

SPOTLIGHT ON WORLD AIR NEWS AND EVENTS

AIR-BRITAIN

AS A RESULT of the discussions which have taken place in the last few months on the question of a "nation-wide aviation organization," we are now able to announce the formation of AIR-BRITAIN. Officially to be inaugurated on July 1, 1948, AIR-BRITAIN has been carefully evolved to take care of the needs of the aviation enthusiast, no matter what his particular interest, and will absorb the most important organizations now in existence in the country, including the British Association of Aviation Clubs, the South-Eastern Aero Clubs and others. Already having the backing of important figures in aviation, and also "blessed" by The Air League of the British Empire, which AIR-BRITAIN does not seek to rival, this organization is the result of much thought by a committee of eight persons, all of whom have been able to draw on wide experience of such organizations gained over many years. In our next issue we shall present full details of AIR-BRITAIN, showing its distinctive badge, its organization, its aims and its activities, but we would mention here that a list of founder members has been opened. A maximum of 250 founder members will be accepted, payment of £1 is securing this privilege. We hope to be able to publish a full list of the names of these 250 founders in our next issue.

AIR-BRITAIN will be the organization of and for the aviation enthusiast, and we hope in due course to see similar associated bodies formed in other countries. THE AEROPLANE SPOTTER takes this opportunity of welcoming AIR-BRITAIN and wishing it every success in the future—a success which we feel is assured. Communications should be addressed to Mr. John S. Webb, General Secretary, AIR-BRITAIN, 15, Tavistock Street, London, W.C.2.

HELICOPTER MAIL SERVICE

JUNE 1 marked the beginning of a new era in the story of British mail transport with the commencement of a daily mail service by helicopters between certain cities in East Anglia. At the present time the service is entirely experimental and is an extension of the trials which the G.P.O. and the R.A.F. Helicopter Unit jointly commenced earlier this year. These early trials consisted of the operation of a 120-mile circuit, linking 10 points in Somerset and Dorset, dummy mail being carried daily for five weeks. Despite rough weather, a 96 per cent. regularity factor was achieved.

In the new experimental service about 4,000 letters are conveyed daily: a Sikorsky S-51 leaves Peterborough each morning, Monday to Friday, at 09.55 hours and with stops at King's Lynn, Wells, Sheringham, Cromer, Norwich (five-minute refuelling stop), Thetford, Diss and Harleston, arrives at Great Yarmouth at 12.49 hours. The return flight each evening is from Great Yarmouth at 17.35 hours, via Lowestoft, Beccles, Norwich (five-minute refuelling stop) and Dereham, to Peterborough at 19.30 hours. On Saturdays a morning service only is flown from Peterborough to Norwich direct, with return to Peterborough after a 10-minute stop at Norwich.

ROYAL SWEDISH AIR FORCE VISIT

RETURNING the recent goodwill visit made to Sweden by No. 65 (F) Squadron, R.A.F., 16 aircraft of Flygvapnet (Royal Swedish Air Force) arrived in this country on June 7 for a 10-day stay. Twelve J 26 (North American P-51D Mustang) fighters of the F 16 Wing from Uppsala, the station where 65 Squadron was accommodated, arrived over R.A.F. Station, West Malling, at 15.45 hours, flying in excellent "V" formation, and accompanied by Major-General Ljungdahl, C.B.E., C-in-C. of the Swedish Fighter Command, also in a J 26. The three B 3 (Junkers Ju 86) transports accompanying the squadron arrived at West Malling at 19.05 hrs. These aircraft were of interest in being differing versions. One was ex-A.B.A. (Swedish Air Lines), with faired-in nose and painted olive and grey; the other two were both silver-finished bomber variants, one with open dorsal position and the other with a faired hatch over this position. All the Mustangs, sold as surplus by the U.S.A.F., were silver-finished and each bore a "horse and rider" squadron insignia on the fuselage, port side.

The Flygvapnet contingent is being accommodated at West Malling, apart from a visit to Linton-on-Ouse over June 11, 12 and 13, with brief calls at Odham on June 11 and Horsham St. Faith on June 14, and returns to Sweden on June 17.

BRITISH NOTES

PERFECT is the name of a new advanced training sailplane just announced by Silnaby Sailplanes, Ltd., to sell at £425 complete. The Prefect has a span of 45 ft., length of 20 ft. 8 ins., a best gliding angle of 1 in 22 and minimum sinking speed of 2.75 ft./sec.

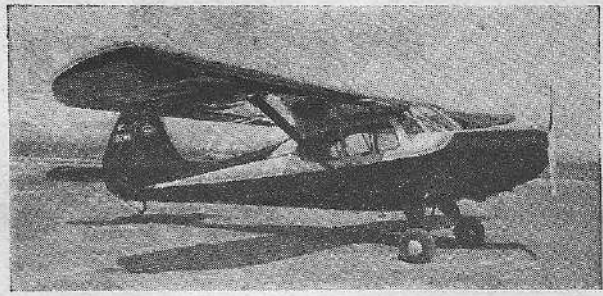
In recent weeks two new British aeroplanes have made their first flights: they are the Percival Prince at Luton and the Hawker Beachday Fury Trainer at Langley. The latter, it will be remembered, has separate cockpit enclosures, whereas the Sea Fury T. Mk. XX two-seat trainer for the R.A.F. has a single "tunnel" enclosure.

A production order for the Supermarine Attacker may be placed by the Ministry of Supply soon. Whether the shore-based or carrier-borne version would be ordered is not clear.

On May 28 last, the first prototype Miles Marathon G-AGPD crashed and was destroyed while making a test flight from Boscombe Down Experimental Establishment. The pilot and a woman test observer were killed.

Five Hawker Fury single-seat fighters flew 1,250 miles from Manston to Malta non-stop on May 22 on a delivery flight.

