia. Regn cld 10.1.85, registered as VR-BJC to same owner.

SX-ALI Piper PA-25-235 Pawnee 25-2040 21.6.83
(355) Ex 4X-APG, 5B-CDZ. Toxotis EPE. Current.

SX-ALJ Piper PA-25-235 Pawnee 25-2069 21.6.83
(356) Ex 4X-APJ, 5B-CDY. Toxotis EPE. Regn cld 10.6.85, sold as SU-BIG (?).

SX-AMD Cessna A.188B Agtruck 02850T 21.6.83
(357) Ex N731EX, G-BETR, 5B-CEO. Oi Aetoi AE. Regn cld 15.3.85, sold as SU-BHG.

SX-AJX Cessna 172L 59874 29.7.83
(358) Ex N2874Q. Aeroleschi Itakleiou (Heraklion AC). To Aeroleschi Arkadias 3.3.88. Current.

SX-HBT Aerospatiale AS.355F Twin Squirrel 5296 5.8.83
(359) Ex F-WZFL. Eleftherios Mouzakis AE. Current.

SX-AKP Reims/Cessna F.172M 1400 18.8.83
(360) Ex F-BSGY, (SX-...), 5B-CCU. Antonios-Menelaos Phe-louris, Sparta. Current.

SX-AJY Piper PA-18-150 Super Cub 18-7609116 26.8.83
(361) Ex PH-NKI. Kalliopi Haskopoulou, Thessaloniki. Current.

SX-AME Piper PA-18-150 Super Cub 18-7709063 8.9.83
(362) Ex PH-NKJ. Siouris-Mavris OE. To Kalliopi Haskopou-lou, Thessaloniki 23.10.84. Current.

SX-AJZ Reims/Cessna F.172N 1603 13.9.83
(363) Ex PH-MIR. Konstantinos Moschos - EE Service Avn. To D. Simeonakis, S. Simeonakis & K. Papadopoulou, 4.9.86. To Aeroleschi Thessalonikis 18.8.87. Current.

SX-MAB Cameron D-50 Hot Air Airship 756 16.11.83
(364) Anagnostis Liritis. Current.

SX-ALM Reims/Cessna F.150M 1205 12.4.84
(365) Ex D-EEVI. Aeroleschi Irakleiou (Heraklion AC). Current.

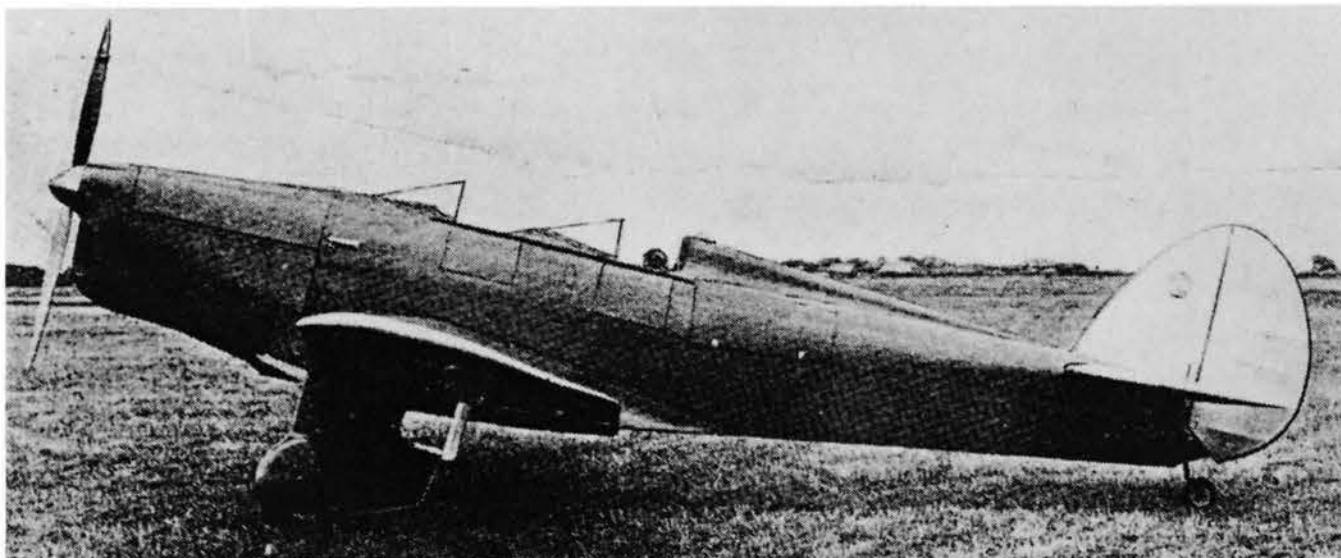
To be continued . . .

The Whole Truth:

PART THREE

PERCIVAL GULL

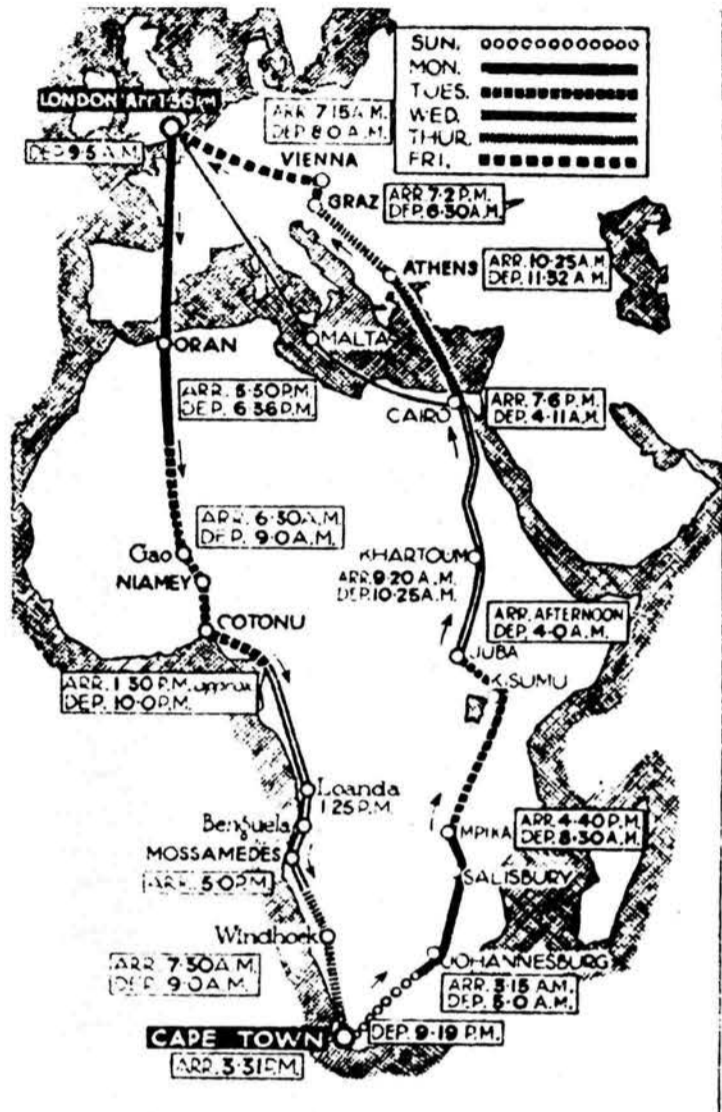
Right: Gull Six VT-AGV c/n D.56 with 200 hp Gipsy Six engine was the only open-cockpit Gull. It was built for the Maharajah of Jodhpur in 1935 but crashed in 1937 and few photographs of it remain.
(via Jack Meaden)



- D.56 Built at Gravesend as type D.3 Gull Six (Gipsy Six), open cockpit version. CofA No.5049(TM) issued 31.8.35, valid from 27.8.35, to His Highness The Maharajah of Jodhpur with no registration quoted. Registered VT-AGV 9.35 to the Maharajah and delivered to India by A.F.Muir. Crashed at Istanbul Airport en route Delhi - UK 22.4.37, pilot Sir A. W. MacRobert injured and aircraft seriously damaged. Contemporary reports indicate wreck was to be shipped to the UK, only the instruments being salvageable. Registration cancelled 8.12.37.
- D.57 Built at Gravesend as type D.2 Gull Four III (Gipsy Major). Registered VH-UVH to Charles James Melrose 8.35(?). CofA No.5025 issued 29.8.35 to C. J. Melrose, Gravesend. Flown in King's Cup 6/7.9.35 as "31" and placed 12th at an average speed of 143.97 mph. Left Croydon 2.11.35 on delivery (pilot Melrose) together with VH-UVA c/n D.60. Crashed on arrival, hit a tree stump while force-landing in bad weather at Penrose, near Bundanoon, NSW, en route Goulburn to Sydney. Registration cancelled.
- D.58 Built at Gravesend as type D.3 Gull Six (Gipsy Six). Registered G-ADSG to The Duchess of Bedford, Woburn Abbey, 6.9.35. CofA No.5130(TM) issued 3.10.35 to the Duchess of Bedford, named "Kittiwake". CofA renewed 21.5.37. Registered to Raphael Chevallier Preston, Newtownards 15.11.37. (Preston was the Duchess of Bedford's personal pilot and was left the Gull in her will following her death in DH Moth Major G-ACUR on 23.3.37) CofA renewed 24.5.38. Registered to William Fairweather, Muzaffarpur, India 4.4.39. Registration cancelled 5.8.39 as "change of owner" but in fact re-registered in India as VT-ALT 8.39 to Prince Rama Raja Ramnager Raj. To Bihar Flying Club 9.41. Registration cancelled 15.6.42 and Impressed as MA927 for use by Communications Flight, Delhi. Later used by HQ Communications Unit, India. MA927 swung on landing at Quetta on 19.8.42 and the undercarriage collapsed. Pilot Sgt Thomson and passenger Brig Firth unhurt. Struck off charge on 19.9.42 (but also noted as struck off at ACSEA census 30.11.43).
- D.59 Built at Gravesend as type D.3 Gull Six (Gipsy Six). Registered G-ADSM to The Asiatic Petroleum Co Ltd, Croydon 13.9.35 (Cert.6281). CofA No.5170 issued to owners 21.10.35, renewed 19.10.36, 14.10.37, 24.10.38 and 28.11.39. Surveyed for Impressment, Ford, Sussex 1.9.39, allocated NAC 1. Permit C01/46 issued 3.2.40 to Flight Refuelling Ltd for experimental flights. Permit C01/99 issued 24.4.40 to Asiatic Petroleum for Ford -Portsmouth -Bournemouth flights in connection with flight refuelling. Registration cancelled on 10.8.40 as "change of owner", in fact it was Impressed as BD165 11.8.40. Destroyed by bombing in air raid at Ford on the afternoon of 18.8.40 before being taken on charge. (In fact Ford had officially been HMS Peregrine since 1.39, the base of No1 Air Observers School and Flight Refuelling Ltd.)
- D.60 Built at Gravesend as type D.3 Gull Six (Gipsy Six). Registered VH-UVA and CofA No.5173 issued 22.10.35 to Kingsford-Smith Air Service Ltd. Left Croydon 2.11.35 on delivery flown by H.F.Broadbent in company with c/n D.57. On arrival in Australia sold to P.G.Taylor 2.36. To Connellan Airways. Crashed Camooweal, Queensland 1.5.46, hit a telephone pole when attempting a forced landing in the main street. Pilot Kyle Sellick killed. Registration cancelled 6.47.
- D.61 Assumed to be a type D.3 Gull Six built at Gravesend 1935. Nothing more known.
- D.62 Assumed to be a type D.3 Gull Six built at Gravesend 1935. Nothing more known.
(Note: One possible identity for this aircraft is VT-AKY, listed as a "cabin low-wing monoplane", registered 4.39 to the Government of India with c/n quoted as "262" - possibly a transcription error. Miles c/n 262 has also been suggested but this was M.3B Falcon G-ADZL which remained with Fairey Aviation. VT-AKY was cancelled 3.11.47.)
- D.63 Built at Gravesend as type D.3 Gull Six (Gipsy Six). Registered G-ADZO to the Percival Aircraft Co, Gravesend on 12.12.35. CofA No.5282(TM) issued to Percival Aircraft 17.12.35. Flown by Amy Mollison in UK -Cape -UK record of flying time of 7 days, 22 hours, 45 minutes on 4/15.5.36. Placed seventh in King's Cup 10/11.7.36 flown by Roland Falk as "12". Registered to Harold Leslie Brook, Leamington 8.12.36. CofA renewed 1.1.37 and 8.2.38, meanwhile flown by H. L. Brook from the Cape to Heston, commencing 2.5.37, in 4 days and 18 minutes. Withdrawn from use on CofA expiry 7.2.39 and later scrapped. Surveyed for Impressment 1.9.39 and noted at Leamington "in write-off condition". Registration cancelled by Secretary of State 1.12.46.

FASTEST EVER TO THE CAPE AND BACK

Map of Amy's Route for her Return Flight.
(Reproduced by courtesy of "Flight.")



Amy Mollison's Magnificent Double Event

It was the pioneer's path for Amy on the outward journey, the route via the West Coast; but, homeward bound after 2½ days in Capetown, she decided to use the beaten track of Imperial Airways where aerodromes are more numerous and better equipped.

Night had fallen on the Sunday when she took the air again for the long trek home. Below her Capetown twinkled like a jewel in the shadow of Table Mountain. To the north stretched miles of cultivated farmland and beyond, the Veldt; all shrouded in the blackness of tropical night.

In her lonely monoplane, with navigation lights mere pin points in the vastness, Amy set her course for home seven thousand, eight hundred miles away.

At 3.15 a.m. she picked out the lights of Johannesburg and slid down to a landing; but comfort and civilisation could not detain her for long and before the first shafts of dawn had tipped the highest buildings she was circling over the city preparatory to heading North.

Umtali, Salisbury, Mpika (N. Rhodesia), then up through Tanganyika to Khartoum in the Sudan. At Cairo Amy sent a special appeal to the King of Greece to facilitate landing formalities at Athens. The King replied that he would personally supervise the necessary arrangements. Thus her last lap over Europe commenced under favourable auspices and, after an enforced stop at Graz, Austria, the familiar features of the homeland were soon unfolding beneath her wings.

A large crowd, headed by Mr. J. G. Gibson, Deputy Director of Civil Aviation and Mr. J. Mollison, her husband, greeted the intrepid airwoman on landing at Croydon, having covered 7,800 miles in 4 days 15 hours 17 minutes. Amy had demonstrated in no uncertain manner what was possible with the Percival Gull machine, a Gipsy engine and the oil that "Revels in Revolutions."



Left: The record-breaking Gull Six G-ADZO, c/n D.63, in which Amy Mollison reduced the London-Cape Town time to 3 days 6 hrs 26 minutes. She returned in 4 days 16 hrs 17 minutes, a record which was broken by H.L. Brook in the same aircraft the following year. The aggregate time of the round trip was broken by Alex Henshaw's Mew Gull flight in 1939. (via M.J.Hooks)

Below: C/n D.65 was Swiss-registered for forty years as HB-OFU and is seen here shortly after arriving in Britain at the PFA Rally at Sywell on 2.7.77. The colour scheme was light blue and silver with red/white Swiss flag on the rudder. (D.Partington)





Above: The spread above is an enlarged copy of part of a booklet produced by the Wakefield Castrol Oil company in 1937 entitled "1936 Achievements". Two pages were devoted to Jean Batten's flight to New Zealand in G-ADPR, two to the out-bound flight to the Cape by Amy Mollison, and the two above to the return flight. The missing captions read as follows (left): "Cheers all the way - Amy's triumphant progress from Croydon to London"; (right upper): "The Percival Gull Gipsy-motored Aeroplane"; (right lower): "Admirers greet her on landing".

D.64 Built at Gravesend as type D.3 Gull Six (Gipsy Six). CofA application 24.3.36 by Percival Aircraft Co and CofA No.5458 issued 24.4.36, effective 18.4.36, to the Shell Company of South Africa, Germiston. Registered ZS-AHD in South Africa on 20.6.36. Crashed 22.1.37, details unknown. (The only known accident on that date took place at Bethlehem, Orange Free State, involving R.M.Althorpe and a damaged undercarriage.) Registration cancelled.

D.65 Built at Gravesend as type D.3 Gull Six (Gipsy Six). Registered HB-OFU to Miss Ariane Dufaux, Geneva, Switzerland 4.1.37. CofA application by Percival Aircraft Co 9.12.36 and CofA No.5747 issued 16.1.37, effective 8.1.37, to A. Dufaux. Delivered ex Heston 19.1.37. Involved in accident 6.42, not flown again until 8.46. To Alfredo Habib at about this time, in partnership with J. Augsberger, Geneva (at least 58-70). Registered G-AERD to Clifford C. & Jennifer M.Lovell, Walkeridge Farm 16.9.77. First UK Permit to Fly issued 2.5.80. Crashed on take-off at Thruxton 30.5.81, rebuilt. Registered to Neil C.Jensen, Redhill 28.3.83, 3-year Permit to Fly issued 7.5.84. Swung on take-off and badly damaged in resultant collision with Piper Cherokee G-BEEU, Cranfield, 8.7.84. Rebuilt by EMK Aircraft and first flown at Denham 31.12.85. Permit to Fly issued 7.5.86. Registration cancelled 28.11.86 on sale to Australia. Owned by National Museum of Australia, Canberra. Acquired in flying condition but funds not available to maintain as such or to put on permanent display. Stored.

D.66 Assumed to be a type D.3 Gull Six built at Gravesend 1936/7. Nothing more known.

D.67 Built, or probably completed, at Luton as type D.3 Gull Six (Gipsy Six). No UK CofA Application traced. Delivered to South Africa 18.10.37 and registered ZS-AKI to the Shell Company of South Africa Ltd on 4.1.38. Impressed by South African Air Force 8.40 as 1430 (at a purchase price of 850 pounds). Delivered initially to No.61 Sqn SAAF. Delivered to Nairobi 18.2.41 for local Communications Flight. Struck off charge, Nairobi, 1944. Fate unknown.

Note: One aircraft remains unidentified, the Gull impressed in India (?) as MA962. This may have been a Vega Gull of which there are a number of candidates (Peter Moss mentions VT-AJD which was c/n K.72 but this was written off on 23.2.39). The record card for MA962 says: "Impressed from Director of Civil Aviation 30.11.43" (although the latter is an ACSEA Census date so may be date soc). The Indian Gulls are all accounted for UNLESS D.62 was VT-AKY, in which case ownership by Indian Govt makes for a circumstantially convincing case!

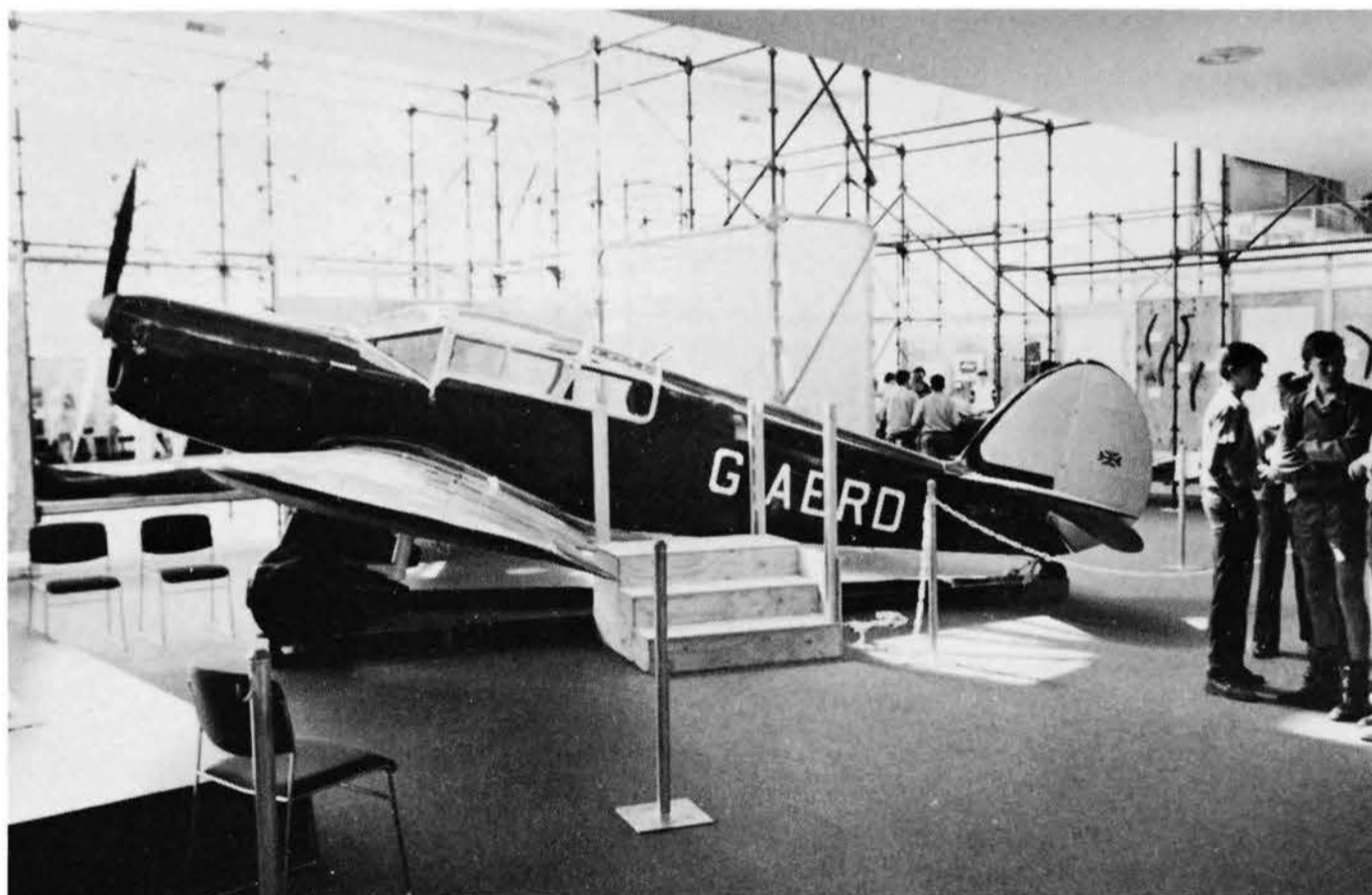
GULL FOUR/SIX PRODUCTION IN CoFA ORDER:

30.6.32	D.20	G-ABUR	17.6.33	D.30	G-ACHA	9.7.34	D.46	G-ACUP	30.8.35	D.53	G-ADOE
22.3.33	D.24	G-ACAT	28.6.33	D.29	G-ACGR	18.8.34	D.45	G-ACUL	31.8.35	D.56	VT-AGV
23.3.33	D.21	G-ACAL	25.7.33	D.35	G-ACIS	22.10.34	D.42	G-ACXY	12.9.35	D.55	G-ADPR
24.3.33	D.22	G-ABUV	28.7.33	D.33	G-ACIP	24.10.34	D.47	G-ACYS	3.10.35	D.58	G-ADSG
31.3.33	D.23	G-ACFJ	18.9.33	D.38	G-ACJW	20.3.35	D.49	G-ADEP	21.10.35	D.59	G-ADSM
11.4.33	D.25	G-ACGC	2.10.33	D.39	G-ACJV	26.3.35	D.48	G-ADEU	22.10.35	D.60	VH-UVA
27.4.33	D.26	G-ACFY	26.10.33	D.34	G-ACIR	17.4.35	D.50	G-ADFA	17.12.35	D.63	G-ADZO
8.5.33	D.27	G-ACLG	3.11.33	D.36	G-ACJP	27.5.35	D.51	G-ADGK	18.4.36	D.64	ZS-AHD
25.5.33	D.32	G-ACHM	7.11.33	D.37	G-ACJR	17.7.35	D.52	G-ADKX	8.1.37	D.65	HB-OFU
29.5.33	D.28	G-ACGP	18.11.33	D.40	G-ACLJ	19.8.35	D.54	G-ADMI	-	D.67	ZS-AKI
15.6.33	D.31	G-ACHT	16.4.34	D.44	G-ACPA	29.8.35	D.57	VH-UVH			

Missing c/ns are D.41, D.43, D.61, D.62 and D.66.

GULL FOUR/SIX REGISTRATION INDEX:

G-ABUR	D.20	G-ACIR	D.34	G-ADEP	D.49	F-AOXY	D.42	PP-TEL	D.25	VT-AGO	D.40	SAAF	
G-ABUV	D.22	G-ACIS	D.35	G-ADEU	D.48	F-AOZS	D.23			VT-AGV	D.56	1430	D.67
G-ACAL	D.21	G-ACJP	D.36	G-ADFA	D.50	F-APEI	D.54	VH-ACM	D.46	VT-AGY	D.47		
G-ACAT	D.24	G-ACJR	D.37	G-ADGK	D.51	F-AQLZ	D.31	VH-CCM	D.46	VT-ALT	D.58	Spain	
G-ACFJ	D.23	G-ACJV	D.39	G-ADKX	D.52	F-AQNA	D.48	VH-CKS	D.39			L.6	D.49
G-ACFY	D.26	G-ACJW	D.38	G-ADMI	D.54			VH-UQW	D.24	ZK-AES	D.45		or D.54 ?
G-ACGC	D.25	G-ACLG	D.27	G-ADOE	D.53	HB-OFU	D.65	VH-UTC	D.38				
G-ACGP	D.28	G-ACLJ	D.40	G-ADPR	D.55			VH-UTP	D.30	ZS-AHD	D.64	AX698	D.52
G-ACGR	D.29	G-ACPA	D.44	G-ADSG	D.58	J-BASC	D.36	VH-UVA	D.60	ZS-AKI	D.67	AX866	D.55
G-ACHA	D.30	G-ACUL	D.45	G-ADSM	D.59			VH-UVH	D.57			BD165	D.59
G-ACHM	D.32	G-ACUP	D.46	G-ADZO	D.63	PH-HCA	D.33					HX794	D.47
G-ACHT	D.31	G-ACXY	D.42	G-AERD	D.65			VT-AFU	D.35			MA927	D.58
G-ACIP	D.33	G-ACYS	D.47			PP-BAA	D.25	VT-AFV	D.27	NZ572	D.45	MA962	?



Left: C/n D.65 now spends most of its time in storage in Australia, having been acquired with a Proctor through local interest in Edgar Percival who was born there. Since arriving it has been on static display only two or three times, this occasion being part of a National Heritage Week exhibition at the National Convention Centre, Canberra in March 1990. The aircraft still carries the British registration G-AERD and the maroon and silver paint scheme applied in the UK. (Mike McHugh)

Editor's Note: There now follow a few theories formed during compilation. The three missing Gravesend Gull Sixes could possibly be accounted for thus: D.61 off production line and reworked as the prototype Vega Gull f/f 11.35 and originally had a Gull Six-type fin and rudder; D.62 perhaps stored, then possibly to VT-AKY (see earlier); D.66 last a/c taken to Luton? Ordered as a replacement for c/n D.64 by Shell in 1937 so completed at Luton with a new c/n D.67 and shipped to South Africa? Otherwise why build or order a Gull Six when already over 50 Vega Gulls had been produced?

For D.41 and D.43 I have no explanation, but I note that G-ACNB and G-ACOL were marks not used and wonder if they are in any way significant as they fit the sequence well. 'CNB was retrospectively allocated to the Shuttleworth Avro 504 in 1981 and we have no record of the reason for its earlier non use. 'COL may have been avoided by a sensitive clerk, though the more precise version of a French backside 'CUL was used - by a Gull! There is no post war sheet saying "Not Used" in the register for 'COL. The real problem is what happened to these two Gulls? Maybe they were taken from Yate to Gravesend as pattern a/c for Gull Six production & absorbed into the line there?

It must be stressed that these notes are only educated guesses, based on the facts revealed by the rest of the production list. We hope that they may inspire further comment or investigation and possibly result in some hard fact - whether they are proved correct or not is of least importance in this case.

Aircraft of European Civil Registers : 6

THE BÖLKOW LIGHTPLANES

PART SEVEN

BOLKOW BO 209 MONSUN (continued)

C/n	Model	Regn	F/f	Remarks
140	150FF	D-EFJS/1	7.7.71	to Bremerhaven 2.8.71 in container, to Atlanta GA by SS Visurgis 7.8.71, cld 1.83, fate unknown.
141	150FF	D-EBJA/1	14.7.71	d/d to USA as 140 above, current.
142	150FF	D-EBJB/1	19.7.71	d/d to USA as 140 above, re-regd, current.
143	150FF	D-EBJC	16.7.71	to UK 16.8.71, regd 3.8.71, current.
144	160RV	D-EBJD	20.7.71	w/o Leidhecken, near Reichelsheim 22.1.74.
145	160RV	D-EBJE	7.71	intended for Australia, CoA for export 2.8.71, not shipped 9.9.71, regd on 20.10.71, w/o Warder 20.2.74.
146	150RV	D-EBJF	27.7.71	to Bremerhaven 9.8.71 in container, to Atlanta GA by SS Weser-Express 13.8 re-regd, regd 6.73, regd 5.88, current.
147	150RV	D-EBJG/1	27.7.71	d/d to USA as 146 above, re-regd, regd 4.73, regd 5.78, current.
148	150FF	D-EBJH/1	30.7.71	d/d to USA as 146 above, re-regd, regd 12.77, current.
149	150FF	D-EBJI	30.7.71	d/d to USA as 146 above, regd 4.73, current.
150	150FF	D-EBJJ	6.8.71	w/o Leienkaul 24.8.75.
151	160FV	D-EBJK	11.8.71	to Switzerland 23.8.71, regd 8.71, current.
152	160RV	D-EBJL/1	17.8.71	regd 24.8.71, cld 10.3.76, regd .76, permit 13.6.80, regd 11.7.80, current.
153	150FV	D-EBJM/1	19.8.71	w/o Karlsruhe 21.8.82.
154	150FF	D-EBJN	23.8.71	current.
155	150FF	D-EBJO	6.9.71	current.
156	160RV	D-EBJP	6.9.71	current.
157	150FF	D-EBJQ	23.8.71	to Bremerhaven 31.8.71 in container, to Atlanta GA by SS Mosel-Express 3.9.71, returned, permit 14.6.73, regd 17.7.73, current.
158	150FF	D-EBJR	3.8.71	d/d to USA as 157 above, returned (not flown in US) permit 1.8.73, regd 16.8.73, current.
159	150FF	D-EBJS/1	3.9.71	stored at Laupheim, to UK 10.8.72, regd 28.4.72, w/o Sunderland/Usworth 13.2.80, regn cld 22.5.80.
160	160RV	D-EBJT/1	15.9.71	intended for USA, not shipped, regd 23.12.71, current.
161	150FF	D-EAAA	20.9.71	current.
162	150FF	D-EEAB	22.9.71	w/o Langenaubach 20.11.74.



