aeromilitaria

The AIR-BRITAIN Military Aviation Publication

Edited by Norman B. Wiltshire and James J.Halley
Editorial address: 5 Walnut Tree Road, Shepperton, Middlesex TW17 ORW

Issue 1/76

A perennial question voiced in the "Readers' Letters" pages of aviation magazines is the one asking, with an air of incredulity, whatever happened to a large number of some obscure type of aircraft which saw little or no front-line service. The favourite subject for such a query has been the Botha.

Readers of AM will now know the answer to thatparticular one but the fact that such questions arise is a reflection of how the average magazine reader regards numbers of aircraft produced. A thousand aircraft must equal at least 20 squadrons with spares so what does one squadron do with 600 Bothas?

The answer is, of course, that the sharp end of an air force rests on a broad base. For every squadron equipped with a type, there must be a back-up in the shape of reserve aircraft, aircraft under repair or overhaul, the establishment of operational training units and sundry aircraft used for development and specialised tasks

The Botha was an extreme example but the principle applies to all types. Reserves in peacetime should be about 100% of first-line strength. Squadron establishments allowed for Initial Equipment (IE) and Immediate Reserve (IR). IE was the number of aircraft ready for operations (say two flights of 6 = 12). IR was the aircraft held by the squadron so that when P.O.Prune pulled the undercarriage lever instead of the flap lever after landing, two flights of 6 did not equal 11. Standby aircraft (usually four in a fighter squadron) were on hand without having to be called up from a maintenance unit. Overseas there were often larger numbers of aircraft held by squadrons, especially when these stationed at isolated bases. For example, at Aden No.8 Squadron had an allocation of aircraft at least double its normal strength and part of this number was stored reserve (SR). These were not ready for immediate use but could be erected and tested within a few days. Other types of reserve were war reserve (WR) and Command Reserve (CR) normally for types common to several units in the same Command.

In the UK, the main reserves were held by maintenance units and storage units and because of the large number of units with a common type, deliveries tended to be on a production line basis. In World War Two, the Air Transport Auxiliary undertook this task and made vast numbers of deliveries of aircraft from MUs to operational and training units.

Aircraft under repair or overhaul formed a large proportion of non-operational aircraft strength. Minor damage could be repaired on the unit and here the IR came into use. More serious damage or the need for major inspections or modifications required the removal of the aircraft from unit strength to an MU, some never to return. Wear and tear found on inspection could render an aircraft unfit for repair. While possibly an aircraft could be refurbished, it was often not worth while in terms of time, labour and hangarage. For example, Harts which were repaired and returned to service quickly in 1936 were discarded in 1940 for comparatively minor damage. It was not a time for playing with obsolete biplanes, especially when there was still a stock of the type available to maintain the establishment of the training units equipped with them. Room was needed for Spitfires and Hurricanes which were frequently rebuilt from the most discouraging beginnings. The date was always a vital consideration as to whether to SOC or not to SOC.

Prior to World War Two, training units always had some aircraft of the type used by operational squadrons. This element acted as a bridge between training and operational types since pilots passed from FTSs to squadrons direct. During the years prior to the war, the vast increase in pilots produced by FTSs, and the increasing gap between the performance of training and operational aircraft, resulted in some squadrons being given an operational training role and these developed into the Operational Training Unit (OTU). The OTUs (and Conversion Units) had to be equipped with operational types and these were frequently second-hand front-line aircraft e.g.Whitley IIIs and IVs when the squadrons had Whitley Vs, Spitfire Is when Mk.Vs were in squadron service, etc. However, a proportion of OTU aircraft was delivered direct from the production line.

Flying training units had their own specialised types, e.g. Oxfords,Masters, Harvards, Tiger Moths, etc. but the requirements for gunnery, navigation, bombing and reconnaissance training were often met by obsolescent operational types, Ansons, Bothas, Defiants, Battles, etc. Second-line units e.g. anti-aircraft cooperation, transport, communications, calibration, etc) also absorbed a proportion of the total production, both new and modified operational types.

Weapons development and specialised research also required operational types and the final, and major, factor in the equation was operational losses, accidents and battle damage all resulting in the total loss of the aircraft which had to be replaced from production.

Added together, the multiple requirements of all types of units meant that perhaps 10% of the total production of an aircraft was with the operational element at any one time.

So what did they do with 600 Albemarles? See next issue.

Roundabout this Issue

The bulk of AM.1/76 is taken up with a survey of the Shackleton Mk.2 by the indefatigable Peter Howard, drawings by Cliff Minney. This is unusual for AM in that the type is, marginally, still in service. As usual, additions from readers would be welcome.

RAF Weybourne may not be in the Biggin Hill class but it does have the advantage of being unexplored. Miss Brett Taylor has been looking into this rather transitory outpost and advises all aeroarcheologists in the area that the obvious site isn't the RAF airfield but an old army camp. Oddly enough, the RAF ensign continues to fly over the true site down the road.

The first instalment of the Tiger Moth overseas also begins and its compiler, Malcolm Fillmore, would like your additions. The L-series continues with a modified format to get more in (we are nothing if not experimental) plus a further list of presentation aircraft, we hope. We said that last issue but the page failed to get printed. At least two people noticed. It is, however, an interesting commentary on postal charges that, if the missing sheet had been included, it would have tipped the balance to the next postage rate above and cost us the equivalent of two pages!

Subscriptions for 1976

Most of the renewals have now come in but if you know anyone who has yet to renew, please nudge him or her. For the benefit of new subscribers this year, we should explain that AM is not a batch of sheets held together by a staple. It is an information acquisition and retrieval system controlled by a multiple-capability release module. So if it falls apart in your hands, we claim we designed it that way.

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Issue 2/76

AM's gradual progress through the L-serials has thrown up a number of cases where the facts published therein do not tie up with those found elsewhere and we have had a number of letters on the subject. One of the most obvious subjects is the loss of Royal Air Force aircraft during the Battle of Britain where the AM listing often carries on long after the aircraft was "destroyed" according to other sources.

The main source of losses during July to October 1940 available to the public is contained in "Battle over Britain", which stands as a supreme example of what is meant by required reading for anyone interested in the history of the period. It is a painstaking account of the day-by-day events during this period and lists both German and British losses for each day. It is unfortunate that this very comprehensiveness that results in it being quoted as being "wrong" in some cases.

The tables of RAF losses were compiled by perusing all the Operations Record Books of the units involved, a vast amount of paper. Losses were extracted day by day and categorised as damaged or destroyed according to these records. Unfortunately, as the L-serial list shows, the ORBs were not always correct.

When a fighter pilot was forced to crashland his aircraft away from base, its state was reported to the squadron which noted its records accordingly. A salvage unit picked up the remains and, as the war progressed, more and more damaged aircraft were repaired. If a squadron's aircraft fell into this category, the squadron would not know and the aircraft would remain on the ORB as having been destroyed. Only by systematic working through movement and accident records would it be found that the particular aircraft involved had survived the experience and had been repaired. It may have lost both wings and the undercarriage but the wings from another aircraft which had broken its back might be available for mating to the fuselage of the first aircraft and the serial stayed with the fuselage. Thus aircraft 1 was repaired and aircraft 2 written-off. The converse effect also occurred when a minor accident was found to have done structural damage to the airframe and made it unsafe. The aircraft was written-off and cannibalised but it probably appeared in the unit's records as a minor accident (or, possibly, not at all as being considered not worth mentioning!).

In due course, someone will probably go through all the records available and tie up these irregularities. A dedicated statistician with an independent income who is hooked on a longevity drug is the first requirement for any applicant for the job. Until one arrives, we will forge ahead with the minute details of what happened to RAF aircraft as far as possible.

Operations Record Books (or Forms 540 and 541) for the Second World War are now filed at the Public Record Office in London and form a ready source of instant frustration. They were compiled by a variety of people who varied from the conscientious recorder of his unit's activities to the hack who did as little as possible. A number of squadrons now regret the lack of information in their historical records due to the latter type. Our favourite example is the adjutant of a Coastal Command squadron who found only one item of interest to record - an officer's posting - on 3 September 1939.

Possibly there was nobody there to tell him anything else that was happening as they had all gone off looking for enemy submarines. Fortunately, he was not typical of the thousands of recording officers who left for posterity a living record of one of the most vital periods in the history of the Commonwealth and to whom every historian owes a debt of gratitude.

The K-serials

The series K1000 (an Atlas) to K9999 (a Spitfire) covered a period in which the Royal Air Force changed from a small peace-time force to a wartime armada and the aircraft which carried K-serials demonstrated the vast strides taken in a short space of time in the field of aircraft development.

Air-Britain has broken new ground in publishing a monograph covering all these aircraft in the format adopted by AM for the L-serials. The A.4 size has been selected to line-up with AM practice and the style is similar to Air-Britain civil registers, including illustrations.

Members' price will be £2.00 but the Council has agreed that AM current subscribers will be offered a pre-publication price of £1.50. Orders are now being taken and should be sent to the AM editorial office (not to the Sales Department unless you want to pay the full price). Copies of the monograph will be despatched as soon as they are delivered from the printer which will probably be in July. Each subscriber is rationed to one copy at £1.50; extra copies will be normal price of £2.00.

Roundabout this Issue

For our major survey, we have selected the Albemarle. This is a much-neglected type which lacked the glamour of its more active, and numerous, contemporaries and for that very reason is worth a close look. There may be no drawings in this issue due to the arrival of a mini-Minney in our artist's home which has caused some distraction. If he survives the sleep-less nights sufficiently to finish drawings in time for them to be incor-porated, they will be; otherwise, they will appear in the next issue.

A further chapter in the Tiger Moth story appears and Malcolm Fillmore would appreciate hearing from anyone with additions to it (address in AM.1/76).

John Bagley has been compiling a history of Ford for some time and the result of his researches appears herein. A final plan of this airfield may (like the Albemarle) get into this issue.

For those who like to see where places were, we have included a map of RAF stations at the outbreak of the Second World War.

The second-line squadrons of the Fleet Air Arm have always been full of holes in our files and the first batch of these appears in the hope that our readers can expand upon them. Any additions will be collated and appear later as feed-back.