The first of two Avro Lincoln fitted with Bristol Theseus airscrew-turbine units in the two outer nacelle positions, RE418, has been "loaned" to R.A.F. Transport Command for operation on the trunk routes to the Middle East as a freight carrier. The Theseus Lincoln is thus the first aeroplane with airscrew turbines to go into operational service. The first flight, to Malta and Fayid, Egypt, started from Lyncham, Wilts, on May 21.



The new Aerona Sedan, recently certificated, is illustrated above. Powered by a 145 h.p. Continental motor, the Sedan seats four, with 120 lb. baggage, and cruises at 112 m.p.h. at an all-up weight of 2,050 lb.

The fleet of Handley Page Halton air liners recently retired by B.O.A.C. has been acquired by Aviation Traders, Ltd., of London, for resale.

British aircraft exported during April total 119, broken down by countries as follows:—Argentina, 5; Belgium, 9; Canada, 15; Denmark, 6; Eire, 1; France, 11; India and Pakistan, 3; New Zealand, 4; Portugal, 2; Switzerland, 1; Turkey, 11; other countries, 51. Nine aircraft were imported during April.

Accepting a recommendation by the Royal Commission on Awards to Inventors, the Treasury and Ministry of Supply have awarded £100,000, free of tax, to Air Commodore Frank Whittle in recognition of his achievement in developing the principle and practical application of jet propulsion.

During April and May, a Bristol New Type 170 Freighter made a successful demonstration tour of Portugal, arousing the interest of both military and civil authorities in that country. The Freighter arrived back in Britain on May 19.

Upon his return from a recent visit to South America, Sir Frank Spriggs, chairman of the Hawker Siddeley Group, said that the Meteor VII may well be ordered to supplement the 100 Meteor fighters purchased by the Argentine Air Force. The Avro Athena may also be ordered in South America, with Mamba, Merlin or Hercules motors, and interest was also shown in the Gloster E.1/44 and Hawker Fury.

The Royal Aeronautical Society announces the award of two of its British medals for achievement in aeronautical science; the gold medal is awarded to Mr. E. W. Hives, of Rolls-Royce, for his work in developing aero-engines, and posthumously to Sqdn. Ldr. Kronfeld for his gliding achievements.

The R.A.F. Central School of Aircraft Recognition, at present located at Sutton-in-Hull, is to be merged with the Central Vision Training School and the Central Link Trainer School into a Central Synthetic Training Establishment to be located at Kirmton-in-Lindsey, Lincolnshire.

On May 25, a composite squadron of representative naval aircraft embarked in the Light Fleet Carrier H.M.C.S. "Magnificent" to sail for Canada and the U.S.A. The squadron, consisting of two Hawker Sea Fury XIIs, two de Havilland Sea Hornet XXs and a Sea Vampire XX, will undergo eight weeks' training with the Royal Canadian Naval Air Section at Dartmouth, Canada, before giving flying demonstrations at the International Air Exposition, New York, between July 31 and August 8.

H.M. The King has approved a badge and motto for Fighter Command, R.A.F.; the badge is "in front of a Portcullis, a Sword erect," symbolizing both offensive and defensive roles played by Fighter Command, this also being summed up by the motto "Offence Defence."

NEWS FROM THE U.S.A.

PRODUCTION MODEL of the Chance-Vought F6U-1 Pirate differs radically from the prototype in rear fuselage configuration. Introduction of a Solar afterburner to give added thrust in combat operation has resulted in a redesign of the jet orifice, which is now located centrally in the extreme rear of the fuselage, with a large fin of increased area also changing the appearance of the aeroplane. The Solar afterburner, by Solar Act. Co., of San Diego, California, is in effect an auxiliary jet unit which injects fuel into the gas flow in the tail pipe to be burned at high temperatures in the excess of oxygen, the added heat producing more thrust. The unit, fitted over the nozzle of the Westinghouse 24C of the F6U-1, is about 8 ft. long.

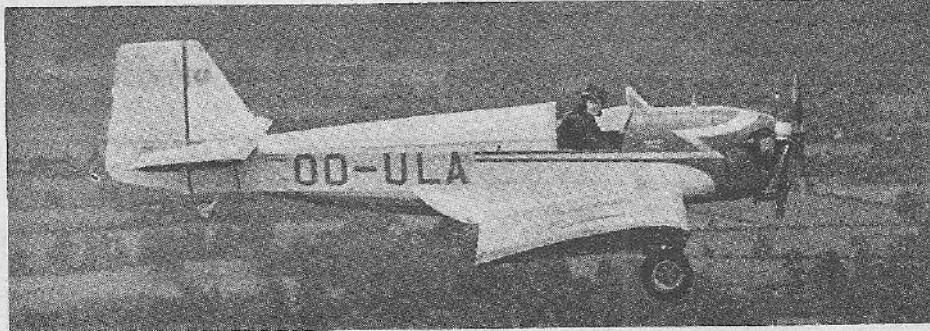
Modification of a minor nature to the inner wing and undercarriage representing an increase in weight of 309 lb. has enabled Lockheed Aircraft Corp. to increase the maximum permissible all-up weight of the Lockheed Constellation from 102,000 lb. to 105,000 lb., the landing weight being similarly increased from 84,500 lb. to 87,500 lb. The modification therefore represents an increase in payload of nearly 3,000 lb. without change to the motors or airscrews as fitted to the Model 649 and 749 Constellation.

The U.S.A.F. has revealed two new helicopters which are under development. One, the Piasecki XH-16, is similar in layout to the U.S.N. HRP-1. Rescuer, but is about twice as large, and can accommodate 25 fully equipped troops or 5,000 lb. cargo. The XH-17 is a Ketter development using the jet rotor system recently developed by General Electric Co. applied to a 130-h.p. rotor. This helicopter is in the nature of a flying crane, capable of lifting a 24,700 lb. load over a distance of 65 miles.