Top: N209AD c/n 140 parked at Los Angeles International with a bevy of biz-jets behind in 1.79. (John Wegg)
Above: G-AZDD c/n 143 was based at Biggin Hill when seen on take-off from there on 9.9.78. (Ad Vercrujisse)
Below: D-EEIP c/n 152 at Schaffen/Diest in 8.88 is based in Belgium for much of the time. (Luc Wittemans)



Above: D-EBJM c/n 153 was newly-based at Karlsruhe-Forchheim when photographed there on 1.9.71. (Ad Vercrujisse)
Below: SX-AFQ c/n 165 of Thessaloniki Aeroclub at home in the mid-seventies. (Stig Jarlevik)





Top: D-EAAK c/n 171 was based at Baden-Oos when this shot was taken on 7.9.73. (Ad Vercruijssse)

Above: Also at Baden-Oos, D-EAAT c/n 179 was visiting on 10.5.86. (Peter Gerhardt)

Below: G-AZVC c/n 188 at Denham 5.9.78. (Ad Vercruijssse)



Above: D-EAIE c/n 189 at Karlsruhe-Forchheim 7.9.73 with FWP.149D D-EAEG "Donnervogel" behind. (Ad Vercruijssse)

Below: Southend-based G-AZTA c/n 190, possibly at Biggin Hill in the late seventies. (B.Hardy via P.Vercruijssse)

Bottom: HB-UEI c/n 197 is based at Donaueschingen where it was photographed on 7.9.86. (Peter Gerhardt)



163	160RV	D-EEAC	21.9.71	current (made round-the-world flight in 1972).
164	160RV	D-EAAD/1	29.9.71	w/o Mettenham, near Traunstein 24.1.76.
165	160RV	D-EAAE/1 SX-AFQ	6.10.71	to Greece 6.12.71, regd 7.12.71, CoA expired 16.12.82, stored at Thessaloniki, still regd.
166	160RV	D-EAAF/1 SX-AFR	8.10.71	to Greece 6.12.71, regd 7.12.71, current.
167	160RV	D-EAAG	6.10.71	current.
168	160RV	D-EAAH	12.10.71	current.
169	160RV	D-EAAI	15.10.71	current.
170	150FV	D-EAAJ HB-UER D-EGHW/2	20.10.71	regd 27.3.72, cld 8.4.76, cld 23.10.84, permit 15.11.84, CoA 27.12.84, current.
171	150FF	D-EAAK	19.10.71	current.
172	150FF	D-EAAL/1 G-AZTC D-EFTC	22.10.71	export CoA 19.4.72, to UK 10.8.72, regd 28.4.72, permit 27.9.76, CoA 19.1.77, current.
173	160RV	D-EAAM	26.11.71	current.
174	160RV	D-EAAN	13.12.71	current.
175	160RV	D-EAAQ/1 HB-UEO D-EGGS	24.11.71	to Switzerland 16.5.72, cancelled 13.6.88, permit 6.5.88 for 3 mths, since stored at Offenburg.
176	160RV	D-EAAP	15.12.71	current.
177	150FF	D-EAAQ/1 G-AZVA	16.11.71	to UK 27.10.72 (export CoA 19.4.72), regd 16.5.72, CoA expired, stored Reyerston Hall.
178	150FF	D-EAAS/1 G-AZVB	15.11.71	to UK 27.10.72 (export CoA 19.4.72), regd 16.5.72, current.
179	150FF	D-EAAT	22.11.71	current.
180	150FV	D-EAAU	23.11.71	to 160FV prior to 1976, current.
181	160RV	D-EAAW	8.12.71	current.
182	160RV	D-EAAX/1 D-EMON/4	14.12.71	regd 11.4.72, w/o Nabern 1.9.76, cld 13.10.76 and used by Nabern fire dept, reserved 25.4.86 for Dr Ruppin (for rebuild by J. Schwarzer after c/n 105A).
183	150FF	D-EAAY/1 G-AZOA	4.1.72	to UK 23.3.72, regd 21.2.72, current.
184	150FF	D-EAAZ/1 G-AZOB	11.1.72	to UK 23.3.72, regd 21.2.72, cr Droitwich 21.8.83, CoA expd 9.7.84, stored, not yet cld.
185	150FF	D-EAIA/1 G-AZOC	18.1.72	to UK 23.3.72, regd 8.3.72, w/o Killhope Law 14.4.75.
186	160FV	D-EAIB	19.1.72	current.
187	160RV	D-EAIC/1 HB-UEK	8.2.72	to Switzerland 16.3.72, w/o Pliggugg 26.8.72.
188	150FF	D-EAID/1 G-AZVC	11.2.72	to UK 27.10.72 (export CoA 13.3.72), regd 18.5.72, w/o Betts Bridge 19.8.84.
189	150FF	D-EAIE	11.2.72	w/o Staffort, nr Karlsruhe 26.10.73.
190	150FF	D-EAIF/1 G-AZTA	14.2.72	to UK 10.8.72 (export CoA 16.3.72), regd 25.4.72, current.
191	160RV	D-EAIG	18.2.72	current.
192	150FF	D-EAIH/1 G-AZRA	14.2.72	to UK 10.8.72 (export CoA 7.3.72), regd 21.3.72, current.
193	160FV	D-EAII/1 HB-UEE	29.3.72	to Switzerland 19.5.72, current.
194	160RV	D-EAIJ/1 HB-UEH	29.3.72	to Switzerland 17.5.72, w/o Birrfeld 29.4.78.
195	160FV	D-EAIK/1 HB-UEG	15.3.72	to Switzerland 16.5.72, current.
196	160FV	D-EAIL/1 HB-UED	23.2.72	to Switzerland 17.3.72, current.
197	160FV	D-EAIM/1 HB-UEI	3.3.72	to Switzerland 29.3.72, current (based at Donaueschingen, Germany).
198	160FV	D-EAIN	13.3.72	w/o Ochsenhausen 20.11.86.
199	160RV	D-EAIR/2	14.3.72	current.
200	160RV	D-EAIS HB-UEU	14.4.72	to Switzerland 7.6.72, not delivered, repainted

Right: The final lightplane to be produced by MBB was BO 209 c/n 201 D-EOEC, seen here at the manufacturer's works airfield Laupheim on 19.5.74. (Peter Gerhardt)



Bottom: Built from parts by E. Ficht, hence the registration D-EEFF, c/n 301 was an attempt to restart production of the Monsun privately. Only one more aircraft was completed however. D-EEFF was visiting Schmidgaden on 4.8.84. (R.Pohlmann via PMG)

c/n 200 continued . .

		D-EAIS		as D-EAIS 9.6.72, regd 26.6.72, w/o 5.8.78 at Eichstatt.
201	125FF	-	-	intended for USA, not built.
	150FV	D-EOEC	13.6.72	ex c/n 120 (which see), current.
202	125FF	-	-	intended for USA, not built.
203	125FF	-	-	intended for USA, not built.
204	125FF	-	-	intended for USA, not built.
205	125FF	-	-	intended for USA, not built.
301	160RV	D-EEFF		built from MBB parts by Pneuma-Technik E.Ficht in 1973/4, regd 4.74, current.
302	160FV	D-EBOJ/2		see notes below.

MBB abandoned the BO 209 production in March 1972 despite continuous demand. To meet this demand E.Ficht founded Monsun GmbH on 29.11.73 and planned to continue the series production at Weiden based on c/n 301. These plans were abandoned in June 1974 due to lack of money. Ficht had also founded on 29.11.73 the Taifun Flugzeugbau GmbH for the resumption of Me 108D-1 production. Only c/n 5138 (ex SE-BZN acquired in Sweden in 1970) was rebuilt and flew again as D-EFPT in 12.75. This is now owned by MBB for nostalgia.

C/n 302 should be regarded as the correct identity for Ficht's second Monsun built immediately after c/n 301 in 1974. To simplify certification he used the paperwork, c/n and registration of D-EBOJ (c/n 105) for this new aircraft, which received its Permit on 9.9.74, was sold to Akaflieg Munchen, registered in 1.75 and is still current. The problem arose twelve years later when the true c/n 105 was rebuilt and tried to return to the German register. The Registration office initially envisaged using c/n 120 (which had not been built as such) but in the end used 105A as the c/n for the rebuild.





Only two other aircraft remain to be mentioned. H. Mylius designed a scaled-down Monsun as a single-seat aerobatic aircraft with a Lycoming A10-360-B1B engine, which he called the Mylius My 102 Tornado (at that time the Panavia Tornado was only known as the MRCA). The prototype D-EMYS/3 first flew at Neubiberg on 7.7.73 and is still going strong. While still on the drawing board around 1971 (then as the MHK-102) there were negotiations to produce it as the BO 210 Tornado. At the same time there were rumours of a BO 211 Taifun but it is not clear if this was the Me 108 modernised or a newer type. In any case, the decision to drop the line at Laupheim and to concentrate the former WMD works (especially at Donauworth) on the BO 105 helicopter, meant the end of Bolkow lightplanes. MBB Laupheim constructed Phoebus sailplanes and, in 1978, they showed a glassfibre fuselage of the "MBB 211" of which nothing else has been heard. H. Mylius constructed V-2 of the My 102 Tornado as D-EMYM/2 in 1984 and it first flew at Neubiberg on 3.4.84.

The remaining prototype which we have so far not listed is the LFU 205. On 9.11.67 L. Bolkow applied for a reservation for a "Bolkow BO 205V-1" and the marks D-ELFU/2 were reserved on 13.11.67. On 29.3.68 a permit was issued for a carbon-fibre 2-seat low-wing test vehicle built at Laupheim with a Lycoming IO-360-A1C engine. It first flew on 3.4.68 and since has been tested by the DFVLR at Oberpfaffenhofen as the "LFU 205".

At present the type certificate responsibility for the K1 107, BO 207, BO 208 and BO 209 belongs to the MBB affiliate Flugzeug-Union Sud at Manching and Munchen Airport (the former IFL workshop). They also still try to find buyers for the SIAT 223A-4 Porsche-Flamingo and offer conversions of Cessna 172M, 172N and 172P aircraft to Porsche power. Continued production or development of the famous Klemm and Bolkow lightplanes is not in sight.



Top: The prototype Mylius My 102 Tornado D-EMYS shows off its lines. The scaled-down Monsun format is quite apparent but new are the 3-bladed propeller, cowlings modelled around the 180 hp Lycoming flat four and the proportionally larger single seat canopy. (G. Fischbach)
Above: The second Tornado, D-EMYM is shown at Bruchsal on 31.3.86. (Peter Gerhardt)
Left: The experimental LFU 205 carbon-fibre design, D-ELFU made its first public at the Hannover Show in April 1968. (Peter Gerhardt)

The Whole Truth:



DH.60 MOTH

PART FORTY-SIX

MOTH

FEED BACK

RAF Maintenance serials additions:-

1287M	Amend to 1639
2549M	5079
2602M	unidentified MI Moth issued 17.6.41 to London University Air Squadron and kept at Imperial Institute, Exhibition Rd, London SW.7. Possibly ex G-ABBK c/n 1270.
2615M	5082
2658M	5079
2756M	5019
2757M	delete
2819M	1123
2915M	1045
3124M	5022

GERMANY

D-1737 confirmed as c/n 1397; delete reference to D-1736.
D-EGAT is confirmed as a DH.60M but is as yet unidentified. It is illustrated in Putnam's DH Aircraft since 1909, p.252 apparently visiting Lympne with DH.60G3 OO-GUY in 1933. The date may be too early - the aircraft is unlikely to have been regd prior to 1934 and also wears a swastika.

SPAIN

Pre-1930 series - Add
M-CMMA 1253

1930/36 series - Add

EC-AAH	1015
EC-AAK	644
EC-ACC	497
EC-ANN	1541
EC-APA	1075
EC-BBD	5139
EC-GAA	1098
EC-GGG	1014
EC-LLA	1223
EC-QAA	1086

1940-49 series

EC-BAJ	499
EC-BAU	1293 (Amendment)

Current series

EC-AAN Delete reference to 1293, now unidentified. Known as ex 30-64; Regd 10.52 to Aero Club de Andalucia. Crashed Lerida 15.3.57.
EC-AAO was found by Jose Chicharro Villar in an olive grove nr.Lerida; initially to Gerona prior to sale to John Potheary.
EC-ABX 1293 (Amendment)
EC-ADE Now known as ex 30-83. Regd to Aero Club de Andalucia. To R.Borras in 50s. To Jose Chicharro 4.84. Rebuilt but propellor fell off on first flight 26.11.84 and acft damaged in forced landing. Being rebuilt by Cliff Lovell.
EC-AEQ ex 30-91.
EC-AFK Remains were stored at Ligou; rescued for rebuild .82.
EC-AFV Also now quoted as 30-86.

Air Force

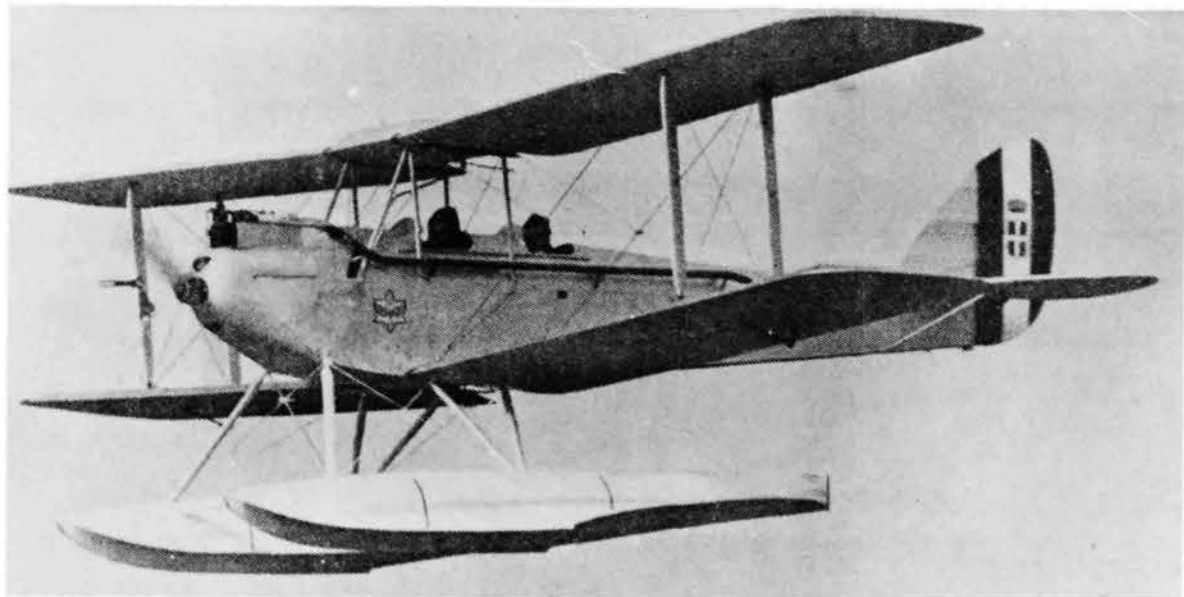
30-83	Confirmed. To EC-ADE.
30-84	Confirmed.
30-86	Confirmed. Believed to EC-AFV.
30-87	Unconfirmed as EC-AFV.
30-91	Confirmed. To EC-AEQ.
34-1/34-12	5101/5112

FRANCE

1 F-AJOE almost certainly the Moth flown by Mlle Maryse Hilsz from Paris to Saigon 12.11.30-4.12.30 and returned Saigon to Stamboul 11.12.30-25.12.30. Damaged at Stamboul, repaired and reached Paris 7.12.31.
6 Confirmed as French military for official Embassy use in UK.
24 Delivered to Corps Techniques (French equivalent to RAE); thus to military use.
26 To French military and delivered to Corps Techniques as c/n 24.

UK

Add - G-AAMZ 1293



Above: Peter Green has sent us this copy of a photograph published in The Aeroplane in 1927 which was captioned: "John Lancaster Parker and General Guidoni flying in a Moth for the Regie Aeronautica". No identity is visible in the photo, if indeed serials were allotted to the two Cirrus Moths used by the Italian Air Ministry. Both c/ns 468 (later I-RUSP) and 470 (later I-GINO) were delivered in late 1927, so one of them must be the aircraft shown in the photo.

ITALY

468/470 See photo and caption above.

An unidentified Moth for delivery to Italy crashed and was written off at Stag Lane 26.4.28.

NORWAY

141 LN-ABU Alternative crash date 2.8.35.

ARGENTINA

R135 Sold by Shell-Mex Argentina .33. This is reported in Hugh Scanlan's "Winged Shell" as being c/n 1429, which we believe was in fact R45. Comments please.

Also amend LV-BBG in index to read LV-BBC.

USA

We have received, via Richard Sanders Allen, some very interesting copy Moth Acft Corpn letters from US files. An amendment is needed to Archive 3/87. The series 1A through to 6A were assembled prior to 6.29 from British materials at Lowell per authorization of US CAA of 29.4.29 and 17.5.29. They should thus be considered as De Havilland DH.60G Moths and not Moth Corporation built. Thus also, 1A (note no hyphen) was the start of that batch and not of the batch 1-B through to 1-R. It is confirmed by a contemporary Moth letter that 6A is the last of the series - reference to 7A to 23A can be deleted. 6A "completes all the imported planes or planes



Above: DH.60GM N236K c/n 48 at Van Nuys, California on 18.5.52. (A.R.Krieger via John Wegg)

of the British type and materials which we propose to license. Hereafter, all planes will be built to the plans filed in the Department of Commerce under Aeronautics Branch, which were figured for a gross weight of 1650 pounds without the extra fuselage gas tank and 1700 pounds with the extra fuselage gas tank."

Another Moth Acft letter in 4.29 concerning the licensing of 2A (NC894E) states "this plane was imported as a model for the American-built job and is identical in every respect with NC9731. It has, however, no Airworthiness Certificate for the simple reason that it was never assembled and test flown in England. We desire this to be considered as one of the additional four planes which we have the right to import ...". "This fuselage, its wings and tail surfaces were completely built and covered in England."

1A NC9797 was damaged by Capt Woolson in Detroit and, at 6.29, was at Moth's factory at Lowell for repair.

2A (NC)984E (presumed error for 894E) owned by Warren Packard, Detroit 6.29. By 8.29, this was operating on Edo floats, convertible from normal landplane configuration in about two hours.

3A to 6A All under construction 6.29.

1-R N829H current 11.84, but not flown since WWII.

48 N236K current 11.84.

49 N237K re-regd N298M by mid-71 but still regd to Earl Nelson. US regn cld 10.86.

65 N965H current 11.84, and stored in the late John Schildberg Collection at Greenfield, Iowa, with one other unidentified specimen (which was possibly for spares use).

86 NC585M delivered new to Curtiss-Wright Flying Service, Denver 18.9.29 - 22.9.29 as demonstrator. To G.B. Van Wagenen, Denver 23.6.30. To Carl Blaurock, Denver 16.1.34. To Mr. Black, Monte Vista, Colorado 7.9.40. Forced landed in snow and damaged; sold to and repaired by Duane Underwood. To Norman Smith, Center, Colorado, late 41. Wfu, deteriorated .42. (TT 1050 hrs) To Adams State College; bought for \$25 for use on educational projects until acquired by college student .46 and moved to Rye, Colorado. Remains salvaged back by Duane Underwood for rebuild. Components sold on to Jack Bucher (who had remains of three other unidentified DH.60's ex Fort Collins, Colorado). Rebuilt 1960/64 and ff 11.9.64 at Gainesville, Florida. Later moved to Gettysburg. Sold to Frank Fox, Frederick, Maryland .70. Regn cld 7.5.80.

- 104 NC903M Amend owner to Nacional Cubana de Aviacion Curtiss, and given local regn N-I-1 (significance of regn apparently was N=Nacional, and could not fly outside Cuba, I=Instruccion, l=one)
- 108 X-BADT regd 13.11.30 to Carlos R.Titus. Regn canc prior to 3.33.
- 109 NC908M was the "first" aircraft ever to take off from a moving car! Probably some time in 1930, a stunt took place at Old Orchard Beach, Maine with Moth Acft test pilot Al Krapish flying off a Hudson super Six with a specially modified superstructure. Full details are in "Yankee Photographer" by George H.Hill (Coward McCann Inc, 1953)
- 115 N914M restored to register (82/84) to Ed Clark Jnr, Hawthorne, California.
- 116 N915M restored to register (82/84) to Ed Clark Jnr, Hawthorne, California.
- 117 N916M still regd Ed Clark 7.70.
- 118 N917M restored to US register .73. Regn cld 80/82. Currently on display San Diego Aerospace Museum.
- 119 N918M restored to register (82/84) to Ed Clark Jnr, Hawthorne, California.
- 120 N5582V reserved as candidate 2.80. Regd (by 3.82) to Linley S.Wright, Glen Rose, Texas. Current 11.84.
- Note : The "restoration" to Ed Clark of c/n's 115, 116, 117, 119 and 120 (plus possibly a connection with c/n 118) does seem more than coincidental. Pending further information, there must be the suspicion that these aircraft have nothing to do with the original Moths. Ed Clark trades as "Moth Aircraft Co".
- 123 NC924M crashed on take-off Patterson, Louisiana 24.6.34, killing Jimmy Wedell of Wedell-Williams.
- 125 G-AAMX Imported as a basket case by Cliff Lovell (not Ron Souch) and sold to Parkhouse late 83. Rebuilt over period 84/87 and regd G-AAMX to R.John Parkhouse 11.9.86. First flown post rebuild at Hatfield 1.8.87 and C of A permit issued 8.10.87.
- 128 NC929M bought late 40 by Edward F.Heyn in Portland, Maine. Moved (early 42) to Auburn, Maine and sold mid 42.
- 138 N939M regn cld 8.85.
- 144 NC218V regd in Mexico as X-BAFQ 2.6.32 to West Mexican Mines, Parral, Chihuahua.
- 157 N573N was in store incomplete in Oklahoma mid 71 owned by Arthur Cady.

Complete Civil Registers : 3

New Zealand



PART THIRTY-SIX



Above: Although we illustrated Lodestar ZK-BUV in the last issue, we have since received this additional photo of the topdresser positioning beneath the enormous static loader built for Airland at Gisborne instead of the more common mobile loaders. (J.N.Geelen)

ZK-BVD Cessna 180A 50044 22.11.57
Ex N9746B. Amphibian. Rural Avn, New Plymouth (op NZ Tourist Air Travel Ltd, Te Anau .58). To Central Avn Co Ltd, Roxburgh 2.5.62; wfs 1.69 and rebt as 4 str, conv to Robertson STOL 24.6.70, regd to Southern Avn Services, Taieri 18.12.70; to J.E.N.Quaife, Wanaka 26.8.71; to J.H.Minet & Co (NZ)Ltd, Wellington 6.10.75; to Minet NZ Ltd, Wellington 7.6.77; to Southair Avn Services Ltd, Taieri 22.2.78; to T.G. & D.I.Mead, Tarras 14.4.86; to P.R. & C.R.Washbourn, Timaru 5.5.88. Current.

ZK-BVE L.18-56 Lodestar 2020 2.12.57
Ex NC25630, 42-53504, AX756, G-AGCN, AX756, SpAF ?, EC-A..?, N9933F. Fieldair Ltd, Gisborne, d/d at Auckland 3.8.58; op by Airland (NZ) Ltd, Palmerston North from 1960. Dbr in belly landing, Palmerston North 17.12.69; regn cancelled 29.1.70. Presented to MoTaT and d/d to Whenuapai by air 8.11.70 with u/c locked down (under special permit) and by road to MoTaT 21.11.70. On display awaiting restoration.

ZK-BVF Champion 7EC Traveler 7EC-637 6.2.58
Middle Districts AC, Palmerston North. NZ CoA dated 16.5.58. To R. J. Giles, Palmerston North 8.2.73. Current.

ZK-BVG Cessna 180A 50068 28.11.57
Ex N9770B. Rural Avn Ltd. NZ CoA 21.3.58. To James Avn (Rotorua) Ltd 28.3.58; to Rotorua AC, 30.8.66; to Geyserland Airways, Rotorua 21.1.69 (to float-plane); to General Finance Acceptance Ltd 3.11.69 (lsd to Geyserland A/W); broke loose from moorings & damaged at Lake Taupo 15.5.73; regn cld 29.9.73. Rebuilt and restored 19.11.76 (with c/n 50068R) to L.W.Sutherland & E.S.Martin, Pukekohe; to F.E.Pike, Auckland 27.7.87. Current.

ZK-BVH PA-18 Super Cub AF/1 26.4.61
Built from spares by Aerial Farming (NZ) Ltd, Palmerston North, CoA 22.8.61. Regd Cookson Airspread Ltd, Wairoa 3.11.61; stalled and crashed 2.10.63 nr Tiniroto, Hawkes Bay. Regn cld 15.1.64.

ZK-BVI Bristol 170 Freighter 31M 13218 14.12.57
Ex (G-18-194), NZ5912. S.A.F.E. Ltd, Wellington. On loan as temporary replacement for ZK-AYH (w/o on 21.11.57). Returned to RNZAF 3.58 as NZ5912, regn cld 8.4.58. Later disposed of as surplus and regd ZK-EPH 17.8.78.

ZK-BVJ PA-18A-150 Super Cub 18-6180 9.12.57
Ex N8475D. Aerial Fertilising Co Ltd, Wellington. NZ CoA 18.12.57. To Aerial Farming of NZ Ltd, Palmerston North 3.5.60; to Richardson Bros, Fielding 12.2.63; wfu 14.10.78, rebuilt and test flown 9.81; to Rowley Avn Ltd, Amberley 30.3.84 "Lil Squirt". Current.

ZK-BVK DH.82A Tiger Moth 82888 10.12.57
Ex R4978, NZ879, ZK-AYE. W. A. Scott, Kairangarua. (Believed to be a fictitious name, aircraft still owned by A.H.Blechynden, Hamilton.) Marks not worn, broke up in dive and crashed Kiokio, nr Otorohanga, 7.5.58, still painted as ZK-AYE. Owner & passenger killed. Regn cld 20.6.58.

Below: Cessna 180A ZK-BVG was normally operated by James Aviation on tourist flights from Rotorua but is shown here fitted with special experimental underwing tanks designed for dropping trout fingerlings into lakes in the Rotorua district. (D.Noble via J.N.Geelen)





Above: Auster Autocar ZK-BVL of Mount Cook Air Services at Christchurch. A long lever is fitted below the pilot's door and is connected to the undercarriage in such a way as to suggest that it could be used to "jack" the aircraft up for skis to be fitted or removed easily. Alternative suggestions would be welcome!

Left: ZK-BVM, the last Mk.31 to be built, operating an NAC freight flight in 11.66. SAFE Air had contracted to carry all NAC freight earlier that year. (J.N.Geelen collection)



Left: Tiger Moth ZK-BVN in its sixties paint scheme with chequered rudder.

Below: The same aircraft, now painted red and yellow, visiting the Vintage Aircraft Fly-In at Masterton in January 1984. (J.N.Geelen collection)



ZK-BVL Auster J/5P Autocar 2953 23.1.58
Ex G-AMNC. Mt Cook Air Services Ltd, Timaru; to J.W.Wilson, Balclutha 14.2.61. Cr Stirling 14.12.62 and probably not flown again. Regn cld 27.6.68.

ZK-BVM Bristol 170 Freighter 31E 13255 23.1.58
Ex G-18-202. S.A.F.E. Ltd, Blenheim, "Blenheim", later "Merchant Carrier". D/d ex Blackbushe 23.2.58 arr 18.3.58. Renamed SAFE-Air Ltd 31.10.67. Wfu at Blenheim 21.12.78. Regn cld as pfwu 21.2.79 with T/t of 21,141.36 hours (39,328 landings).

ZK-BVN DH.82A Tiger Moth 85768 24.12.57
Ex DE883, G-ANSU, ZK-BGY. Middle Districts AC. To Nelson Gliding Club, Nelson. To T. G. Evans, Nelson

9.7.60; to Wellington Gliding Club, Lower Hutt 26.7.65; to E. Schroder, Auckland 3.2.67; to Dennis Thompson Ltd, Maungatoroto 11.10.67; to BVN Tiger Syndicate, Auckland 23.9.68; to D. W. Phillips, Ohakea 25.10.78; to B.T. & L. Rankine, Palmerston North 18.12.87. Current.

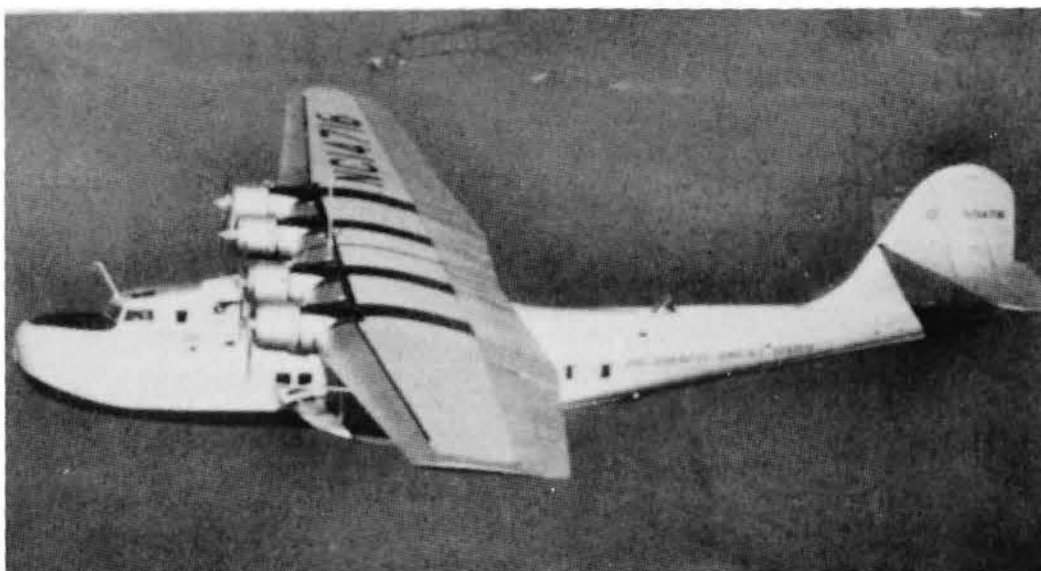
ZK-BVO PA-18A-150 Super Cub 18-6181 1.4.58
Ex N8476D. Aerial Farming (Holdings)Ltd, Palmerston North; to Harts ATD Co Ltd, Christchurch 21.4.58; to Aerial Sowing (Cant'y) Ltd 21.4.66; to A.G.Mincher & E. Mitchell, Timaru 19.2.68; to E. Wylie, Queenstown 10.11.69. Crashed, Longridge Point Beach near Big Bay, 16.11.70 and dbr. Regn cld 7.4.75.

To be continued . . .

Casualty Compendium

PART FORTY-TWO

Right: NC14716 "China Clipper", the Martin 130 which crashed at Port of Spain, Trinidad on 8.1.45, had made its first Pacific crossing from 22.11 to 6.12.35 in a flight time of 60 hours and became a celebrated US National byword, taking part in two films one of which was called "China Clipper". C/n was 558, the first of three to fly and to go into service (although the others were c/ns 556/NC14714 and 557/NC14715). It was also the longest lived, serving with PAA from 9.10.35, the US Navy from 7.12.41 and PAA again from 13.10.43. (PAA via Jack Meaden)



The first eight entries offer further details of casualties already covered in earlier issues:

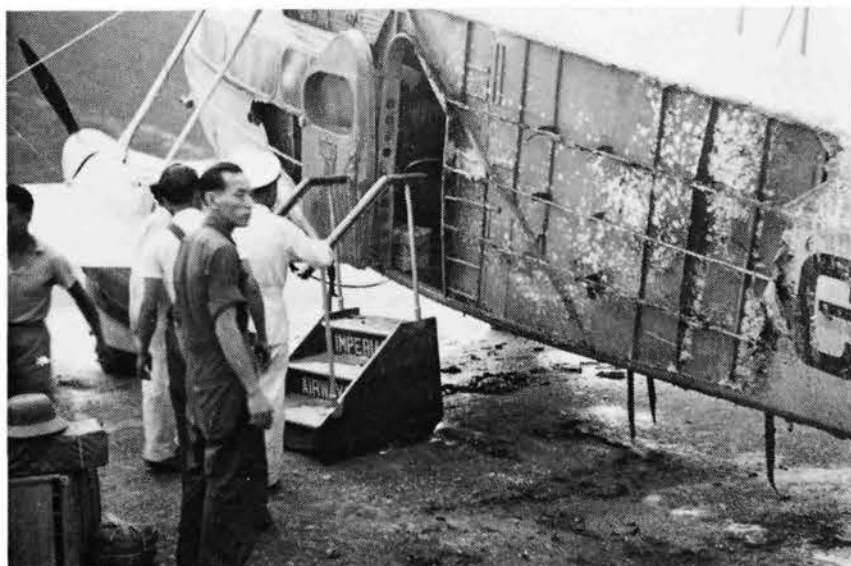
- 24.8.38 The pilot's report confirms all the details of the shooting-down, identifying the DC-2 as CNAC No.32 additionally, but it does sound unlikely that the aircraft was salvaged from the tidal estuary.
- 18.8.41 PP-PBD crashed into the Serra da Cantareira, 15 mls south of Sao Paulo. Three crew and five passengers died.
- 26.9.41 The Bolivian Ford was reported as registered CB-CAM-2, owned by Compania Aramayo de Mines. Thus c/n 5-AT-80 ex NC420H, C-208 fills the gap in Air-Britain's 1982 Civil Register of Bolivia, which gave a crash date of 27.9.41 and also listed a Bellanca registered CB-CAM-3 with the same company.
- 21.1.43 Carburetor icing was discounted as a cause of the "Philippine Clipper" crash. The most likely cause was given as the Captain's failure to establish his position accurately before descent in poor weather and darkness.
- 15.10.43 Carburetor, propeller or wing icing was given as the likely cause of the DC-3's inability to gain height or to make a successful emergency landing. Three crew and seven passengers were killed.
- 26.1.44 The ANA Dragon Rapide is identified as VH-ADE c/n 6341 and crashed at Cape Sidmouth, Qld.
- 25.7.44 The LAV Lockheed 14 is now identified as YV-ADI c/n 1509.
- 21.8.44 The Lodestar of LAB was CB-25 c/n 2088 ex NC39402. Pilot was Rodolfo Galindo.