As nobody has complained about the L-serials being unreadable, and quite a number have approved, we will continue with this stype of presentation in future. We will, of course, be missing out the Henley and Botha batches as these have already appeared in AM. New subscribers who do not have these can be supplied at a cost of 30p plus postage. There may be some delay as they will have to be photostated in small numbers (and high price!).

The Question Page

This page has been missing for some time. The main reason is that nobody has asked any questions recently. Perhaps all our readers have all the answers in which case it might be an idea for the editors to ask the readers all the questions they don't know the answers to.....

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Issue 3/76

The question has been raised several times as to why a history of a particular aircraft has to end with the phrase "to Admiralty". Since the aircraft retained its identity, details of its further service should be included in such cases instead of treating the Admiralty in the same way as the Ngraftaland Air Force.

The answer seems to be that the Admiralty treated aircraft in much the same way as shells. You fired them off and forgot about them as far as records were concerned. Somewhere in the cellars of some naval building are, doubtless, records of every dinghy, cutter and whaler ever built but, alas, no aircraft.

Similarly, records of naval air units are fragmented and there appears to be no equivalent of the Royal Air Force's system of requiring a diary of events to be kept by every unit, large and small. As a result, putting together a history of naval units and aircraft is a jigsaw puzzle. Our current review of second-line squadrons is an attempt to put some meat on the bare bones by inviting comment and additions. This issue contains a further instalment which has benefitted from addition from Ray Sturtivant. When complete, we will provide an addendum of what has come in since we started publishing this listing. In the meantime, any supplementary information will be gratefully received.

Which explains why the K-register has been published as "Royal Air Force Aircraft K1000 to K9999". Any volunteers to compile a "Royal Naval Aircraft" list would be welcomed!

Roundabout this Issue

For a type survey we have selected the Big Wimpey. Except that one must remember that it was not a Big Wimpey; the Wimpey was a little Warwick.... Coming late on the scene, it was inevitable that the resemblance of the Warwick to a production Wellington should mean the acceptance of the fact that it was a scaled-up Wellington. In fact, comparison between the prototype Wellington and the prototype Warwick shows the vast difference between the two. The production Wellington ended up with a host of Warwick features and it was only the engine availability problem which made the Warwick so late in arriving in service. Its handling characteristics were well-known throughout the air force as being on a par with the R.E.8. As usual, this aspect was exaggerated but your editor recalls stalling in a Warwick over the Firth of Clyde when this was a manoeuvre regarded by trainees as the RAF equivalent of Kamikaze. Warwicks spun uncontrollably in the same way as Masters lost their wings, Liberators fell apart at the first shot, Hampdens lost their tails and Mustang Is had permanently dead engines. Not to mention the Manchester as all they said about it was true.

Our unit review covers another RAF Station whose history stretches back into the past, in this case East Fortune. Although only two major units occupied the station in the Second World War, East Fortune occupies a fairly unique position in aviation history.

Those neglected units of the First World War, the Aircraft Acceptance Parks, are covered in this issue as part of our programme of providing information on the home-based units during that conflict which have seldom been recorded. Opening and closing dates for these are hard to come by and additions will be welcome.

In the Doghouse

The recent arrival of the Royal Air Force's Basset CC.1s on the civil market makes this a suitable time to record, in our normal fashion, the units which flew each aircraft.

S/No	Deld	Units	Disposal
XS765	2.65	Hdlg Sqn/MoA/NCS/SCS/MCS/ 32/207/26	To Min.of Defence 16.9.74
XS766	6.65	WCS/NCS/MinTech/NCS/TCCS/26	Sold 16.7.74
XS767	6.65	NCS/TCCS/26	Sold 12.7.74
XS768	6.65	NCS/TCCS/26	Sold 9.7.74
XS769	7.65	NCS/MoA/NCS/SCS/MCS/32	Sold 12.8.74
XS770	8.65	NCS/TCCS/26/QF/32	Min.of Defence 17.1,75
XS771	8.65	NCS/TCCS/26	Sold 15.7.74
XS772	10.65	NCS/SCS/MCS/32	Sold 15.7.74
XS773	8.65	NCS/TCCS/26	Sold 1 .7.74
XS774	11.65	SCS/MoA/SCS/MCS/32	Sold 9.7.74
XS775	11.65	SCS/SCCS/207/26	Sold 12.8.74
XS776	11.65	SCS/SCCS/207	Sold 12.8.74
XS777	12.65	SCS/SCCS/207/32	Sold 12.7.74
XS778	1.66	SCS/SCCS/207/32	Sold 19.7.74
XS779	5.66	SCS/SCCS/207	Sold 15.7.74
XS780	5.66	SCS/SCCS/207	Sold 12.7.74
XS781	6.66	SCS/NCS/SCS/SCCS/207	Sold 19.7.74
XS782	6.66	SCS/SCCS/207	Sold 15.7.74
XS783	8.66	MoA/26	Crashed after take-off from Valley 5.7.73
XS784	9.66	SCS/SCCS/207	Sold 18.7.74

Abbreviations: SCS=Southern Commmunications Squadron; NCS=Northern Comm.Sqn; MCS=Metropolitan Comm.Sqn; WCS=Western Comm.Sqn; TCCS=Transport Command Comm.Sqn; SCCS=Strike Command Comm.Sqn; QF=Queen's Flight;MoA=Ministry of Aviation; MinTech=Ministry of Technology.

Infra-Red

There is an interesting comment in the ORB of No.9 (Observers)Advanced Flying Unit at Penrhos. It reads "during this month (March 1943) this unit received a pat on the back from HQ 25 Group for the second time running in connection with Penrhos leading the field again with Infra Red Bombing exercises". Can anyone describe how this system worked?

The K-Register

It is intended that copies of the K-Register will go out with this issue of AM. Please look for a note cancelling this. If you don't find one, please let us know as the system has gone wrong and you should have one copy of the register enclosed.

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Issue 4/76

When talking of military aviation history, the emphasis inevitably falls on aircraft. Millions of words have been expended on accounts of the development and deeds of individual types and rightly so: each type has a character all its own and their activities covered a wide field.

Nevertheless, aviation history covers a much wider field. Next in line were people and there is much in print on the adventures of pilots and, to a lesser extent, other members of air crews. However, only a small percentage ever got shot at if one lumps together everybody who contributed to getting an aircraft into the air. We can recall one book on ground staff who, in the course of two world wars were shot at, chased by tanks, bitten, frozen, run over and food-poisoned throughout the world. In the British aircraft factories, vast numbers of aircraft workers suffered the same tribulations, except that for "tanks" one should read"Inland Revenue".

Turning to inanimate objects, aircraft would have failed to accomplish anything without airfields,a subject which AM gives some attention to. Into this subject must be fitted the design and construction of hangars, control towers and all the other buildings which make up an operational airfield. These we will be looking at in due course. Other pieces of essential architecture were radar stations, balloon barrage stations and aircraft dispersal sites (or satellite landing grounds) not to mention the aircraft factories themselves.

All sorts of specialised vehicles were required; bowsers, bomb trolleys, fire engines and that most memorable of RAF vehicles, the"Queen Mary", were all indispensable. Developing a 4,000 lb bomb was not a great contribution to the war effort if nobody could get it into an aircraft. Which reminds one of bombs, guns and other weaponry.

Even from a simple economics point of view, trained aircrews were more valuable than aircraft and a large air-sea rescue organisation recovered men from the water. Before an air-sea rescue launch could reach the crash area, however, it was up to the rubber dinghy, Lindholme Gear and Bircham Barrels to keep the involuntary bather afloat. The RAF Navy also included large numbers of seplane tenders, range boats and other light craft.

Aircraft also crashed into jungles and mountains and rescue organisations were developed to retrieve the occupants. Each had its own problems with equipment which were gradually overcome by trial and error.

There are probably many more aspectsof aviation that have played a part in the overall history of military aviation, for example Pilot Officer Prune (remember him?). All of which explains why a history of a pair of obscure Welsh airfields in this issue goes into some detail on the development of mountain rescue. Llandwrog was the birthplace of a whole new service which developed into today's search and rescue organisation and to which many people alive today owe their lives.

Subscription for 1977

Issue 4 has come round again and it is time to look at next year. Our promised four 24-page issues in 1976 produced 112 pages and we managed to compress more tabular matter into some pages than we did in 1975. We will continue to produce as many pages as the total subscription amount will allow and by devious (sometimes very devious) means we will keep the 1977 subscription at £2.00. Please send these to the editorial office (payable to Air-Britain (Historians) Ltd) as soon as possible. Some readers save a stamp by including it in their annual subscriptions but such payments go into central funds and may not get into the AM budget which is maintained separately and from which all AM costs are paid. Contrary to some members' beliefs, Air-Britain is not administered by a vast bureaucracy in a monolithic office block but through a lot of individual members working in their spare time from a far-flung network of dining-room tables, most of whom are hurtling with alarming speed down the road to pauperism.

Roundabout this Issue

Returning from holiday to find 402 pieces of post lying in the lobby is not a joyous experience and our initial reaction was to wonder where AM.4/76 was going to come from. Fortunately, several envelopes disgorged items for AM which staved off crisis in a most welcome fashion.

Type of the Quarter was intended to be the Blenheim V but it became obvious that a lot more research was going to be necessary to complete this. It was a considerable relief that we received Peter Howard's survey of the Neptune in RAF service which has been included in this issue.

Brett Taylor has been looking into the story of Penrhos and Llandwrog. No typewriter appears to have been yet contructed that can spell the latter correctly. Oddly enough, the BBC seem to keep coming up with items about the fire at Penrhos, probably as a result of the media's habit of always re-gurgitating its own clippings.

Further instalments of the Tiger Moth saga, FAA second-line squadrons and the L-serials appear. Unfortunately, time has not enabled an intended update page to be produced with this issue.

RAF Aircraft K1000 to K9999

The "special offer" contained in AM.2/76 for this monograph has now closed. Copies are still available at full price (members £2.00, non-members £3.00) from the Sales Department. As there have been many favourable comments on this production, we are looking into the possibility of producing the N-serials. The L-serials are possible later in an up-dated form of the series currently running in AM.