The new 0.60-in. calibre machine-gun developed by the U.S. Navy is to be installed in the Grumman F8F-2 Bearcat and the McDonnell F2H-1 Banshee. Having a slightly lower rate of fire than the 3/4-in. gun, the new weapon delivers a heavier weight of bullets in a given time.

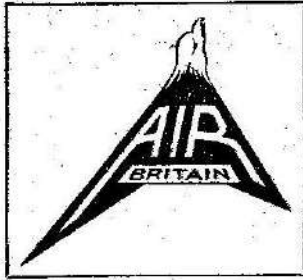
Delivery of the Republic F-84C Thunderjet is now under way, the first unit to receive this new model being the 33rd Fighter Group at Walker Air Force Base. Designed to mount the 5,000 lb. st. General Electric J-47A turbo-jet, the F-84C at present has the usual J-35 fitted as the new motors are not yet available.

In addition to the U.S.A.F. contract for the Chase C-123 assault transport, developed from the CG-20A glider (see our previous issue), two prototypes of the C-122 light assault transport have been ordered. The Chase MS-1 C-122 is a powered version of the CG-18A Avitrus, with two 1,350 h.p. Wright R-1820 Cyclone motors; dimensions are the same as for the CG-18A, and the C-122 has a gross weight of 25,000 lb. of which 8,000 lb. is cargo, and



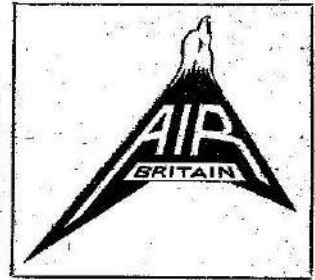
THE FAIRY JUNIOR

TWO WEEKS AGO two Fairchild Junior ultra-light monoplanes (designed by Mr. E. O. Tips and built by Avions Fairey at Gosselier in Belgium) were flown across the Channel from Ostend to Folkestone. These were OO-III, the prototype with a 60 h.p. Walter Mikron motor, and OO-ULA with a 35 h.p. J.A.P. engine, the pilots being Mr. F. H. Dixon and M. E. Scheirlnckz. The aircraft are now being demonstrated in this country with a view to possible production over here. Strongly constructed and fully acrobatic, the Junior seems to be an excellent aeroplane for the ultra-light enthusiast, as it combines all the characteristics of a larger aeroplane while being cheap and simple to fly. Dimensions are: Span, 22 ft. 8 ins.; length, 17 ft. 10 1/2 ins.; height, 4 ft. 10 1/2 ins.; and wing area, 113 sq. ft.; empty weight is 430 lb.; and all-up weight, 662 lb.



AIR-BRITAIN

AS ANNOUNCED in our previous issue, AIR-BRITAIN, the new national aviation enthusiasts' organisation, comes formerly into existence on July 1, 1948. Below will be found in broad outline the aims, organization and intended activities of AIR-BRITAIN. We recommend each of our readers to study carefully these details, and to note the advantages which are to be gained through membership: in particular, AIR-BRITAIN will serve to fill the gap which will be left for many of our readers when publication of THE AEROPLANE SPOTTER ceases with the July 10, 1948, issue.



AIR-BRITAIN has been created by air enthusiasts to cater for and take care of the interests and needs of the aviation enthusiast, irrespective of age or sex. The movement has come into being because the existing aeronautical bodies, by the very nature of their constitutions, aims and organization, cannot cope with the complex and highly developed interests, of the aviation enthusiast. AIR-BRITAIN hopes to succeed in nation-wide unity, where others have failed. A fair measure of this success depends on the whole-hearted co-operation of every member.

The aims of AIR-BRITAIN, which has for its motto "The Air is our concern," are as follows:—

- (1) To bring air enthusiasts together and into contact with practical aeronautics.
- (2) To encourage everyone to take an interest in world aviation.
- (3) To preserve a record of aeronautical development and history.
- (4) To assist and encourage the formation of local branches.
- (5) To assist every member to gain air experience.

Organization.—AIR-BRITAIN is administered by a full-time secretarial staff, with a general secretary at the London Headquarters who is directly responsible for organizing all activities of the movement. Serving behind the general secretary in an advisory capacity and also responsible for determining the policy and general activities of AIR-BRITAIN in general terms is the Advisory Committee, comprising a chairman and six members. Direct contact will be maintained between the general secretary and members or branches, avoiding the necessity of numerous regional committees, various sub-committees and other "top-heavy" organization engaged in purely executive matters.

Membership of AIR-BRITAIN can take two forms. Individuals may join a local branch of AIR-BRITAIN, thereby enjoying not only the advantages of individual membership but those also of club membership; alternatively, if no local branch exists in any individual applicant's area, he may join the AIR-BRITAIN Central Club direct. If, in this latter case, a local branch is subsequently formed in the area, individual members will be given the chance of becoming members of that club without additional charge. Annual membership fee, for individual or club members, is 7s. 6d. (alternatively payable in four quarterly instalments of 2s. each); in the case of club membership, a percentage of this will be returned to the club, obviating the need for any additional local payments.

Functions and Activities.—Membership of AIR-BRITAIN, whether individual or branch, entitles the member to receive a membership card and to wear the distinctive badge of the movement, illustrated at the top of the page. Also available to members will be the monthly air magazine of AIR-BRITAIN, the "Skywriter," containing up-to-the-minute articles of general interest and notes on current club activities. Any member of AIR-BRITAIN may attend as a guest any branch meeting, and may also attend without additional charge meetings of the Aircraft Recognition Society.

Woodley Aerodrome, five miles from Reading, is the Airfield Headquarters of AIR-BRITAIN, where the novel club-house, comprising a Junkers Ju. 52/3m fuselage, is available to members at all times. At a limited number of aerodromes in this country, to be added to in due course, admittance may be gained by production of the AIR-BRITAIN membership card; at most civil-airports special visits can normally be arranged for AIR-BRITAIN parties provided adequate notice is given. Similarly, special facilities will frequently be offered to AIR-BRITAIN members at air shows and displays, and organizers of such displays will be able to call upon AIR-BRITAIN members for assistance at these events.