Next, details of the accidents listed last time:

- 16.10.44 Lufthansa aircraft which crashed in Lifjeld mountains, Norway was Junkers Ju52/3mg8e D-ADQV "Hermann Stache" c/n 640608, flying Berlin-Copenhagen-Oslo when it became lost in bad weather. It crashed 10 metres below the summit of the 1365 metre Hestnuten mountain in Flatdal, Telemark. 3 crew and 12 passengers killed. Debris from the crash can still be found in the area.
- 4.11.44 TWA DC-3-277C NC28310 c/n 2251 broke up in the air near Hanford, California while on San Francisco to New York service with 21 passengers and three crew on board. Severe turbulence was the probable cause, the DC-3 was inverted when the wing failed at 10,000ft. There were no survivors.
- 10.11.44 Central Air Transport aircraft crashed at Kunming, China was possibly a Lockheed Hudson.
- 29.11.44 Lufthansa Focke-Wulf Condor was Fw 200A-0 D-ARHW c/n 2994 "Friesland" operating Berlin-Stockholm crashed at sea off Maklappen near Falsterbo. No further information about rumours of being shot down by the Germans in error, although similarity with a Flying Fortress has been suggested. The Condor was on fire when it fell.
- 1.12.44 TWA DC-3-209 NC17322 c/n 1968 crashed at night in heavy fog nr Van Nuys, California when the pilot descended below safe minimum altitude. Aircraft was en route San Francisco - New York with 23 on board of whom fifteen survived although the DC-3 was written-off.
- 28.12.44 Trans Canada Airlines Lancaster X CF-CMU (ex KB702) was en route Montreal-Prestwick, departing Dorval 2359 hrs on 29.12.44. Almost seven hours after take-off a Mayday call was received at 0649 at Goose Bay on 30.12 but no trace was found of the aircraft, Capt M.Gauthier, three other crew and the sole passenger Sir Alfred E.Evans, Chief of the British Admiralty Technical Mission in Ottawa.
- 7.1.45 CNAC Douglas DC-3 No.102 crashed at Talifu, Western Yunnan, pilot Capt Ball.
- 8.1.45 Pan American "China Clipper" was Martin 130 NC14716 en route from Miami to Leopoldville. The First Officer failed to judge the height accurately for the night landing at Port of Spain and it was reported that at the time of impact the aircraft was at an indicated height of 250 ft and an airspeed of 100 knots. The force of impact caused the aircraft to break in two and sink. Twenty-three of the thirty occupants, including nine of the twelve crew were killed or died later from ingestion of gasoline from the ruptured fuel tanks.
- 10.1.45 American Airlines DC-3-277B NC25684 c/n 2215 crashed on instrument approach to Burbank, California inbound from New York. Pilot decided to execute a missed approach procedure due to fog but turned the wrong way to divert to Palmdale and hit the Verdugo Hills at 0405 local time, the 21 passengers and 3 crew were killed and the aircraft destroyed by impact and fire.
- 15.2.45 Navegacao Aerea Brasileira Lodestar PP-NAE c/n 2149 with four crew including Comandante Oswaldo Scharf and seven passengers crashed at Lagoa Santa with no survivors.
- 23.2.45 American Airlines DC-3-277 NC18142 c/n 2138 hit Glade Mountain and crashed at Rural Retreat, near Roanoke, VA. Was on New York-Nashville-Los Angeles service, Capt J.F.Stroud one crew and 14 passengers were killed but a stewardess and four passengers survived.
- 14.4.45 Pennsylvania-Central Airlines Douglas DC-3-313A NC25692 c/n 2262 operating from Pittsburgh to Birmingham, crashed on Chestnut Ridge in Cheat Mountain range, Preston County, West Virginia. Pilot Harold D.Jones, two crew and seventeen passengers were killed. Cause was a severe storm which put airport radio and lights out.
- 4.6.45 Pan American Douglas DC-3-228F NC33611 c/n 4102 crashed on take-off at Piarco Airport, Port of Spain, Trinidad for Rio de Janeiro. No fatalities among the twelve occupants.
- 24.6.45 Faucett-Stinson No.16 hit a hill near Motupe, 100 miles SE of Piura. Capt L.Walker and two passengers were killed.
- 12.7.45 Eastern Airlines DC-3-201C NC25647 c/n 2235 collided with a USAAF B-25 (some reports say an A-26) at 1445 hrs near Florence, South Carolina. The DC-3's port engine was ripped out but Capt G.D.Davis made a successful forced landing with one infant killed and five other passengers injured. The B-25 exploded but one of the three crew members baled out safely.

- 1.8.45 Lineas Aereas Mineras Boeing 247 XA-DUY c/n 1723 en route Mexico City - Nogales crashed in mountains near Sa Luis Potosi, Mexico with twelve fatalities.
- 3.8.45 Sikorsky S-43 NC15066 c/n 4306 of Pan American sank on landing at Fort de France, Martinique when its hull split open. Operating Trinidad to Puerto Rico service. Four passengers were lost but Capt S.T.Shaw, 3 crew and 6 others were rescued.
- 11.8.45 Mexicana DC-2-243 XA-DOT c/n 2075 crashed due to bad weather killing crew of 4 and 12 passengers.
- 15.8.45 Linea Aerea Nacional aircraft which crashed at Puritania was a Faucett-Stinson. Nine fatalities.
- 27.8.45 Continental Airlines Lockheed 18 NC25636 c/n 2028 was written off at Albuquerque, New Mexico.
- 7.9.45 Eastern Airlines DC-3-201G NC33631 c/n 4137 crashed into swamp at Florence, South Carolina, operating Miami-New York service. Capt Olin King killed.
- 10.9.45 Crash at Chantayaco River, Peru, was again a Faucett-Stinson. Six killed.
- 13.9.45 National Airlines aircraft in accident at Tampa, Florida was Lockheed C-60 NC33349.
- 26.9.45 Frank Hodera and Herman Weber were killed when their Boeing A75 NC51445 collided with the starboard wing of TWA DC-3 freighter NC19939 c/n 4992 over Acacia County club, Western Springs, IL. TWA crew uninjured.
- 29.9.45 Boeing 247D regd C-140 of Avianca made forced-landing at Corozal, Colombia, due to engine fire while on a Barranquilla to Medellin flight. Aircraft destroyed but no casualties. Pilot Capt Guillerma Calvo.
- 5.10.45 National Airlines Lockheed C-60 NC18199 c/n 2265 overshot into lake while landing at 0130 hrs at Lakeland, Florida. Thirteen survivors including Capt William Corry, two fatalities.
- 11.10.45 Lockheed 18-50 NC15555 of National Airlines crashed attempting an emergency landing in a swamp at Banana River Naval Air Station. No fatalities amongst sixteen occupants.

Our grateful thanks to the following for providing answers used in this edition: Ed Davies, John Davis, Kay Hagby, Fred Kirby, Fred Knight, Jack Meaden, Tony Morris, Terry Murphy, Gordon Reid, Keith Sandford, Vic Smith, Flt Lt G.R. Sunderland, M.H.L.Upton and John Wegg.



Two problems for DH.86 lovers to sort out. Hugh Yea has sent these photos showing left "Dorado" G-ACWD on 3.6.38 and above "Delphinus" G-ACPL on 8.3.38. They both have a certain Eastern flavour to them - so what happened?

Now for another batch of casualties to identify, commencing in late 1945 and running through 1946:

- 24.10.45 Faucett aircraft crashed on take-off from San Martin, Peru.
- 26.10.45 Misr Airwork Anson struck on the ground at Lydda by a Stirling.
- 26.10.45 French flying boat "Lionel de Marmier" crashed in Jose Ignacio lagoon 230 kms from Montevideo.
- 31.10.45 Junkers Ju 52 of Aero O/Y hit tree near Hyvinka, Finland.
- 19.11.45 Aircraft en route Madagascar to France crashed near Tunis.
- 4.12.45 Civil Boeing B-17 of Swedish airline ABA crashed near Stockholm.
- 14.12.45 Sabena aircraft force-landed at Kouande, Dahomey; evacuated and caught fire on ground.
- 17.12.45 French (?) mail plane from Germany hit power lines and crashed at Puisseux-les-Louvres. Probably trimotor.
- 25.12.45 Paris to Tananarive service crashed into forest 60 kms west of Bangui.
- 30.12.45 Eastern Airlines aircraft landing at La Guardia, NY, overshot into bay and written off.
- 6.1.46 Pennsylvania Central DC-3 overran through fence into creek at Birmingham, Alabama.
- 13.1.46 Air France aircraft en route Pau - Paris struck steeple of church at Bouscat, Gironde and crashed.
- 18.1.46 Eastern Airlines aircraft caught fire and lost wing, crashed at Cheshire, Connecticut.
- 22.1.46 Air France Paris - Stockholm service caught fire, lost right engine, forced landing at Frensdorf, Germany.
- 31.1.46 United Airlines DC-3 hit Elk Mountain, Wyoming at night. Written-off. Other report gives 2.2.46.
- 15.2.46 Sikorsky of Panair do Brasil collided with Catalina at Manaus, Brazil.
- 18.2.46 Lockheed Hudson of BWIA crashed at Ciudad Trujillo.
- 26.2.46 Unidentified aircraft regd NC41474 crashed at Fayetteville, Georgia.
- 3.3.46 American Airlines aircraft hit mountain at 4,860 ft east of San Diego, California.
- 10.3.46 Aircraft of Australian National crashed in sea off Hobart, Tasmania.
- 29.3.46 Lockheed airliner of Trans World crashed at Washington, DC. Non-revenue flight?
- 24.4.46 Western Air Express aircraft suffered engine failure, crashed and burnt out near Hollywood, California.
- 16.5.46 Aircraft belonging to Viking Aircraft Co crashed following engine failure, Richmond, Virginia.
- 22.5.46 Norwegian airliner crashed on take-off at Oslo/Fornebu.
- 29.5.46 United Airlines aircraft crashed and burnt out at Chicago.
- ?6.46 Aer Lingus aircraft written off in ground fire at Shannon.
- 12.6.46 Iberia aircraft crashed on take-off from Barajas airport, Madrid.
- 13.6.46 Ford of Servicios Aereos Nacionales crash landed near El Arenal, Mexico after engine failure.
- 28.6.46 Mail plane crashed into power lines and burnt out after take-off from Pont-Long airfield, Pau, France.
- 2.7.46 TWA DC-3 damaged at Chicago, may not have been write-off.
- 11.7.46 Constellation of TWA crashed and burned at Reading, Pennsylvania.
- 22.7.46 Nice - Paris mail service approaching Le Bourget crashed at Pontarme near Senlis.
- 28.7.46 Sabena aircraft crashed near Gander, Newfoundland, twenty-six killed.
- 9.8.46 Lockheed of Atlantic Central crashed at Lakehurst, New Jersey.
- 21.8.46 Trans-Luxury Airlines aircraft crashed and written off due to engine failure, Moline, Illinois.
- 25.8.46 Aircraft of Misr Airwork crashed near Cairo.
- 25.8.46 American Airlines aircraft on training flight crashed from high-speed dive, Ashland, Mississippi.
- 3.9.46 Air France aircraft crashed at Haltug-Steyens shortly after take-off from Copenhagen/Kastrup.
- 4.9.46 Another Air France aircraft lost power after take-off from Le Bourget for London, crashed at Blanc-Mesnil.
- 5.9.46 Trans-Luxury Airlines lost another aircraft which crashed in fog and burned out at Elko, Nevada.

FEED BACK

Still much new information coming in on Americans Overseas as well as other features. Last issue we omitted to list all the credits so this time it is many thanks to everyone in the 'phone book, but mostly to: Paul Boswell, Phil Butler, Ian Callier, Jacques Chillon, Paul Crellin, Richard Currie, Steve Darke, Bryn Elliott, Robert Esperou, Janic Geelen, Mike Gradidge, John Havers, R. Heymans, Mike Hooks, Fred Kirby, Bryan Laws, Richard MacDemetria, Bernard Martin, Jeremy Parkin, Bob Parmerter, Roger Pattenden, Guy Roberty, Martin Smith, Vic Smith, Gilbert Sunderland, Terry Sykes, Ken Tilley and Peter Vercreijsse.

N9999F: AMERICANS OVERSEAS

N9999F American Overseas, was in service as such by 8.55.
 N9974F the "F" was not painted on, see photo.
 N9962F Wilkie was a US civilian employee of USAF, moved to Burtonwood from Germany. The Bellanca flew to Speke via Le Touquet 3.9.56 but probably didn't fly again in US marks, leaving by road about 3.60. Wilkie's Beech D17S N9972F did not come to Liverpool.
 N9956F UC-78 serial 331964 was noted derelict at Croydon on 3.9.56 and deteriorated thereafter. It must have been scrapped without being civilianised.
 N9936F was JY-ABT by 15.8.57 and still on 16.5.59, later N9936F (seen 6.61). Doubtful TJ-ABT used. Owner was Paul J Sohy, Amman, Chief Pilot Air Jordan.
 N9935F became this 3.55 after crash as VR-AAE 19.10.52 and repair. To JY-ABW 4.55, N9935F again 25.4.57.
 N9932F Lodestars - see separate list to follow.
 N9922F, '21F, '20F Tiger Moths - were these the ones flown in Germany by O.J.Marmol?
 N9919F VR801 was sold to Gp Capt E.Mole 13.6.55, he was a consultant, possibly acting for Trans World Surveys
 N9911F FAA file gives ex TA717, N9911F cld sold to Mexico 14.6.56 as XB-TOX, to N6867C 5.57, to XB-TOX again 7.57. However XB-HOB was ex RCAF KA999.
 N9910F and N9870F were noted earlier hangared at Cambridge on 10.10.59. N9910F ex PF678 was sold to Jack Amman on 28.8.56.
 N9909F was also ex NZ2384 before ZK-BCV.
 N9902F ex Egypt, possibly from Payne Field dump.
 N9900F was N9900F before becoming JY-ABY 8.55, damaged Jerusalem 15.6.59, sold as was. N9900F again and to USA via Prestwick 9.12.61.
 N9898F Navion based Iran, operated in Middle East in late fifties by Television Associates, Indiana, Inc.
 N9897F Navion c/n NAV-4-331 was regd LR-AAU 5.8.50, cld as sold to Capt Borde from Australia 26.5.56. Could have become N53TA of Television Associates.
 N9896F regd 26.1.56, back to JY-ABH by 15.8.57 and still such at Idris 7.9.58. N9896F again 27.10.58.
 N9886F did not become HS-SKA (which was PAC Tradewind c/n AF-831 ex 52-10901, N9981Z. N9886F could have become one of the unidentified Thai AF machines.
 N9871F ex RG300 was sold to J.Amman 22.10.56.
 N9870F ex RG233 was sold to J.Amman 10.8.56.
 N9868F ex PF670 sold to J.Amman 1.10.56. One other Amman purchase was RG201 on 12.7.56 - possibly N9869F? The cover photo of Mosquito N9868F taken on 5.11.57 could show the a/c en route to the USA for Jack Amman after use by the IREX Survey Co for a series of oil exploration flights over Libya. Several of Amman's six PR.34s, originally converted at Hatfield 1955-6, were used for this work.
 N9848F originally given as 44-74535, changed to 44-76535 and c/n 32867 (correct tie-up for 16119). Ex Venice
 N9846F/45F were registered 12.11.56.
 N9844F regd 19.7.56 Air Corp of Miami, to TI-1011 (officially 12.56, but in fact earlier), N9844F again 24.1.57, then to Chile as shown.
 N9841F was still regd with Seven Seas Airlines as "Baltic Sea" at Nicosia 17.9.60. To HK-3130X after second N9841F use.
 N9840F regn cld 12.6.65.
 N9839F L-5 Sentinel, ex 4298631, regn cld 27.2.62.
 N9837F regn cld 8.10.65.
 N9836F cld 4.10.62, restd 10.1.63, cld 9.8.65.
 N9835F regn cld 4.1.71. L-5E.
 N9834F regn cld 12.8.65. L-5E.
 N9833F Aeronca 11AC, 11AC-306; from and to N85890 ? By 1.64 N85890 was with Itezuke Air Base AC.

N9832F regn cld 19.7.63.
 N9831F L-5E Sentinel, ex 44-17704, regn cld 25.6.62.
 N9825F to N9822F all cld 5.55
 N9792F ex (N9872F).
 N9772F Mustang identity should read 44-63871, then Fv26039 (Sweden), delivered to IDFAF as 350x then serialled 23xx in block 2330 to 2354.
 N9757F Date to LX-IOG should be 27.2.63.
 N9756F Martin Smith queries subsequent identity N215DM as this was built 1961 (c/n D-6795), airfreighted into Heathrow 3.5.62 and became G-ARZN on 23.5.62. Where does N9756F fit into this, if at all?
 N9700F intended as OO-LMV but destroyed by fire at Overboelare. N9759F became OO-LMV in its place.

Now some further information about the earlier batches.

NC79800 Belonged to the US Embassy Flying Club based at Elstree. Made a forced landing on Northampton Racecourse 20.4.48 but on taking off later the same day it failed to gain height and crashed onto a house in Junction Rd injuring the pilot and passenger. Its remains were noted at Gatwick on 5.7.53.
 NC79816 Was also noted derelict at Gatwick on 5.7.53. It was also a US Embassy Flying Club machine, as was NC79819 which became G-ANXP as shown.
 NC74137 Used in Eire, named "Lady Allair". Reported in a garage near Shannon 6.62 and in Limerick in 1964.
 NC74138 Was owned by the US Naval Air Attache. It later became G-15-109 and was with Shuttleworths at Old Warden from about 1952, becoming G-PRXI 6.6.83.

Other suggestions in this sequence c.1948 include:

N79820 Lockheed 12A c/n 1277 ex G-AGVZ, to F-BFUD, N4992V
 N79848 Beech C18S c/n 8343 ex 44-87107(?), to SE-BTS, HB-GAC, SwissAF B-8, HB-GAC
 N79849 F.24W Argus 1
 N74126 NA Navion
 N74130 F.24W Argus 1
 N74135 F.24W Argus 1
 N74140 Stinson AT-19 c/n 1404 ex (G-AJKZ)

Beech 17 N6402N c/n 4921 ex 43-10873, FZ431, G-AJLD was a French-based aircraft in 1948. Another sequence?
 A third wreck at Gatwick 5.7.53 was Cub floatplane NC98887 again possibly part of another overseas sequence?



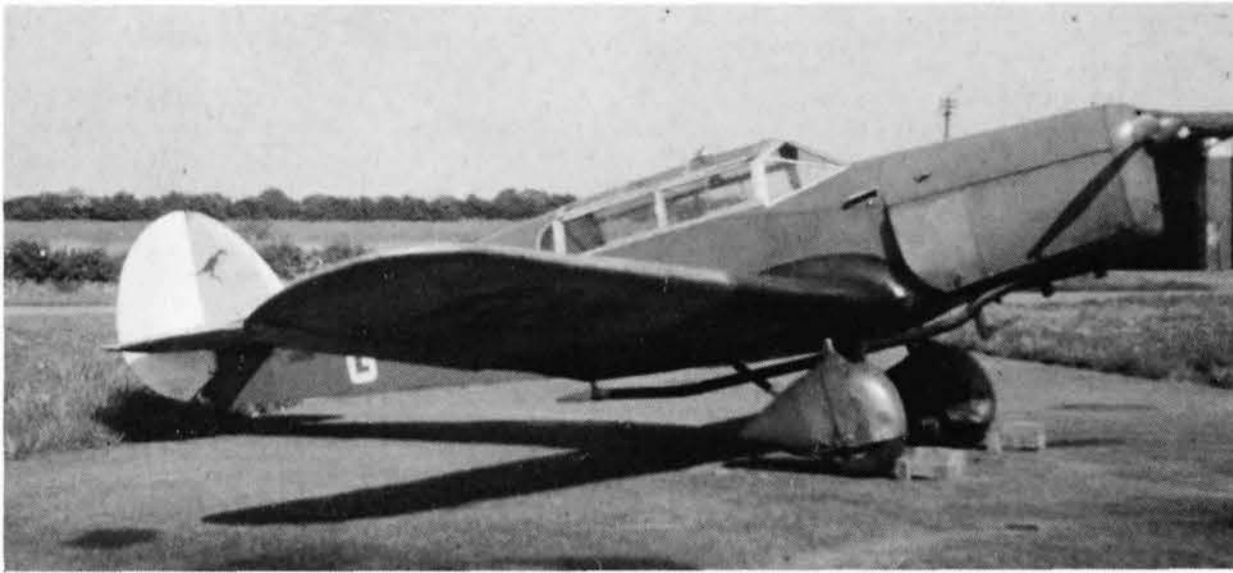
Above: Lodestar N9974 with no F, probably at Ringway on 1.7.54. (J.W.Saull via John Havers)

Below: C-46 N9841F was used by Casair on Caribbean cargo services during the seventies. (Wim Zwakhals collection)



AUTHORISATIONS TO FLY 1935-49

On page 88/104 Authorisation No.132 to E.D.Ward is quoted. This referred to Wards Aircraft of Speke, Northern England distributors of the Topsy. Ward owned S.2 G-AESU which was involved in an accident at Walsall 2.5.37 while being demonstrated to the Walsall AC. Another S.2 G-AEXK presumably also had an accident, it was allegedly scrapped within two months of delivery. Ward also had Topsy B G-AFEI and a Trainer G-AFMN. The AtoF renewal 13.8.37 might have relate to 'EXK, that of 23.2.38 to 'FEI. Both 'FEI and 'FMN were current thereafter. It is possible that G-AFJR might also have used the AtoF as it was sold via Ward to R.E.Bibby.



Left: It's that Gull again!
The Gull Four c/n D.28 G-ACGP (Javelin III) at Staverton just after its last flight 29.4.48, the tale of which was told in the Summer '91 Digest. It had spent the war years dismantled at Thame and Haverfordwest and had not flown since 1939, nor did it have a valid C of A. The owner/pilot F.C. Bettison was an Australian, hence the kangaroo on the tail fin. (Jack Meaden)

THE PERCIVAL GULL FOUR / SIX

- D.22 Last CofA renewal on 10.8.36.
- D.23 Registered F-AOZS 15.6.36, not to Guy de Chateaubrun (though probably through him as agent) but to A. Lamur at Oran, Algeria. To P. Legastelois, Paris 6.38. To A.A. Motte, Roubaix 6.39. Last inspected on 4.11.38 at Billancourt (still in name of Lamur) with CofA suspended at that time.
- D.26 G-ACYF is listed by Miranda/Mercado in "Aviones en la Guerra Civil Espanola" as going to Spain in 6.37, but it is not mentioned in Howson's "Aircraft of the Spanish Civil War".
- D.28 The story of G-ACGP's last flight was told in Digest, Summer 1991 p.61/2, by Jack Meaden who has sent us a further photo. The owner, Frank "Digger" Bettison, is recalled by Roger Pattenden: he had flown Sunderlands from Pembroke Dock during the war (which hardly ties up with an age of 22 in 1948!), this may explain how he found the Gull at nearby Haverfordwest (but does not explain how the Gull got there from Thame, when, or with whom). Bettison was later involved in looking after the 2 Walrus and 2 Sea Otters parked at Redhill and he also owned Proctor 3 G-AKWJ by 6.49, indeed he may have been killed later flying a Proctor. At least two readers suggest that the flying boat in which he was interested was the Golden Hind G-AFCI at Harty Ferry in 4.54.
- We can be sure that G-ACGP was not scrapped at Harry Buckland's as it was noted in a yard in South Croydon 26.9.48, so how did it get there?
- D.30 Australian history is: VH-UTP, CofR 526, 9.6.35 regd to P.G. Taylor, Sydney, "Polaris". To Chasling Air Services, Essendon 8.35. To Victorian Flying School and Taxi Services Pty Ltd, Melbourne. To Holyman's Airways Pty Ltd, Melbourne & Launceston. Temporarily off register 12 - 22.2.36. To Australian National Airways Pty Ltd, Melbourne, "Pilega" 25.11.36. To R.M. Edwards, Darwin 1.9.43. To H.V. Moss, Darwin 17.6.47. To Salvation Army (Vic) Property Trust, Melbourne 6.8.47. To K.S. Mullan, Darwin 17.4.51; temporarily off register 7.5.51 to 16.10.51. To Gailala Air Services, Tapini, Papua New Guinea 2.4.54. To Australian Aircraft Sales, Kings Cross, NSW 8.3.56. To Rain Air Taxis, c/o AAS, Kings Cross 17.5.56. Struck off register 30.6.59. The Gull is now being restored by Nick and Greg Challinor at Murwillumbah, NSW.
- D.31 After the last CofA renewal 25.8.37, D.31 was sold to Mlle. Spitzer, Neuilly and registered F-AQLZ 30.3.38. The c/n is confirmed in French records. The last Veritas check was on 29.8.38 at Pontarlier, the CofA was noted as expired. No further details are known, which is probably the reason for suspected Spanish connections. It is however listed as to Spain 12.37 in the Miranda/Mercado book (see c/n D.26). Another theory is that it went to Spain 12.36 and was the "3-seater" reported escaped, with a Monospar, to Bordeaux on the collapse of the Basque front on 20.10.37. It could then have been registered F-AQLZ as above.
- D.32 Last CofA issued on 15.6.35. Cancellation 5.36 as wfu would end the story. Not sold as F-AQLZ, see c/n D.31 above.
- Photo (p.91/16) was taken outside the Avia Palace (of which the name was partially obscured) hotel/restaurant on the airfield at Brussels Haren/Evere.
- D.36 J-BASC was bought by the Mainichi Shimbun newspaper.

- D.37 More details of the fate of G-ACJR: inbound to Lympne N.M. Gazdar & A.S. Hell had descended to 20ft above the sea in the Channel. As they were low on fuel a ditching was attempted close to the fishing vessel.
- D.38 G-ACJW was based at Sherborne 9.33 to 8.34 with Lt. Patrick Randolph.
- D.40 Reason for cancellation 21.4.37 not known, but an INA aircraft flying mail on the Karachi to Lahore route crashed near Jacobabad killing the pilot on 26.1.37. Could this aircraft have been VT-AGO?
- D.55 Cover Photo 2/91 shows Air Commodore Allen H. Wheeler (note spelling).

THE BRANTLY B-2

65 N5927X confirmed prior to LV-IBX.
131 N5987X prior to CX-AXD.

Heliconair operated G-ARZI and G-ASEI at the time of the Durham Police use.
BEAS had the following between 1.67 and 4.67, G-ASHJ, SUN, SXE, TFG, TFH, VCA and VJN, any could have been used by the Lancashire Police.

CIVIL REGISTERS OF THE SUDAN

No sooner had we listed "all we had" than Paul Boswell returned from another foray into the official records and the following updates the Register to 13.6.91.

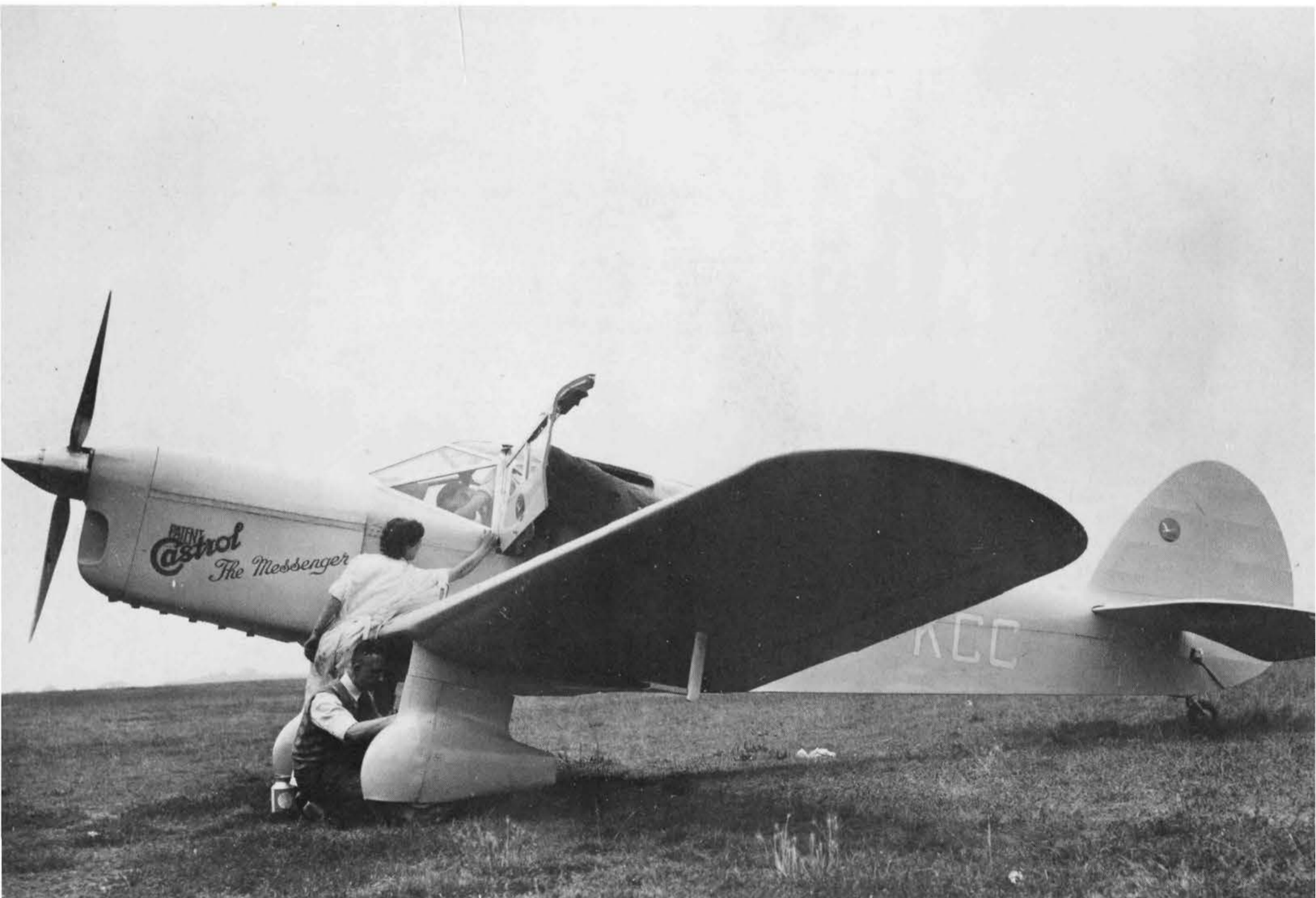
- ST-ACH regn date was 20.8.63.
ST-ACP to Ban Air Ltd, 1.11.89. Current.
ST-ACX to Ban Air Ltd, 1.11.89. Current.
ST-ACZ cancelled 16.1.90 with CoA expired 13.8.68.
ST-ADV cancelled 16.1.90 with CoA expired 10.84.
ST-AFF cancelled 16.1.90 with CoA expired 11.84.
ST-AFJ regn date 18.8.74 (not 2.3.79 or 8.78).
ST-AFS cancelled 15.8.90, sold abroad, perhaps Italy?
ST-AFV to Balla Trading Co Ltd 29.6.89. Current.
ST-AFW to Blue Bird Avn Ltd 21.7.90. Current.
ST-AHL to Sudanese Aeronautical Services Co Ltd 1.3.90.
ST-AHX reported shot down by ground fire over Awil, near Wau on or about 15.5.91, with loss of UK pilot.
ST-AIO to Blue Bird Avn Ltd 11.4.90. Current.
ST-AIP to Fayez Zaki Mikhael 23.10.89, then to Blue Bird Avn Ltd 1.5.90. Current.
ST-AIZ to El Fatih Mohd Ahmed Erwa 29.10.89. Current.
ST-AJD cancelled on 31.7.88.
ST-AJM is still listed as current.
ST-AJR cancelled on 2.2.88.
ST-AGK official records show 25-2165 (not 25-2160), thus confirming ex ST-ABY and 5B-CFK.
ST-AKH official records show 25-2370, not -3270.
ST-AKW Nile Safaris operated this for Sudan Air Force. To Sudan Airways 2.10.89.
ST-ALC regd 20.8.87 to El Sheikh Mustafa El Amin Agricultural Co Ltd. CoR No.276. Current.
ST-ALD as ST-ALC, CoR No.277. Still shown as current.
ST-ALE as ST-ALC, CoR No.278.
ST-ALF regd 13.10.87, CoR No.279, cancelled 20.8.89.
ST-ALG regd 9.7.87, CoR No.280, cancelled 20.8.89.
ST-ALK regd 20.9.88, CoR No.284, current.
ST-ALL regd 10.7.88, CoR No.285, cld 27.5.90, to 5B-DAY.
ST-ALM regd 5.2.89, CoR No.286, cld 23.5.89.
ST-ALN regd 5.8.89, CoR No.287, current.