Correspondence

Like most editors, we get a lot of letters from readers providing additional information and comment on items appearing in AM. We would like to reply to these individually but like all honorary editors we have to make a choice between producing AM and writing personal letters. While we welcome letters, please accept the fact that points raised in them can normally only be dealt with by incorporation in AM, if possible. There are very few hours of spare time left; the alternative is for the editor to retire and devote himself to producing AM. Unfortunately this is unlikely to succeed since he would have starved to death by the time the next issue was due.....

A Merry Christmas and a Happy (if not particularly Prosperous) New Year

AVRO SHACKLETON MR.2 IN ROYAL AIR FORCE SERVICE

Ministry of Supply service trials of the Avro Shackleton Mk.1 at Boscombe Down had shown that the aircraft had many shortcomings. Several modifications were made but so dire was the Royal Air Force's need for a maritime aircraft that is was decided to rush the aircraft into service before all the desirable modifications were incorporated. The result was that the Shackleton Mk.1 was only an interim aircraft and nine months before it entered service the specification had been written and issued for the Shackleton Mk.2 incorporating all the modifications. The aerodynamic prototype of the new aircraft flew only 3½ months after the first Mk.1 aircraft was delivered to the RAF.

During the trials the nose cannon barbettes had been found deficient and had been removed. The tail turret had been deleted to ease the centre of gravity problem and the flight-refuelling point covered over as being superfluous to requirements. It was in this state that the aircraft entered service as the Shackleton Mk.1. However, the trials had shown that the aircraft had bad ground-handling characteristics, there was no means of assessing the results of weapon attacks and the radar installation was far from giving the required standard of "picture". It was therefore decided to carry out a major modification of the airframe keeping the same basic shell and Issue 2 of Specification R.5/46 was issued on 3rd July 1950 to cover this work. The radar installation problem was highlighted a few months later by VW131, the second prototype, which had its radome smashed by a bird strike while returning from tropical trials carried out at Khartoum in the autumn of 1950. It must be remembered that radar was the primary means of detection in those days and that the attainment of the best possible radar picture was therefore essential.

During the winter of 1950/51 the prototype aircraft VW126 was rebuilt as an aerodynamic prototype of the Shackleton Mk.2 and flew in this form on July 19th, 1951. A lengthened nose had been fitted incorporating a dummy turret and look-out position, the tail had been lengthened and finished in a cone-shape, a dummy radome installation was fitted under the rear fuselage, twin retractable tail wheels were fitted and a rudder-locking system added which, combined with toe-activated brakes, gave the necessary improvement in ground handling. The aircraft went to Boscombe Down in August 1951 for trials of the toe brakes and lockable-rudder system.

Meanwhile, one of the production Mk.1 airframes was taken from the productionline at Woodford and rebuilt to full Mk.2 specification. When this aircraft, WB833, was rolled out in the early summer of 1952 it was seen that the nose contained a Boulton-Paul Type N turret with two 20 mm Hispano cannon, the gunner sitting above the guns in a position that could double as a look-out point. Under the guns was a bomb-aimer's position with an optically-flat screen. The tail ended in a transparent perspex cone which gave the required look-out position for weapon attack assessment. The under-fuselage radome was a retractable "dustbin" affair in two sections. The first flight was made on 17th June 1952 and official trials started the following month at Boscombe Down. The trials proved successful and the last ten aircraft of the Mark 1 order were built to Mark 2 configuration (WG530-533 and WG553-558 of Contract 5047). Further orders were placed for the new aircraft under Contracts 6129 (WL737-759 and WL785-801) and 6408 (WR951-990).

The new version was not considered to be a new aircraft and was consequently issued to squadrons as a continuation of their Shackleton establishment, the first MR.2 entering service with No.42 Squadron at St.Eval in January 1953. The squadrons soon found that the two versions of Shackleton were vastly different as far as servicing was concerned, necessitating two sets of spare parts, and moves were made to standardise on one version per squadron. The decision to do this was made in June 1954 and during the summer there was a general swop-around of aircraft. By the end of the year there were five squadrons

operating solely Mk.1 aircraft (Nos.120,206, 220, 240 and 269) and six solely Mk.2 aircraft (Nos.37, 38, 42, 204, 224 and 228).

When the Mk.1 aircraft entered service with No.120 Squadron at Kinloss in March 1951, it was discovered that all the soundproofing which had been fitted in the three prototypes had been removed from production aircraft. The result was that the interior of the aircraft was exceedingly noisy and, combined with excessive vibration, gave an almost unbearable environment in which crews were expected to work for long hours. Almost immediately the squadrons started to complain about working conditions and eventually trials were carried out at the Royal Aircraft Establishment, Farnborough in 1953 and 1954. These trials proved conclusively that working conditions were as bad as the squadrons said they were and construction of the Shackleton Mk.2 was stopped with the completion of WR969 in September 1954, restricting the number of Mk.2 aircraft to 70. The remaining serials in Contract 6408 were taken up by completely rebuilt aircraft incorporating all the required improvements, the Shackleton Mk.3 (see AM 2/75).

Trials were carried out by the Air Sea Warfare Development Unit (ASWDU) to improve the effectiveness of the Shackleton and two Mk.2 aircraft were modified for trials. In 1953, WG532 was fitted with four rocket rails under each outboard mainplane but the aircraft was found to be far too heavy on the controls for safe successful rocket attack dives to be made and the idea was dropped. The other modification was the fitting of Magnetic Anomaly Detector (MAD) equipment in WL789 during 1954. Once again the trials were unsuccessful, the airframe proving to be electronically unsuitable, while the aircraft controls were far too heavy for effective use to be made of the equipment.

During 1955/56 the mid-upper turrets were removed from all Mk.1 and Mk.2 aircraft to give more internal room and then in 1959 all the RAF Mk.2 aircraft were involved in the overall modification that updated the aircraft in three phases that lasted until 1968. The modifications received under the three phases were identical to those of the Mk.3 aircraft except that under Phase 3, the Mk.2 aircraft did not receive the additional Viper engines. The modifications under the Phases were listed in the Shackleton Mk.3 article in AM 2/75.

The Shackleton Mk.2 was more versatile than the Mk.3 with its tricycle undercarriage and high pressure tyres and consequently the Mk.2 squadrons found themselves operating out of small airfields around the world covering various emergencies and exercises. In 1967, ten of the Shackleton Mk.2 Phase 3 aircraft were converted at Langar into training aircraft to replace the long-serving T.4 aircraft of the Maritime Operational Training Unit (MOTU); in these aircraft the rest bunks were removed and a slave radar set fitted in that area. The master radar was fitted in the dinette area, both operators facing aft. The normal radar position was not used and the aircraft was called the Shackleton T.2.

During 1971 the Shackleton Mk.2 aircraft was chosen to fill the role of providing Airborne Early Warning radar for Great Britain and twelve aircraft were converted at Woodford and Bitteswell into Shackleton AEW Mk.2 aircraft for operation by No.8 Squadron under No.11 (Fighter) Group. This mark can be recognised by the deletion of the aft retractable radome and the fitment of a Fairey Gannet AEW.3 radome over the front two stations of the weapons bay. The turret equipment is also removed and extra aerials are fitted along the roof of the aircraft. The prototype first flew from Woodford on September 30th 1971 and entered service with No.8 Squadron on January 1st 1972 at Kinloss, the squadron moving to Lossiemouth on 14 August 1973.

The last maritime reconnaissance squadron using Shackleton Mk.2s, No.204 Squadron, disbanded on 28th April 1972. The only Shackleton Mk.2s in RAF service on 1st January 1976 are the twelve AEW aircraft (WL741, WL745, WL747, WL754, WL756, WL757, WL790, WL793, WL795, WR960, WR963 and WR965) and two

normal Mk.2 Phase 3 aircraft used for training (WL738 and WL801) plus WR961 stored at Kemble (ex-204/U) and WG556 stored at St.Athan (ex-ASWDU/B). The only other Mk.2 flying is WG557 but this is no longer an RAF aircraft, being sold to the Royal Aircraft Establishment at Farnborough on 31st January 1958.

Units equipped with the Shackleton Mk.2 were:

No.37 Squadron converted to Mk.2s in August 1953 from Lancaster GR.3s at Luqa, Malta. In June 1957 the squadron moved to Khormaksar, Aden. First Phase 1 aircraft was received in September 1959 and the first Phase 2 in February 1962. The squadron disbanded in Aden during September 1967.

No.38 Squadron started conversion to Mk.2s from Lancaster GR.3s at Luqa in September 1953. The first Phase 1 aircraft was received in March 1959 and the first Phase 2 in April 1961. In September 1965 a temporary move was made to Hal Far due to runway resurfacing at Luqa and the squadron disbanded on 31st March 1967.

No.42 Squadron reformed at St.Eval on 28th June 1952 equipped with Mk.1A aircraft and began receiving Mk.2s in January 1953. In July 1954 the squadron gave up its Mk.1As and re-equipped completely with Mk.2s. Moving to St.Mawgan on 8th October 1958, the squadron received its first Phase 1 aircraft in June 1959 and its first Phase 2 in July 1961. In January 1966, No.42 re-equipped with Shackleton MR.3 Phase 3 aircraft.

No.120 Squadron began conversion to Shackleton Mk.1s on 30th March 1951 at Kinloss and moved to Aldergrove in April 1952. The squadron began to receive Mk.2s in April 1953 but in August 1954 all the Mk.2s were given up and No.120 standardised on Mk.1s. In October 1956, the squadron converted to Mk.2s and in the period October-November 1958 converted to Mk.3s.

No.203 Squadron was reformed on 1st November 1958 by renumbering No.240 Squadron which at that time had Mk.1As. Initially converted to Mk.3s in December 1958, the squadron converted to Mk.2 Phase 2 aircraft in May 1962 to ease the problems during the modification period. Reconversion to Mk.3 Phase 3 aircraft was carried out between September 1966 and May 1967.