Branches of AIR-BRITAIN will carry on normal club activities, special guidance and assistance being available from Headquarters if required. Basic, Intermediate, and Master Aircraft Recognition tests will be supplied to branches and certificates awarded to members successfully passing these tests. In addition to these general activities, however, AIR-BRITAIN is providing a completely new service which will be of especial interest to the enthusiast, no matter what his particular speciality. This scheme is outlined below:—

Specialist Sections.—The Specialist Sections to be formed by AIR-BRITAIN in the near future include the following:—

1. Aircraft Data—
 - (a) Historical. (b) Modern.
2. Aircraft Manufacturers.
3. Airline Operating Companies.
4. British Airfields.
5. Royal Air Force and Squadron Histories.
6. Registrations—
 - (a) British Civil. (b) Foreign Civil.
 - (c) British Military. (d) Foreign Military.

Other Specialist Sections will be added in due course. The idea of the Specialist Section is that each section should serve as a "clearing house" for the information in which it specializes. AIR-

BRITAIN members will affiliate themselves with the sections appropriate to their interests, and will submit all information, reports and other material to that section. The Section will collate all this material and pass it to Infopool, which will serve to answer members' queries on any subject. In due course, it is hoped that each Specialist Section will provide regular bulletins dealing with its subject, for circulation to its affiliate members. The facilities of Infopool will be available to AIR-BRITAIN members free of charge, provided queries are accompanied by a stamped addressed envelope; a small charge will be made for the Specialist Bulletins when introduced.

Alongside Infopool will exist Photopool, a similar Specialist Section dealing with photographs. Photopool activities will be two-fold: original photographs will be available to members at reasonable cost from the AIR-BRITAIN collection of negatives of modern and historic aircraft; and a collection of original photographs and press reproductions will be built up for general reference.

"The Skywriter."—The journals of the British Association of Aviation Clubs and the South-Eastern Aviation Clubs, both of which organizations are now disbanded in favour of AIR-BRITAIN, are being combined into a single publication, "The Skywriter," which will appear in the first instance at monthly intervals. In addition to containing notes and news of AIR-BRITAIN affairs, "The Skywriter" will also be a magazine of general aviation interest, containing news and articles of an exclusive nature not generally available in other aeronautical magazines. Cost of this magazine is 6d. per issue or 7s. per annum, post free.

Behind the Scenes.—General Secretary of AIR-BRITAIN is Mr. John S. Webb, who will need little introduction to most of our readers. Responsible for organizing the highly successful Reading Sky Observers' Club and subsequently the British Association of Aviation Clubs, Mr. Webb has had considerable experience of this kind of work, and will in future be able to devote himself wholly to AIR-BRITAIN. Taking care of the Central Club will be Miss June Pogmore, who will serve in the capacity of a branch secretary to those individuals not able to join a local club. In charge of each Specialist Section will be one of the foremost enthusiasts in the particular subject in the country to-day, supported by a small group of fellow specialists. On these groups will fall the hard and largely unrecognized work of sorting, checking and collating the mass of material which will be submitted by enthusiasts all over the country and, it is hoped, all over the world.

The Advisory Committee, which has also been largely responsible for the formation of AIR-BRITAIN, comprises, in addition to the General Secretary himself: Mr. Charles W. Cain (Chairman) (Editor, THE AEROPLANE SPOTTER); Mr. Alan M. Gardner (formerly Deputy Secretary of B.A.A.C.); Mr. Dennis I. Punnott (formerly member of S.E.A.C. Executive Committee and Editor of "Southern Flying"); Mr. F. Gordon Swainborough (Asst. Editor, THE AEROPLANE SPOTTER); Miss Beryl Vaughan (Ladies Representative) (formerly Asst. Secretary of B.A.A.C.); Mr. Roger P. Whitehead (Co-ordinator, Specialist Staffs); Mr. Derek H. Wood (formerly Secretary of S.E.A.C. and Managing Editor of "Southern Flying").

Over to You.—The foregoing details should serve to "whet the appetite" of our many readers who have a keen interest in aviation and who are eager to further their own interests and those of British Aviation in general. It will be appreciated that the success or failure of AIR-BRITAIN depends entirely upon the support it receives—this being true of any movement—and in particular the Specialist Sections are entirely dependent upon the full co-operation of members, for no material can be circulated if no material is submitted. The organizers of AIR-BRITAIN therefore look forward to a big response to this effort to give all those interested in aviation the facilities they require, and also hope to maintain contact with readers of THE AEROPLANE SPOTTER, many of whose requirements will perforce go unfilled when publication of this journal ceases.

Membership of AIR-BRITAIN can be achieved simply by sending an annual subscription of 7s. 6d. or quarterly subscription of 2s. to the General Secretary of AIR-BRITAIN, Mr. John S. Webb, 15, Tavistock Street, London, W.C.2. All membership enrolment should be done in this way, whether for individual or branch membership—members will be put in touch with appropriate local branches in due course. Any clubs now in existence desirous of becoming AIR-BRITAIN local branches should also apply to the General Secretary.

The Founder-Member list is still open to a limited number of persons subscribing £1. Is., this representing life membership of AIR-BRITAIN. Only 250 Founder-Members will be accepted, and any one-guinea subscriptions received after this figure has been reached will be regarded as 24-years' normal individual membership subscription.

THE AEROPLANE SPOTTER

3rd

Proprietors:
TEMPLE PRESS LTD.
Chairman and
Managing Director:
ROLAND E. DANGERFIELD

Head Office:
BOWLING GREEN LANE,
LONDON, E.C.1.

Telephone: TERminus 3636.