/listing to be continued . . .



ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly



Beryl Markham's Vega Gull VP-KCC receives a final polish before leaving Gravesend for Abingdon and the start of her East-West solo Atlantic flight. This issue sees the start of the Vega Gull production history in "The Whole Truth". (Photo via H.J.Hazewinkel)



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The AIR-BRITAIN Civil Aviation Historical Quarterly

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In this edition we progress through the licence-built Fokker F.VII production and hope that the very welcome efforts of Vaclav Nemecek have cleared up many of the old problems associated with the Avia aircraft. Next time we should reach US production and that certainly contains plenty of problems! Meanwhile the Whole Truth moves on to the Vega Gull listing, with many thanks to Fred Kirby, Bernard Martin, Jack Meaden, Pierre Parvaud and Vic Smith all of whom added their particular expertise to the Editor's compilation.

We are very pleased to bring back more Extracts, chiefly as a result of some excellent responses to the earlier list, so we hope that the latest problems will raise as much interest. Another item that raised a great deal of comment was the American Overseas register, so much so that we have extended the Feedback columns to include the extra material. Another reason for this extension is the study of the unique Capelis XC-12 which began as a How? What? Where? query last time but rather grew beyond the scope of this page.

Interim thanks are due to those readers who submitted EP9 and Gemini photos in response to our request; these types will be appearing shortly. A further request involves US Civil aircraft current in 1929 and the early thirties, if anyone has access to photos of likely subjects we would like to hear from them - no need to send a list, we will send more precise details in due course to those who respond.

Some offers of future articles have been received, for which we are most grateful, but the Editor's Christmas would be made if a few more unsolicited offers dropped through the letter box with the cards and the junk mail! Even incomplete material or ideas would be welcome, we can call on willing volunteers to add their expertise on many subjects, so let's hear what you have to offer or what you want!

CLOSING DATE FOR NEXT ARCHIVE -
24th January 1992

HOW ? WHAT ? WHERE ?

The photograph above, via Mike Hooks, shows the Oxford exhibited at the Brussels Salon of 1939, the subject of a query on p.91/30. The particular aircraft remains unidentified however, so perhaps the photo will offer a visual clue or jog someone's memory.

The Sikorsky S-43 LN-DAG, subject of last issue's enquiry about its subsequent history, is shown below as F-AREX. It was sold to Cie des Chargeurs Réunis with French CofA issue on 27.9.38. En route to France it had been checked at Schiphol by Veritas with 197 flying hours logged. Registered F-AREX on 19.10.38 it was delivered via Marseille to Abidjan. The S-43 was used in the Gold Coast region and flew the first seaplane services into Lagos, Nigeria. The photo shows it moored on the inland waterway at Lagos during unloading/loading operations (J.A.K.Travers via J. Meaden). Aeromaritime (Cie des Chargeurs Réunis) operated between Pointe Noire and Dakar where the S-43s linked up with Air France services. F-AREX was last checked by Veritas in Abidjan on 16.12.43 with 1691 hours. It was cancelled from the register W.3.46 as "dilapidated".

The Avian advertised in the "Sunday Express" of 4.12.38 is still unidentified, but the crash off Margate did take place on 17.7.38 and is identified as M.14 Hawk Trainer G-AFEU of the Thanet Aero Club. It spun in after a loop killing pilot Edmund Betts and passenger Miss Marjorie Walk. The pilot had only 20 hours solo and no aerobatic experience. The Hawk Trainer was modified with anti-spin strakes and taller rudder as the M.14A in 1938.

The enquiry about film star "NC12762" identified Capelis XC-12 which is featured on p.91/112 in detail. We also have two more Roman lettering candidates, the Aero Bonner Chipmunk G-ARWB of 1976 and AA-5 Cheetah G-REEK in 1977. Thanks for contributions to Keith Cruttenden, Tony Doyle, Robert Esperou, Mike Hooks, Jack Meaden and Vic Smith.

Two new requests: Czech reader Milan Janac asks whether anyone has a photo of Ju 352 OK-JUE at Northolt in 1946, or of an Il-12 which visited the UK in 9.49. Meanwhile Charles Cain would like details of the history of Proctor V G-AJMX and details of Wg Cdr R.W.Lindsay who flew it on a charter for him from Rochester to Farnborough in 6.47.



The FOKKER F.VII series

PART FOUR



Above: Ten F.VIIb/3m aircraft of Ceskoslovenska Letecka Spolecnost (C.L.S.) lined up at Kbely aerodrome near Prague, Czechoslovakia, with an Avia BH25 at the end. The eight nearest aircraft are Avia-built with 240 hp Walter "Castor" engines and 3-blade propellers. (via Jack Meaden)

We continue with our listing of licence-built Fokker F.VII production by other manufacturers.

II. AVIA-BUILT AIRCRAFT

The Czech factory at Cakovice built the Fokker F.VIIb under licence between 1929 and 1932. The exact number of aircraft built has been disputed but thanks to the efforts of Václav Němeček and an ex-CLS employee Mr Panáček we are able to correct previously-published errors and produce a definitive list. Officially 21 aircraft were stated as being built but this figure includes two, c/ns 10 and 11, allocated to Letov and not constructed. Three more c/ns, 22 to 24, were allocated to spare sets of wings. The only doubt now remaining is the correct tie-up of c/ns 8 and 9, given as OK-ABP and -ABR alphabetically by Mr Panacek but in reverse order in the official pre-war register. [Other sources have earlier quoted c/n 3 as OK-ABN, 8 as both OK-ABR and -ATC, and 13 as F-AMBH. The military F.VIIb.1 was previously unidentified by c/n.]

Some sources quote the registrations OK-ABK, -ABL for the two c/ns allocated to Letov for construction at their Prague-Letnany works. This we cannot confirm although it seems unlikely as the marks OK-ABL had been used by the Letov S-31 ex L-BABL since 1930 and L-BABK was a Letov S-218 not later re-registered.

Of the Avia production five were built for CSA with 240 hp Walter Castor engines. The other Czech airline, CLS, had three initially with Skoda-built Wright Whirlwinds, three with 250 hp Avia DR-14 and two with Castor engines, though changes were made to several later. Four were built for the French company CIDNA with Gnome-Rhone Titan 5Bc or with Gnome-Rhone 7Kb engines. It is not known why one of these, c/n 15, was the last to be delivered.

C/n Model and engine details
Regn Date Remarks

- | | | | |
|---|-------------------------|---------------------------|--|
| 1 | F.VIIb/3m
OK-AFA | Walter Castor
09.07.30 | CSA
(Engines nos. 14164, 14007, 14008)
20.03.38 withdrawn from register. |
| 2 | F.VIIb/3m
OK-AFB | Walter Castor
28.07.30 | CSA
(Engines nos. 14045, 14089, 14057)
19.01.39 withdrawn from register. |
| 3 | F.VIIb.1
S 19
N 1 | unknown | Military Aviation Institute
Aviation Regiment No.6, Prague. |

- | | | | |
|----|---------------------|------------------------------------|---|
| 4 | F.VIIb/3m
OK-ABM | Skoda-Wright Whirlwind
18.07.30 | CLS
(Engines nos. 2, 3, 5 or 9, 13, 15)
13.03.38 withdrawn from register,
t/t 1695 hours. |
| 5 | F.VIIb/3m
OK-ABN | Skoda-Wright Whirlwind
09.08.30 | CLS
(Engines nos. 8, 14, 12)
later Avia DR-14 engines (nos. 617,
620, 622)
D-AABN 16.11.39 Deutsche Lufthansa. T/t 2748 hours
on transfer. |
| 6 | F.VIIb/3m
OK-ATC | Walter Castor
04.10.30 | Bata
17.10.32 cancelled following accident. |
| 7 | F.VIIb/3m
OK-ABO | Walter Castor
04.09.30 | CLS
(Engines nos. 14082, 14079, 14048)
D-AABO 21.04.40 Deutsche Lufthansa. T/t 2220 hours
on transfer
.42 to Croatian Air Force. |
| 8 | F.VIIb/3m
OK-ABP | Skoda-Wright Whirlwind
17.11.30 | CLS
(Engines nos. 11, 12, 13)
Later Avia Rk-12 engines
D-AABP .39 Deutsche Lufthansa. T/t 2544 hours
on transfer. |
| 9 | F.VIIb/3m
OK-ABR | Walter Castor
24.01.31 | CLS
(Engines nos. 14055, 14048, 14047)
to Masarykova Flying League (MLL),
Prague
01.08.39 withdrawn from register, t/t 2057
hours. |
| 10 | | | Reserved for Letov production. Not built. |
| 11 | | | Reserved for Letov production. Not built. |
| 12 | F.VIIb/3m
OK-AFC | Walter Castor
02.12.31 | CSA
(Engines nos. 14059, 14045, 14050)
20.03.37 withdrawn from register. |



Above: Avia-built F.VIIb/3m c/n 17 F-ALGS in CIDNA colours. (Harm Hazewinkel collection)

- 13 F.VIIb/3m Walter Castor
OK-AFD 02.12.31 CSA
 (Engines nos. 14091, 14095, 14092)
 01.03.38 withdrawn from register.
- 14 F.VIIb/3m Walter Castor
OK-AFE 07.04.32 CSA
 (Engines nos. 14090, 14089, 14088)
 .38 Bata
 15.07.39 withdrawn from register.
- 15 F.VIIb/3m Gnome-Rhone 7Kb
F-AMBH 27.05.32 CIDNA
 .33 Air France "L'Eveillée"
 .39 Armée de l'Air ?
 .39 at Marignane, 5247 hours reported.
- 16 F.VIIb/3m Gnome-Rhone Titan 5Bc
F-ALGR 15.04.31 CIDNA
 .33 Air France "La Coquette"
 .39 Armée de l'Air ?
 .39 at Marignane, 5666 hours reported,
 CofA suspended.
- 17 F.VIIb/3m Gnome-Rhone 7Kb
F-ALGS 12.05.31 CIDNA
 .33 Air France "La Moqueuse"
 fate unknown.
- 18 F.VIIb/3m Gnome-Rhone Titan 5Bc
F-ALGT 22.05.31 CIDNA
 .32 rebuilt with new wing c/n 24, this
 c/n then quoted in French records
 .33 Air France "La Railleuse"
 .39 at Marignane, 4633 hours reported.
- 19 F.VIIb/3m Avia DR-14
OK-ABS 09.05.32 CLS
 (Engines nos. 615, 616, 613)
 later Skoda-Wright Whirlwinds
 (Engines nos. 16, 8, 17)
 later Avia Rk-17s
 (Engines nos. 823, 824, 822)
 .39 Deutsche Lufthansa, t/t 1952 hours
D-AABS 22.04.40 Deutsche Lufthansa
 .42 to Ctoatian Air Force.
- 20 F.VIIb/3m Avia DR-14
OK-ABT 04.03.32 CLS
 (Engines nos. 615, 616, 613) ?
 later Walter Castors
 (Engines nos. 14079, 14080, 14054)
 14.12.35 cancelled after accident.
- 21 F.VIIb/3m Avia DR-14
OK-ABU 26.04.32 CLS
 (Engines nos. 617, 619, 613 (?))
 later Walter Castors
 (Engines nos. 14159, 14078, 14162)
 .34 CSA, t/t at transfer 653 hours
 21.02.39 withdrawn from register.

- 22)
) Wings only constructed. Delivered to
 23) CIDNA as spare parts. Wing c/n 24 used
) for F-ALGT (c/n 18) during rebuild.
 24)

III. PLAGE & LASKIEWICZ-BUILT AIRCRAFT

In 1928 the Polish Government reached agreement with Fokker regarding the licence manufacture of Fokker transport aircraft and production of the F.VIIb was entrusted to the firm of Plage & Laškiewicz (Zaklady Mechaniczne E. Plage & T. Laškiewicz) at Lublin. Work began towards the end of 1928 and the first of a batch of 11 flew in June 1929. Also in 1928 an order was placed for 21 Skoda-Wright Whirlwind powered F.VIIb bomber versions. In 1934/5 five LOT F.VIIb airliners and three ex-military aircraft were modified to take the Pratt & Whitney Wasp Junior and converted to 10-passenger layout. These were given new c/ns from 1 to 8, indicated in the list below as (*1) to (*8). One of them, SP-AMH, was in 1937 converted to twin-engine configuration and adapted for photo-survey work, thus becoming the sole F.VIIb/2m. It is also rumoured that P&L should have built a F.VIIb for the Belgian military, to have become F-1.

- 1 F.VIIb/3m Whirlwind J5A
SP-ABA 27.09.29 LOT "Anka"
 fate unknown.
- 2 F.VIIb/3m Whirlwind J5A
SP-ABB 09.12.29 LOT "Basia"
 fate unknown.



Above: F.VIIb/3m SP-ABA "Anka" c/n 1 climbing out after take-off. The relatively small fin and rudder was considered adequate throughout the life of the type, although Kingsford Smith had a larger rudder fitted after his early flights on "Southern Cross", no doubt after trying the effects of shutting down a wing engine. (via J.M.)

- 3 F.VIIb/3m Whirlwind J5A
SP-ABC(1) 09.29 LOT "Celina"
OO-AIG 29.11.29 Sabena
05.40 taken by enemy at Haren.
- 4 F.VIIb/3m Whirlwind J5A
SP-ABD 08.11.30 LOT "Danusia"
fate unknown.
- 5 F.VIIb/3m Whirlwind J5A
SP-ABE 18.11.30 LOT "Ewa"
23.10.35 scrapped.
- 6 F.VIIb/3m Whirlwind J5A
SP-ABF 18.11.30 LOT "Flora"
converted to Wasp Junior:
(*5) SP-AOE 23.10.35 LOT
fate unknown.
- 7 F.VIIb/3m Whirlwind J5A
SP-ABG 18.11.30 LOT "Grazyna"
25.11.34 written off.
- 8 F.VIIb/3m Whirlwind J5A
SP-ABH 18.11.30 LOT "Hela"
converted to Wasp Junior:
(*6) SP-AOF 17.06.35 LOT
fate unknown.
- 9 F.VIIb/3m Whirlwind J5A
SP-ABI 04.30? LOT "Iza"
converted to Wasp Junior:
(*4) SP-AOC 26.03.35 LOT
fate unknown.
- 10 F.VIIb/3m Whirlwind J5A
SP-ABK .30 LOT "Kryisia"
converted to Wasp Junior:
(*8) SP-AOT .35 LOT
fate unknown.
- 11 F.VIIb/3m Whirlwind J5A
SP-ABB(2) 01.31 LOT "Celina"
converted to Wasp Junior:
(*7) SP-AOG 23.10.35 LOT
09.39 escaped to Bucarest-Baneasa.
- (*1) F.VIIb/3m Wasp Junior
SP-AMH 04.34 LOT, ex Polish Air Force
.37 became F.VIIb/2m
09.39 escaped to Bucarest-Baneasa.
- (*2) F.VIIb/3m Wasp Junior
SP-AMI 08.35 LOT, ex Polish Air Force
09.39 escaped to Bucarest-Baneasa.
- (*3) F.VIIb/3m Wasp Junior
SP-AMK .35 LOT, ex Polish Air Force 70.03
fate unknown.

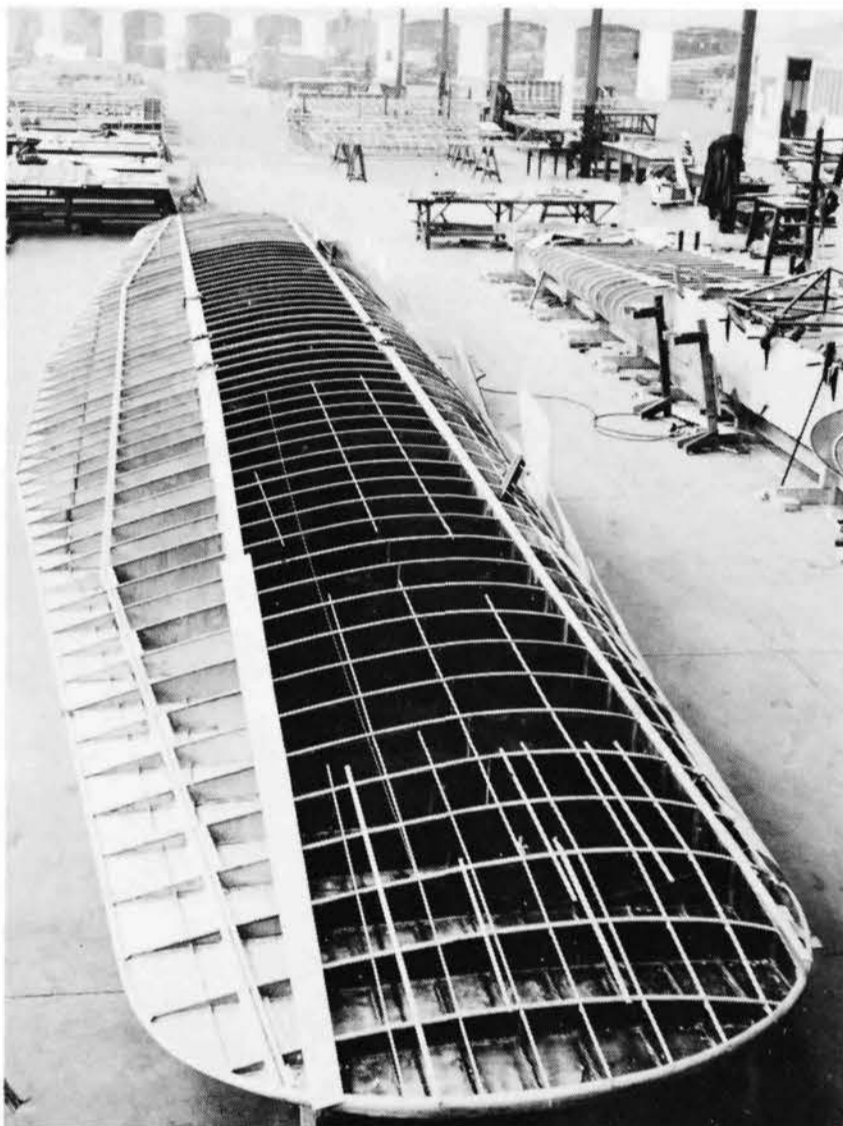
IV. A.V.ROE-BUILT AIRCRAFT

In 1928 A.V.Roe & Co Ltd, Newton Heath, Manchester, had acquired the licence to build the F.VIIb for sale throughout the British Empire with the exception of Canada. This model was known as the Avro 618 Ten and was powered by three Armstrong Siddeley Lynx IVB or IVC of 240 hp. The company later built several developments such as the scaled-down Avro 619 Five and Avro 624 Six as well as the twin-engined Avro 642 but these do not concern us here.

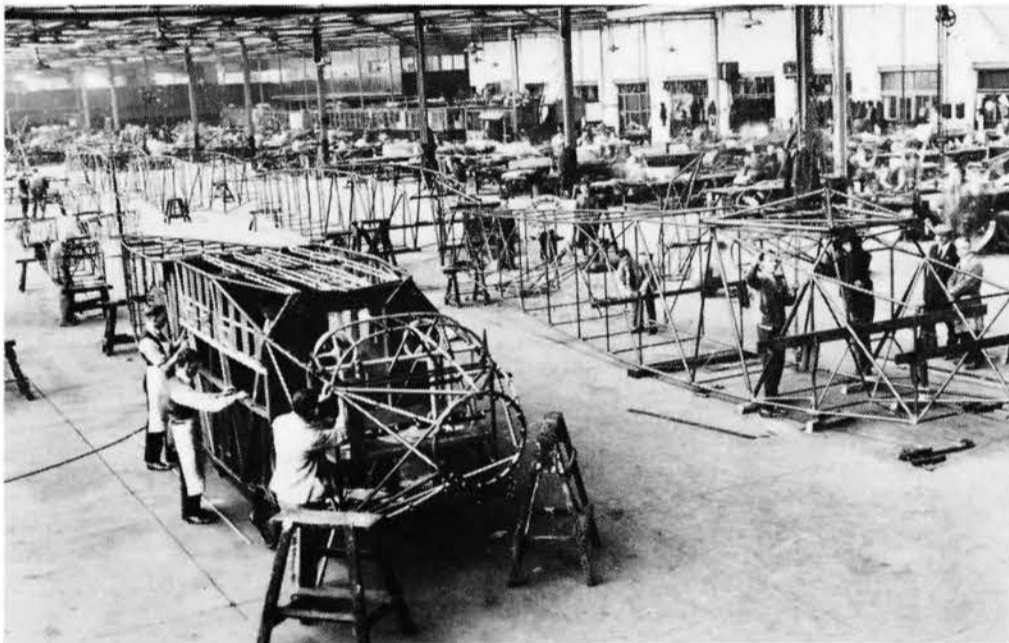
Right: The first Avro Ten to be completed was G-AADM c/n 241. It was displayed at Olympia 7.29 with Fairey-Reed type twisted metal propellers but these were replaced by laminated wood propellers when it was supplied to Australian National Airways to become VH-UMF "Southern Cloud". This photo of an ANA aircraft is believed to show c/n 241 when Kingsford Smith (2nd from left) made a trial flight before purchase.
(Aeroplane, via Jack Meaden)



Above: F.VIIb/3m SP-ABK "Kryisia" built as c/n 10 by Plage and Laskiewicz of Lublin, Poland, photographed coming in for a landing. (via Jack Meaden)



Above: The ply-covered wooden wing, with two laminated spruce spars, of the F.VIIb/3m is seen here during production of the Avro Ten version. The wing was made in one piece with the ailerons cut out afterwards, the simplest way of producing a perfect match. The underside of the wing has here been covered and it has been turned over ready to cover the leading edge, followed by the top surface. The wing on the right is inverted preparatory to covering the bottom surface and the jig to ensure the all-important squareness of the parallel centre-section can be seen.
(Avro, via Jack Meaden)

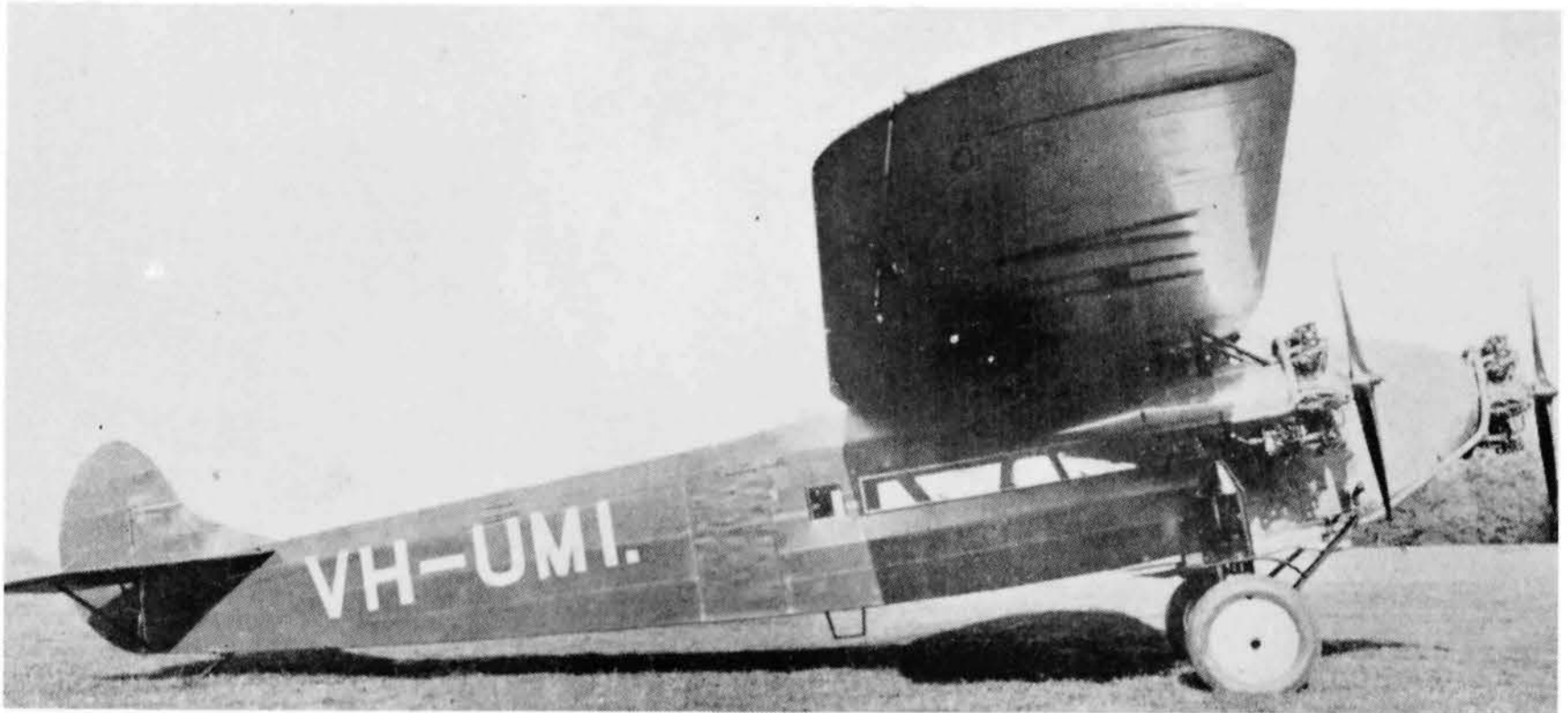


Above: VH-UMG "Southern Star" c/n 230 was the second of 5 Avro Tens for Australian National Airways. In this view from above, the 2 feet thick straight centre section of the Fokker wing is seen with the pilots' cockpit under the leading edge. The projection behind the near wheel is a scraper to prevent mud being thrown up by the wheels on the grass airfields of the time. These replaced the mudguards fitted above the wheels on this aircraft and on VH-UMI and VH-UNA in Australia. (via Jack Meaden)

Left: The Avro Ten fuselage assembly line showing the welded steel tube structure having its smaller assemblies bolted on and the wooden floor, window frames and formers attached prior to the final stage of fabric covering. The nearest fuselage frame is in the last stages of completion, with nose engine mounting ring, pilots' control wheels and the cabin front bulkhead fitted. (Avro via Jack Meaden)

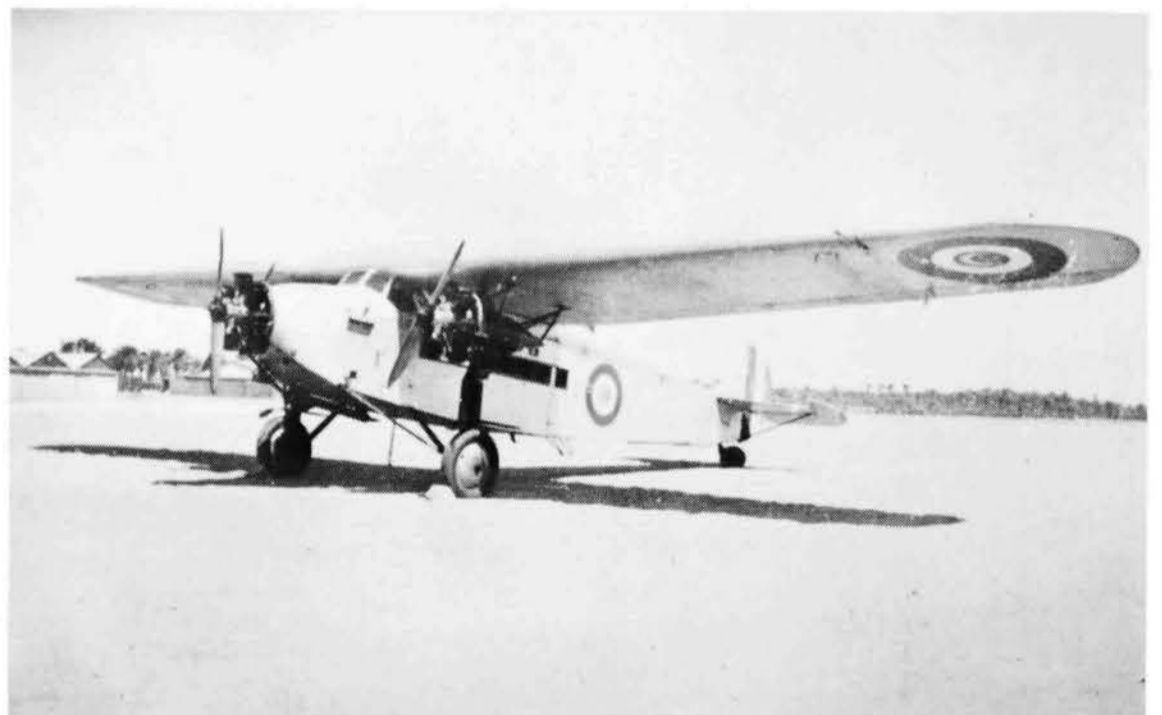
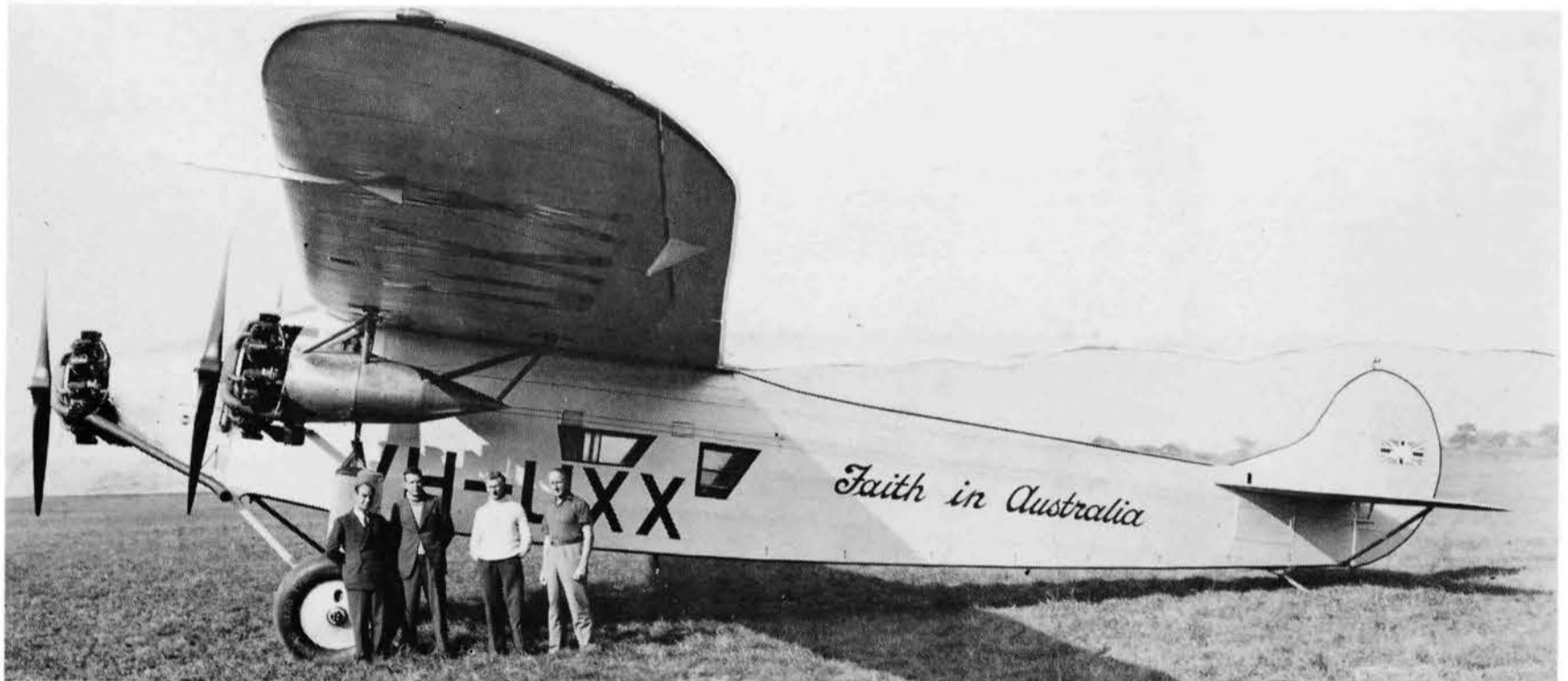
Note that Avro production is listed in c/n order but the build order can be derived from dates of registration.