No.204 Squadron was reformed at Ballykelly on 1st January 1954 equipped with Mk.2s. In May 1958 the squadron converted to Mk.1As so that it could take part in nuclear tests at Christmas Island under Operation "Grapple", converting back to Mk.2 Phase 1 aircraft in July 1959 as aircraft became available. First Phase 2 aircraft was received in March 1961 and the first Phase 3 in October 1966. The squadron disbanded at Ballykelly on 1st April 1971 but reformed the same day at Honington with responsibility for search and rescue coverage of the whole United Kingdom and also support squadron for the Beira blockade. When No.205 Squadron disbanded at Changi on 31st October 1971, three of their aircraft flew to the Singapore Armed Forces Base at Tengah to form the No.204 Squadron (Far East) Detachment for search and rescue coverage of the Far East. The unit disbanded in January 1972 and the three aircraft were flown back to the UK, arriving at St.Mawgan on 24th January 1972. The unit proper disbanded at Honington on 28th April 1972.

No.205 Squadron converted to Mk.2 Phase 2 aircraft from Mk.1As in February 1962 at Changi, Singapore. The squadron received its first Phase 3 aircraft in May 1967 and disbanded at Changi on 31st October 1971 (see No.204 above)

No.206 Squadron reformed at St.Eval on 27th September 1952 equipped with Shackleton Mk.1s. The squadron began to receive Mk.2s in February 1953 and in June 1954 exchanged its Mk.2s for Mk.1s, standardising on the Mk.1.

No.210 Squadron was reformed at Ballykelly on 1st December 1958 by renumbering No.269 Squadron and inherited one Mk.1 and three Mk.2s. The Mk.1 was given up three days later to MOTU. The first Phase 1 aircraft was received in April 1959 and the first Phase 2 in February 1961. The squadron disbanded at Ballykelly on 31st October 1970 and reformed the next day at Sharjah on the Persian Gulf equipped with five Mk.2 Phase 3 aircraft (ex-MOTU T.2s that had been

refurbished to Phase 3 by Kemble during the summer of 1970). The squadron disbanded at Sharjah on 15th November 1971, two aircraft having left in June.

No.220 Squadron reformed at Kinloss on 24th September 1951 equipped with Mk. 1s and moved to St.Eval in November 1951. In March 1953 the squadron received its first Mk.2s but in July 1954 standardised on Mk.1 aircraft.

No.224 Squadron began converting to Shackleton Mk.1s from Halifax Met.6s at Gibraltar in July 1951 and received its first Mk.2s in May 1953. During the period July to October 1954 the squadron converted completely to Mk.2s. The first Phase 1 aircraft arrived in February 1959 and the first Phase 2 in July 1961. No.224 disbanded on 31st October 1966.

No.228 Squadron reformed at St.Eval in June 1954 with Mk.2s from a nucleus of No.206 Squadron, moving to St.Mawgan in December 1956 and returning to St.Eval in January 1958. The squadron disbanded on 8th March 1959.

No.240 Squadron reformed at St.Eval on 1st May 1952 from a nucleus of No.120 Squadron equipped with Mk.1s. The squadron moved to Ballykelly on 6th June 1952 and received its first Mk.2 in March 1953. It gave up its four Mk.4 aircraft in 1954 to standardise on Mk.1s and was renumbered 203 Squadron on 1st November 1958.

No.269 Squadron reformed at Gibraltar in January 1952 equipped with Mk.1s and moved to Ballykelly on 14th March 1952 where it received its first Mk.2 in March 1953. In 1954 it gave up its three remaining Mk.2s and standardised on Mk.1 aircraft. In October 1958, the squadron began conversion to Mk.2s but had only received three when it was renumbered 210 Squadron on 1st December 1958.

Air Sea Warfare Development Unit (ASWDU) carried out trials with Shackleton Mk.2s over the period January 1953 to May 1970 and used five Mk.2s (one Phase 1, two Phase 2 and two Phase 3) during that period.

Maritime Operational Training Unit(MOTU) received ten Shackleton T.2 aircraft to replace its ageing T.4 trainers, these aircraft being converted from Mk.2 Phase 3 aircraft at Langar during 1967. The first was received at St.Mawgan in March 1968 and although the last Shackleton conversion course finished on 28th July 1970, the last T.2 did not leave MOTU until 21st December 1970.

Joint Anti-submarine School (JASS) had three Mk.2 aircraft of its own during the period December 1954 to March 1957.

No.8 Squadron AEW was reformed at Kinloss on 1st January 1972 in No.11 (Fighter) Group equipped with modified Mk.2 Phase 3 aircraft to perform Airborne Early Warning duties around the UK. It also had two standard Mk.2 Phase 3 aircraft for training purposes. Twelve AEW aircraft were eventually received. The squadron moved to Lossiemouth on 14th August 1973.

The main bases from which Shackletons operated were:

Kinloss, Morayshire 25 miles north-east of Inverness

St.Mawgan, Cornwall 4 miles north-east of Newquay

St.Eval, Cornwall 6 miles north-north-east of Newquay

Lossiemouth, Morayshire 4 miles north of Elgin

Ballykelly, Co.Londonderry 13 miles east of Londonderry

Aldergrove, Co.Antrim 10 miles west of Belfast

Honington, Suffolk 7 miles north-north-east of Bury St.Edmunds

Gibraltar

Changi, Singapore

Luqa, Malta

Service Use

WB833	Mkrs/AAEE/ASWDU/RAE/210	Crashed on Mull of Kintyre 19.4.68
WG530	AAEE/120/224/42/205	SS 3.9.68
WG531	St.Eval/42	Collided with WL743 SW of Ireland and crashed in sea 11.1.55
WG532	MoS/ASWDU/MoS/42/120/224/205	SS 3.9.68
WG533	Manby/42/ASWDU/38/224/38/MOTU/205/204	SOC 25.1.72
WG553	ASWDU/205	SS 26.6.68
WG554	42/224/ASWDU/205/MOTU/210	SOC 1.6.71
WG555	42/210/204	SOC 9.5.72
WG556	42/120/224/37/ASWDU/210/ASWDU	Stored 11.70
WG557	206/220/228/RAE	Sold to MoS 31.1.58
WG558	206/224/42/204/203/210/MOTU/210	SOC 6.71
WL737	220/42/MoA/210/205	SOC 7.10.71
WL738	240/204/37/210/204/8	In service 1.1.76
WL739	240/269/204/37/204/MOTU/210	To Manston for fire-fighting training and destroyed 1974
WL740	204/38	SOC 28.2.68
WL741	224/42/224/205/8	In service 1.1.76
WL742	206/42/224/203	SS 26.6.68
WL743	220/42	Collided with WG531 SW of Ireland and crashed in sea 11.1.55
WL744	120/228/204/42/38/37	To Ballykelly for fire-fighting practice 12.66
WL745	220/42/120/204/205/204/8	In service 1.1.76
WL746	269	Crashed off coast of Argyll 11.12.53
WL747	269/204/42/210/205/210/8	In service 1.1.76
WL748	240/204/269/210/204/210/205/204	To Catterick for fire-fighting practice 5.72
WL749	120	Crashed on landing, Aldergrove 14.5.53
WL750	269/204/120/269/210/224/203/204/MOTU/205	To Catterick for fire-fighting practice 15.10.71
WL751	224/204/210/MoA/204	Sold to Shackleton Aviation, Baginton 4.5.72; broken up 1.75
WL752	120/224/37/Manby/37	SS 7.10.68
WL753	224/37/203/204	SS 12.3.69
WL754	37/38/37/42/205/204/8	In service 1.1.76
WL755	37/38/224/204	To Catterick for fire-fighting practice 5.72
WL756	38/37/205/210/204/8	In service 1.1.76
WL757	37/38/210/224/205/8	In service 1.1.76
WL758	120/224/38/204	To Catterick for fire-fighting practice 5.72
WL759	37/204/38/MoA/ASWDU/205	SOC 11.11.68
WL785	37/38/42/MoA/42/210/204	To Manston for fire-fighting practice 30.6.71
WL786	37/38/205	Caught fire in air and ditched in Indian Ocean 4.11.67
WL787	38/37/210/204/MOTU/210/8	To Lossiemouth fire dump 7.73
WL788	37/38/42/210/204/37	SS 28.3.69
WL789	ASWDU/224/38/205	SS 28.3.69
WL790	240/204/210/205/7	In service 1.1.76
WL791	38/37/38/210/204	SS 28.3.69
WL792	204/224	DBR in flying accident 14.9.57
WL793	38/204/210/8	In service 1.1.76
WL794	38	Crashed in sea off Malta 12.2.54
WL795	204/269/210/38/205/8	In service 1.1.76
WL796	38/37/204/205	SS 7.10.68

WL797	38/37/38/224/204/210/42/37	SS 7.10.68
WL798	38/205/204	To Cosford as instructional airframe 4.12.70
WL799	38	Destroyed by fire at factory 22.12.55
WL800	38/37/42/224/203/204	To Catterick for fire-fighting practice 5.72
WL801	38/37/38/42/ASWDU/8	In service 1.1.76
WR951	38/204/228/42/204/224/204	SOC 28.2.68
WR952	206/42/204/205/204	SOC 25.1.72
WR953	228/224/42/MoA/224/MoA/42/205	To Kinloss for fire-fighting practice 20.11.67
WR954	37/38/210/37/205	SOC 17.9.71
WR955	120/224/120/210/204/42/204/MoA	To Brize Norton for fire-fighting practice 7.6.71
WR956	228/120/204/38/204	DBR in landing accident, Ballykelly 1.4.68; used for fire-fighting practice at Ballykelly
WR957	228/204/224/203/204	SS 26.6.68
WR958	228/42/210	SS 3.9.68
WR959	228/42/37/203/42/203/205	SOC 3.9.68
WR960	228/42/210/205/8	In service 1.1.76
WR961	228/224/204/38/210/204	To Kemble for storage 19.4.71
WR962	228/MoA/204/37	SS 28.3.69
WR963	224/210/38/205/8	In service 1.1.76
WR964	MoA/38/37/204/210/204/MOTU	To St.Athan 29.7.70 as instructional airframe
WR965	37/38/224/203/205/204/8	In service 1.1.76
WR966	JASS/220/228/37/204/MOTU/205/204	SOC 25.1.72
WR967	JASS/42/38/205/38/224/38/210/MOTU/210	To No.8 Squadron as ground instructional airframe; fuselage only
WR968	224/120/MoA/224/210	Crashed on landing, Ballykelly 20.10.61
WR969	JASS/220/228/224/210/204/224/38/MOTU/205	SOC 10.9.71