Edited by
CHARLES W. CAIN

OF ALL NEWSAGENTS
OR DIRECT FROM THE
PUBLISHERS
POSTAGE PAID

ENLARGED FINAL NUMBER

12 Months 8/8, 6 Months 4/4, 2 Months 2/2



STRATOCRUISER

BIGGER BOEING.—Now undergoing CAA Type Certification tests, the Boeing Stratocruiser will be coming into service with the world air lines during the next twelve months, and will be seen in England in particular in P.A.W.A., B.O.A.C. and S.A.S. fleet colours. The Stratocruiser illustrated is the second prototype; a third example, fully furnished to air line standard, is also now flying.

THE AEROPLANE SPOTTER 1941 to 1948

AN unwritten law concerning all journals is that they should refrain from talking about themselves unless the occasion is of the highest order. Because this is the last issue, perhaps THE AEROPLANE SPOTTER can be forgiven for talking about THE AEROPLANE SPOTTER. On the following three pages appears a brief review of a Wartime "baby" that served with distinction for four and a half years and found a place in the troubled Peace for over three years, but now departs because of serious financial considerations. That you, the reader, should understand these considerations and all the work

that has gone into making this journal possible is the reason why this last issue of THE AEROPLANE SPOTTER has been enlarged to sixteen pages.

Perhaps it is fitting that I, the present editor, should recount a few of the many achievements of THE AEROPLANE SPOTTER, for it was because of the imminent "first flight" that I entered aviation journalism and became personal assistant to the first Editor, Mr. Peter G. Massfield. Apart from the break of two and a half years' Army service (1942-44), during which time close contact was maintained with the editorial team, I have served THE AEROPLANE SPOTTER from beginning to end. Thus it is that I appreciate that the decision to close down THE AEROPLANE SPOTTER is irrevocable and why I am proud to have been associated with the journal for so long. It has given me an unique opportunity, as an unrepentant aviation enthusiast, to help and guide this happy breed of men and women, young and old alike.

For a brief moment I would like to join you and see THE AEROPLANE SPOTTER as others see it. First, THE AEROPLANE SPOTTER came into being because of a great national need for a journal exclusively devoted to aircraft recognition. Behind the first issue on January 2, 1941, there is a grand story of big decisions taken and a spirit of public-mindedness, two features of the British character which our enemies in War underestimated. To Mr. Roland E. Dangerfield, Chairman and Managing Director of Temple Press Ltd., I would like to couple my personal thanks with those of the many thousands of readers who have enjoyed the generous action of Temple Press Ltd. in starting a journal under such unusual and adverse conditions and, what is more, maintaining it for three years when its Wartime span of life had been completed. I am confident that no other publishing house would have considered doing as much on behalf of aircraft recognition. I have not the space to

record the many unselfish acts of Temple Press Ltd. which counteracted short-sighted and foolish Government action in cutting off the greater proportion of the paper allocation to keep THE AEROPLANE SPOTTER going at a critical period of the War—and of many subsequent actions as well. Consider just this, that within two years THE AEROPLANE SPOTTER had reached a record circulation of 100,000 copies per issue, and if the paper had been made available 250,000 copies could have been circulated to the Military and Civilian Services where they were most urgently required. Even so it is a

matter of some moment that during the War more than 3,000,000 "Aircraft Recognition" and "Identification" booklets found their way into the hands of those who were protecting our very right—to live in Peace.

And what of Peace? Here again I think the thousands of post-War aircraft enthusiasts, including many Wartime friends, can appreciate what Temple Press Ltd. has done for them during the past three years. Without THE AEROPLANE SPOTTER many readers at home and abroad would have had no chance to develop or continue their vital interest in aviation. We have made many friends abroad, won their admiration and spread the good name of Great Britain. So, all in all, we have much to be thankful for and a great deal to remember. Unfortunately this troubled Peace brought its own problems and ones which can no longer be ignored. The price of everything connected with publishing and printing increased to a level where it is impossible to carry on THE AEROPLANE SPOTTER. The limit was passed some time ago and for that reason, even the doubling of the price of THE AEROPLANE SPOTTER would have been of no avail. Perhaps it is well that THE AEROPLANE SPOTTER should pass on in its prime of life and thus leave only the happiest of memories for all concerned.

And now, for the last time I lay down my editorial pen, not a little sadly I must confess, but comforted as you must be in this pride of achievement. Of you all I would ask one last favour—remember that had there been no aircraft enthusiasts in years gone by there would have been no successful Battle of Britain. Your heritage is the air, guard it well and do not for a second lose your vital interest in our most important industry of to-day and to-morrow.

CHARLES W. CAIN.

A STATEMENT BY THE PUBLISHERS

WITH THIS LAST ISSUE of "THE AEROPLANE SPOTTER," the Publishers wish to express their appreciation of the loyal support which readers have afforded this journal since its first appearance on January 2, 1941, and their great regret at the necessity which now compels the discontinuance of publication.

"THE AEROPLANE SPOTTER" can perhaps claim to have occupied an unique position in contemporary publishing. It was a journal that was suddenly and urgently required to meet a need of vital importance to the national war effort—that of aircraft recognition, upon the widespread knowledge of which the efficiency of the Service and Civil air defences so greatly depended. The Wartime ban on the starting of new publications was relaxed to allow "THE AEROPLANE SPOTTER" to appear on condition that it carried no advertising—without which no journal can hope to be self-supporting. It was thus recognized from the outset as a non-commercial publishing venture. In fact, no estimate of profit or loss was prepared. It was a Wartime task which the Publishers willingly undertook and when, subsequently, the small paper ration allocated to "THE AEROPLANE SPOTTER" was withdrawn by the authorities in favour of a Government-produced aircraft recognition journal, the Publishers immediately diverted paper supplies from another and more profitable journal in order to keep "THE AEROPLANE SPOTTER" in being and meet the constantly growing demand for it.