229	F.VIIb/3m	Lynx	IVB				
	VH-UMH	05.09.29	Australian National Airways (ANA)				
			"Southern Sky"				
		08.33	New England Airways "City of Grafton"				
		06.01.36	scrapped.				
230	F.VIIb/3m	Lynx	IVB				
	VH-UMG	13.11.29	ANA "Southern Star"				
		03.33	Hart Aircraft Services				
		09.35	Australian Transcontinental Airways				
		18.10.37	damaged in landing, Mascot.				
231	F.VIIb/3m	Lynx	IVB				
	VH-UMI	08.02.30	ANA "Southern Moon"				
	VH-UXX	16.01.33	C.T.P.Ulm "Faith in Australia"				
		02.33	rebuilt with 330 hp Whirlwind J6-7 for projected world flight				
		.33	rebuilt with new fuselage by Avro				
		12.10.33	dep Heathrow on record England - Australia flight, 6d 17h 45m to Derby, WA.				
		08.35	Eastern Transport Ltd				
		06.38	Kingsford Smith Aviation Services				
		05.41	Stephens Aviation Ltd, Wau, NG.				
		30.08.44	regn cld, stored and disintegrated at Townsville, Qld.				
241	F.VIIb/3m	Lynx	IVB				
	G-AADM	26.08.29	A.V.Roe & Co				
	VH-UMF	13.11.29	ANA "Southern Cloud"				
		21.03.31	crashed in Strathbozie Mountains, wreck located 26.10.58.				
371	F.VIIb/3m	Lynx					
	VH-UNJ	08.02.30	Queensland Air Navigation Co Ltd				
		10.31	New England Airways				
		01.32	Airlines of Australia "City of Brisbane"				
		19.06.40	scrapped.				
384	F.VIIb/3m	Lynx					
	G-AASP	23.04.31	Imperial Airways "Achilles"				
		20.11.39	CofA expired, dismantled				
		03.04.40	cancelled as destroyed.				
388	F.VIIb/3m	Lynx	IVB				
	VH-UNA	04.04.30	ANA "Southern Sun"				
		26.11.31	crashed, Alor Star, Malaya.				
468	F.VIIb/3m	Lynx					
	VH-UPI	31.10.30	Queensland Air Navigation				
		10.31	New England Airways				
		12.31	Airlines of Australia "City of Sydney"				
		15.09.38	scrapped.				
524	F.VIIb/3m	Lynx					
	VT-ACT	06.11.31	Indian State Airways				
		16.01.40	registration cancelled.				
525	F.VIIb/3m	Lynx					
	G-ABSP	22.12.31	A.V.Roe & Co				
	F200	01.32	Egyptian Army Air Force				
		10.12.33	crashed, Assiut, Egypt.				



Above: Avro Ten c/n 231 finish-painted as VH-UMI (full stop!) by Avro before delivery, showing the wooden propellers fitted as standard to the 215 hp seven-cylinder Armstrong Siddeley Lynx engines. Above the wheels are the Fokker mudguards fitted by Avro which were replaced by scrapers in Australia. (Aeroplane via Jack Meaden)

Below: VH-UMI was rebuilt in 1932 with 330 hp Wright R-975 engines and it was re-registered VH-UXX and given the name "Faith in Australia" by C.T.P.Ulm. It was used by Ulm and P.G.Taylor to break the England to Australia record between 12.10.33 and 19.10.33. (Aeroplane via Jack Meaden)



Right: Two Avro Tens, G-ABSP c/n 525 and G-ABSR c/n 526, went to the Egyptian Army Air Force in January 1932 as F200 and F201 respectively. The photograph appears to be of F200 which crashed on 10.12.33. The other machine survived to be transferred to Indian National Airways with whom it flew the Karachi - Lahore service for a number of years and surveyed an air route to China. (Jack Meaden)



Above: Avro Ten c/n 388 VH-UNA "Southern Sun" flies over in a revealing shot from a seldom-seen angle which clearly shows the straight centre section of the wing between the engines introduced on the F.VIIb variants. (via Jack Meaden)
 Below: Late production Avro Ten c/n 527 G-ACGF was supplied to Midland & Scottish Air Ferries. The F.VIIb/3m was an aircraft from the days of grass airfields and tailskids, but Avro Tens c/n 524 to 527 were exceptions in each having a tailwheel fitted as seen here on G-ACGF. (Aeroplane via Jack Meaden)



526	F.VIIb/3m	Lynx			
	G-ABSR	29.12.31	A.V.Roe & Co		
	F201	01.32	Egyptian Army Air Force		
	VT-AFX	09.34	Indian National Airways		
		26.04.38	registration cancelled.		
527	F.VIIb/3m	Lynx			
	G-ACGF	03.05.33	Midland & Scottish Air Ferries Ltd		
		12.46	registration cancelled.		
528	F.VIIb/3m	Lynx			
	G-ABLU	18.06.31	Imperial Airways "Apollo"		
		30.12.32	crashed, Ruysselede, Belgium.		
---	F.VIIb/3m	Lynx			
	K2682	07.36	Royal Air Force		
		24.07.36	delivered to Wireless & Equipment		
		10.36?	Flight, RAE Farnborough		
			to Station Flight, Gosport		
			fate unknown.		

to be continued

Complete Civil Registers : 3

New Zealand



Above: National Airways V.807 Viscount ZK-BWO "City of Dunedin" taxiing on inboard engine power. (R.W.Kerr)

PART THIRTY-SEVEN

ZK-BVP Cessna 172 36582 3.3.58
Ex (N8882B). Rural Avn Ltd, New Plymouth. To New Plymouth AC 28.4.58; to S.H.J.Maunsell, Masterton 16.6.61, opd by Wairarapa & Ruahine AC to whom sold 19.2.62; to Wairarapa Finance Corp (and still op by W&R AC) 21.6.63. To Airwork (NZ) Ltd, Christchurch 17.7.69; to Napier AC, Napier 3.10.69; to Wakatipu AC, Queenstown 23.12.70; to V.G.Silverwood, Palmerston North 7.10.74; to Central Otago FC, Alexandra 2.2.77; to C.J. & P.R.Webber, Huntly 28.11.78. Current.

ZK-BVQ Cessna 180 31342 18.3.58
Ex N9243C. Rural Avn Ltd, New Plymouth. To Petersen Avn Ltd, Hastings; to Cookson Airspread Ltd, Wairoa 22.7.58; to Golden Coast A/W Ltd, Nelson 14.5.63; to Golden Coast Airlines Ltd, Nelson 15.1.64 lsd to Phoenix A/W. Regn cld 31.5.64 on sale to Australia, regd VH-BVQ 25.9.64.

ZK-BVR Registration not yet allotted.

ZK-BVS Commonwealth CA.28 Ceres C 12 9.3.61
Ex VH-CEN. Aerial Farming (Holdings) Ltd, Palmerston North. To James Avn Ltd, Hamilton 9.12.68. Wfu at Hamilton 17.12.68 and b/u. Regn cld 2.12.69.

ZK-BVT Druine D.31 Turbulent PFA/437 12.5.58
B.G.Climo & J.H.Parkin, Auckland. To G.A.Weir, Wanganui 27.2.61; to E.J.Weir, Oamaru 21.4.66; to J.M. Dillon, Blenheim 9.9.68; to E.G.Brister, Wellington 12.11.70; to E.B.Barrett, Lower Hutt 1.11.71; to K. Cropp, Masterton 16.12.74; to L.Robinson, Masterton 12.9.77; to B.N.Pilcher, Lower Hutt 14.5.79. Crashed at Masterton 10.1.88. Regn cld 30.9.88.

ZK-BVU Fletcher FU-24 10 12.5.58
Ex ZK-BHH. James Avn Ltd, Hamilton "6". F/f 17.6.58. Conv to 260hp 28.4.65, to 300hp 3.2.67. Crashed Te Aroha 30.8.71, wfu 10.9.71 and regn cld 12.11.71. After rebuild restd to James Avn Ltd 7.2.73 as FU-24-950M, c/n R10. To Farmers ATD Co Ltd, Invercargill 2.3.73; to James Avn Ltd, Hamilton 25.11.82; to P.R.Andrew, Gisborne 11.3.85 (opd by James Avn, Gisborne). Crashed at Pehiri, nr Gisborne, 10.5.85. Regn cld 16.9.85.

ZK-BVV Cessna 180C 50829 31.5.60
Ex (N9329T). Rural Avn Ltd, New Plymouth. To Aerial Sowing (Canterbury) Ltd, Amberley 7.5.62; to Central Avn Ltd, Roxburgh 24.3.64; to Rural Avn Ltd, NP 27.10.64; to Airspread (Taranaki) Ltd, Stratford 20.9.67; to Rex Avn (NZ) Ltd, Ardmore 1.3.68; to General Finance Acceptance Ltd, Wellington 1.5.68, op B.W.Ovenden, New Plymouth and later by Taranaki Flying School, NP. To Auger Aircraft Ltd 19.5.70; to Mangapapa Land Co, Auckland 16.2.73; to R. J. Auger, Mosgiel 25.9.74; to A. S. Drinkrow, Auckland 4.8.76; to A.W.Blair, Napier 18.7.78; to Pask Air Service Ltd, Hastings 18.1.79. Current.

ZK-BVW Cessna 180C 50828 31.5.60
Ex (N9328T). Rural Avn Ltd, New Plymouth. To Northern Air Services Ltd, Te Kuiti 3.4.63. Crashed at Te Mapara 9.2.65. Regn cld 12.8.66.

ZK-BVX Cessna 180C 50746 31.5.60
Ex (N9246T). Rural Avn Ltd, New Plymouth. Crashed at Balclutha 2.8.62. Regn cld 8.7.63.

ZK-BVY Cessna 150 17865 31.5.60
Ex (N6465T). Rural Avn Ltd, New Plymouth. To Wanganui AC, Wanganui 22.6.60; to Aircraft Hire Ltd 26.9.63 (op by Auckland FS, Ardmore.63; by Central FS, Christchurch .65; by Auckland FS .66); to Westland Air Ltd, Greymouth 7.1.70; to A.P.Orchard, Greymouth 29.1.71; to J.S.Bergman, Auckland 1.7.75; to R.A.Cotton, Te Mata 16.2.79; to Chris Mellisop Motors Ltd, Hamilton 29.1.81; to J.W.Black, Auckland 5.8.83; to Dennis Thompson International Ltd, Ardmore 31.1.84; to B.Schlaepfer, Pukekohe 18.11.84; to Reville Air Ltd, Ardmore 16.6.86. Current.

ZK-BVZ Cessna 150 17889 31.5.60
Ex (N6489T). Rural Avn Ltd, New Plymouth. To Wairarapa & Ruahine AC, Masterton 10.8.60; to Hawera AC, Hawera 8.8.62; to Canterbury AC, Christchurch 28.8.65; to J.C.Popenhagen, Timaru 24.4.67. Dbr in gale Invercargill, wreck sold to Rex Avn Ltd. Rebt; to Southair Avn Services Ltd, Taeri 7.10.71, f/f 29.2.72; to Central Otago FC, Alexandra 8.8.72. Current.

ZK-BWA Aero Commander 680F 437-109 2.9.58
Ex N6810S, N1085S. NZ Newspapers Ltd, Auckland. D/d Auckland 10.10.58. To Bay of Plenty Airways Ltd, Tauranga 22.2.60. Crashed on Mt Ruapehu 21.11.61. Regn cld 5.5.62.

ZK-BWB Druine D.31 Turbulent PFA/505 .59
Reserved by S. Jensen, Palmerston North. Not taken up, re-regd ZK-BWE 9.11.59.

ZK-BWC Fletcher FU-24 JAL-FU-7 10.11.59
James Avn Ltd, Hamilton. (Built by James Avn from parts 1959) F/f 4.3.60. To Air Contracts Ltd, Masterton 20.9.63. Crashed nr Eketahuna, 7.5.64. Regn cld 18.5.64.

ZK-BWD Fletcher FU-24 71 23.12.59
Ex (ZK-BOT). Air Parts (NZ) Ltd, Hamilton. To Robertson Air Service Ltd, Hamilton 25.5.60 "9"; conv to 300hp 15.12.67; to Custom Blend Feeds & Fertiliser Ltd, Hamilton 21.9.88, t/a Super Air Ltd. Dbr in hangar, Hamilton 1.6.91. Regn cld 11.9.91.

ZK-BWE Druine D.31 Turbulent PFA/505 9.11.59
Ex (ZK-BWB). Aviation Sales & Service Ltd, Palmerston North. F/f 8.12.59. To Wairarapa & Ruahine AC, Masterton 19.2.62; to Wairarapa Finance Corp 21.6.63 and opd by W & R AC; to J. G. Caston, Auckland 25.2.65; to B.C.Shepherd, Whangarei 17.6.71. Cr at Dairy Flat 29.11.87. Current.

ZK-BWF Fletcher FU-24 TEA.33 15.1.60
Built .60 by Tasman Empire Airways Ltd from ZK-BHW,
ZK-BIZ and parts. F/f 18.2.60. Regd to Adastra Ltd,
Tauranga. Cr at Hairini nr Te Awamutu 14.2.62. Regn
cld 15.5.62.

ZK-BWG PA-18-95 Super Cub 18-5591 15.3.60
Ex ZK-BQW, VQ-FAU. Taranaki Finance Ltd, New Plym-
outh. To Mercury Bay AC, Whitianga 16.5.60; to Air-
work (NZ) Ltd, Christchurch 1.12.61; to Taumaranui
AC, Taumaranui 8.6.62; op by Sinclair FS Ltd, Para-
paraumu 6.64; to M.J.Halliday, Invercargill 24.11.
64; to J.D.Dorricott, Invercargill 23.8.73. Current.

ZK-BWH Auster J/1B Aiglet 3103 22.1.60
Ex ZK-BBY. Aerotech Ltd, Timaru. To H. E. Cederman,
Timaru 14.6.60; to Nelson Guarentee Corp, Nelson
14.11.60; to P. H. Malone, Stoke 16.3.64; to RNZAF
Woodbourne Aviation Sports Club, Woodbourne 15.2.83.
To RNZAF Museum, Wigram .83 as "NZ1708". To RNZAF
Museum Trust Board, Wigram 27.8.85. To Museum of
Transport & Technology Inc, Auckland 14.10.85, and
stored at MoTaT. Regn cld 15.3.91.

ZK-BWI Cessna 150 17507 25.3.60
Ex (N7707E), VH-RFR. Rural Avn Ltd, New Plymouth.
To Wellington AC, Wellington 23.3.61; to Wanganui
AC, Wanganui 14.11.63; to T.G.Gifford-Moore & W.R.
Dimes, Wanganui 21.2.80; to J.E.Reed & ptrns, Auck-
land 1.11.82; to W.R.Denize, Coromandel 21.6.84; to
P.W.James, Timaru 15.9.86; to A.G.Barr, Timaru 13.
11.86; to O.P.Hill, Auckland 10.11.88; to B.W. & K.
A.Brownlee, Whenuapai 5.4.90. Current.

ZK-BWJ PA-23-150 Apache B 23-154 27.4.60
Ex ZS-DLD, VP-KOO, G-APKO. Canterbury AC, Christ-
church. D/d Auckland 14.5.60. Crashed, Christchurch
17.8.64. Regn cld 31.8.64.

ZK-BWK Cessna 180 RA/2/60 16.3.60
Rural Avn Ltd, New Plymouth. Built from parts. To
Auster Air Services Ltd, Timaru 6.4.60; to Aerial
Sowing (Canterbury) Ltd, Amberley 9.9.63; to Okair
Avn Ltd, Christchurch 23.12.66; to Graham Stewart &
Co Ltd, Christchurch 18.7.67; to K.J.Maher, Dunedin
2.10.68; to Rex Avn (NZ) Ltd, Ardmore 9.4.75; to
Helicopter Training Ltd, Rotorua 23.12.75; to D.H.
R.Wilkie (Avn) Ltd, Auckland 13.6.79; to H.T.Norton
Papakura 30.3.84. Current.

ZK-BWL Cessna 172A 47320 16.3.60
Ex (N7720T). Rural Avn Ltd, New Plymouth. To Middle
Districts AC, Palmerston North 1.6.60; to B.A.Mor-
ice, Napier 26.3.64; to Napier AC 9.10.67; to Cook-
son Airspread Ltd, Wairoa 17.12.70; to Manawatu ATD
Co Ltd, Fielding 23.6.75. Wfu 22.6.77 (t/t 6930hrs)
and regn cld 3.4.91.

ZK-BWM Cessna 172A 47376 16.3.60
Ex (N7776T). Rural Avn Ltd, New Plymouth. To Wair-
arapa & Ruahine AC, Masterton 7.6.60. Cr Masterton
30.9.60. Regn cld 17.2.61. Rebuilt as ZK-CBJ 1.62.

ZK-BWN Cessna 172A 47304 16.3.60
Ex (N7704T). Rural Avn Ltd, New Plymouth. To North
Otago AC, Oamaru 7.6.60; to Sowerby Construction Co
Ltd, 24.12.63; to James Avn (Rotorua) Ltd 30.7.64;
to Lease Finance Ltd, Wellington 26.7.65, opd by
Sinclair Flying School Ltd, Paraparaumu and also op
after sale to Lease Equipment Ltd, Wellington 9.7.
69; to J.Harrison, Auckland 14.4.70. Crashed Dairy
Flat 6.1.71, regn cld 11.2.71. Restored to L. W.
Sutherland, Patumahoe 4.6.71 as c/n 47304R. To Puk-
ekohe Flying Group, Pukekohe 18.5.72. Current.

ZK-BWO Vickers V.807 Viscount 428 14.11.60
NZ National Airways Corp, Wellington "City of Dun-
edin". F/f 9.5.61, d/d Auckland 29.5.61. Sold to
Australian Aircraft Sales (NSW) Pty Ltd, Sydney, on
12.12.75, d/d ex Auckland 16.12.75. Regn cid as ex-
ported to Indonesia 22.1.76. Intended for Pearl Air
but ntu, stored at Seletar, Singapore. Believed in-
tended (VP-LAU), (G-CSZC) but ntu. B/u Seletar.

ZK-BWP PA-25-150 Pawnee 25-275 24.5.60
Airwork (NZ)Ltd, Christchurch. To Cookson Airspread
Ltd, Wairoa 16.12.60; to Airwork (NZ) Ltd 20.5.63;
to Airspray Avn Ltd, Mt Maunganui 18.10.63; to Wan-
ganui Glider Towing Trust, Wanganui 26.5.67; to
Wanganui AC 16.2.73; to Jim Boyd Motors Ltd, Auck-
land 10.9.81; to M.P.Hume, Thames 5.4.82. Current.

ZK-BWQ PA-25-150 Pawnee 25-308 28.6.60
Airwork (NZ) Ltd, Christchurch. To Wings Fertiliser
Ltd, Napier 2.1.61; to K. E. Olsen, Havelock North
8.7.63; to Wings Spray Ltd, Hastings 21.8.63. Cr nr
Hastings 18.9.63. Regn cld 29.10.64, sold as VH-KEO
22.9.64, w/o 26.11.64.

ZK-BWR Registration not yet allotted.

ZK-BWS PA-25-250 Pawnee 25-419 6.10.60
Airwork (NZ) Ltd, Christchurch. To W. R. Paterson &
Son Ltd, Purerua 10.4.61; to Auckland Gliding Club,
Ardmore 13.4.65; to RNZAF Auckland Aviation Sports
Club, Hobsonville 19.11.75; to Rotorua Gliding Club,
Rotorua 13.8.90. Current.

ZK-BWT PA-28-160 Cherokee 28-59 1.12.61
Airwork (NZ) Ltd, Christchurch. To Rotorua AC, Rot-
orua 15.1.62; to B.B.Cox & W.J.Blackwell, Papakuru
23.12.65, op by Manukau Flying School Ltd, Ardmore.
Crashed Skippers Canyon 2.1.66. Regn cld 2.3.66 but
rebuilt by Airwork as ZK-CUB 1.5.67.

ZK-BWU PA-25-150 Pawnee 25-560 1.12.61
Airwork (NZ) Ltd, Christchurch. To Rotorua Aerial
Spraying Ltd, Rotorua 9.12.64. Mod to PA-25-235.
Regn cld 11.12.67, exported to Australia. Regd VH-
FSJ 23.7.69.



Above: Thames' Fletcher ZK-BWV spraying with a swathmaster near Pukekohe in 1960. (Photo via Janic Geelen)

ZK-BWV Fletcher FU-24 72 28.3.60
Ex(ZK-BOU). Air Parts (NZ) Ltd, Hamilton. F/f 12.7.
60. To Thames ATD Co Ltd, Thames 29.8.60 "5"; to
Fieldair Ltd, Palmerston North 19.7.73; to Fieldair
Holdings (Central) Ltd, PN 18.11.80; to Fieldair
Holdings Ltd, Palmerston North 30.3.84. Current.

ZK-BWW Cessna 172 36894 12.5.60
Ex N3994F. Wellington AC, Wellington. To Rex Avn
(NZ) Ltd, New Plymouth 30.7.64; to Kaitaia AC, Kai-
taia 5.10.64. Crashed Whangaroa, nr Kaeo, 20.11.66.
Regn cld 13.12.66.

ZK-BWX Cessna 150 17936 31.5.60
Ex (N6536T). Rural Avn Ltd, New Plymouth. To Wang-
anui AC, Wanganui 17.8.60; to Aircraft Hire Ltd,
26.9.63; opd by Auckland Flying School Ltd, Ardmore
.63, Central Flying School, Christchurch .65, Auck-
land FS, Ardmore .66, Paraparaumu Flying School Ltd
.68. Dbr by wind Rongotai 10.4.68. Regn cld 11.6.68
but rebt and restored as c/n 17936R to Q.R.Hughes &
R.H.McGarry, Palmerston North 5.2.75. To W.S.Rowe &
N.H.Mathieson, Palmerston North 11.6.76; to D.W.
Brown, W.D.H.Dalton & A.R.Martis, Auckland 12.9.78;
to Brown & Dalton, Auckland 19.9.84. Current.

ZK-BWY Cessna 180C 50819 31.5.60
Ex(N9319T). Rural Avn Ltd, New Plymouth. Cr Raetihi
19.6.63. Regn cld 8.7.63. Parts used for ZK-CGJ.

ZK-BWZ Cessna 172A 47505 31.5.60
Ex (N9705T). Rural Avn Ltd, New Plymouth. To South
Canterbury AC, Timaru 25.7.60; to Rex Avn (NZ) Ltd,
Ardmore 27.4.70; to D.R. & N.M.Falconer, Gore 3.12.
70; to J.Young, Wanaka 25.1.74; to G.D.Speedy, Dan-
nevirke 10.1.77; to Gorringer Bros, Katikati 16.8.84
and A.P. & P.N.Gorringer, Katikati 10.9.84. Current.

to be continued. . .

The Whole Truth:

PERCIVAL VEGA GULL

PART ONE



Above: One of the first photographs of c/n K.20, the prototype Vega Gull, incorrectly painted as G-AEAD and with the original Gull Six style of fin and rudder. Correctly painted as G-AEAB for the Schlesinger race it then bore race no.7 and was leading the contest when, over three-quarters of the way to Johannesburg, it was damaged in a forced landing. (Aeroplane via Jack Meaden)

The model K.1 Vega Gull, designed by E.W.Percival, was the natural successor to the Gull Six. A four-seat tourer with dual control, it was powered by a DH Gipsy Six I engine of 200 hp. The later Mk II and Mk III versions with higher all-up weight and greater range used the 205 hp Gipsy Six II. The Vega Gull II was also distinguishable by its rounded windscreen, while the Vega Gull III was the RAF version built to Spec.26/38 for communications duties.

According to "The Aeroplane Spotter" of 7.2.48 there were 72 Vega Gull I, 2 Vega Gull II and 15 Vega Gull III built, a making a total of 89 aircraft. Usually a total of 90 aircraft, c/ns K.20 to K.109, is quoted but the discrepancy may be accounted for by K.68 which was rebuilt as K.104 without change of registration.

As with other Percival types "P" numbers were allocated retrospectively in 1947; the Vega Gull I, II and III becoming the P.10, P.10B and P.10C respectively. The P.10A was a light bomber version proposed for China with a Gipsy Six II, while the P.19 was a 1937 3-seat tourer project with a 250 hp Scorpio engine.

K.20 Built at Gravesend and first flown by Edgar Percival .11.35. Registered G-AEAB to the Percival Aircraft Co Ltd, Gravesend, although originally mispainted as G-AEAD. CofA No.5363(TM), originally in the name of The Hon. Drago Montagu but deleted in favour of the Percival Aircraft Co Ltd, was issued 27.2.36 valid from 26.2.36. Flown in the King's Cup on 10/11.7.36 as "16" by Lt D. Misri Chand but was eliminated after averaging 150mph on first day. Fitted with a Gipsy Six II and Hamilton variable-pitch airscrew in addition to existing long-range tanks for the Schlesinger Race. CofA renewed 19.9.36. Regd to David William Llewellyn, Gravesend 22.9.36. Left Portsmouth on 29.9.36, flown by Llewellyn and C.F.Hughesdon, in Schlesinger Race to Johannesburg as "7" but crashed in a forced landing en route at Mpulungu near Lake Tanganyika in Northern Rhodesia while attempting to locate Abercorn in bad visibility due to grass fires on 30.9.36. At the time it was leading the eventual winner G-AEKE. The registration was cancelled on 26.10.45 by the Secretary of State with note "owner deceased, no trace...". (Note: One contributor speculates that the untraced B Conditions marks X-1 (available from 1.36) may have been used or intended for the Vega Gull prototype, though it seems more likely that it flew unmarked in 1935.)

Right: A later view of the prototype showing the correct registration G-AEAB applied and also the modified rudder shape with the straight hinge common to all later Vega Gulls. (M.J.Hooks)





Above: G-AEAB c/n K.20 taxiing in with flaps still down after a landing by David Llewellyn who flew it in the Schlesinger race only a week after officially becoming its registered owner. The full story of the race can be found in Air-Britain "Digest" of Sept-Oct 1986. The long pointed spinner is the result of the longer propshaft required by the variable-pitch propeller. (Aeroplane via Jack Meaden)

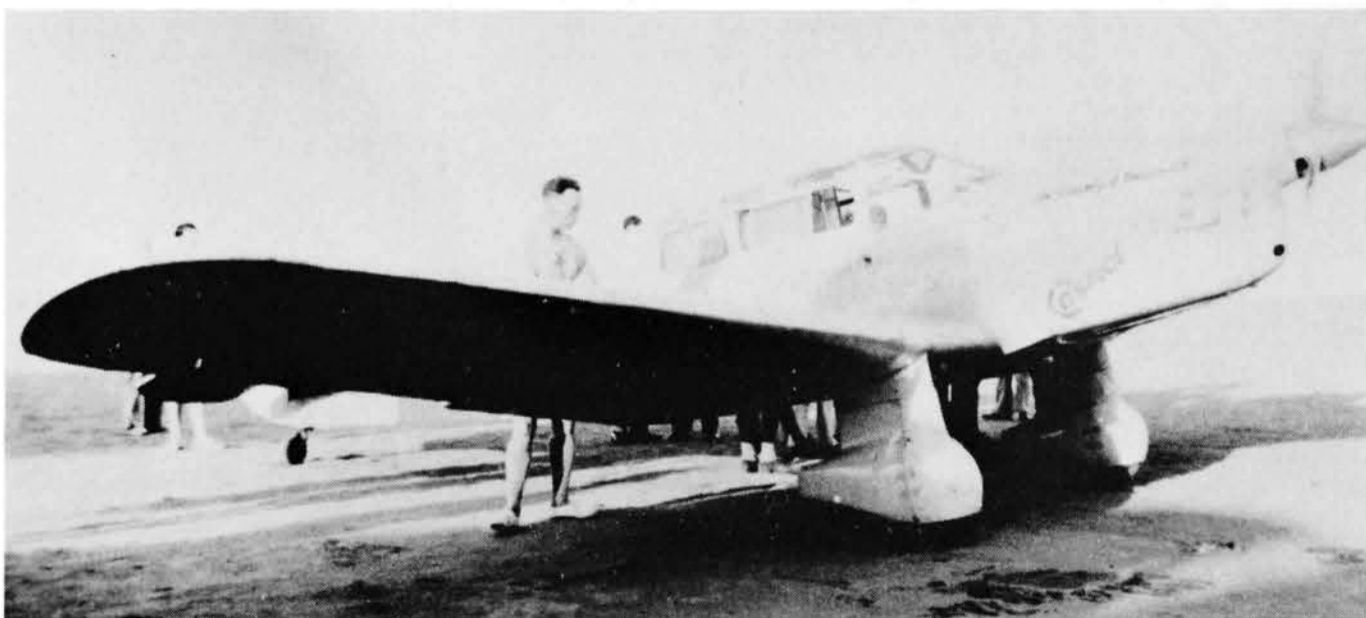


Left: The second Vega Gull was G-AECF of the Hon William Drago Montagu. It was later sold to France and was lost during the war. (M.J.Hooks)

K.21 Registered G-AECF to The Hon. William Drago S. Montagu, Gravesend 17.2.36. CofA Appn No.6018 by Percival Aircraft Co Ltd 18.2.36 and CofA No.5380(TM) issued to owner 7.3.36. Based at Croydon. CofA renewed 25.3.37. Registration cancelled 4.37 on "change of owner". Registered F-AQCF to B. Coyco, Bourg le Reine on 7.6.37. Noted with 325 hrs at Buc on 28.10.38. To C. Schneider, Paris, 2.39 and noted with 361 hrs at Le Bourget 26.10.39. Requisitioned and given to Air France 29.12.39. No further information.

K.22 Registered G-AEEM to Sir Charles H. Rose Bt, Portsmouth. CofA Appn No.6065 by Percival Aircraft Co Ltd 19.3.36. CofA No.5414 issued to Rose 26.3.36, valid from 25.3.36. Named "County of Monmouth" and flown by F/O D. Llewellyn in several attempts on the Cape record. Indeed five attempts credited to Llewellyn are believed to have involved G-AEEM. The first of these began about 6.1.37, the second departed 2.2.37 but was abandoned at Marignane because of a poor weather forecast. The third, commencing 26.2.37, was abandoned at Merowe in Sudan with engine trouble. Further problems caused a forced landing at Maheres, Tunisia on 1.3.37 on the return flight. The CofA was renewed 25.3.37, with a temporary extension to 24.4.37, then to 24.5.37. After propeller trouble over France on the next attempt on 20.5.37, Llewellyn set off once again for the Cape on 24.5.37 but was prevented from breaking the record due to compass failure. On the return journey the Vega Gull was badly damaged when it struck an ant hill in a forced landing near Serowe, Bechuanaland. G-AEEM was registered to Bowmaker Ltd, Luton on 3.11.37 but there seems to be no record of any CofA issue. (Owner is assumed to be a finance company, no doubt repossessing the aircraft to return it to UK for rebuild.) Registration cancelled 3.39 as "change of owner" although a new CofA was then issued 5.5.39. Modified 5.39 with rounded windscreen as Vega Gull II. Sold to Sweden as SE-AHR and registered to N. Olofsson, Goteborg 25.5.39. To Nya AB Nils Olofsson, Goteborg 16.2.40. To AB Bjorkvallsflyg, Stockholm 3.2.41. Shot down by Germans 5.9.41 near Vaddo. Registration cancelled 30.9.41. (Note: Replaced by a captured German Vega Gull D-IWSR which became SE-ALZ, see later.)

K.23 Registered G-AEAS to Percival Aircraft Co Ltd, Gravesend. CofA Appn No.6069 dated 24.3.36 by manufacturers, to whom CofA No.5424 was issued on 2.4.36. Registered to Vernon Motion, Gravesend 9.4.36. Badly damaged in crash on landing at Mbeya, Tanganyika on 28.6.36 en route to Cape Town. Owner and Hon. Miss Frances Tollemache unhurt. The registration was cancelled as withdrawn from use 12.36.