Abbreviations

SOC = Struck off charge; SS = Sold as scrap; MoS = Ministry of Supply
MoA = Ministry of Aviation; DBR = Damaged beyond repair

WG557 228Sq 1955

Medium sea grey

White

Red codes

WL759 A.S.W.D.U. 1956

Extended MAD tail

Dark sea grey

Red/white codes

WL756 38Sq 1958

Black

White

Red/white codes

Dark sea grey

WG556 224Sq 1961

White

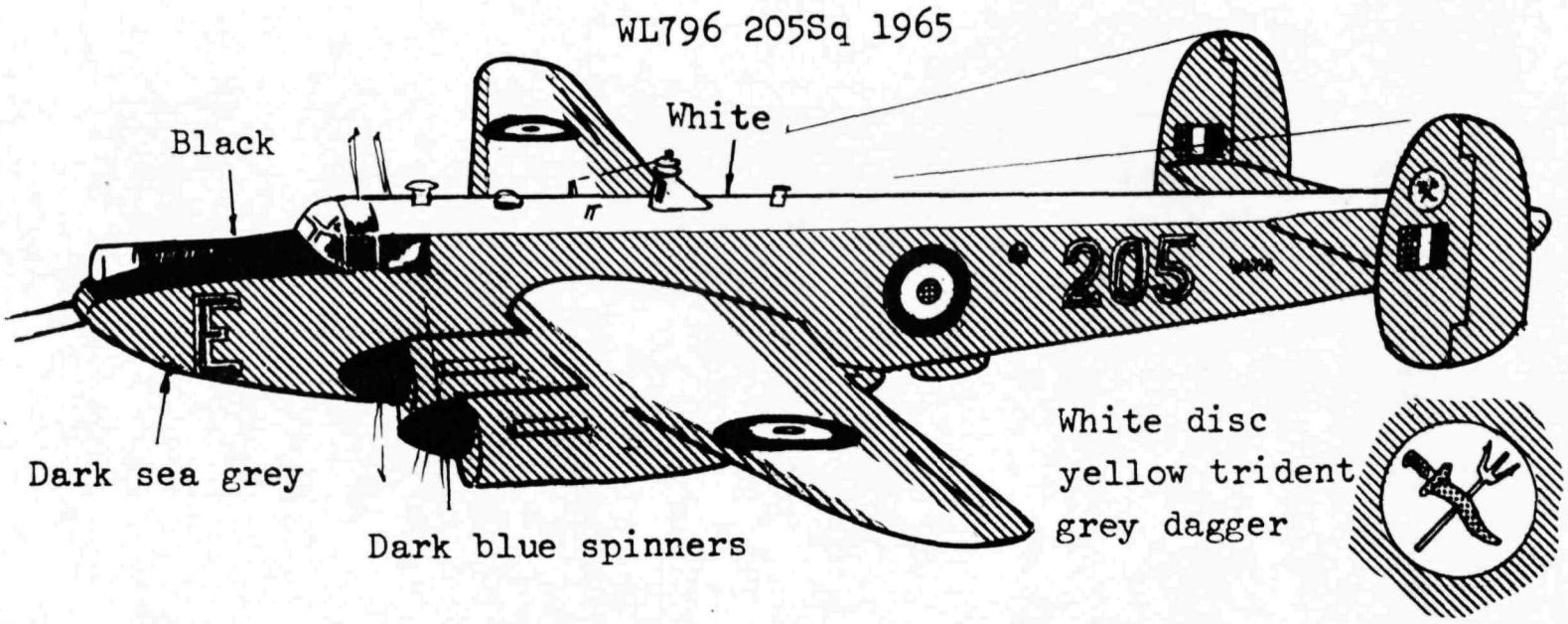
Black

Outer flashes replaced
by Union flag

Cliff Mimmey 76

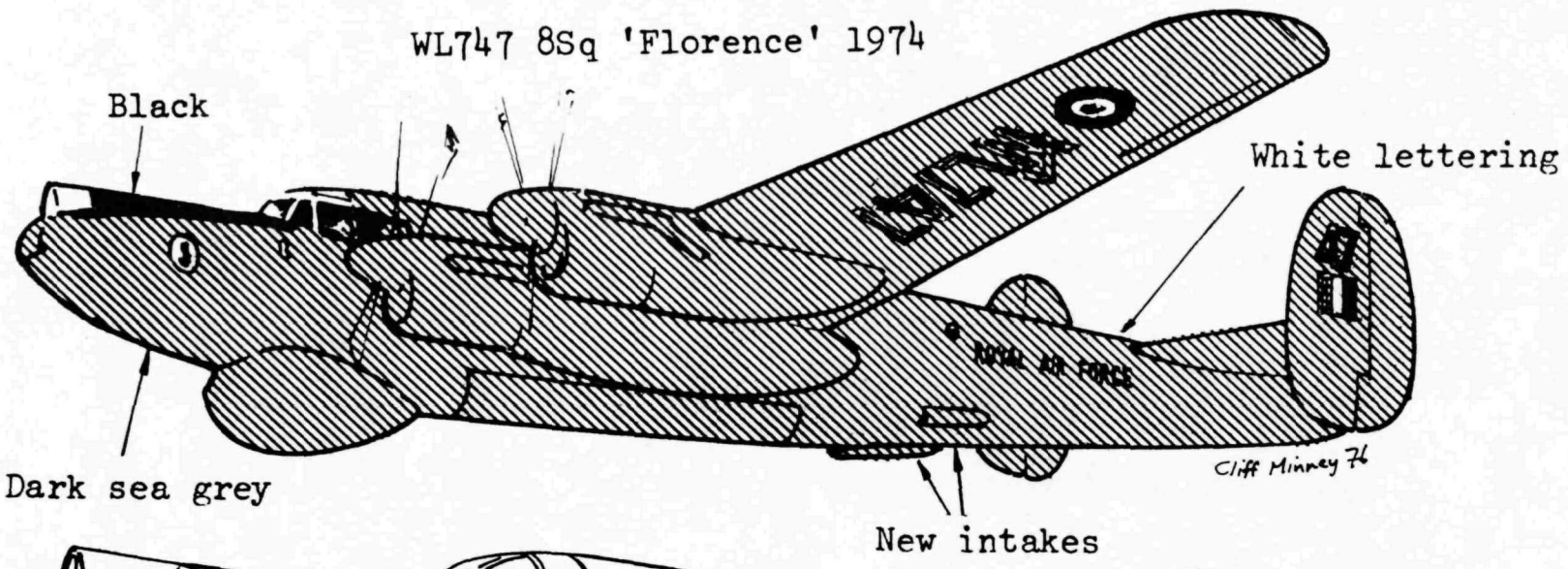
Dark sea grey

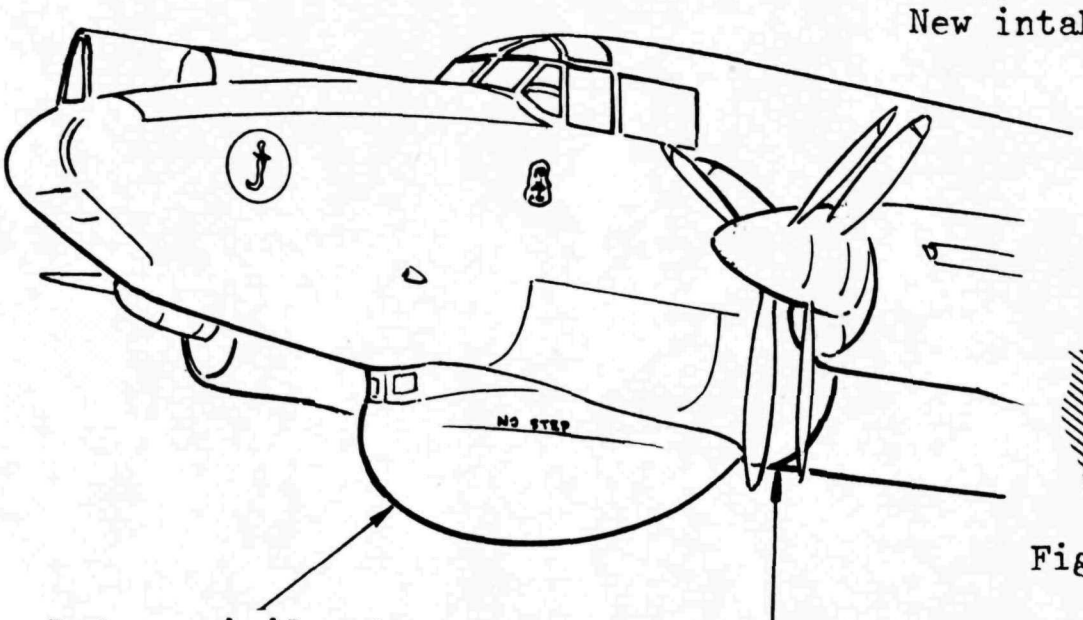
WL796 205Sq 1965



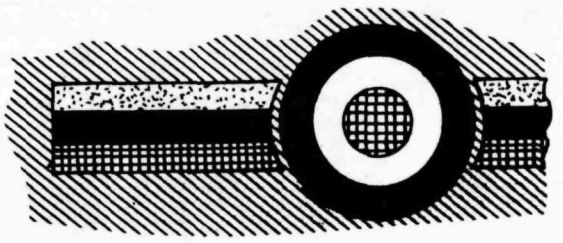
White disc
yellow trident
grey dagger

WL747 8Sq 'Florence' 1974





Arabian dagger
on white disc



Fighter-type Squadron colours
yellow/blue/red

'Magic Roundabout' cartoon characters decal under cockpit

Underwing roundels only on 8Sq

Codes and serials in Coastal-style red/white

Unit Allocations

No.37 Squadron

WL738	Feb 1958	-	Mar 1959	WL791 (A)	Nov 1954	-	July 1955
WL754 (H)	Dec 1953	-	Jan 1955	WL796 (J)	July 1957	-	July 1959
(E)	Aug 1956	-	Oct 1959	WL797 (J)	Apr 1955	-	July 1955
WL755 (H)	Aug 1953	-	July 1957	WL800 (Z)	July 1957	-	July 1958
WL756 (H)	Apr 1959	-	Jan 1961	WL801 (B)	June 1957	-	June 1958
WL757 (D)	Aug 1953	-	Oct 1957	WR954 (G)	Apr 1954	-	July 1957
WL759	Sep 1953	-	June 1957	WR962 (A)	July 1959	-	Sep 1960
WL785 (E)	Sep 1953	-	July 1957	WR964 (F)	Mar 1959	-	July 1959
WL786 (F)	Sep 1953	-	Mar 1958	WR965 (B)	Nov 1954	-	July 1957
WL788 (C)	Sep 1953	-	July 1957	WR966	July 1958	-	June 1959