It is matter of some pride to the Publishers that from the date of its inception to the end of the War "THE AEROPLANE SPOTTER" never missed an issue and never failed to appear on time. Its eventful Wartime story is told in more detail in the article overleaf.

With the end of the War it was assumed that "THE AEROPLANE SPOTTER'S" mission would have been completed, but a strong demand for it remained. And though this demand has since steadily diminished, by continuing to divert paper from another already penalised journal and by ignoring ever-increasing financial losses, the Publishers have kept it in being until the present time, more than three years after the end of the European War. Such losses, which no reasonable increase in price would offset, could not be carried indefinitely and, barred as it is from advertising revenue or a paper ration of its own, "THE AEROPLANE SPOTTER" has now inevitably reached the point when continuation is no longer economically possible.

It is hoped that "THE AEROPLANE SPOTTER" will be remembered with affection by its many thousands of former readers as the Publishers on their part will remember with gratitude the widespread support and encouragement given to what was undoubtedly a useful contribution to the nation's war effort.



AIR-BRITAIN

15, Tavistock Street, Strand, London, W.C.2.
Telephone: TEMple Bar 7238.

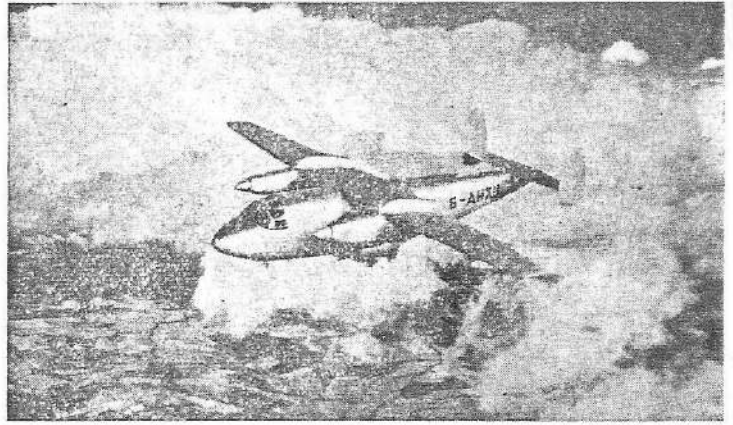
NO. 1.

British Civil Register Bulletin

Published fortnightly by the British Civil Register Specialist Section of AIR-BRITAIN

NO. 1 JULY 30TH, 1948 THREEPENCE

Shown in tabular form below are recent changes of ownership of aircraft on the British Civil Register, and the newly issued Certificates of Airworthiness.



CHANGES OF OWNERSHIP

Registration	Type	Owner	Previous Owner	Registration	Type	Owner	Previous Owner
G-AEAI	Cessna C34	A. Johnstone, Emsworth	C. M. Chown	G-AION	Consul	Airspan Travel Ltd., London	Transcontinental Air Services, Ltd.
G-AGFX	Dakota III	Westair Transport (Pty) Ltd., Johannesburg	Airways Training, Ltd.	G-AIUK	Dragon Rapide	Air Schools, Ltd. Derby	Kenning Aviation Ltd.
G-AGFY	Dakota III	Westair Transport (Pty) Ltd., Johannesburg	Airways Training, Ltd.	G-AIXV	Anson I	Tangiers Transport (London), Ltd.	McKinlay, Watson & Co., Ltd.
G-AGGB	Dakota III	Westair Transport (Pty) Ltd., Johannesburg	B.O.A.C.	G-AIXX	Anson I	Tangiers Transport (London), Ltd.	W. A. Rollason, Ltd.
G-AGHI	Dragon Rapide	C. L. Burton, Bourne-mouth	C. Allen	G-AJDX	Autocrat	Silver City Airways, Ltd.	Kenning Aviation, Ltd.
G-AGLE	Dragon Rapide	C. L. Burton, Bourne-mouth	C. Allen	G-AJEL	Autocrat	Connaught Cruiser Caravans, Ltd.	W. T. Franklin
G-AGLP	Dragon Rapide	C. L. Burton, Bourne-mouth	C. Allen	G-AJFY	Autocrat	J. R. Ratcliffe, Derby	Auster Aircraft, Ltd.
G-AGRJ	Tudor I	Ministry of Civil Aviation	Ministry of Supply	G-AJRS	Gemini IA	K. W. Hole, Henley-on-Thames	Miles Aircraft, Ltd.
G-AGUX	Avro XIX, I	Fairey Aviation Co., Ltd.	B.E.A.C.	G-AJVO	Seabee	G. C. Pearson, London	Air Transport Association
G-AGYJ	Autocrat	J. Sydenham-Clarke, Jersey	K. E. Millard & Co., Ltd.	G-AJXO	Autocrat	R. K. Dundas, Ltd.	Auster Aircraft, Ltd.
G-AHBV	Lancastrian III	Aeronautical & Industrial Research Corp.	Silver City Airways, Ltd.	G-AJZJ	Gemini IA	Air Schools Ltd., Derby	Kenning Aviation, Ltd.
G-AHBZ	Lancastrian III	Aeronautical & Industrial Research Corp.	Skyways, Ltd.	G-AJZN	Aerovan IV	Air Schools Ltd., Derby	Kenning Aviation, Ltd.
G-AHIT	Solent II	Ministry of Civil Aviation	B.O.A.C.	G-AJZX	Dakota III	British Nederland Air-services, Ltd.	Field Aircraft Services
G-AHXH	Aerovan IV	S. G. Newport, London	Air Contractors, Ltd.	G-AKDF	Messenger IA	Longford Engineering Co., Ltd.	Miles Aircraft, Ltd.
G-AIBN	Tiger Moth	Marshall's Flying School, Ltd.	University Aero Club, Ltd.	G-AKHY	Gemini IA	Air Schools Ltd., Derby	Kenning Aviation, Ltd.
G-AIJN	Auster J/4	H. Gadsby, Nissham	Kenning Aviation, Ltd.	G-AKOH	Dragon Rapide	Mannin Airways, Ltd., Isle of Man	W. A. Rollason, Ltd.
G-AIRR	Tiger Moth	N. West, Gravesend	Short Bros. & Harland, Ltd.	G-AKRH	Hawk Trainer II	S. J. Bartlam, Birmingham	W. A. Rollason
				G-AKST	Dove I	Skyways, Ltd.	Morton Air Services Ltd.
				G-AKTZ	Dragon Rapide	Airwork, Ltd.	D. J. Hayles