Left: "County of Monmouth" is generally assumed to be G-AEEM but although the name is visible here the registration is not. The photo was taken at Khartoum during a London - Cape flight by David Llewellyn, presumably the 5.37 attempt which was the only one to get that far unless in 2.37 he continued to Khartoum for repairs later. (L.V.Jones via G.A.Jenks collection)



Above: G-AEEM seen in standard guise and unnamed, presumably in 1936. (M.J.Hooks)

Top right: G-AEJJ c/n K.27 was flown pre-war as an air taxi by B.A.A.S. and then impressed but it did not survive the war. (M.J.Hooks)

Right: C/n K.29 G-AEKE won both the 1936 King's Cup (as recorded on the cowling) and the Schlesinger race in which it was the only finisher. It was fitted with a DH Hamilton licence variable pitch propeller. (Aeroplane via Jack Meaden)



- K.24 Registered G-AEHA to Percival Aircraft Co Ltd, Gravesend 28.4.36. CofA Appn No.6116 by owners 27.4.36. CofA No. 5477(TM) issued to Percivals 1.5.36 and renewed 16.6.37, valid to 15.8.37. Registration cancelled 6.37 on change of owner. To Guy de Chateaubrun as F-AQEA.
- K.25 Registered G-AEIF to Col. Andrew Hamilton Gault, Gravesend 11.5.36. CofA Appn No.6151 by Percival Aircraft dated 8.5.36. CofA No.5504 issued to Col. Gault 15.5.36, valid from 12.5.36, and renewed 18.3.37 and 1.4.38. Registration cancelled 4.38 on change of owner. Sold to Roger Goldet, Paris as F-AQMZ registered 26.4.38. Inspected at Buc 18.10.38 with 206 hours. Requisitioned by French Government and inspected at Le Bourget on 14.12.39 with 454 hours. Presumably used by Air France. Probably destroyed during Battle of France. Registration cancelled as written off on 23.5.40.
- K.26 Registered G-AELE to William Lindsay Everard MP, Ratcliffe 21.5.36 (note "fixed" marks 'LE'). "Leicestershire Fox IV". CofA Appn No.6161 by Percival Aircraft dated 14.5.36. CofA No.5519(TM) issued to owner 23.5.36. Flown in the King's Cup 10/11.7.36 as "14" by P. Q. Reiss but nosed over and damaged propeller at Shoreham on first day. CofA renewed 16.2.37. Flown in King's Cup 10/11.9.37 as "16" by F/O A. H. Hole, eliminated after first day. CofA was renewed 17.3.38 and 17.2.39. Advertised for sale in "Aeroplane" 22.6.38 for £1,250. Sold by Sir William (since 24.2.39) on 19.5.39 and registered to Edward Gordon Houston Forsyth, Croydon on same date. Ditched in mud at the mouth of the River Canche off Le Touquet 26.6.39, pilot Robert Morrison, John R. Robinson MP and his wife injured. Registration cancelled 3.7.46 as permanently withdrawn from use.
- K.27 Registered G-AEJJ to Lillian Hartigan Gibbs, Heston 31.5.36. CofA Appn No.6172 by Percival Aircraft on 27.5.36. CofA No.5524 issued to L.H.Gibbs on 2.6.36, valid from 30.5.36. Damaged in crash at Thirsk racecourse 1.5.37 (and described as a British-American Air Services aircraft). CofA renewed 29.7.37. Ownership amended to Mrs L.H.Falk, Heston 25.6.38 following owner's marriage. (Mrs Falk was a director of BAAS by 1938.) CofA was renewed 28.7.38. Ownership changed to L.H.G. Ltd, Heston 12.1.39 until 23.6.39. Registered to British-American Air Services Ltd, Heston 26.6.39. At some time was used at Heston by Commercial Air Hire. CofA renewed 9.9.39. Registration cancelled 3.4.40 as "change of owner". In fact impressed 2.4.40 as X9455. Air Ministry review quotes date of 10.5.40, owner notified 12.6.40. Delivered to No.6 Anti-Aircraft Cooperation Unit, Ringway 3.4.40. To No.7 AACU, Castle Bromwich 29.11.40. To Percivals for rebuild 1941, completed by 14.2.42. To No.5 MU, Kemble 4.4.42. To Telecommunications Flying Unit, Defford 11.5.42. Returned to No.5 MU, Kemble 20.3.43. To No.13 Group Communications Flight, Woolsington 20.4.43. Struck off charge as spares (Cat. E1) 10.10.44.
- K.28 Registered G-AEKD to Lt. Patrick Randolph, Sherborne, Dorset 15.6.36. CofA Appn No.6182 by Percival Aircraft on 13.6.36. CofA No.5540 issued to Lt. Randolph 16.6.36, valid 15.6.36. Flown in King's Cup 10/11.7.36 by owner as "15" but eliminated after first day. Was entered in the Schlesinger Race 9.36 but did not compete. CofA renewed 15.4.37. Crashed at Sanganer airfield, Jaipur, India 12.10.37, killing owner and seriously injuring P. Q. Reiss. Registration cancelled as permanently withdrawn from use with date quoted as 12.10.37.
- K.29 Registered G-AEKE to Sir Connop Guthrie, Heston 7.6.36. CofA Appn No.6183 by Percival Aircraft on 13.6.36. CofA No.5570 issued to owner 3.7.36. Flown by Charles Gardner as "17" won King's Cup 10/11.7.36 at 164.47 mph. Fitted with DH Gipsy Six II and variable-pitch aircrew for Schlesinger Race from Portsmouth to Johannesburg, 29.9.36 to 1.10.36, which it won as No.62 flown by C. W. A. Scott and Giles Guthrie in 52 hrs 56 min 48 sec, at an average speed of 156.3 mph. Sold and registered to Mrs Beryl Leslie Urquhart, Gatwick 23.10.36. CofA was renewed 6.5.37. Crashed 24.1.38. This may well be the accident at Ganger Wood near Oxted, Surrey, in which Neil R.L.Urquhart was slightly injured and his aircraft written off. Registration cancelled 3.38 as permanently withdrawn from use.
- K.30 Registered G-AELF 16.7.36 to Douglas Douglas-Hamilton (Sqdn Ldr, The Most Hon The Marquis of Douglas & Clydesdale AFC, MP, AAF.), Dungavel (Renfrew). CofA Appn No.6211 by Percival Aircraft 7.7.36. CofA No.5588 issued to owner 17.7.36. Renewed 30.7.37. Registration cancelled 3.38 as "change of owner". Sold to Lal Rupchard, Lahore, India as VT-AJZ. Registration cancelled 2.1.45. (Note: if this aircraft was active during the war it may be a candidate for the unidentified MA962, see notes with Gull production and later footnotes.)



Above: VP-KCC c/n K.34, with its name "The Messenger" on the cowling, being pushed out by Percival's Jack Lavender and his crew before Mrs Markham's solo Atlantic crossing to Canada. The prominent pointed spinner covers the hub of the variable pitch Hamilton Standard propeller of the Gipsy Six II which increased the rpm by 50 to 2,400 and the hp by 5 to 205 hp. (Aeroplane via Jack Meaden)

Right: Mrs Markham after arriving at Waterloo Station on her return from Canada via the Queen Mary after her solo Atlantic flight. (H.J.Hazewinkel collection)

Below: C/n K.36 is little known having apparently spent all of its life in Canada as CF-BAR. It is seen here in a cutting from a pre-war American magazine. (via Jack Meaden)



- K.31 Registered G-AELS to Sir George Lewis Bt., Gravesend, 22.7.36. CofA Appn No.6224 by Percival Aircraft, 16.7.36. CofA No.5596 issued Sir George J. E. Lewis Bt., Heston on 23.7.36, valid from 22.7.36. Renewed on 4.2.37, 10.1.38 and 20.1.39. Registration cancelled 9.39 as "change of owner". Impressed 31.3.40 as W9376 for Royal Navy. Used by No.780 Sqdn, RNAS Lee-on-Solent during 1941 and possibly earlier at Eastleigh (from 6.40 ?). Fate unknown.
- K.32 Registered G-AELW to Anglo-American Oil Co Ltd, Gravesend, 28.7.36. CofA Appn No.6247 by Percival Aircraft Ltd on 29.7.36. CofA No.5613 issued to owners 4.8.36, valid from 31.7.36. Renewed 19.7.37, 5.8.38 and 16.2.39. Registration cancelled 11.3.40 as "change of owner", in fact impressed 11.3.40 as X9349. Air Ministry review quotes date as 31.3.40, owner notified 12.6.40. Delivered to No.110 (AAC) Wing, Ringway, as G-AELW 15.3.40. To No.8 Anti-Aircraft Cooperation Unit, Filton 10.5.40, camouflaged 11.5.40. Struck off charge 31.12.40 (at Cardiff ?), with a total time of 725.05 hours.
- K.33 Registered G-AEMB to Guy Wilfred Harben, Hatfield 31.7.36. CofA Appn No.6249 by Percival Aircraft Ltd on 31.7.36. CofA No.5629 issued to G. W. Harben 25.8.36, valid from 24.8.36. Renewed 2.7.37, 11.12.37 and 11.11.38. Registration cancelled 25.3.40 as "change of owner". Impressed 16.3.40 as X9371. Air Ministry review quotes 31.3.40 with owner notified 12.6.40 and specifies No.24 Communications Sqdn. Delivered to No.6 Anti-Aircraft Cooperation Unit, Ringway 17.3.40. Struck off charge 1.1.41, total time 730.40 hours.
- K.34 CofA Appn No.6262 as VP-KCC by Percival Aircraft Ltd 15.8.36. CofA No.5638(TM) issued to J.Carberry 31.8.36. On 1.9.36 the Vega Gull was named "The Messenger" at Gravesend and was flown by Mrs Beryl Markham from Abingdon to Baleine Cove, Cape Breton Is, Nova Scotia in 21 hrs 35 mins on 4/5.9.36, the first solo East-West crossing by a woman. "The Messenger" was damaged in the landing, tipping onto its nose in soft mud. Shipped back to UK on board SS "Cold Harbour" arriving 18.10.36 and then shipped onward to East Africa for repair. Registered in Kenya with a local CoR No.54 issued on 27.2.37 to John E. Carberry, Nyeri, VP-KCC was sold to Dar-es-Salaam Airways in Tanganyika 2.37. It is said to have been re-registered in Tanganyika but no marks are unaccounted for pre-war. Last known derelict at Dar-es-Salaam.
- K.35 CofA Appn No.6272 as CF-BAR by Percival Aircraft Ltd 26.8.36. CofA No.5693 issued to Toronto Flying Club 19.10.36 valid from 15.10.36. Registered CF-BAR to Toronto Flying Club on 12.1.37 with CoR No.1892. Damaged beyond repair in forced landing due to engine failure on take-off, Toronto 24.9.39.
- K.36 CofA Appn No.6290 as VH-UVG by Percival Aircraft Ltd 18.9.36. CofA No.5685 issued to W. Arthur Baird on 5.10.36, valid from 2.10.36. Registered VH-UVG to Baird 12.36. To J. W. F. Collins. Impressed 5.1.40, allocated A32-1 with No.1 Communications Flight 8.1.40. To 82 Wing. To No.1 CU. Ground-looped at Mildura 4.4.45. Sold to Edwards, Richmond 30.1.46 and restored as VH-UVG 2.46. Registration cancelled 12.50 but again restored 2.53. Written off in crash at Pondooma, near Cowell, SA, 26.11.53, killing owner Jack Black.

to be continued . . .

Complete Civil Registers : 8

GREECE

SX-



PART NINE



SX-ALD	Cessna 152	82672	9.5.84
(366)	Ex N89203, D-EOWL. Aeroleschi Thessalonikis.		
	Current.		
SX-BHC	Dornier Do 228-200	8030	30.5.84
(367)	Ex D-IDBB. Olympic Aviation "Isle of Leros".		
	Current.		
SX-BHD	Dornier Do 228-200	8034	12.7.84
(368)	Ex D-IDBE. Olympic Aviation "Isle of Skyros".		
	Current.		
SX-ALE	Piper PA-38-112 Tomahawk	38-80A0117	24.8.84
(369)	Ex N25381, G-BHZD. Aeroleschi Peiraios.		
	Current.		
SX-ALV	Socata GY-80 Horizon 180	214	9.11.84
(370)	Ex F-BNYZ. Spyros Salvanos, Corfu.		
	Current.		
SX-OAC	Boeing 747-212B	21683	31.12.84
(371)	Ex 9V-SQH. Olympic Airways "Olympic Spirit".		
	Current.		
SX-ALT	Piper PA-18-135 Super Cub	"18-5096"	8.3.85
(372)	Ex Greek Army. Anemoleschi Athinon (Athens Gliding Club), Tatoi. Current. (Note: "c/n" quoted is the fuselage number, true identity unknown.)		
SX-OAA	Boeing 747-284B	20742	20.3.85
(373)	Olympic Airways "Olympic Zeus". Originally regd as no.166 in Foreign Register 21.6.73, then bought by Olympic 19.3.85 and regd as above. Regn cld 11.4.85 on sale to TWA as N305TW.		
SX-OAB	Boeing 747-284B	20825	20.3.85
(374)	Olympic Airways "Olympic Eagle". Originally regd as no.168 in Foreign Register 17.12.73, then bought by Olympic 19.3.85 and regd as above. Current.		
SX-BHE	Dornier Do 228-201	8050	17.5.85
(375)	Ex D-IDBR. Olympic Aviation "Isle of Kasos". Regd in Munich 10.5.85, in Athens 17.5.85. Current.		
SX-BHF	Dornier Do 228-201	8057	17.5.85
(376)	Ex D-CAPO. Olympic Aviation "Isle of Astypalea". Regd in Munich 10.5.85, in Athens 17.5.85. Current.		

Above: SX-OAA (373), Olympic's first Boeing 747-284B opens the throttles for full thrust. (P.R.Keating collection)
Below: Ex-British PA-38 Tomahawk SX-ALE (369) in Aero Club Peiraios titles at Marathon in 6.88. (T.J.Smith)



SX-OAD	Boeing 747-212B	21684	27.5.85
(377)	Ex 9V-SQI. Olympic Airways "Olympic Flame". Regd in Singapore 1.4.85, then to Foreign Register 9.4.85 as no.321, regd in Paris 24.5.85 and finally regd in Athens 27.5.85. Current.		
SX-HBU	Bell 47G-4A	7682	29.5.85
(378)	Ex N1489W, G-AYAE. Concord EPE. To Elikoptera Athinon 25.2.87. To Elliniki Aeroploia 15.4.88. Current.		
SX-130	Schleicher ASK-21	21231	19.6.85
(379)	Anemoleschi Athinon (Athens Gliding Club). Current.		
SX-BHG	Dornier Do 228-201	8061	17.7.85
(380)	Ex D-COBB. Olympic Aviation "Isle of Amorgos". Regd in Munich 12.7.85, in Athens 17.7.85. Current.		
SX-ALX	Piper PA-28-161 Warrior II	28-7716074	19.7.85
(381)	Ex N9612N, D-EFFQ. Dimitrios Kaloupis. Current.		
SX-ALY	Reims/Cessna F.152	1964	22.8.85
(382)	Ex F-WZIB. Aeroleschi Peiraios. Current.		
SX-HBV	Bell 206B Jet Ranger	1540	29.8.85
(383)	Ex D-HJFF, G-BTWA. Ergodomiki AE. To Stepas AE 7.10.88. Current.		



Above: Warrior SX-ALX (381) still wearing a Feyock Flug sticker and its former German flag on the fin at Marathon in 10.87 after two years on the Greek register. (R. Swan)

Left: ASK-21 SX-130 (379) of Athens Gliding Club. (via Andrew Stamatopoulos)

Below: Another Peiraios Aero Club aircraft, Reims/Cessna F.152 SX-ALY (382) at Marathon 10.87. (Robert Swan)



SX-HBW Bell 47G-4A 7543 4.10.85
(384) Ex N1385X. Avionic EPE. Current.

SX-AJQ Cessna 310Q 0533 15.10.85
(385) Ex N7565Q, Kalliope Haskopoulou, Thessaloniki.
Current.

SX-ALZ SOCATA TB-9 Tampico 178 11.11.85
(386) Ex F-GCOT. Anna Lyti & ptrns, Ioannina. Current.

SX-AMF Reims/Cessna F.152 1962 14.1.86
(387) Ex F-WZIA. Aeroleschi Athinon, Tatoi. Current.

SX-AMK SOCATA TB-10 Tobago 404 8.4.86
(388) Ex F-GDGS. Ioannis Kotsikos, Marathon. Regd 3.3.86
in Paris and 8.4.86 in Athens. Regn cld 18.4.91 as
destroyed in crash.

SX-BHH Dornier Do 228-201 8079 7.5.86
(389) Ex D-CLEC. Olympic Aviation "Isle of Kythira". Regd
in Munich 30.4.86, in Athens 7.5.86. Current.

SX-BHI Dornier Do 228-201 8080 3.6.86
(390) Ex D-COLE. Olympic Aviation "Isle of Karpathos".
Regd in Munich 28.5.86, in Athens 3.6.86. Current.

SX-OAE Boeing 747-212B 21935 3.6.86
(391) Ex 9V-SQJ. Olympic Airways "Olympic Peace". Pre-
viously No.326 in Register of Foreign Aircraft, regd
22.12.85. Current.

SX-HBZ Bell 47C-5 7930 14.8.86
(392) Ex N1452W, N710KC. Concord EPE. To Evangelos Bout-
sis 7.11.86. To Dionysios Filippopoulos 13.12.86.
To Elliniki Aeroploia 14.4.88. Current.

SX-AMG Piper PA-28-181 Archer II 28-7790517 23.9.86
(393) Ex N5963V, HB-PCL. Aeroleschi Rodou, Rodos.
Current.

SX-HAQ Bell 47G-4 3165 23.9.86
(394) Ex N1145W. Greek Agro Investe EPE. Current.

SX-AMH Reims/Cessna F.152 1967 3.12.86
(395) Aeroleschi Peiraios. Destroyed in crash on Marathon
Beach 1.5.89. Regn cld 12.12.89.

SX-HCA Agusta A.109A 7230 7.1.87
(396) Ex I-VDMC, N12FU, N24PT, (D-HORN). Michaniki AE,
Marathon. Current.

SX-CRY Cessna 310R 0252 6.2.87
(397) Ex N44HB, (SX-AAT). T.Alexiou AE, Porto Heli.
Current.

SX-ALQ Piper L-21B Super Cub 18-4924 6.2.87
(398) Ex Greek Army. C/n quoted is a spare fuselage no.,
original c/n unknown. Aeroleschi Kalamatas. Current.

SX-HCC Westland Bell 47G-3B-1 WAS/235 30.4.87
(399) Ex XW193, G-BHKW. Mentor EPE, Marathon. Current.

SX-HCD Hiller UH-12E 2292 30.4.87
(400) Ex XS705, G-BDYY, EI-BCA, G-BDYY. Ermis EPE, Mara-
thon (= Hermes). Current.



Left: Wearing "Status", advertising, TB-10 Tobago SX-AMK (388) was at Marathon 6.88 but has since been destroyed in a crash which so far we have been unable to identify. (T.J.Smith)

Right: Reims/Cessna F.152 SX-AMH (395) beneath a stormy sky in front of the Marathon control tower in October 1987. It was written-off nearby on 1.5.89. (Robert Swan)
 Below: Two views of Super Cub SX-ALQ (398). Left: In brown/khaki/grey camouflage and military fin flash at Marathon in 10.85, though not fully registered until 1987. (Robert Swan). Right: Still at Marathon 6.88 but now repainted in silver with red trim and black letters. (T.J.Smith)



SX-HCE	Hiller UH-12E	2025	30.4.87	SX-ALO	Piper L-21B Super Cub	18-3544	4.1.89
(401)	Ex XC-CEC, XB-XIU, XA-TUF, XB-NOS, N706WA, G-BFLR. Ermis EPE, Marathon. Current.			(415)	Ex 54-2344, Greek Army ES-. Aeroleschi Kalamatas, Sparti. Current. (Usually quoted as c/n 18-3673 but this is in fact the fuselage number and correct c/n is as above. Property of Hellenic Army released for civilian use under decree of 23.3.84 with condition that it may not be re-sold.)		
SX-HCB	Bell 47G-5A	25088	5.5.87	SX-AMO	Mooney M.20K (Model 231)	25-0335	9.1.89
(402)	Ex N14838. Avionic EPE, Marathon. Current.			(416)	Ex N231NY. F.Maulwerf AE, Marathon. Current.		
SX-HEC	Hiller UH-12E	2261	6.5.87	SX-AMN	SOCATA TB-10 Tobago	630	18.1.89
(403)	Ex XS165, G-BEFX. Elikoptera Engys Anatoli EPE, Marathon. Current.			(417)	Ex N20EX, F-GFEI, F-ODVV. Aeroleschi Athinon, Dhekelia. Current.		
SX-HED	Hiller UH-12E	2164	6.5.87	SX-AMP	Cessna A.188B Agtruck	03118T	23.1.89
(404)	Ex RCAF 10275, CAF 112275, N31702, G-BBLC. Elikoptera Angys Anatoli EPE, Marathon. Current.			(418)	Ex N731SL. Avionic Aeroporkai Epharmogai EPE. Marathon. Current.		
SX-133	ICA-Brasov IS-28M2A	1410	27.11.87	SX-BEB	Airbus A.300B4-102	046	1.3.89
(405)	Ex G-BLWS. Anemoleschi Athinon (Glider Club of Athens), Marathon. Current.			(419)	Ex F-WZER. Olympic Airways "Odysseus". (Purchased 2.2.89 from Orient Leasing Co.) Originally No. 252 in Foreign Register, regd 5.2.79 Blagnac, 14.4.79 in Athens. Current.		
SX-HCF	Agusta A.109A	7207	2.2.88	SX-HCK	MBB Bo 105S	S-593	6.3.89
(406)	Ex N4263A, N71PT. Elliniki Aeroploia Athina AE, Marathon. Current.			(420)	Ex D-HDQP, Sweden '73', D-HDQP. Interamerican Elliniki Asphalistiki Etaireia Zois AE (Interamerican Greek Life Assurance Co), Marathon. Current.		
SX-HEE	Hiller UH-12E	2177	20.2.88	SX-BEC	Airbus A.300B4-102	056	6.4.89
(407)	Ex RCAF 10280, CAF 112280, (N31706), N31705, G-BBLE. Elliniki Aeroploia Athina AE, Marathon. Current.			(421)	Ex F-WZEF. Olympic Airways "Achilleus". (Purchased 2.2.89 from C. Itoh Avn Co Ltd) Originally No. 253 in Foreign Register, regd 15.2.79 Blagnac, 14.4.79 in Athens. Current.		
SX-HCG	Bell 47G-4	3573	21.3.88	SX-AMQ	Snow Commander S.2D-600	1378D	23.5.89
(408)	Ex N700LC. Ellinikes Aeroepharmoges EPE, Marathon. Regn cld 16.9.88 as destroyed in accident.			(422)	Ex N1778S, 4X-AWL. Sky Fox EPE, Marathon. Current.		
SX-HCH	Bell 47G-4	3330	21.3.88	SX-AMR	Snow Commander S.2D-600	1332D	23.5.89
(409)	Ex N1157W. Ellinikes Aeroepharmoges EPE, Marathon. Current.			(423)	Ex (N1732S), SE-ENK, 4X-ASY. Sky Fox EPE, Marathon. Current.		
SX-HCI	Hiller UH-12E	2007	6.4.88	SX-AMS	Snow Commander S.2D-600	1375D	23.5.89
(410)	Ex N5339V. Dias EPE, Marathon. Current.			(424)	Ex N1775S, F-OGDE, 4X-AWI. Sky Fox EPE, Marathon. Current.		
SX-HCJ	Hiller UH-12E	5150	14.4.88	SX-AMT	Snow Commander S.2D-600	1319D	23.5.89
(411)	Ex N4030C. Dias EPE, Marathon. Current.			(425)	Ex (N1719S), ZK-CPK, 4X-AWU. Sky Fox EPE, Marathon. Current.		
SX-AML	Beech F33A Bonanza	CE-1106	22.4.88				
(412)	Ex N3021U. Pechlevanoudis Zissis, Marathon. Current.						
SX-132	Schleicher K.7 Rhoadler	AB-02	20.5.88				
(413)	Ex D-8571. Aeroleschi Ioanninon, Ioannina. Current.						
SX-AMM	Cessna 152	80216	28.9.88				
(414)	Ex (N24325), C-GZKY. Aeroleschi Thessalonikis, Thessaloniki. Current.						



Left: This Super Cub, seen parked at Marathon on 20.10.85, appears to be another ex Greek Army aircraft. It was not SX-ALQ which was also present and wearing those marks on the same day. The military markings have all been removed, the rear fuselage is damaged and the right tyre is deflated. We may hazard a guess that it could be the eventual SX-ALO (415) which was actually released by the Greek Army on 23.3.84. Can anyone confirm this or offer an alternative identity? (Robert Swan)

SX-AMU	Snow Commander S.2D-600	"9702"	23.5.89	SX-ATA	Piper PA-44-180T Turbo Seminole		
(426)	Ex 4X-AUM. Sky Fox EPE, Marathon.		Current.	(444)		44-8107026	24.1.90
					Ex N8278Z. Panos Evangelos, Marathon.		Current.
SX-AMV	Snow Commander S.2D-600	1402D	23.5.89	SX-ANF	Piper PA-32-300 Cherokee Six	32-7740060	25.1.90
(427)	Ex N1787S, 4X-ASB. Sky Fox EPE, Marathon.		Current.	(445)	Ex N3162Q, (D-EIRF), N3162Q. L. Magiriotis EPE, Marathon.		Current.
SX-HCL	Hiller UH-12E	HA3021	31.5.89	SX-BIA	Aerospatiale/Aeritalia ATR-42-320	169	26.1.90
(428)	Ex N121HA. Soloy conversion UH-12J3. Avionic Aeroporikai Epharmogai EPE, Marathon.		Current.	(446)	Ex F-WWEW. Olympic Aviation "Plato". Regd 10.1.90 in Toulouse, 26.1.90 in Athens.		Current.
SX-AMW	Cessna 172M	62486	8.6.89	SX-AAL	Piper PA-32-301T Saratoga	32-8124004	13.3.90
(429)	Ex N13087. Aeroleschi Thessalonikis.		Current.	(447)	Ex N83166, HB-PFY. Omilos Touristikon kai Xenodochiakon Epicheireision Kaloupi AE (Kaloupi Touristic & Hotel Enterprises Ltd), Marathon.		Current.
SX-AMZ	Cessna 172M	60908	8.6.89	SX-ANK	Air Tractor AT-301A	301-0283	26.3.90
(430)	Ex N19981. Aeroleschi Ellinikou, Athens.		Current.	(448)	Ex 3654B. Avionic Aeroporikai Epharmogai EPE, Marathon.		Current.
SX-HDA	Agusta A.109A-II	7422	9.6.89	SX-CBG	Boeing 727-230	20918	2.4.90
(431)	Olympic Aviation. Regd in Milan 7.6.89, in Athens 9.6.89.		Current.	(449)	Ex D-ABKJ. Olympic Airways "Mount Melanon". Regd in Hamburg 27.3.90, Athens 2.4.90.		Current.
SX-AMX	Cessna 172M	61361	14.6.89	SX-ANH	Snow Commander S2D-600	1333D	4.4.90
(432)	Ex N20523. Aeroleschi Irakleiou (AC of Heraklion, Crete).		Current.	(450)	Ex (N1733S), SE-ENL, 4X-AUS. Galazios Ouranos EPE, Marathon.		Current.
SX-134	Scheibe Bergfalke II/55	228	14.4.89	SX-ANI	Snow Commander S2D-600	1415D	4.4.90
(433)	Ex D-9085. Aeroleschi Edessas, Edessa.		Current.	(451)	Ex N1768S, 4X-ASG. Galazios Ouranos EPE, Marathon.		Current.
SX-ANA	Cessna T210R Turbo Centurion	64916	23.6.89	SX-ANJ	Snow Commander S2D-600	"9704D"	4.4.90
(434)	Ex (N6158U), D-ENCP. Olympiaki Periyiseis EPE, Kerkyra (Olympic Club Cruises, Corfu).		Current.	(452)	Ex 4X-AUQ. Galazios Ouranos EPE, Marathon.		Current.
SX-HDB	Agusta A.109A-II	7423	3.7.89	SX-CBH	Boeing 727-230	20790	5.4.90
(435)	Olympic Aviation. Regd in Milan 26.6.89, in Athens 3.7.89.		Current.	(453)	Ex N1787B, D-ABTI, N852SY. Olympic Airways "Mount Vermio".		Current.
SX-135	Schleicher Ka 6CR Rhonsegler ??		3.7.89	SX-ANL	SOCATA TB-20 Trinidad	984	12.4.90
(436)	Ioannis Dimas, Marathon.		Current. Identity unknown.	(454)	Ex F-ODVX. Ioannis Kotsikos & Co EE, Marathon.		Current.
SX-136	Scheibe SF-25A Falke	4510	24.8.89	SX-CBI	Boeing 727-230	20791	12.4.90
(437)	Ex (D-KAGO), D-KLOU. Michail Poulikako. To Anemoleschi Athinon (Gliding Club of Athens) 22.2.90.		Current.	(455)	Ex D-ABVI, N854SY. Olympic Airways "Mount Dirfis".		Current.
SX-ANB	Cessna A.188B Agtruck	02554T	3.10.89	SX-ANM	Cessna A.188B Agtruck	02705T	24.4.90
(438)	Ex N4817Q. Georgikes Aeroepharmoges EPE, Marathon.		Current.	(456)	Ex N4971Q. Pegasos AE, Alexandroupolis.		Current.
SX-BSN	Piper PA-34-200 Seneca	34-7350310	11.10.89	SX-ANO	Cessna A.188B Agtruck	02151T	24.4.90
(439)	Ex N56278. Aeroporia Aigaiou EPE (Aegean Airways), Marathon.		Current.	(457)	Ex N9206R. Pegasos AE, Alexandroupolis.		Current.
SX-ANC	Cessna A.188B Agtruck	02239T	7.11.89	SX-BIB	Aerospatiale/Aeritalia ATR-42-320	182	2.5.90
(440)	Ex N9332R. Georgikes Aeroepharmoges EPE, Marathon. Crashed and destroyed. Reg cld 18.4.91.			(458)	Ex F-WWER. Olympic Aviation "Socrates". Registered in Toulouse 24.4.90, in Athens 2.5.90.		Current.
SX-AND	Air Tractor AT-301B	301-0531	14.11.89	SX-HCM	Hughes 369HS	109-0204S	14.5.90
(441)	Ex PH-CPR. Avionic Aeroporikai Epharmogai EPE, Marathon.		Current.	(459)	Ex JA9041. Elikoptera Engys Anatolis EPE, Marathon.		Current.
SX-ANE	SOCATA TB-10 Tobago	935	3.1.90	SX-ANP	Cessna A.188B Agtruck	02551	23.5.90
(442)	Ex F-ODVB. Athanasios Vaphiades, Kavala.		Current.	(460)	Ex N4813Q. Triaina EPE, Marathon.		Current.
SX-ANG	Cessna 150L	74838	16.1.90				
(443)	Ex N10315. Aristotelis Vavladellis, Mytilini.		Current.				

to be continued . . .

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Another series of reports from the pages of "Aeroplane" of the 1940s which we hope that some readers will be able to identify or explain. First we have some suggestions about earlier Extracts with thanks to Peter Amos, John Davis, Mel Davis, John Havers, Dave Male, Jack Meaden, Terry Murphy, Gilbert Rothery, Vic Smith, M.L.Upton and John Withers.

21.1.44 p.63: The Hampden mentioned was serialled AE384, it was transferred from No 455 RAAF Sqdn in the UK and on 31.5.45 recorded at 1 CRD, Werribee, Vic for dispatch to Canberra for the War Memorial. There it was stored still crated at the RAAF base until the Air Force insisted that it, and other potential exhibits, be removed. No alternative storage facilities were available so the Hampden was sold to a scrap metal dealer in 9.54. T/t 388.25 hrs.

26.1.45 p.106: The reported date of the fire was 11.11.43 and not as shown on p.91/52.

9.2.45 p.164: The Australian Stinson Model As were originally trimotors, converted to twin engines.

23.11.45 p.583: Proctor 5 CS-ADN was c/n Ae.1; the Dragon Rapides CS-ADI/J/K were c/ns 6899/6900/6901 ex NR835/6/7.