Phase 1

WL738	Mar 1960	-	Feb 1962	WL787	Sep 1959	-	Sep 1960
WL739	Dec 1959	-	Apr 1960	WR954	Feb 1961	-	Dec 1961
WL752 (D)	May 1960	-	Mar 1962	WR959	Oct 1960	-	Nov 1962
WL753 (Q)	Aug 1960	-	Dec 1961	WR966	May 1960	-	May 1961

Phase 2

WG556	1962	-	1964	WL788 (B)	Nov 1966	-	Sep 1967
WL738 (D)	Oct 1962	-	Sep 1965	WL797 (C)	Apr 1964	-	Sep 1967
WL744 (B)	Feb 1962	-	Oct 1966	WR962 (A)	Mar 1962	-	Sep 1967
WL752 (D)	Sep 1964	-	Sep 1967				

No.38 Squadron

WL740 (Y)	Apr 1958	-	1959	WL794 (Y)	Jan 1954	-	Feb 1954
WL754 (Z)(V)	Jan 1955	-	Aug 1956	WL796	Jan 1954	-	July 1957
WL755 (U)	July 1957	-	Dec 1957	WL797 (W)	Dec 1953	-	Apr 1955
WL756 (T)	Aug 1953	-	Apr 1959		July 1955	-	Aug 1957
WL757	Oct 1957	-	Sep 1958	WL798 (X)	Dec 1953	-	Oct 1958
WL785 (W)(X)	Aug 1957	-	Apr 1958	WL799 (V)(U)	Jan 1954	-	Oct 1955
WL787 (S)	Sep 1953	-	Mar 1959	WL800 (Z)	May 1954	-	July 1957
WL788 (R)	July 1957	-	Sep 1958	WL801 (T)(W)	Jan 1954	-	June 1957
WL791 (Q)	Dec 1953	-	Nov 1954	WR954 (Z)	July 1957	-	July 1959
	July 1955	-	Dec 1959	WR964 (V)	Mar 1956	-	Oct 1957
WL793 (Y)(T)	Dec 1953	-	Apr 1958	WR965	July 1957	-	Mar 1959

Phase 1

WG533 (W)	Mar 1960	-	Apr 1961	WL786 (S)	May 1959	-	May 1961
WL740	1959	-	July 1961	WL788 (R)	Oct 1959	-	Nov 1961
WL744	July 1959	-	Dec 1960	WL795 (T)	Dec 1960	-	Jan 1962
WL755 (U)	Mar 1959	-	Mar 1961	WL798	Apr 1959	-	May 1960
WL758	Nov 1959	-	May 1961	WL801 (Z)	May 1959	-	June 1961
WL759 (V)	Mar 1959	-	Jan 1962	WR961	May 1960	-	Mar 1961

Phase 2

WG533 (W)	Oct 1966	-	1967	WR956 (W)	Apr 1961	-	Nov 1966
WL740 (U)	May 1962	-	Mar 1967	WR961 (S)	Nov 1961	-	Aug 1966
WL756 (V)	Apr 1966	-	1967	WR963(U)(X)	Nov 1961	-	Jan 1966
WL758 (Y)	Jan 1962	-	Oct 1966	WR967 (Z)	July 1961	-	Mar 1965
WL789 (V)	Oct 1966	-	Jan 1967		Sep 1965	-	Dec 1965
WL795 (T)	June 1962	-	June 1966		June 1966	-	Feb 1967
WL798 (X)	May 1961	-	Mar 1967	WR969 (S)	Sep 1966	-	Mar 1967

No.42 Squadron

WG531	(A-H)	Apr 1954	- Jan 1955	WL743	(A-F)	July 1954	- Jan 1955
WG532		Oct 1954	- Oct 1956	WL744		Aug 1958	- Feb 1959
WG533	(A-H)(H)	Jan 1955	- Sep 1958	WL745	(E)	June 1954	- Oct 1956
WG554	(A-A)(A)	Jan 1953	- Oct 1956	WL757	(B)	June 1958	- Sep 1958
WG555	(A-G)(G)	Jan 1953	- Mar 1958	WR951	(A-J)(E)	Sep 1955	- Mar 1959
WG556	(A-J)(J)	1953	- 1956	WR952	(E)	July 1954	- 1959
	(D)	Aug 1958	- 1959	WR958	(D)	Feb 1958	- Oct 1959
WL737	(B)	Apr 1955	- 1959	WR959	(G)	Feb 1959	- Sep 1959
WL742	(B)	July 1954	- June 1959	WR967		Mar 1957	- 1959

Phase 1

WG530		Jan 1961	- Sep 1961	WL800	(C)(A)	Sep 1959	- Oct 1960
WG558	(B)(D)	1959	- 1960	WR952	(E)	Sep 1959	- Jan 1961
WL737	(D)	1960	- Oct 1962	WR953	(A)	Oct 1960	- July 1961
WL741	(D)	Dec 1959	- Nov 1960	WR955	(C)	Nov 1960	- mid-1962
WL754	(F)	Sep 1960	- mid-1961	WR958	(D)	Nov 1960	- Dec 1961
WL785	(O)	June 1959	- Nov 1960	WR967		1959	- Dec 1960

Phase 2

WL754	(F)	Feb 1962	- Feb 1966	WR952		Aug 1961	- Dec 1965
WL785	(C)(A)	July 1961	- June 1965	WR953	(B)	Feb 1964	- Apr 1966
WL788	(F)	June 1962	- Nov 1962	WR955		mid-1963	- Jan 1966
WL797		Feb 1964	- Apr 1964	WR958	(E)(C)(D)	Nov 1962	- Jan 1966
WL801	(B)	Feb 1962	- Apr 1964	WR959		Jan 1965	- Mar 1966

No.120 Squadron

WG530	(G)	Oct 1956	- June 1959	WL750	(J)	Oct 1956	- Oct 1958
WG532	(F)	Oct 1956	- Oct 1958	WL752	(A-H)	Apr 1953	- Aug 1954
WG554	(E)	Oct 1956	- Oct 1958	WL758		June 1953	- Sep 1954
WG556	(C)	Oct 1956	- 1958	WR955	(A-H)(H)	Apr 1954	- Sep 1954
WL744	(A-G)(G)	Apr 1953	- Nov 1954			Nov 1956	- Feb 1959
WL745		Oct 1956	- July 1958	WR956	(A)	Oct 1956	- Oct 1958
WL749		Apr 1953	- May 1953	WR968	(D)	Nov 1956	- July 1958

No.203 Squadron

Phase 2

WG558	(G)	Oct 1962	- May 1966	WR957	(J)	Aug 1962	- Dec 1966
WL742	(H)(R)	May 1962	- Dec 1967	WR959	(E)	Oct 1963	- Dec 1963
WL750	(F)	June 1962	- Dec 1966			Mar 1966	- June 1966
WL753	(G)	Aug 1962	- Sep 1965	WR964		May 1962	(borrowed from 204)
WL800	(E)	May 1962	- Jan 1966	WR965	(J)(K)	Apr 1962	- Mar 1966

No.204 Squadron

WL738	(T-R)	June 1954	- Feb 1958	WL759		Aug 1957	- Aug 1958
WL739		Aug 1954	- Dec 1958	WL790	(T-T)(T)	June 1954	- Jan 1959
WL740	(T-X)	Jan 1954	- Apr 1958	WL792		Jan 1954	- Sep 1955
WL744		Sep 1957	- Aug 1958	WL795		Jan 1954	- Nov 1958
WL747		June 1954	- June 1958	WR951		Jan 1954	- July 1954
WL748	(T-S)	Aug 1954	- Nov 1958	WR955	(N)	Oct 1959	- Nov 1959
		Oct 1959	- Jan 1960	WR956	(O)	Oct 1958	- May 1960
WL750		July 1954	- Oct 1956	WR962	(R)	June 1959	- July 1959

Phase 1

WG558 (P)	Feb 1961 - Oct 1962	WR951 (Q)	Dec 1959 - Mar 1961
WL745 (M)	July 1959 - May 1961	WR957 (R)	Jan 1960 - July 1961
WL751 (N)	Jan 1960 - June 1961	WR961	Apr 1959 - Mar 1960
WL793 (O)	July 1959 - Sep 1961	WR966 (O)	May 1961 - June 1962
WL797 (P)	Nov 1959 - Jan 1961		

Phase 2

WG555 (N)	June 1961 - Nov 1965	WR951	Oct 1966 - Feb 1968
WL739 (P)	Apr 1961 - Nov 1966	WR952 (L)	Dec 1965 - Dec 1966
WL750	Dec 1966 - Jan 1967	WR957 (J)	Dec 1966 - Mar 1967
WL753 (G)	Sep 1965 - May 1967	WR964 (Q)	Mar 1961 - Dec 1966
WL788	Mar 1966 - Nov 1966		Jan 1967 - Feb 1967
WL791	Feb 1967 - Apr 1967	WR966 (O)	Nov 1962 - mid-1967
WL796 (M)	May 1961 - Oct 1966	WR969 (R)	June 1961 - May 1966