CERTIFICATES OF AIRWORTHINESS ISSUED

Registration	Type	Motor(s)	Built by	Built at	Limit in	C. of A. Issued	Owner	Comment
G-ADHE	Moth Major	Gipsy Major I	de Havilland Acft. Co., Ltd.	Hatfield	1835	6/35	W. Westoby, Blackpool	Restored to Register
G-AHIL	Solent 2	4 Hercules 637	Short Bros. & Harland Ltd.	Rochester	1946	16/6/48	Ministry of Civil Aviation	"Salisbury"
G-AIAW	Oxford I	2 Cheetah 10	Airspeed, Ltd.	Portsmouth	1944	15/6/48	B.O.A.C., London	Ex-NM649
G-AIYI	C-18S Expeditor	Wasp Jr. R-985-AN-3	Beech Acft. Corp.	Wichita	1942	22/6/48	David Brown & Sons, Ltd.	
G-AIZP	Auster J/4	Cirrus Minor 1	Auster Acft. Ltd.	Leicester	1946	18/6/48	Auster Aircraft, Ltd.	
G-AJUJ	Autocrat	Cirrus Minor 2	Auster Acft. Ltd.	Leicester	1947	17/6/48	Auster Aircraft, Ltd.	
G-AKMH	Dragon Rapide	2 Gipsy Queen 3	Brush Coachworks, Ltd.	Loughborough	1944	16/6/48	W. Westoby, Blackpool	Ex-HG718
G-AKMV	Anson I	2 Cheetah 9	A. V. Roe & Co., Ltd.	Manchester	—	17/6/48	Field Acft. Services, Ltd.	Ex-EG289
G-AKOK	Dragon Rapide	2 Gipsy Queen 3	de Havilland Acft. Co., Ltd.	Hatfield	1939	2/6/48	Mannin Airways Ltd., I.C.M.	Ex-R8546
G-AKPI	Auster 5	Lycoming O-290-3/1	Taylorcraft Aeroplanes, Ltd.	Leicester	1944	15/6/48	J. E. Onions, Wolverhampton	Ex-NJ703
G-AKTA	Auster 5	Lycoming O-290-3/1	Taylorcraft Aeroplanes, Ltd.	Leicester	1944	11/6/48	W. E. Leadbetter, Four Oaks	Ex-TJ227
G-AKWU	Proctor 3	Gipsy Queen 2	F. Hills & Sons, Ltd.	Manchester	1943	10/6/48	J. R. Thorpe, Lympne	Ex-LZ767
G-AKXP	Auster 5	Lycoming O-290-3/1	Taylorcraft Aeroplanes, Ltd.	Leicester	1944	14/6/48	Air Service Training, Ltd.	Ex-NJ683
G-AKXS	Tiger Moth	Gipsy Major I	de Havilland Acft. Co., Ltd.	Hatfield	1940	1/6/48	Air Service Training, Ltd.	Ex-T7105
G-AKYT	Auster 4	Lycoming O-290-3	Taylorcraft Aeroplanes Ltd.	Leicester	1944	18/6/48	J. E. Nicholson, Co. Durham	Ex-MT165
G-ALAK	Constellation	4 Wright 749C18-BD-1	Lockheed Acft. Corp.	Burbank	1947	30/6/48	B.O.A.C., London	Ex-EJ-ACR, Model 749-79
G-ALAL	Constellation	4 Wright 749C18-BD-1	Lockheed Acft. Corp.	Burbank	1947	30/6/48	B.O.A.C., London	Ex-EJ-ACS, Model 749-79
G-ALAM	Constellation	4 Wright 749C18-BD-1	Lockheed Acft. Corp.	Burbank	1947	30/6/48	B.O.A.C., London	Ex-EJ-ADA, Model 749-79
G-ALAN	Constellation	4 Wright 749C18-BD-1	Lockheed Acft. Corp.	Burbank	1947	30/6/48	B.O.A.C., London	Ex-EJ-ADD, Model 749-79



AIR-BRITAIN

New Headquarters:—
31 First Avenue, Acton, London, W.3

SPECIAL ENLARGED ISSUE — No. 1 (2nd series)

British Civil Register News

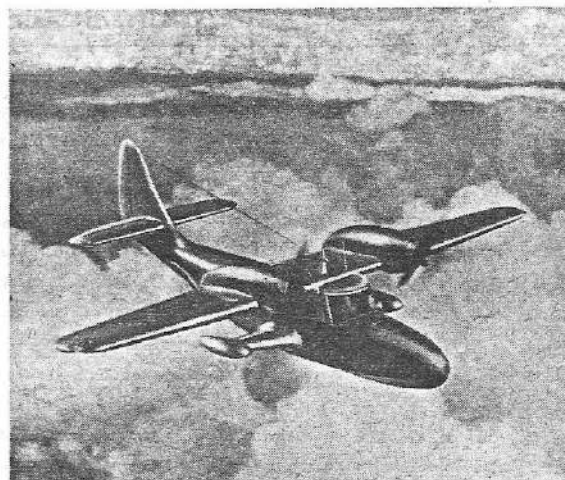
(for period January 14-28, 1949)

Edited by Mr. A. J. Jackson, Hon. Secretary, Specialist
Section S.S. 2A (Registrations, British Civil)

No. 1 JANUARY 28, 1949 **3d.**
(Normal rates: 8/- per year, 4/- per half year)

EDITORIAL NOTE: Number one of this new series of BCRN comprises two ordinary fortnightly issues. No. 2 will be produced similarly in order to keep abreast of new registrations. After No. 2 we hope to continue with fortnightly issues. Changes at Headquarters (explained below) held up normal production of BCRN.