23.11.45 p.603: The report of a Hurricane for the use of Civil Air Attache Peter Masefield in Washington appears to be erroneous. A Hurricane would hardly have been very practical for long distance visits and in fact the aircraft provided was a new Proctor 5 G-AHGN (see photo). In due course it became N558E and was sold to Packard Motors of Florida after extensive use.

4.1.46 p.4: The story of the Storch recently appeared in the US magazine "Skyways". It was obtained, without authority, from a USAAF dump in Germany for use as a glider tug for Chilton Olympia gliders. It was collected by Denys B. Phillips, a Chilton designer, who fitted a new starboard aileron, painted RAF roundels on the wings and then flew via Darmstadt and Brussels to Shoreham, arriving 24.12.45. He continued to Hughes Farm, Hungerford, adjacent to the Chilton works on the 25th. The Hon A.W.H. Dalrymple who was a director of Chilton, insisted on being taken up in the Storch although the works foreman wanted to attend to the badly-repaired aileron first. The aileron hinge bracket failed during a low pass, the Storch banked steeply, sideslipped into the ground and was burnt out, killing the two occupants. No identity was known for the a/c.

4.1.46 p.22: Probably Proctor 5 00-CAZ c/n Ae.4 and ZS-ATX c/n Ae.5.

11.1.46: Comper Swift was probably G-ABUU which F/Lt Tom F.W. Gunton was still the registered owner of c7.46.

25.1.46 p.98: The Dornier Do 335A-12 Wk.Nr.112, or probably 240112 in full, allocated Air Ministry no.223 but not carried. Gp Capt A.F.Hards, the C.O. at Farnborough, was flying solo when

Top: The British Civil Air Attache's Proctor 5, wearing UK civil registration G-AHGN with an RAF fin flash, flying over the Capitol buildings in Washington. (via Jack Meaden)

Centre: Do 335 A-12 Werke Nr.112 seen at Farnborough during the Oct/Nov 1945 Enemy Aircraft Display only a few weeks before its fatal crash of 18.1.46. (Aeroplane via Jack Meaden)

Bottom: Air Taxi Wickos G-AFJB and G-AGPE are seen ready for business in front of the still-camouflaged buildings at Southampton/Eastleigh in '46. (via Jack Meaden)

the rear engine caught fire. While in the circuit and preparing to land, the fire burned through the elevator controls and the Dornier dived into the schoolhouse at Cove, killing the pilot. Some reports refer to it as Air Min no.225 rather than no.223. The earlier crash of a captured aircraft referred to involved Heinkel He 163 Wk.Nr.120072 Air Min.61 which occurred on 9.11.45 when the tail unit failed in a low-level roll, killing Fl Lt R.A.Marks.

25.1.46: The Parnall Elf would be G-AAIN. It was stored during the war at Burton, Wilts and restored to the register on 13.3.46 with a rebuild at Kidlington.

1.2.46 p.125: Two Lysanders seem to have been donated to France! T1503 was soc 12.4.46 as "to France as Museum Aircraft", and V9614 likewise on 26.11.45. Both were ex-No.161 Squadron.

1.2.46 p.146: For details of the 13 Lodestars see N9932F in Feedback p.91/110 this issue.

1.2.46: M. N. Mavrogordato owned Southern Martlett G-AAVD in 1938, though it was reported derelict at Turnhouse in 1944! Restored to register 16.10.46 to Billy Butlin.

8.2.46 p.179: Hudson III V8999 was soc on 4.1.46, and the fire-fighting demo took place on 30.1.46 simulating a crash landing. The Kenley firemen had the blaze under control in 1min 25 secs and out in 3min 55 secs.

15.2.46: The two Wickos were the surviving G-AFJB c/n 5 and G-AGPE c/n 11 which were sold to Miss Philippa M. Bennett in 5.46 and 4.46 respectively to start up her Air Taxi company at Eastleigh. The spare airframe was c/n 10.

1.3.46 p.242: Two of the £50 Tiger Moths were bought by Jack Bennett for the Cotswold Aero Club and stored at Staverton. N6777 was converted to G-ANER and when that was written off 16.6.60 N6797 replaced it as G-ANEH. (See "Digest" Summer and Autumn 1990)

1.3.46 p.267: The Liberator was AL528 which was to have become G-AGEM but ntu. Nominally owned by BOAC. The date varies, RAF records show crashed on landing at Charlottetown, PEI on 22.2.46 and other sources give 2106 hrs local time on 20.2.46 which was 21.2.46 in the UK and is recorded as such in the 45 Wing ORB.





Above: About to fly, the second of the Cotswold Aero Club's £50 Tiger Moths G-ANEH at Staverton 21.6.63. (Jack Meaden)

Now we have a new batch of Extracts to consider:

Aeroplane 15 March 1946

- *P.321 - Has a photo of a Netherlands Government Air Transport C-54 on delivery through Prestwick. It is clearly marked NL-350 and shows USAF serial 2107436 on the tail. NL-350 is not included in Archive Special but 42-107436 is shown as being allotted PH-TCP in 1946. Further information on this aircraft was given in the issue of 22 March. It was delivered from New York 11 February to Amsterdam for the Dutch service to Batavia.

Aeroplane 22 March 1946

- *P.354 - In a brief review of Air France, it was mentioned that Bloch 220 F-AOHE was one of the few pre-war fleet still in service.
- *P.355 - A DC-3 of ANA crashed into the sea shortly after take-off from Cambridge Aerodrome, Hobart, Tasmania on March 10. It was en route to Melbourne and all 21 passengers and 4 crew were killed.

Aeroplane 5 April 1946

- *P.410 - A BOAC/Qantas Lancastrian G-AGLX was lost at sea north of Cocos Islands on 24 March. It was en route to Australia with 5 passengers and 5 crew.

Aeroplane 12 April 1946

- *P.441 - DH Rapide G-AERZ of Railway Air Services crashed into trees near the clubhouse on the Royal Belfast Golf Club. It was on the regular 0830 Liverpool/Belfast service and ran into fog on arrival. Four passengers and two crew were killed.
- *P.444 - Jim Mollison left Luton this week to deliver Proctor V G-AHBE to India. This particular aircraft is for Mr Risi Mistri of Bombay and is the first of 26 Proctor Vs sold to India.
- *WS Shackleton offered two interesting aircraft for sale. The first was a Klemm Swallow owned by His Grace the Duke of Richmond & Gordon and carefully hangared during war - £135. The second was a Tomtit owned by Alex Henshaw, just completely overhauled with substantial spares inventory.

Aeroplane 19 April 1946

- *P.446 - At an exhibition put on by the Palestine Aero Club at Tel Aviv was included a Whirlwind engine and some other odd parts from a crashed Fokker tri-motor.
- *P.450 - All surplus light aircraft with the RCAF have been sold over 15 months. These comprised 190 Fleet Finches, 282 Tiger Moths and 20 Stinson 105s. They were mainly sold to Canadian flying clubs. In all the War Assets Corporation has sold 1,025 surplus aircraft; 330 to foreign buyers.
- *P.467 - In an article on the Miles Technical School, is a lengthy reference to the Miles Venture. (This aircraft is not dealt with in the Putnam book and is only briefly covered in 'Wings over Woodley'). FG Miles asked the school in August 1943 to design a high wing monoplane powered by two Gipsy Sixes. It had a nosewheel undercarriage, a low landing speed and a crew of four. The mock-up had been completed and metal fittings were being produced for the aircraft itself. It was to be used as a test-bed for Miles automatic pilot development.

Aeroplane 26 April 1946

- *P.501 - BOAC Dakota III G-AGHK forced landed near Oviedo, Northern Spain with engine trouble en route Accra-Hurn on 17 April. The captain and one passenger were injured.

Aeroplane 3 May 1946

- *P.507 - Reported on the collision near Copenhagen on Easter Day of Hawk Trainer G-AGVW and Auster OY-DGA. This occurred after completion of air to air photography of the Hawk aerobattling for the picture paper 'Billad-Bladot'. The Hawk came from below and struck the right wing of the Auster losing its fin and rudder. The Hawk dived in from 3000 ft, killing Capt Jorgen Edsberg, the Auster also entered a spin but recovered enough to force land with 80% damage.
- *P.510 - Sierra Leone received its first privately owned aircraft. An Auster J/1 was recently delivered to John Birch of United Africa Co, based at Waterloo Airfield, Freetown.

Aeroplane 10 May 1946

- *P.562 - An article on the Shapley Kittiwake (G-AFRP) stated it was being demonstrated at Rochester to a large aircraft components company who were interested in putting the type into production. Originally built by Shapley Aircraft Ltd at Torquay and flown at Exeter in 1938, it was stored during the war whilst Flt Lt Errol S Shapley was in the Air-Sea Rescue Service at Chatham.

Aeroplane 31 May 1946

- *P.624 - Reporting the first flight on May 22 of the DHC.1 Chipmunk, it was stated that the DHC.2 was under development and would be a side by side version of the Chipmunk.
- *P.653 - A DNL Ju52 crashed after take off from Fornebu Airport 22 May en route Stockholm; 10 passengers and 3 crew killed.

Aeroplane 7 June 1946

- *P.660 - Cunliffe-Owen Aircraft and Cierva Autogiro Co announced a joint venture for a Cierva designed helicopter to be built by Cunliffe-Owen.
- *For sale (Box No); Salmson Klemm, last C of A 1939, £200 or consider share with enthusiast near Birmingham who could provide hangarage and flying field

Aeroplane 21 June 1946

- *P.736 - In a report on Canada, it was stated that 215 Tiger Moths had been sold to the Royal Canadian Flying Clubs Association and others to Iceland, Cuba and Venezuela. Other ex RCAF types had been exported to Argentina, British Guiana, Mexico and Panama.
- *P.739 - FAMA, Argentina ordered 3 Yorks and 3 Tudor IIs for £500,000.

Aeroplane 28 June 1946

- *P.748 - A brief report on McDonald Aircraft Ltd of Balado Bridge. CFI is David Kay, who said his Gyroplane would shortly reappear. The company runs Loch Leven Aero Club with Cirrus & Pobjoy Swallows, Tiger Moths and an Autocrat. They are also disposing of large numbers of Barracudas, including the first one, P9976. They converted Hudsons and Lodestars for the Norwegians during the war, and are reconditioning Sidney Cotton's Lockheed 12 for sale. A BA Swallow has been sold to Flt Lt Donald Redman of Newcastle who intends to fly it to South Africa.
- *P.756 - An article on the DIFOGA 421 PH-NAG. It was designed and constructed by Dutch engineers Koekebakker and Weyer and financed by garage owner, Frits Diepen. It was built in secret during the war but only completed and flown in May 1946. Power was a 100hp Ford Mercury V8. It was a two-seat twin-boom aircraft with a pusher prop.
- *P.766 - The last of the 5 Catalinas used by Qantas was destroyed off the West Australian coast a fortnight ago. Lend-lease aircraft, and not considered to be of any further use, the five were flown out into the Indian Ocean and dynamited.
- *P.766 - Ansett Airlines suffered a mishap with Electra VH-UXP. It somersaulted following a forced landing in a severe rainstorm near Virginia, SA. It was on the inaugural Melbourne/Adelaide service; 2 passengers injured.

Aeroplane 5 July 1946

- *P.23 - Louis Breguet was reported to be negotiating a licence to build Bristol Freighters powered by Gnome et Rhone 14R engines.
- *P.25 - Pest Control Ltd put on a demonstration at Harston, Cambridge on 28 June of crop spraying using a Sikorsky Hoverfly on loan from the MoD. These tests apparently commenced in 1942, and resulted in the development of the Cierva Air Horse.

The Whole Truth:



DH.60 MOTH

PART FORTY-SEVEN

MOTH

FEED BACK

Firstly a couple of additions to earlier items:

COUPE MOTHS

Further to the comments in the table on p.91/24, a photograph of c/n 1098 MW-117/M-CGAA as a coupé can be found in G.Howson's "Aircraft of the Spanish Civil War" (Putnam).

P.91/50 and SPAIN

5111 The correct date of the accident to 34-11 was 29.1.35

5141 Aeronautica Naval designation was "M-1".
Thanks to Jose Miguel Sales Lluich for these items.

NORWAY

141 LN-ABU definitely crashed at 8pm on 1.8.35. It spun from a steep turn during an aerobatic show and crashed into the sea 10 metres from the shore. Both occupants survived with minor injuries. (Kay Hagby)

USA

We now continue with the listing from part forty-six:

159 NC575N regd in Mexico as X-BAEG 20.2.31 to Kenneth K.Hoffman, Tampico.
160 N1686 on US register as "sale reported" (both 3.82 & 11.84)
179 N617V current 11.84.

An unidentified DH.60GM is stored in the Harold Warp Pioneer Village, Minden, Nebraska.

AUSTRIA

OE-ARA is known to have become D-EBRA c.38.
OE-DAX delete, this is DH.82 c/n 3494.
OE-TEH is now reported as being a Hopfner HS8/29, although this may be a second allocation of the registration and OE-TEH(1) may still have been a DH.60.
OE-TIT, TOT & TUT remain unconfirmed.

FINLAND

Since the photos in Archive 4/87 were provided separately to the text, a number of omissions and anomalies should be recorded in the production lists.

(VK) 1 OH-VKD Named "Rakka".
(VK) 2 OH-VKE Named "Mia".
(VK) 4 OH-VKM Named "Molli".
(VL) 8 K-SILD/OH-ILD Named "Pilvetar"
OH-ILD Sold to Matti Mecklin .53 and after C of A lapsed due to damaged port wing after ground loop, it was stored for some twenty years beneath Mecklin's home. Sold to Ken Orrman 11.75 and shipped to Melbourne on SS Tricolour from Helsinki 3.76; arriving 5.76. Now fitted with ADC Cirrus Hermes II. First Australian flight should be amended to 27.5.79. Aircraft retains name "Pilvetar" with the addition of translation "Maiden of the Clouds".
VH-SSC
(VL) 9 K-SILB Although officially not taken up, the regn was clearly used. Named "Mikkeli".

DENMARK

Add to index of Danish Army:-
S-351 to S-357 c/n's 902/906, 1445, 1446

BRAZIL

Additional DH.60s comprise

PP-AEA (Rebuild) Regd to Aero Clube do Brasil 1939/46
PP-AEJ (Rebuild) Regd to Aero Clube do Brasil 1939/46
PP-AEL (Rebuild) Regd to Aero Clube do Brasil 1940/46
PP-AEM (Rebuild) Regd to Aero Clube do Brasil 1940/46
PP-AEO (Rebuild) Regd to Aero Clube do Brasil 1940/46
PP-AES (Rebuild) Regd to Aero Clube do Brasil 1941/46
PP-AEW c/n 3037

Additional information on still unidentified DH.60s

PP-REO Amend owner to Carlos Vilela Marques, to whom regd .44. C of A lapsed 23.1.46 but still on 1967 register!
PP-TBB Regd .37 to Darey Maggi.
PP-TBC Delivered 4.36 to Escola Brasileira do Aviacao Civil. Cirrus II powered. Current 3/38; allegedly a rebuild, but also quoted later as built 1930.
PP-TCK Owned by Lionel Lima, Rio de Janeiro .39.
PP-TCR Owned by Lionel Lima, Rio de Janeiro .39.
PP-TCW Delivered 9.37 to Escola Brasileira do Aviacao Civil. Gipsy Major powered.
PP-TDB Always regd to Escola Brasileira de Aviacao from 10.37.
PP-TDC Gipsy Major powered. Owned by Lionel Lima, Rio de Janeiro .39.
PP-TDT Gipsy II powered. Regd to Club Paulista de Planeadores (or Club Planeadores de Sao Paulo).
PP-TED Regd .38. Operated 10.38 by Jose Sampaio Macedo. C of A lapsed 7.8.44. Still on register 1967.
PP-TYE On the 1.71 register this was still current but with a C of A expiry of 18.3.63. Also quoted as damaged beyond repair 18.4.63.

With regard to Brazilian Navy DH.60T's, please note that they also carried unit codes (e.g. I-1-23, A1-1 and A-1-5), but probably in random order to the serials quoted on p 88/4. The "serials" or codes quoted in Archive 1/85 for 3015/3026 should be considered as correct unit codes however because they (and they alone) are referred to as such in DH delivery records.

Brazilian Army. Survivors were re-serialised K-201 to K-206 in 1936 and later K-401 to K-406 in 1937. All were cancelled prior to 1941. The "missing" c/n's 3003 & 3010 are believed not to have entered service so were probably consumed as spares.

POLAND

Polish Air Force:-
"6" 649

EGYPT

SU-ABB The mystery deepens! A photo of the Misr-Airwork fleet in Janes 32 clearly shows that this aircraft is a DH.60G (not DH.60GIII). It therefore cannot be c/n 5002. Awkwardly, the Moth alongside SU-ABB in the photo appears to be SU-ABD and it too is a DH.60G (so is probably c/n 1256).

GREECE

SX-AAE Still unidentified but regn officially allotted 10.10.40, so probably second-hand from Europe. Owned by BALE-Vasiliki Aeroleschi tis Ellados. Date of "handover" to British Air Ministry coincides with British evacuation of Greece (and thus possibly used to escape German invasion; Athens fell 22.4.41). Unlikely to have been officially absorbed into RAF. Most likely abandoned or destroyed at time.



Left: Gipsy Moth VH-UJV c/n 846 was "Sky Pilot" of the Church Missionary Society, Arnhem Land, NT, carrying the Rev. Langford Smith on his parish rounds; the ideal answer to a scattered population spread over a large area. Built in 1928, 'UJV is seen to have become well worn, not to say battered, in this 1938 photo and in fact it survived to be impressed by the RAAF in 1940. (via Jack Meaden)
Below: RAAF A7-5, whose c/n is unidentified, with A7-31 and others behind at Point Cook, Australia in 1936. (W.Wright via P.H.T.Green collection)

Military - Janes 32 refers to the Hellenic Air Force operating one or more DH.60Gs for instructional purposes. If not UK built, could it be French built, since the air force was supplied from both British and French sources.

AUSTRALIA

DHA.3 VH-UOP was fitted with the Gipsy III from DH.80A VH-UPO (c/n 2084) by KSAS 12.39.
A7-13 Add c/n 614.
A7-28 VH-UWB spun into Cooks River on landing Mascot 10.2.34. Salvaged and rebuilt.
A7-44 VH-AFN was purchased by Maurice Whittington .67 and delivered Bundaberg, Queensland to Bankstown 25/27.4.67 prior to shipment to USA. As N168G, it was at Irving Perlitch's Morgan Hill Museum in early .72. It was purchased by Jaap Mesdag t/a The Early Birds Foundation in 1981.

INST MOTH 2 is c/n 1060.
INST MOTH 3 is c/n 838.

9 (Genairco) ZK-ADW sold to F.B.Cadman 10.10.35. Unserviceable at commencement of WWII and not impressed. Sold 12.4.40 to Messrs Butler & Carroll, Hamilton acting for Rotorua & Bay of Plenty Aero Club. Badly damaged 18.10.41 when forced landed near Rotorua and not repaired. Regn cld 15.2.47.

CEYLON

Amend index to read VP-CAC (not VP-CAE)

SOUTHERN RHODESIA

Amend index and note so that VP-YAG reads VP-YAJ.

FEDERATED MALAY STATES

VR-RAA is probably the identity for c/n 840.

STRAITS SETTLEMENT

In compiling the index, we did not take into account our own amendments published in Archive 2/85!

Please amend as follows:-

VR-SAF to (Note)
VR-SAG to 451
VR-SAH to 921
VR-SAO to 839
VR-SBH to (Note)

VR-SAF Purchased as a seaplane .33; to spares .39. Rebuilt as a landplane .40. To MVAF .41
VR-SBH Built up from spares .39 using engine only from VR-SAF. To MVAF .41.

"A" Flight MVAF probably comprised VR-SAF, SAG,



SAI, SBH and possibly VR-RAS & RAT re-acquired by RSFC in .40.

INDIA

A DH.60G of United Provinces Flying Club crashed into the River Ganges on 31.10.36 about 20 mins after take-off from Cawnpore. The pilot, the club's chief ground engineer, L.Caster was killed. Acft is possibly VT-ABX c/n 1713.

Also delete reference in Archive 3/88 to c/n 1821 as being unidentified - it is VT-ACS as the previous page shows!

MEXICO

Add to index:-

X-BADU Regd 21.11.30 to Manuel Cabrera
X-BAEG 159
X-BAFA 1802
X-BAFQ 144

ROMANIA

Moth c/n 1077 may have operated in Romania throughout WWII.

NEW ZEALAND

NZ.1 ZK-AFR was built up from spares held by the RNZAF to the order of the Engineer-in-Chief of NZ Public Works Department. £100 was spent on additional components ordered from Stag Lane 5.6.36 (and which arrived at Wigram 3.2.37). Assembled and first flown 7.37 (and aircraft invoiced to PWD by RNZAF at £1169 - cost plus 10%). Regd to Public Works Dept 29.8.38. Taken on RNZAF charge 21.1.40 with 2 EFTS New Plymouth. Shipped to Fiji 1.12.40. F/f now quoted as 19.12.40 (not 14.11.40). Based Nausori with "Unit 20". The final accident was from an unknown cause - the Moth was flying at 2000 ft over Nadi Bay when it was seen to nose over and dive into the sea. Both on board were killed.

Casualty Compendium

PART FORTY-THREE

Right: Latecoere 631 c/n 02 F-BANT was re-assembled after being hidden in parts during the war and first flew on 6.3.45. However, as described below it crashed on trials for South Atlantic services on 26.10.45. A big flying boat of 188 ft span, it was powered by six Wright GR-2600-A5B 14-cylinder 2-row radial engines, each of 1600 hp. It cruised at 185 mph carrying 46 passengers and six more were built but were withdrawn from airline use in 1948. (Photo via Jack Meaden)



As usual we begin with some additional details of earlier casualties:

- 2.7.42 At the time of F-ARTL's crash Mauritania was only a part of French West Africa.
- 15.7.44 If the BWIA accident involved a Lodestar it must have been VP-TAE c/n 1954, not written off.
- 30.8.44 Panair accident at Sao Paulo was L.18 PP-PBI c/n 2114. Sixteen fatalities. Date also given as 31.8.44.
- 18.9.44 The Faucett-Stinson was OA-BBJ-261 c/n 1. Crash occurred at Cerro Chao, La Libertad. Six occupants killed.
- 21.9.44 Panair L.18 PP-PBH c/n 2113 crashed at Rio Doce, Salvador, Bahia; 15 killed.
- 11.10.44 Navegacao Aerea Brasileira L.18-08 PP-NAF c/n 2150 at Pirapora in Minas Gerais state.
- 29.11.44 The TACA aircraft at Tegucigalpa was reported in "Diario de Costa Rica" as "XHCA" which does not match any known Honduran Ford regns but may be an error for XH-TA. the block in which most were registered. Two crew and fourteen passengers were killed in the accident.
- 12.6.45 TACA aircraft at Puerto Cabezas, Nicaragua was Ford 5-AT-B AN-AAR c/n 5-AT-13. Remains were sent to the USA in 5.76 and used by EAA in the rebuild of N8407.
- 24.6.45 Faucett-Stinson No.16 was first OB-PAA-104, still flying as OA-BBP-279.
- 10.9.45 Again a Faucett-Stinson, OB-PAF-133 c/n 19. Location was Tablabambe.

And now the details and identities of the accidents listed in Part Forty-two (only one not attempted - well done!):

- 24.10.45 Faucett-Stinson suffered engine failure and crashed on take-off from San Martin, Peru. The pilot and four passengers were killed, four others injured.
- 26.10.45 SU-ACX was the Misr Airwork Anson struck on the ground at Lydda by Stirling PJ947 of 1588 Heavy Freight Flight which at the time was on delivery to India. The Stirling swung on take-off and killed one of the Anson crew, injuring three others.
- 26.10.45 "Lionel de Marmier" was Latecoere 631 F-BANT c/n 02 which was on a demonstration/route-proving flight. It was actually at Rio de Janeiro on 26.10.45, the accident occurred when flying to Uruguay on 31.10.45 (see Extract for 16.11.45 on p.89/50). The propeller hub of no.2 engine suffered fatigue failure and piece of propeller blade flew off, smashing into no.3 engine which fell off and entering the fuselage leaving a two metre high hole. A Brazillian journalist was killed and a French cameraman fatally injured. A successful forced landing was made on Rocha lagoon. There a right-hand engine was moved to the left side, making two each side, and the six-engined flying boat was flown on four to Montevideo for full repair before returning to France 6.3.46.
- 31.10.45 Junkers Ju 52/3mce OH-LAK c/n 4014 "Sampo" of Aero O/Y crashed on approach to Hyvinkaa, Finland. Capt Siirila was making a radio-controlled approach in bad weather but the ground signals were distorted by high-tension wires and he emerged from fog into a forest. The Junkers lost its wings but the fuselage remained almost intact and all 14 on board survived uninjured.
- 19.11.45 Aircraft en route Madagascar to France crashed near Tunis. Could this be the Gov.General of Madagascar's aircraft which crashed in the Zaghouan Mtns on 29th with 2 crew and 4 passengers killed?
- 4.12.45 Boeing B-17 SE-BAM "Tom", ex 42-31163, of Swedish airline ABA crashed at Strangnas near Stockholm. It was flying Prague to Stockholm but landed at Gothenburg due to bad weather and off-loaded the passengers. Capt Ernst Roll and five crew continued but were killed in the crash which occurred at 23.20 hrs.
- 14.12.45 The Sabena aircraft which force-landed at Kouande, Dahomey and then caught fire on ground was L.18-07 Lodestar OO-CAK c/n 2340 ex 42-32206.
- 17.12.45 The French tri-motor which crashed at Puiseux-les-Louvres was probably military since General Goudonneix and two military pilots were reported injured. Cause was fire in the centre engine.
- 25.12.45 Air France Lockheed C-60A-LO F-BALV c/n 2380 operating Paris to Tananarive service crashed into forest 60 kms west of Bangui killing crew and six passengers. Date also given as 26th.
- 30.12.45 Eastern Airlines aircraft which overshot into the bay at La Guardia was DC-3-201 NC18123 c/n 1999. One passenger was killed but Capt Silvio Cavalier, 2 crew, 10 passengers and a rescue worker were injured.
- 6.1.46 Pennsylvania Central DC-3 NC21786 c/n 2168 or 4131 (?) overran at Birmingham, Alabama and ended up hanging over a creek. Two crew died, Capt Paulis, 1 crew and 4 of the 15 passengers were injured.
- 13.1.46 Air France aircraft which struck the steeple of a church at Le Bouscat, Gironde, was AAC.1 (Ju.52/3m) F-BANP c/n 150. Capt J.Perrin and crew were killed.
- 18.1.46 Eastern Airlines DC-3-201E NC19970 c/n3254 flying La Guardia to Boston suffered port engine fire and lost the wing, crashed at Cheshire, Connecticut and killed the three crew and 14 passengers.
- 22.1.46 Douglas C-53D F-BAOD c/n 11720 operating Air France Paris - Stockholm service caught fire, lost right engine, but made successful forced landing at Frensdorf, Germany. Repaired but crashed 16.2.50 at Cotonou.
- 31.1.46 United Airlines DC-3-194H NC25675 c/n 2147 crashed on Elk Mountain, Wyoming at 0300 on the Boise to Denver sector of the Seattle - New York service. Capt Briggs, 2 crew and 18 passengers killed.
- 18.2.46 Lockheed 414-56 Hudson VP-TAL c/n 7560 ex 42-47340 of BWIA crashed at Ciudad Trujillo when taking off from a narrow grass runway in a cross wind. Capt Grogan, 3 crew and 5 passengers unhurt en route Trinidad - Jamaica.
- 26.2.46 NC41474 which crashed at Fayetteville, Georgia was Piper J-3C-65 Cub c/n 8089 owned by H.O.Hutchinson of Thomaston, Georgia.
- 3.3.46 American Airlines DC-3-277B NC21799 c/n 2203, flying Tucson - San Diego sector of New York - Los Angeles route, crashed at 0812 PST on Tierra Blanca Mountain possibly due to severe downdraught and insufficient altitude. Capt Stoner, two crew and 22 passengers lost their lives. Location also quoted as Mount Thing.
- 10.3.46 Australian National Airways DC-3 VH-AET c/n 6013 crashed in sea 200 yards off Seven Mile Beach at 2055. Capt Spence, 3 crew and 21 passengers were killed, the worst Australian accident to date.
- 29.3.46 Lockheed 049-51-26 Constellation NC86510 c/n 2034 "Star of Rome" of Trans World overran on a wet runway at Washington, DC inbound from Paris after dropping all but 3 passengers at New York. No injuries. Had landed too far down runway with flaps not fully deployed.

- 24.4.46 Western Air Express DC-3A-367 NC33621 c/n 3286 on a test flight suffered port engine failure and descending in dense fog, crashed into the yard of 11723 Lorne St, North Hollywood and burnt out, killing Capt Fiederoff and two crew. The occupants of the house, Mr & Mrs Brychyta and 3 children, were unhurt. They had put the house up for sale the day before!
- 16.5.46 DC-3 NC53218 c/n 19626 of Viking Aircraft Co had landed at Richmond, Virginia when on a Newark to Atlanta charter flight. After take-off it attempted to return at about 0100 but crashed when it missed the approach. Capt Anderson, one crew and 23 passengers were killed.
- 22.5.46 DNL Junkers Ju 52/3m2e LN-LAB c/n 6048 suffered engine trouble after take-off from Oslo/Fornebu for Stockholm/Bromma. In trying to turn back at low altitude the aircraft stalled and crashed, killing 12 but with one passenger surviving.
- 29.5.46 United Airlines DC-4 NX30065 c/n 10388, leased from WAR Assets, was on a training flight and was badly damaged when the undercarriage collapsed. There was no fire and no injuries to the four on board.
- ? .6.46 Aer Lingus DC-3-268B EI-ACA c/n 2178 suffered a starboard engine fire after take-off from Shannon and forced-landed wheels-up in a field 4 miles from the airport at about 2130 on 18.6.46. Capt Cusack and 5 occupants injured, 13 unhurt but aircraft burnt out after landing.
- 12.6.46 Iberia DC-3 EC-ABO, ex EC-CAZ, c/n 4832 crashed on take-off from Barajas airport, Madrid. One crew member was injured.
- 13.6.46 Ford 5-AT-B XA-FOH c/n 5-AT-31 of Servicios Aereos Nacionales was en route Tuxpan to Pachuca with company owner Juan Tilghman Gallo as pilot. Ran into bad weather and descending from 14,000 ft to 9,500 ft over high mountains the right engine stopped followed immediately by the left one. Gallo attempted to stretch the glide to Actopan airfield but instead had to crash-land, sliding along a ridge and ground-looping. None of the crew or passengers were injured, the aircraft was dismantled and used for spares. Cause was a broken fuel line.
- 28.6.46 Air France AAC-1 F-BAJS c/n 20 on night postal service crashed into power lines and burnt out after take-off from Pau, killing two crew although one survived. Actually took place early on 29th.
- 2.7.46 TWA DC-3-201F NC28383 c/n 4091 landed on the Belt Line railroad, Chicago. One passenger seriously injured but Capt Gracy, 2 crew and 17 passengers only slightly hurt.
- 11.7.46 L.049-51-26 Constellation NC86513 c/n 2040 "Star of Lisbon" of TWA crashed near Reading, Pennsylvania on a training flight when faulty electrical connections set fire to leaking hydraulic fluid and filled the cockpit with smoke. Capt Norman Neilsen died after helping to rescue instructor Capt Richard Brown who was the sole survivor, four other crew also died. All Constellations were grounded until 23.8.46 as a result.
- 22.7.46 Air France SNCAC NC.702 Martinet F-BBFA c/n 124 operating Nice - Paris mail service crashed at Pontarme near Senlis.
- 28.7.46 Date incorrect? Sabena DC-4 OO-CBG c/n 42986 crashed near Gander, Newfoundland, on delivery flight 18.9.46, twenty-six killed.
- 9.8.46 Lockheed Lodestar of Atlantic Central stalled on overshoot while attempting emergency landing and crashed at Lakehurst, New Jersey en route Atlantic City to Newark. Capt Carlin and 3 of the 6 occupants were killed.
- 21.8.46 Trans-Luxury Airlines aircraft DC-3 NC51878 c/n 45442, owned by parent company International Airlines, operating a New York to San Francisco charter flight attempted to make a forced landing but crashed and split in two at Moline, Illinois. Pilot Capt Steen and co-pilot Fox were killed but 24 other occupants survived.
- 25.8.46 Avro 19 SU-ADJ c/n 1272 of Misr Airwork crashed 33 miles from Almaza on a Lydda - Cairo flight on 24th. Six killed, 3 injured.
- 25.8.46 American Airlines DC-3 NC88826 c/n 19776 "Flagship Tulsa" on training flight crashed from high-speed dive, at Holly Springs, Ashland, Mississippi.
- 3.9.46 Air France DC-3 F-BAOB c/n 11714 en route to Paris had previously returned to Kastrup with engine trouble. An engine fire was suspected of causing the crash at Holtug in Stevns district 40 km S of Copenhagen shortly after take-off. Capt Faucher, 4 crew and seventeen passengers lost their lives.
- 4.9.46 Another Air France DC-3D, F-BAXD c/n 42975, lost power after take-off from Le Bourget for London and crashed at 0915 at Blanc-Mesnil. Two crew and five passengers survived, three crew, 17 passengers and one person on the ground were killed.
- 5.9.46 Trans-Luxury Airlines DC-3 NC57850 c/n 9214 crashed in fog on approach and burned out at Elko, Nevada. Only survivor of 22 occupants was a 2-year old boy.
- Photos: "Delphinus" DH.86A G-ACPL c/n 2300 was operating the twice weekly Bangkok - Udorn - Hanoi - Fort Bayard - Hong Kong shuttle on 8.3.38. Capt Wilson overshot on landing at Fort Bayard (Quang Chow Wan) onto a sunken road. The two crew and two passengers on board were all unhurt and the aircraft returned to service later.
- "Dorado" DH.86B G-ACWD c/n 2305 showed the result of the engine start-up fire recorded on p88/81 and 88/109. Flames from the exhaust set fire to the fabric below the port inner petrol tank and spread rapidly along the bottom and left side of the fuselage. Prompt action by the Kai Tak airport staff extinguished the fire in less than two minutes.