Phase 3

WG555 (K)	Mar 1967 - May 1972	WL758 (W)	Nov 1967 - May 1972
WL738 (Y)	July 1969 - May 1972	WL785 (P)	May 1968 - Apr 1971
WL745 (M)(O)	Feb 1967 - Mar 1970	WL787	Oct 1966 - mid- 1967
WL748 (R)	Jan 1969 - May 1972	WL798 (J)(Z)	July 1970 - Dec 1970
WL751 (M)	May 1967 - June 1970	WL800 (J)	Mar 1967 - Oct 1970
	Nov 1970 - May 1972		Feb 1971 - May 1972
WL754 (H)	Oct 1969 - Apr 1971	WR955 (N)	Apr 1967 - Mar 1971
WL755 (L)	Mar 1967 - May 1972	WR956 (Q)	Jan 1968 - Apr 1968
WL756 (V)	Dec 1969 - Jan 1971	WR961 (U)	Dec 1969 - Apr 1971
		WR965 (Q)	Nov 1968 - Apr 1971

Ex-205 Squadron aircraft taken over at Tengah were WG533 (D), WR952 (B) and WR966 (G). Returned to UK 25 January 1972

No.205 Squadron

Phase 2

WG530 (G)	Aug 1962 - July 1967	WL786 (B)	Apr 1962 - Aug 1966
WG532 (E)	Aug 1966 - Aug 1967	WL789 (H)	Jan 1967 - Aug 1967
WG533 (D)	July 1962 - Oct 1967	WL790 (E)	May 1962 - Aug 1966
WG554 (H)(G)	Sep 1966 - 1967	WL796 (C)(E)	Oct 1966 - Oct 1967
WL741 (H)	Sep 1962 - Aug 1966	WR953 (F)	Apr 1966 - Nov 1967
WL745 (A)	Feb 1962 - Oct 1965	WR954 (F)	July 1962 - Oct 1966
WL747	Oct 1961 - Sep 1966	WR959 (A)	June 1966 - Sep 1968
WL756 (C)	Apr 1962 - Sep 1966	WR963	Jan 1966 - May 1966
WL759 (B)(N)	Aug 1966 - Nov 1968	WR967 (Z)	Mar 1965 - Sep 1965

Phase 3

WG533 (K)	Dec 1970 - Nov 1971	WL795 (G)	Aug 1968 - Feb 1971
WL737 (J)	Aug 1970 - Oct 1971	WL798 (J)	Sep 1968 - July 1970
WL741 (F)	Nov 1967 - Jan 1971	WR952 (B)	Jan 1968 - Nov 1971
WL748 (C)	Oct 1967 - Jan 1969	WR954 (M)(C)	Dec 1967 - Sep 1971
WL750 (H)	Nov 1970 - Oct 1971	WR960 (A)	Mar 1968 - May 1971
WL754 (J)	May 1967 - Jan 1969	WR963 (H)	Aug 1967 - Nov 1970
WL757 (K)	July 1967 - Dec 1970	WR965 (L)	July 1967 - Nov 1968
WL786 (E)	Aug 1967 - Nov 1967	WR966 (G)	Jan 1971 - Nov 1971
WL790 (D)	Oct 1967 - Dec 1970	WR969 (A)	Nov 1970 - Sep 1971

No.206 Squadron

WG557(B-Z)	Feb 1953	- Mar 1954	WL742(B-Z)	Feb 1953	- July 1954
WG558(B-Y)	1953	- 1954	WR952(B-Z)	Feb 1954	- July 1954

No.210 Squadron

WR955	Feb 1959	- Oct 1959			

Phase 1

WG555(U)	Apr 1959	- Nov 1960	WL797(Y)	Jan 1961	- May 1963
WL747	Sep 1959	- Apr 1961	WR954(T)	June 1960	- Feb 1961
WL748(X)	Jan 1961	- June 1962	WR960(U)	Dec 1960	- Mar 1962
WL757(W)	Oct 1959	- Mar 1961	WR963(Z)	Feb 1960	- Mar 1961
WL790	May 1959	- Jan 1961	WR969	Sep 1959	- Nov 1960

Phase 2

WG558(Y)	May 1966	- 1967	WL791(V)	Feb 1961	- Feb 1967
WL747	Sep 1966	- Dec 1969	WL793(S)	Feb 1962	- Jan 1966
WL748	Mar 1963	- June 1966	WR958	Jan 1966	- Mar 1967
WL751	Mar 1962	- Dec 1965	WR960	Oct 1962	- June 1967
WL787(T)	Feb 1961	- Aug 1965	WR964	Dec 1966	- Jan 1967
WL788(Z)	Nov 1964	- Mar 1966	WR968(Z)	Mar 1961	- Oct 1961

Phase 3

WB833(T)	Dec 1966	- Apr 1968	WL785	Jan 1967	- May 1968
WG558(Y)	Nov 1970	- June 1971	WL793(S)	Jan 1967	- Apr 1971
WL737(Z)	Nov 1966	- Aug 1970	WR961(U)	Oct 1967	- Nov 1969
WL738(Y)	Nov 1966	- May 1969	WR964	Aug 1966	- Dec 1966
WL747(X)	Nov 1966	- Oct 1970	WR967	Sep 1968	- Apr 1969
WL756(V)	Oct 1967	- Oct 1969			

Sharjah aircraft - reconverted Phase 3

WG554(V)	Nov 1970	- June 1971	WL787(W)	Nov 1970	- Nov 1971
WG558(Y)	Nov 1970	- June 1971	WR967(Z)	Nov 1970	- Nov 1971
WL739(X)	Nov 1970	- Nov 1971			

No.220 Squadron

WG557(T-L)	Mar 1954	- Sep 1954	WL745(T-O)	Mar 1953	- June 1954
WL737(T-K)	Mar 1953	- May 1954	WR966	Mar 1957	- July 1957
WL743(T-P)	Mar 1953	- July 1954	WR969	Mar 1957	- Oct 1957

No.224 Squadron

WG530	June 1959	- Apr 1960	WL792	Mar 1957	- Sep 1957
WG558(B-R)(R)	1955	- Apr 1959	WL797	Dec 1958	- Apr 1959
WL741(B-O)	May 1953	- Jan 1959	WR953(P)	Oct 1957	- Apr 1960
WL751(B-L)(L)	May 1953	- Nov 1958	WR955(B-P)(P)	Sep 1954	- Nov 1956
WL752(B-T)(T)	Aug 1954	- June 1959	WR963(B-M)(M)	Aug 1954	- Feb 1959
WL753(B-Q)(Q)	May 1953	- June 1959	WR968(B-R)(R)	Oct 1954	- Nov 1956
WL758(S)	Sep 1954	- Nov 1958	WR969(S)	Dec 1958	- May 1959

Phase 1

WG530	Oct 1960 - Jan 1961	WL789(W)	Apr 1959 - Nov 1960
WG532 (S)	Feb 1959 - Oct 1960	WL800(B)	Oct 1960 - July 1961
WG554 (M)	Mar 1959 - Dec 1960	WR954(T)	June 1960 - Feb 1961
WG556 (A)	1959 - 1961	WR957(R)	July 1961 - Jan 1962
WL741	Nov 1960 - Dec 1961	WR961(L)	Jan 1959 - Apr 1959
WL742	May 1960 - July 1961	WR965	Mar 1960 - Aug 1961
WL750 (W)	Apr 1960 - Sep 1961	WR968	Apr 1959 - Apr 1960

Phase 2

WG532 (S)	July 1961 - Aug 1966	WR951(W)	Oct 1961 - Oct 1966
WG533 (B)	Jan 1962 - Oct 1966	WR953(P)	Apr 1963 - Oct 1963
WL755 (T)	Sep 1961 - Dec 1965	WR967	Dec 1965 - June 1966
WL757 (C)	Dec 1961 - May 1966	WR969	May 1966 - Sep 1966
WL789 (A)	Feb 1962 - Oct 1966		

No.228 Squadron

WG557(L-L)	Sep 1954 - Jan 1956	WR959(L-O)(O)(2)(W)	July 1954 - Feb 1959
WL744	Nov 1954 - Sep 1955		
WR951(L-K)	July 1954 - Sep 1955	WR960(L-P)(X)	Aug 1954 - Feb 1959
WR953 (4)	Feb 1955 - Oct 1957	WR961(L-Q)(Y)	June 1954 - Jan 1958
WR956 (1)	July 1954 - Oct 1956	WR962(Z)	July 1954 - Feb 1959
WR957(L-U)(U)(3)	July 1954 - Feb 1959	WR966(U)	July 1957 - July 1958
		WR969(T)	Oct 1957 - Dec 1958
WR958(O)	July 1954 - Feb 1958		

No.240 Squadron

WL738	May 1953 - June 1954	WL748	Apr 1953 - Aug 1954
WL739	Mar 1953 - Dec 1953	WL790	Oct 1953 - June 1954

No.269 Squadron

WL739	Dec 1953 - Aug 1954	WL750	Apr 1953 - July 1954
WL746	Apr 1953 - Dec 1953		Oct 1958 - Dec 1958
WL747	Mar 1953 - June 1954	WL795	Nov 1958 - Dec 1958
WL748	Nov 1958 - Dec 1958		

Air-Sea Warfare Development Unit (ASWDU)

WB833	Nov 1960 - May 1964	WG553(F-A)	Jan 1953 - Feb 1957
WG532(F-F)(F)	Jan 1953 - Oct 1954	WL789(F-D)	Sep 1953 - Dec 1958
WG533	Sep 1958 - Oct 1959		

Phase 1

WG553 (F-A)	July 1957 - Mar 1961		

Phase 2

WG554 (A)	Mar 1961 - Sep 1966	WL759(B)	Feb 1964 - Aug 1966

Phase 3

WG556(B)	1967 - Nov 1970	WL801(A)	July 1966 - May 1970

Maritime Operational Training Unit (MOTU)