BCRN NOTE: For newcomers, a limited number of back issues are available, price 3d. each (4d. post free).



Tribian is the unusual name given to Britain's latest addition to the ranks of the small two-motor amphibian class of aircraft. Now under prototype construction at Redhill aerodrome, the Tribian is the first design of the new London company, Sponson Developments, Ltd. No registration letters have yet been allocated. Members will look with added interest to the progress of the 4.5 seat Tribian, as the parent company was one of the first aircraft manufacturers to become a Founder Member of AIR-BRITAIN.

CHANGES OF OWNERSHIP

Registration	Type	Owner	Previous Owner	Registration	Type	Owner	Previous Owner
G-ADHE	Moth Major	S. H. Wood, Blackpool	W. Westoby	G-AGTX	Autocrat	W. Nagin, Hanley.	E. W. Brookhouse
G-ADOK	Tiger Moth	Autocars (Worcester), Ltd.	W. S. Shackleton, Ltd.	G-AHJU	Lancaster 1	Flight Refuelling, Ltd.	Secretary, Ministry of Supply
G-AEWZ	Dragonfly	F. T. Bingham, Lockerley	Short Bros. & Harland, Ltd.	G-AHOZ	Viking 1	Aviation Traders, Ltd.	Minister of Civil Aviation
G-AGHO	Dakota 3	B.O.A.C.	Airways Training, Ltd.	G-AHPE	Viking 1	Aviation Traders, Ltd.	Minister of Civil Aviation
G-AGRF	Tudor 4B	B.S.A.A.C.	Ministry of Civil Aviation	G-AHPF	Viking 1	Aviation Traders, Ltd.	Minister of Civil Aviation
G-AGXW	Autocrat	W. S. Shackleton, Ltd.	C. R. Mauritzen	G-AILE	Aerovan 4	Western Manufacturing Estate, Ltd.	Miles Aircraft, Ltd.
G-AIOT	Consul	Air Enterprises, Ltd.	Patrick Motors, Ltd.	G-AISX	Cub J-3C-65	F. Smith, Droitwich	G. Bickley
G-AIOV	Consul	Air Enterprises, Ltd.	Patrick Motors, Ltd.	G-AJTC	Aerovan 4	Western Manufacturing Estate, Ltd.	Miles Aircraft, Ltd.
G-AIZK	Hawk Trainer 3	A. P. Frazer, Southall	Aero Publicity, Ltd.	G-AJUL	Autocrat	Loxhams Flying Services, Ltd.	E. F. Lavery
G-AJJI	Hawk Trainer 3	R. N. H. Courtney, Ickenham	R. P. Potgieter	G-AJXA	Argus	D. B. Munro, Brighton	Denham Aero Club, Ltd.
G-AJOH	Gemini 1A	J. R. A. Stroyan, Sunningdale	Lady Nora Collins	G-AJZP	Aerovan 4	Western Manufacturing Estate, Ltd.	Miles Aircraft, Ltd.
G-AJPK	Autocrat	Air Schools, Ltd., Derby	Auster Aircraft, Ltd.	G-AKGU	Tiger Moth	W. S. Shackleton, Ltd.	G. H. Drummond
G-AJXS	Autocrat	Westland Aircraft, Ltd.	Auster Aircraft, Ltd.	G-AKHD	Aerovan 4	Western Manufacturing Estate, Ltd.	Miles Aircraft, Ltd.
G-AKZJ	Dragon Rapide	Mediterranean Air Services, Ltd.	Mayfair Air Services, Ltd.	G-AKHI	Aerovan 4	Western Manufacturing Estate, Ltd.	Miles Aircraft, Ltd.
G-AKZU	Messenger 4A	Morgan Aviation, Ltd.	R. A. Gunton	G-AKHS	Gemini 1A	Western Manufacturing Estate, Ltd.	Miles Aircraft, Ltd.
G-ALAW	Messenger 4A	Skegness Steam Laundry Co., Ltd.	J. C. Bamford	G-AKHZ	Gemini 1A	Western Manufacturing Estate, Ltd.	Miles Aircraft, Ltd.
G-ABFY	Cessna C-34	R. C. Cox, Chobham	J. C. Turnhill	G-AKKE	Gemini 1A	Western Manufacturing Estate, Ltd.	Miles Aircraft, Ltd.
G-AGKV	Sunderland 3	Short Bros. & Harland, Ltd.	B.O.A.C.	G-AKOW	Auster 5	J. Small, Mablethorpe	W. Sturrock
G-AGKW	Sunderland 3	Short Bros. & Harland, Ltd.	B.O.A.C.	G-AKMW	Lancastrian 2	Skyways, Ltd., London	B.S.A.A.C.
G-AGOZ	Aerovan 1	Western Manufacturing Estate, Ltd.	Miles Aircraft, Ltd.				

*TO BCRN SUBSCRIBERS

THIS FIRST ISSUE of British Civil Registration News has been unavoidably delayed because of complete reorganisation of AIR-BRITAIN Executive Headquarters. The Executive Council of AIR-BRITAIN wishes all BCRN subscribers to note that as from January 26, 1949, all Headquarters work has been undertaken by Council members on a voluntary basis and that a new Headquarters has been established at 31, First

Avenue, Acton, London, W.3. All future correspondence must be addressed to the Honorary General Secretary at this new address.

The second issue of BCRN will be another specially enlarged version designed to cope with all the new registrations issued in the period February 11-25, 1949. Thereafter, it is hoped to continue with the fortnightly publication of BCRN.