Our thanks for the very welcome contributions of Geoff Allen, Phil Butler, K.F.Carter, Ed Davies, John Davis, Mike Gradidge, Kay Hagby, Mike Hooks, Fred Kirby, Jack Meaden, Tony Morris, Colin Smith, Vic Smith, John Wegg, John Withers and Hugh Yea.

Now another, somewhat shorter, batch of casualties to identify:

- 7.9.46 "Star Leader" disappeared after leaving Bathurst for Buenos Aires.
- 12.9.46 Pacific Central four-engined airliner crashed at Washington, DC.
- 17.9.46 Sabena a/c hit hangar on t/o at Haren.
- 18.9.46 Sabena at Gander, see 28.7.46 above.
- 27.9.46 Panair C-47 crashed at Rio. Lightning?
- 3.10.46 American Overseas a/c cr Newfoundland.
- 3.10.46 Southampton A/S a/c cr in Malta.
- 3.10.46 United DC-4 cr Cheyenne, Wyoming.
- 11.10.46 (or 11.11?) Eastern a/c cr Alexandria.
- 12.10.46 TWA a/c on ferry cr Newcastle, Del.
- 17.10.46 NAT a/c w/o at Laramie, Wyoming.
- 18.10.46 Panair Lockheed cr at Catanduvas.
- 1.11.46 Paris-Casablanca a/c cr nr Limoges.
- 6.11.46 KLM a/c forced landing nr Guildford.
- 9.11.46 Arnold A/S a/c cr on t/o Anchorage.
- 11.11.46 Com.Aer.Veracruz cr nr Jalapa, Mexico.
- 13.11.46 Western DC-3 cr Mt White, California.
- 14.11.46 KLM a/c crashed landing at Schiphol.
- 13.12.46 York of FAMA cr nr Rio de Janeiro.
- 17.12.46 Winged Cargo a/c disappeared Caribbean.
- 19.12.46 PanAm accident at New Orleans.

Right: Now what is this C.30A doing in a decidedly un-English landscape in 1938?



FEED BACK

THE FOKKER F.VII SERIES

We omitted to add Dutch cancellation dates after fates in the first part (assuming that all readers had our Complete Dutch Registers ?) but by request list the missing items below and include them in subsequent sections.

- 4759 H-NACC regn cld 20.7.26
 4839 H-NACJ originally had a R-R Eagle IX changed 18.5.26 to a Jupiter.
 4840 To Jupiter 31.5.27, H-NACK regn cld 12.7.27.
 4841 To Jupiter 3.6.26, H-NACL regn cld 7.3.27.
 4845 Engine changed from Lorraine to Jupiter 7.9.25. As VH-UQF arrived New Guinea by sea 18.7.31, was test flown 10.9.31 (with Jupiter VI engine), wfu 3.37 and then scrapped.
 4901 PH-ACT regn cld 24.6.40.
 4918 H-NADF regn cld 10.3.28.
 4919 H-NADG regn cld 31.3.28.
 4938 H-NADH/G-EBPL c/n misprinted, 4938 not 4838.
 4953 G-EBTS regd to Air Communications on 2.8.28 and to Duchess of Bedford in 9.29.
 4954 VH-USU flew again in the 1940s, does anyone know the exact dates?
 4955 rebuild after 7.7.27 accident used wing of NC55, the correct c/n of which was Fokker C-2 no.1.
 4983 was carrying marks PH-ADO by 23.2.29 when it arrived in Copenhagen for lease to DDL. As Herman Dekker's Complete Dutch Register explains, aircraft on the first (H-N...) register could change to the PH- prefix from 1.2.29 onwards, though the second (PH-...) opened officially on 28.2.29 (misprint here!) and so this is the re-registration date usually quoted. The regn PH-ADO was cld 4.4.36.
 It was regd OO-ADO on 27.4.36 to Sté anonyme d'Exploitation et de Représentation aéronautique (AERA) at Het Zoute airfield near Knokke. OO-ADO was put up for auction 26.6.39 by AERA, result unknown, and was destroyed by bombing at Het Zoute on 10.5.40. The regn was cld on 28.2.46 in the post-war clean-up.
 4984 as for c/n 4983, arrived Copenhagen 20.2.29 already carrying PH-ADN. Regn PH-ADN cld 1.5.36.
 PH-EHE was destroyed by fire in a field near Beziers on 22.3.37 after landing there on 20.3.37. (Howson, "Aircraft of the Spanish Civil War") Flew valuables out of Spain for Republican arms purchases in France as a cover for drug smuggling. Regn cld 27.7.37.
 4992 H-NADP/2 arrived at Khartoum 19.5.28 from Cairo having suffered from wing flutter en route. It was dismantled and moved by road to Port Sudan.
 5028 Chilean Air Order of Battle for 1.7.31 included "one Fokker with three Wright J-5 engines", which surely was c/n 5028. It was not listed again. It was almost certainly operated for LAN, and Janes 1931 lists LAN with one Fokker - with Wasp engines!
 Concepcion should be so spelt. According to Rick Allen 5028 had a wing with c/n 5066.
 5054 "H-NACT" flew briefly at Ypenburg on 7.6.57, was intended to fly at show on 10.6.57 but did not?



Above: "H-NACT" at Ypenburg on 7.6.57. (J.M.G.Gradidge)

- 5062 SP-AAM scrapped 1939.
 5063 G-EBYI named "Ciel Bleu" by Kidston. Accident date was 14.11.28 (47 Sqn ORB) or 15.11.28 (Sudan Daily Herald). It was shipped back to Khartoum from the crash site on the White Nile 14.12.28.
 5089 SP-AAN scrapped 1939.

- 5090 SP-AAO sold to Polish AF instrument flying school in 1938.
 5091 SP-AAP possibly used by AF instrument flying school from 1936, destroyed Warsaw/Okecie 9.39.
 5092/3 SP-AAR/S both to AF instrument flying school 1938.
 5129 F-AIYU had 5944 hrs on BV check at Buenos Aires on 28.11.39.
 5130 F-AIYV the BV check was at Lyon-Bron 22.10.38 not at Le Bourget.
 5131 F-AIYX checked at Buenos Aires 25.11.39, 5320 hours.
 5133 F-AJBH was 50% destroyed in an accident at La Ferté-Gaucher, 70 km E of Paris, on 22.9.31.
 5134 F-AJBI checked at Natal, Brazil 2.12.39, 5156 hours.
 5135 F-AJBJ was 60% destroyed in an accident at Cannes on 2.7.37. Two crew injured.
 5227 F-AJUC had 831 hrs at Le Bourget 24.10.38.
 5228 F-AJUD was checked by BV 19.10.38, no hours noted.
 5237 F-ALZR had 5816 hrs in BV check at Hanoi 23.11.39.
 5262 F-AMFS had 5879 hrs at end of 1936, may have crossed into Spain. CS-AAM was F-ALSA c/n 5095 as stated.
 5307 F-ALUK the BV check was at Damasçus not at Saigon where only F-ALUJ and F-ALZR were stationed.
 5328 F-AMBU had 2964 hrs in 1937, probably went to Spain.
 5352/2 There is speculation that these may have carried EC-W ferry regns. Much guesswork has been published elsewhere on the topic but EC-W17 and EC-W18 seem most likely to fit the sequence.

CIVIL REGISTERS OF THE SUDAN

- ST-AFU cannot be the same aircraft as HP-860/OB-T-1196 which remains unidentified.
 ST-AKH at risk of repeating ourselves 25-2370 is still flying over the Editor's house as G-ASLK despite official Sudanese chronicles. ST-AKH is indeed c/n 25-3270 as on p.90/67.
 ST-ALO regd 8.8.89, CoR No.288, current.
 ST-ALP regd 26.2.89, CoR No.289, current.
 ST-APW regd 27.4.86, current.
 ST-EVF regd 23.5.87, cancelled 18.4.89 as sold abroad.
 ST-KSC cancelled 9.1.91 as sold to Government of the Sudan. No new marks known.
 ST-MMN regd 23.5.87, cancelled 18.4.89 as sold abroad.
 ST-NMM regd 23.5.87, cancelled 18.4.89 as sold abroad.
 ST-PRS was regd to Government of the Sudan, CoR No.292.
 ST-PSR was regd to Government of the Sudan, CoR No.291.

The following new registrations should be added:

- ST-AKX to ALB are all Antonov An-2R registered 1.4.87 to Sudana Pezetel Co Ltd as follows. All are current although ST-AKX has been destroyed.
 AKX c/n IG-220-30, ex SP-ZEM, CoR No.271.
 AKY c/n IG-220-28, ex SP-ZEK, CoR No.272.
 AKZ c/n IG-220-26, ex SP-ZEH, CoR No.273.
 ALA c/n IG-220-27, ex SP-ZEI, CoR No.274.
 ALB c/n IG-220-29, ex SP-ZEL, CoR No.275.
 ST-ALH Fletcher FU-24-950, c/n 203, ex ZK-DZJ, AP-AYR. Regd 3.12.87 to Yadum Pest Control Ltd, CoR 281.
 ST-ALI Fletcher FU-24-950, c/n 212, ex ZK-DZK, AP-AYY. Regd 3.12.87 to El Nilein Agricultural & Avn Co Ltd CoR No.282.
 ST-ALJ Fletcher FU-24-950, c/n 209, ex ZK-DZO, AP-AYS. Regd 3.12.87 as for -ALI. The official records for -ALI/J are the reverse of previous information!
 ST-ALQ Antonov An-2R, c/n IG-229-53, ex SP-ZFG, regd 22.6.89 to Sudana Pezetel Co Ltd, CoR No.290.
 ST-ALR officially not used. Possibly allocated to ST-SAC but not used.
 ST-ALS Cessna 210M, c/n 62387, ex N761NM, regd 6.11.90 to El Dinder Avn Co Ltd, CoR No.294.
 ST-ALT Antonov An-2R, c/n IG-229-50, ex SP-ZFD, regd 30.4.91 to Sudana Pezetel Co Ltd, CoR No.295.
 ST-ALU/V reserved for Antonov An-12s for Government of the Sudan, CoR Nos.296/7.
 ST-GLD Boeing 707-379C, c/n 19821, ex N762U, G-AWHU, 9Q-CKI, VN-83415, G-AWHU, 5X-JEF. Golden Star Air Cargo Co Ltd, 1.91. CoR unknown.
 ST-SAC Boeing 707-321C, c/n 19377, ex N474PA, F-BYCP, (EL-AIY), EL-AJA, N5368Y, N721GS. Sudan Air Cargo. Regd 14.10.90, CoR No.293. Written off Nairobi 3.12.90, not yet cancelled.

CIVIL REGISTERS OF ETHIOPIA

The Bellanca J-2 NR782W (p.91/27) set the non-refuelled endurance record of 24 hours 33 minutes. Reported to have flown as 782W at some time.

N9999F: AMERICANS OVERSEAS

Firstly some points arising mainly from Feedback p.91/56:
N9990F went to N220B, not N2203.

N9957F no trace of N97892 having been a P-38 in the FAA records.

N9934F from Egyptian-American to World Wide.

N9932F re Spanish Lodestars:

CANA acquired 11 Lodestars in 1948, flown from Tripoli to Spain in two batches on 10.12.48 and on 31.12.48. Only nine arrived in Spain. Because of a lack of documentation they were parked at Barajas without flying. In 1950 they were acquired by the Ejercito del Aire for the Escuela de Mataban, Salamanca to which they flew in their civil marks. However because of their lack of activity the regns EC-ADT to AEF were reassigned to a batch of Stinson Voyagers for the RACE later in 1950. One Lodestar had an accident at Barajas on 4.1.51; the remaining eight went to the Maestranza Aerea de Leon for a complete overhaul, returning to Mataban at the end of 1951 with serials T.4-1 to T.4-8 and remaining in service until sold in 1955.

N9922F c/n should read 82089.

N9919F at time of crash was operated by Trans World Aero Surveys.

N9886F not to HS-SKA which was C-45H c/n AF831.

N9874F became CP-974 with Samuel Selum Arce, operating as TASMA. On 6.5.84 it took off from San Borja with a cargo of meat for La Paz but a port engine fire a few minutes later necessitated a return and the C-46 was destroyed by fire after landing safely.



Above: The burnt-out remains of C-46D CP-974 ex N9874F at San Borja airfield, Bolivia. (via Fred Kirby)

...and from p.91/83:

N9956F was seen with fabric at Croydon in 1954 but as a frame dumped outside by 9.9.55, said to have been burnt. Fred Kirby has unearthed two insurances for "Cessna Crane 31964" (surely the same aircraft) one in the name of Air Training (Fairoaks) Ltd around December 1945/January 1946 for ground risks only, the second for 12 months from 8.5.46 in the name of King Peter of Yugoslavia (who had been evacuated from his homeland on capitulation 17.4.41). It is believed that he learnt to fly at 18 EFTS Fairoaks. Presumably the aircraft flew only in military marks but did the King own it? How much was it flown? Where was it based? Did he dispose of it?

N9700F now known to be NC79811 before F-BFPA (see below). Intended to replace OO-LMV c/n 1069 cld 11.1.72. Stored at Wevelgem 1975-7 owned by Urban L. Drew or one of his companies such as Kerry Management Ltd or Transvaal Corpn (he operated Air Chantenis in the Sudan and Caprivi A/W in South Africa). Subsequently stored by A.Coessens at Overboelare until dbf there on 3.10.85.

N79848 opens up a can of worms! Both Swiss and Swedish authorities quote c/n 8343 but Steve Darke our Beech 18 Specialist says this was 44-87084, KN132, Italian AF MM.... from 3.49, fate unknown. The US serial we quoted 44-87107 belongs to c/n 8366. He believes N79848/SE-BTS/HB-GAC/B-8 etc to be 8362, ex 44-87103, can anyone confirm this - perhaps by examining it in the Swiss Transport Museum? (Meanwhile was HB-GAI/B-6 8409 ex 44-87150 or 8323 ex 44-87064? The Swiss quote a mixed tie-up! Also was unidentified B-7 c/n 7930 ex 44-47522?)



Above: The identity of Beech C18S N79848 is still a matter of speculation. (Photo: Mike Hooks)

NC98887 was Cub floatplane c/n 19160, part of a block of regns NC98000 to NC98999 issued to Piper in 1946. N9974(F) photo was taken on 1.7.52, it diverted to Ringway with technical problems on that day.

But Colin Smith has also discovered NC79076 J-3C-65 c/n 16687 regd to Geo.F.Brown, Shannon, Eire c.7/9.46 and poses the query is this part of yet another block?

John Davis adds that the NC74115 and NC79800 series both appear to have been used by US citizens living in Europe, some have US addresses, some European. The following are additions to p.91/20 and 91/83:

- NC79800 Lillian Godek, London. Regd 7/9.46.
- NC79801 Grumman G-44, c/n 1297, ex BuA.32943, F-BDAE. Wallace Clair, New York.
- NC79802 Helen Lavergne, Paris.
- NC79803 also Helen Lavergne, Paris.
- NC79804 John B. Kelley, Paris.
- NC79805 Mary Allez, Paris.
- NC79806 Sigmund B. Schloss, Paris, operating as Cercle Interallie de l'Aviation.
- NC79807 Robert S. Mosley, South San Antonio, Texas.
- NC79808 Donald K. Armstrong, New York.
- NC79809 as NC79806.
- NC79810 Fairchild UC-61K c/n 995 ex 43-15031, HB757. Andrew L. La Barbera, Vitry-sur-Seine. To F-BENN, HB-EKG.
- NC79811 Fairchild UC-61K c/n 988 ex 43-15024, HB750. Rene Samuel McCall, Paris. To F-BFPA 30.9.49, to N9700F (qv).
- NC79812 Fairchild UC-61K c/n 948 ex 43-14984, HB710. As NC79811. To F-BENM 31.3.48, PH-NIP 4.58.
- NC79813 Beech C18S c/n 8252 ex 44-86993, RAF ? . Elise Hughes Malone, New York. To FRAF 486993, SX-EAB, SX-ADG.
- NC79814 Paul H. Whitney, Paris.
- NC79815 Alan H. Sanstad, Garches, France.
- NC79816 Anna E. Long, London.
- NC79817 Fairchild UC-61K c/n 828 ex 43-14864, HB591. Melvin C. Smith, Paris. To F-OAEA 9.49.
- NC79818 Fairchild UC-61K c/n 392 ex 43-14428, FS511. Charles S. Cobb Jr, St Cloud. To F-BECY 25.5.50.
- NC79819 Virginia Lewis, Los Angeles, CA.



Above: The Cub NC79819, possibly at Thruxton. (Mike Hooks)

- NC79820 Lockheed L-12A c/n 1277 ex NC18900, 42-38349, LA623, G-AGVZ. Bernard E. Smith, New York. To F-BFUD 19.9.60, N4992V 4.84.
- NC79821 Noordduyn UC-64A c/n 521 ex 44-70256. David M. Miller, Roanoke, VA.
- NC79822 Noordduyn UC-64A c/n 527 ex 44-70262. As NC79821.
- NC79823 Noordduyn UC-64A c/n 771 ex 44-70506. As NC79821.



Above: Spitfire PR.XI seen at Old Warden on 12.9.53 wearing N74138 underwing (not NC by then) and G-15-109 on the fuselage sides. (Photo: Alan Scholefield)

Right: Argus NC74130 at Le Bourget 1.7.53. In John Davis' listing it had become G-AKJM 2.48 and VH-AVN 6.51, though we have the Australian regn date as 7.53. (Mike Hooks)

NC79824 Fairchild UC-61K c/n 993 ex 43-15029, HB755.
 Alan H. Sanstad, Paris. To F-BEDX 12.10.49.
 NC79825 Noorduyn UC-64A c/n 411 ex 43-35337. As NC79821.
 NC79826 Noorduyn UC-64A c/n 711 ex 44-70446. As NC79821.
 NC79827 Noorduyn UC-64A c/n 602 ex 44-70337. As NC79821.
 NC79828 Noorduyn UC-64A c/n 713 ex 44-70448. As NC79821.
 NC79829 Noorduyn UC-64A c/n 763 ex 44-70498. As NC79821.
 NC79830 Noorduyn UC-64A c/n 653 ex 44-70388. As NC79821.
 NC79831 Noorduyn UC-64A c/n 549 ex 44-70284. As NC79821.
 NC79832 Noorduyn UC-64A c/n 769 ex 44-70504. As NC79821.
 NC79833 Noorduyn UC-64A c/n 581 ex 44-70316. As NC79821.
 NC79834 Noorduyn UC-64A c/n 491 ex 43-35417. As NC79821.
 NC79835 Fairchild UC-61A c/n 830 ex 43-14866, HB593.
 Edward Wronikowski, Detroit, MI.

Later, N79854 was used by Aeronca 7AC Champion c/n 2144 ex OO-TWF (cld 5.6.50) of US Embassy Flying Club until regd G-AOEH in 1956.

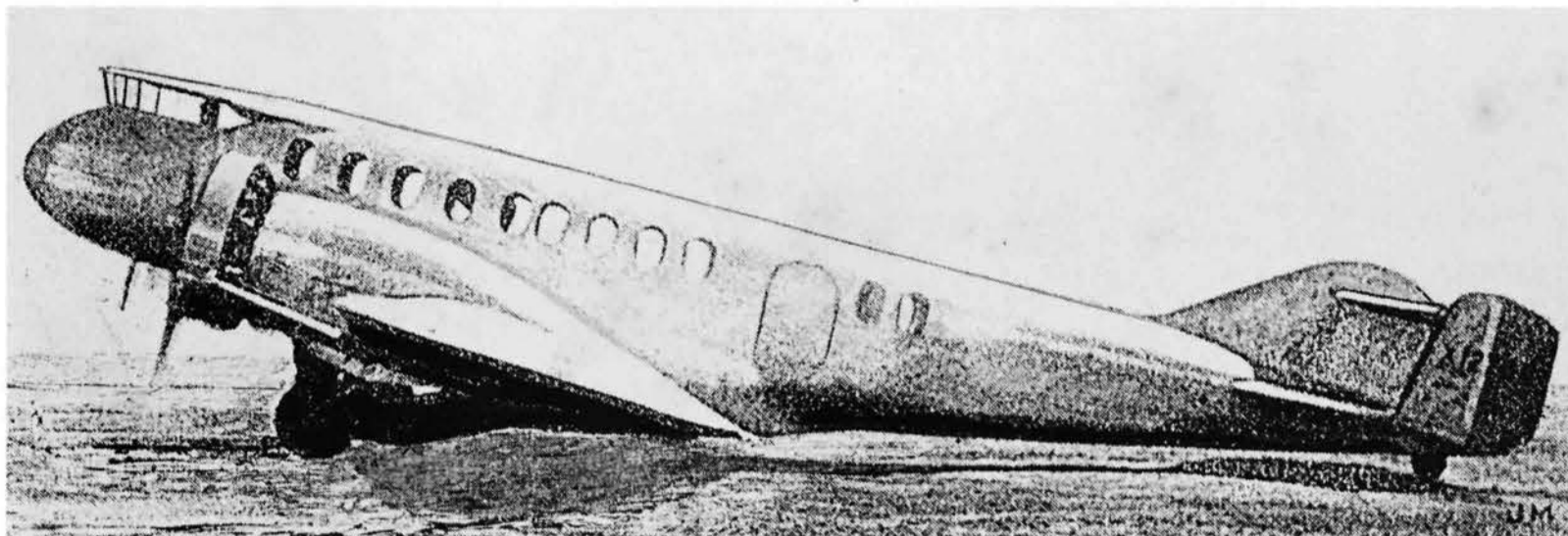
NC74115 Paul A. Dupuis, St Maur, France.
 NC74116 Col Alfred H. Davidson Jr, Fort Worth, TX.
 NC74117 Col Melvin C. Smith, Fredericksburg, VA.
 NC74118 as NC79806.
 NC74119 as NC79806.
 NC74120 Piper L-4J c/n 13241 ex 45-4501. As NC79806.
 To F-BETK.
 NC74121 Paul Umbarger, Paris.
 NC74122 James Frederick Brown, Paris.
 NC74123 as NC79814.
 NC74124 Marlyn Augustine, Monte Carlo.
 NC74125 Fairchild UC-61A c/n 391 ex 43-14427, FS510.
 Philip G. Gamble Jr, Brooklyn, NY. To OO-ADH
 4.12.47, OO-WAL 3.8.50.
 NC74126 Ryan Navion c/n NAV-4-831 ex NC8831H. Wallace
 Clair, Paris. To (or ex?) F-BESR.
 NC74127 Fairchild UC-61K c/n 916 ex 43-14952, HB678.
 As NC74115.
 NC74128 Fairchild UC-61K c/n 896 ex 43-14932, HB658.
 John F. Wachob, Paris. To F-OABF 3.49.
 NC74129 Fairchild UC-61K c/n 952 ex 43-14988, HB714.
 Raymond Peter Pach, Brewster, NY.
 NC74130 Fairchild UC-61K c/n 314 ex 42-13578, EV806.
 Claude R. Brown, Davenport, WA. To G-AKJM 28.2.48,
 VH-AVN 6.51.
 NC74131 Fairchild UC-61K c/n 997 ex 44-83036, KK379.
 James S. Drown, Wauwatosa, WV. To F-BFPI 10.7.50.



NC74132 Fairchild UC-61K c/n 999 ex 44-83038, KK381.
 Joseph L. James, Carrollton, OH. To F-BFPD 7.11.49.
 NC74133 Noorduyn UC-64A c/n 611 ex 44-70346. As NC79821.
 NC74134 Noorduyn UC-64A c/n 723 ex 44-70458. As NC79821.
 NC74135 Fairchild UC-61K c/n 385 ex 43-14413, FS504.
 A. H. Davidson, London. To F-BFPO 23.8.50.
 NC74136 R.J.O'Mara, Los Angeles, CA.
 NC74137 Sam R. Pratt, Limerick.
 NC74138 c/n 6S583723. United States Embassy, London.
 To G-15-109, PL983, G-PRXI 6.6.83.
 NC74139 as NC74136.

NC6400N as given. Owner was US citizen in UK. 1.47.
 NC6401N Vultee V-77 c/n 1648 ex ?? To SE-BFP 16.6.50.
 NC6402N Beech D17S c/n 4921 ex 43-10873, FZ431, G-AJLD.
 NC6403N Beech D17S c/n 4935 ex 43-10887, FZ439, G-AJLA.
 To HB-KID, F-DADL, N9972F.
 NC6404N not used.
 NC6405N Fairchild 24W-41 c/n "41956". Possibly UC-61K c/n
 956 ex 43-14992, HB718; to SE-BCE 5.47, OH-FCB ?
 NC6406N and up, not used.

We have also received some notes about Transocean Airlines and their relationship with Air Jordan which is relevant to a number of N9...F aircraft. Transocean bought shares in Air Jordan in 1953 and also had a management contract with them, so they re-equipped the airline with various C-46, DC-3, DC-4 and CV240 aircraft. Transocean went into bankruptcy 11.7.60 and Air Jordan ceased operations on 1.9.61. From evidence of aircraft ownership (eg N9864F) it seems that Transocean formed a subsidiary to operate the Air Jordan aircraft called International Aviation Development Corpn, which was reconstituted as Foreign Air Transport Development Corpn after the demise of the parent. Can anyone confirm this please? It seems likely that the N9...F regns were allocated before the Jordanian ones though they may not have been worn at the time. Ownership was probably retained by the US company throughout the Air Jordan operation.



NC12762 - THE CAPELIS XC-12

The enquiry about this "film star" aircraft revealed a detailed history of its development and also its movie career. It was designed by Professor Young of the University of California and built by the Safety Aircraft Corp of San Leandro, California. As X12762 the Capelis first flew from Oakland in 1933, the licence number being issued on 12.1.33. The designation was not a US military one, merely the company description.

It was a 2-crew, 12-passenger monoplane powered by two 525 hp Wright R-1750 nine cylinder radial engines with which it was reported to cruise at 190 mph. The most unusual of several novel features was the tail unit which had three fins and rudders connected by two tail planes and elevators in a biplane style box structure. It originally had a forward-sloping windscreen and a large number of oval cabin windows. Instead of rivets PK self-tapping screws were used in the construction, not the best of ideas since they vibrated loose in large numbers.

The Capelis did fly, but it failed to attract commercial sponsorship unlike the contemporary Douglas DC-2 and DC-3. By 1938 it was sold to RKO Studios for use in the film "Five Came Back" and during the next few

years they leased it to other studios at \$100 a day. A matching miniature was also made for "flying" scenes, since the Studio list stated "the plane taxis on its own power but cannot fly". In "Five Came Back" NX12762 was Air Coast Airline's "Silver Queen" as NC12762 and the miniature also appeared in this and as a stand-in for a Lockheed 12 in "Flying Blind" in 1941.

By the time the Capelis appeared in "Flying Tigers" in 1942 (in "Rangoon Airways" markings) it had been modified with an orthodox windscreen and fewer, rectangular windows. The miniature also appeared in this epic and together they played a "Chinese Airways" transport in "Night Plane from Chungking" in 1943.

Although it probably appeared in numerous low-budget jungle crash films in addition, there are no further references to major starring roles and the XC-12 was presumably scrapped in due course.

Our thanks are due to Jack Meaden for his drawing of the Capelis in its original form (above) and for the contributions of Lennart Johnsson, Raymond Punnett, Chris Semmens, G.D.Symes, David Vincent and references in "Flying Review International" (4.67 and 6.67), "Air Enthusiast" (11.73) and "Celluloid Wings".

THE PERCIVAL GULL FOUR / SIX

- D.40 The aircraft which crashed at Jacobabad 26.1.37 was described as a Percival Gull in the press so this seems to be a likely tie-up. R.N.Batra was killed.
 - D.49 G-ADEP is generally accepted as the Spanish Civil War survivor. It was allocated to Group 30 but its serial within the Group is still unknown. In 1945 the Ejercito del Aire changed its aircraft serials and the Gull became "L.1" until withdrawn from use in 1948.
 - D.57 Crash date was 3.12.35.
 - D.62 A further candidate which fits VT-AKY well is Zlin XII c/n 262 regd as OK-LZW 5.12.38 and with no fate recorded.
- Notes: G-ACNB has been recorded as "reserved for a Hornet Moth" and G-ACOL as "Not Allotted". MA962 does not appear in AHB files on impressments.

Credits for Feedback in this issue: Paul Boswell, Phil Butler, Steve Darke, John Davis, Robert Esperou, Fred Kirby, Jose M. Sales Lluch, Peter Marson, Alan Scholefield, Colin Smith, Vic Smith and Luc Wittemans.

BOOK REVIEWS

Less than twelve months after the commencement of Operation Desert Storm comes the publication of "Thunder & Lightning" by Charles Allen (HMSO, £16.95). The book relies on the personal feelings and accounts of the RAF personnel who took part in the Gulf War and is illustrated by their photographs alongside those of official and press photographers. As a result it captures the tension of the build-up during Desert Shield, the logistical problems "two and a half years in (Tornado) modifications in almost the same number of weeks", the culture shock and the inevitable humour too.

The nature of an air war fought with modern weaponry comes across clearly in realistic, not abstract technical terms. So too the experiences of the captured RAF crewmen, their interrogation and eventual repatriation. Nobody is forgotten, ground crews and medical staff tell their side of the story as do the airmen, who tend to favour their own craft whether GRI, F3, Buccaneer, Jaguar or Chinook. At least all were united in praise of the flight refuelling tankers "brilliant". The subject is not pleasant but the book is hard to put down, whatever the nature of the reader's interest. At 177 pages it is good value by today's standards and with 190 photos including a number in colour, the profits going to the RAF Benevolent Fund and Charities Aid Foundation, it is worth the investment; and you always wanted to know why the Nimrods were code-named "Dylan" and not "Zebedee" didn't you?

Those readers who purchased Janic Geelen's original "The Topdressers" will certainly want a copy of the new updated book "The Topdressers 1990". This 120 page hardback compiled by Janic Geelen and Ray Deerness contains 180 colour photos (including those 60 featured in the first book) and 120 new b&w photos, many with extended captions. The first book covered the history of aerial topdressing in New Zealand so there is no need to repeat that, but all operators from 1982 to 1990 are described and the pilots' list is completely updated. This is essentially a photographic essay, and the photos are either interesting, unique or breathtaking. Impossible manoeuvres, historical events, napalm used for bush-clearing by helicopter, a Pawnee up a tree, the Fletcher landed with a detached tail fin, they're all there! The book will also make a valuable companion to our long-running Complete New Zealand Register. It is obtainable direct from NZ Aviation Press, PO Box 129, Waiuku, NZ for NZ\$59-95 including postage to UK/Europe/N.America (approx £20.00).