T.2

WG533(R)	July 1968 - Dec 1970	WL787(U)	Feb 1968 - June 1970
WG554(V)	June 1968 - July 1970	WR964(Z)	May 1968 - July 1970
WG558(Y)	Aug 1968 - June 1970	WR966(W)	Apr 1968 - Aug 1970
WL739(S)	Dec 1967 - May 1970	WR967(Q)	Apr 1969 - July 1970
WL750(T)	May 1968 - Aug 1970	WR969(X)	Jun 1968 - Aug 1970

Royal Aircraft Establishment (RAE)

WG557 Dec 1957 - Jan 1958 then purchased by Ministry of Supply

No.8 Squadron (AEW)

AEW (Phase 3 modified)

WL741	Delivered 30.3.73	WL790	Delivered 15.9.72
WL745	14.9.73	WL793	12.2.73
WL747	16.3.72	WL795	13.6.72
WL754	28.11.72	WR960	7.6.72
WL756	4.5.72	WR963	18.7.72
WL757	14.8.73	WR965	15.1.73

Phase 3 (Training aircraft)

WL738	Delivered 8.3.74
WL787	1.1.72 (to Summer 1973)
WL801	15.8.74
WR967	1.1.72 (to Summer 1973)

Joint Anti-Submarine School (JASS)

WR966(G-C)	Jan 1955 - Mar 1957
WR967(G-B)	Jan 1955 - Mar 1957
WR969(G-A)	Dec 1954 - Mar 1957

Amendments

Units: No.204 Squadron line 4: for July 1959 read April 1959
No.224 Squadron line 4: for February 1959 read January 1959

ARMSTRONG-WHITWORTH ALBEMARLE IN ROYAL AIR FORCE SERVICE

D-Day, 6th June 1944, was only minutes old when the first men of the spearhead of the Allied armies opened the greatest amphibious operation that the world had ever seen. They were members of a pathfinder element of the 6th Airborne Division and they arrived in the most unlikely transport, Albemarles of Nos.295 and 296 Squadrons, Royal Air Force.

The genesis of the Albemarle gave no hint of its future role. Specification P.9/38 called for a twin-engined medium bomber and the Albemarle started life as the Bristol Type 155. Amendments to the specification resulted in B.17/38 for a reconnaissance bomber and design responsibility moved to Armstrong-Whitworth.

Prophecies of the dire results expected from enemy air attacks on factories had a major effect on the design of the Albemarle. Expecting considerable damage to the long-established aircraft production centres, the Air Ministry decided that the new bomber should be capable of being subcontracted to non-aviation firms which would produce sub-assemblies capable of being transported to assembly points. Construction was to be of wood and steel to make provision against any shortage of light alloys that might arise.

Having changed parentage, the two prototypes (P1360 and P1361) were assembled by Air Service Training Ltd at Hamble and production aircraft were to be built by Glosters at Brockworth, Gloucester. In fact yet another company came into the picture when production was allocated to A.W.Hawksley Ltd, also at Brockworth, which assembled sections produced by a variety of furniture, vehicle and other non-aviation firms.

The Albemarle was the first British production aircraft for the RAF to be fitted with a tricycle undercarriage. Powered with a pair of Bristol Hercules XI engines, it was armed with a Boulton-Paul four-gun dorsal turret and a two-gun ventral turret, the latter being soon deleted.

Prototype P1360 made an unscheduled first flight at Hamble on 20 March 1940 when test-pilot Charles Turner-Hughes decided he was taxying too fast to stop and lifted off with some difficulty. Subsequent modifications included a ten-foot addition to the wing span to improve take-off.

By the time production aircraft were coming off the Brockworth line, the Albemarle had been overtaken by the arrival in service of Stirlings, Halifaxes and Manchesters.A tentative attempt to replace No.2 Group's Blenheims by Albemarles was stifled at birth. The type was, however, found suitable for glider-towing, a large production programme of gliders having got under way. The turret was removed and a pair of hand-operated machine guns provided in lieu. Removal of bombing equipment and the turret also made room for parachute troops.

Production began in September 1941 but it was March 1942 before any appreciable number of aircraft appeared. On 3 October 1942, two Albemarles were received for trials by No.13 Operational Training Unit, Finmere and on 9 January 1943, the first three Albemarles were delivered to the Heavy Glider Conversion Unit which flew the type until April 1943. Also during January, C Flight, No.296 Squadron at Hurn began to receive Albemarles to supplement its Whitleys. The first operational flight by an Albemarle was on 9 February 1943 when one of No.296's aircraft dropped leaflets on Lisieux in Normandy. Bombs were dropped for the first time on 19 February 1943.

The impending invasion of Sicily resulted in No.296 being transferred to North Africa. Operation "Beggar" began on 3 June 1943 when two Albemarles left for Froha, Algeria, via Gibraltar. Thirty-three aircraft movements were completed by 10 June and glider-towing training with Hadrians began. On 24 June the squadron moved to Goubrine II while its home-based ground echelon moved next day to Stoney Cross.

The airborne landing on 9 July 1943, Operation "Ladbroke", found 25 Albemarles towing gliders to Sicily. Only 12 gliders reached the landing zone due to adverse winds. Operation "Fustian", four nights later, saw 25 Albemarles engaged as part of another airborne landing near Catania. Five Hadrians, three Horsas and nine parachute sections arrived on target from the Albemarle element. The transports had been subjected to AA fire from Allied ships en route and three Albemarles were lost.

On 29 August, a detachment was stationed at Cassibile in Sicily for dropping dummy paratroops and SAS units over Italy. A mail run between North Africa and Grottaglie, near Taranto, began on 15 September but ended on 13 October. Next day, the first Albemarle left for the UK and arrived at Hurn on 15 October. The squadron's movement was completed on 23 October 1943.

Meanwhile, on 16 July 1943, C Flight of No.297 Squadron formed with Albemarles at Thruxton and leaflet dropping over France began in August. The squadron's Whitleys were completely replaced by Albemarles in February 1944, a move to Stony Cross having been made between 25 August and 1 September 1943.

No.42 Operational Training Unit at Ashbourne received its first Albemarle (V1701) on 5 September 1943 and became the main Albemarle training unit. Darley Moor nearby was used as a satellite airfield. No.295 Squadron at Hurn received its first Albemarle on 14 October to replace Halifaxes and Whitleys and on 15 November 1943 No.570 Squadron formed at Hurn with an establishment of 16 (plus four reserve) Albemarles.

The home-based squadrons flew night operations for the Special Operations Executive, mainly supply drops, and lost a few aircraft on these. No.42 OTU suffered a further loss when V1610 was shot down by an enemy aircraft at night on 22 April 1944. There was a change of bases on 14 March 1944 when No.295 moved to Harwell and Nos.296 and 297 moved to Brize Norton.

D-Day was the high point of the Albemarle's career. On 5 June 1944, the pathfinder force of the 6th Airborne Division took off. No.295 sent one and No.296 three pathfinder aircraft, No.295 claiming to have been the first to drop Allied troops in Operation "Overlord". The two squadrons followed up with 25 more loads, including eight Horsas to capture gun positions.

Operation "Tonga", the main airborne landing on D-Day involved all four squadrons plus 42 OTU. No.296 sent 19 aircraft towing Horsas; No.295 towed 21 but six broke away; No.297 despatched 20 aircraft and one failed to return; No.570 sent 22 aircraft (ten with gliders) and No.42 OTU added four more, losing one. On the following day, Operation "Mallard" delivered 220 Horsas and 30 Hamilcars to Normandy, No.295 providing 19 tugs and No.570 twenty. On 7 June, No.296 carried out three paratroop drops.

No.570 Squadron began to convert to Stirling IVs on 1 July 1944 and on 27 July No.295 received its first Stirling. The first four Albemarles were delivered to the Heavy Glider Conversion Unit at North Luffenham on 7 August 1944 to become the main equipment of these conversion units.

Operation "Market Garden" was the airborne landings at Arnhem and its approaches and on 17 September 1944 No.296 and 297 Squadrons each provided 28 Albemarles to tow 54 Horsas and two Hadrians to the landing zone west

of Arnhem. No losses were suffered and only one glider failed to arrive. Next day Nos.296 and 297 sent 21 and 24 aircraft respectively towing gliders, two of which broke away en route. All the Albemarles returned safely.

No.296 moved to Earl's Colne on 29 September where it was joined next day by No.297. Both squadrons began to convert to Halifaxes, a change completed on 4 December 1944 when the last Albemarle was flown away. No.23 HGCU disbanded at the end of the year and transferred its aircraft to No.21 HGCU to replace the latter's 24 Whitleys.

No.42 ceased operation at the end of February 1945 as the need for Albemarle crews disappeared. No.22 HGCU moved to Blakehill Farm on 15 June 1945 where it disbanded on 25 November 1945. Operational and Refresher Training Unit converted to Halifaxes in March 1945 and No.21 HGCU moved to Elsham Wolds on 30 December 1945 where it converted to Halifax VIIs in February 1946. With this event, the Albemarle passed out of service.

Like so many second-line types, the Albemarle made little impression on the history books. Even specialised histories seem confused, designating No.295 as the first squadron to have been equipped whereas No.296 had been on active operations long before that time. No.297, in contrast, is credited with Albemarle operations before its re-equipment date.

Restricted although its operations were, any aircraft which took part in D-Day has carved its niche in history.

Units equipped

No.161 Squadron, Tempsford used three Albemarles, October 1942 to April 1943

No.271 Squadron, Doncaster used one Albemarle, September to November 1942

No.279 Squadron, Bircham Newton had one Albemarle September to November 1942

No.295 Squadron, Hurn and Harwell flew Albemarles October 1943 to July 1944

No.296 Squadron, Hurn, North Africa, Stoney Cross, Brize Norton and Earl's Colne, January 1943 to November 1944

No.297 Squadron, Thruxton, Stoney Cross, Brize Norton and Earl's Colne, July 1943 to December 1944

No.502 Squadron, St.Eval had one Albemarle in September 1942; passed to No.1404 Flight

No.511 Squadron, Lyneham flew Albemarles November 1942 to March 1944

No.521 Squadron, Bircham Newton used one between September and November 1942

No.570 Squadron, Hurn and Harwell, November 1943 to August 1944

No.1404 Flight, St.Eval used three from September 1942 to March 1943

No.1406 Flight, Wick used two in September and October 1942

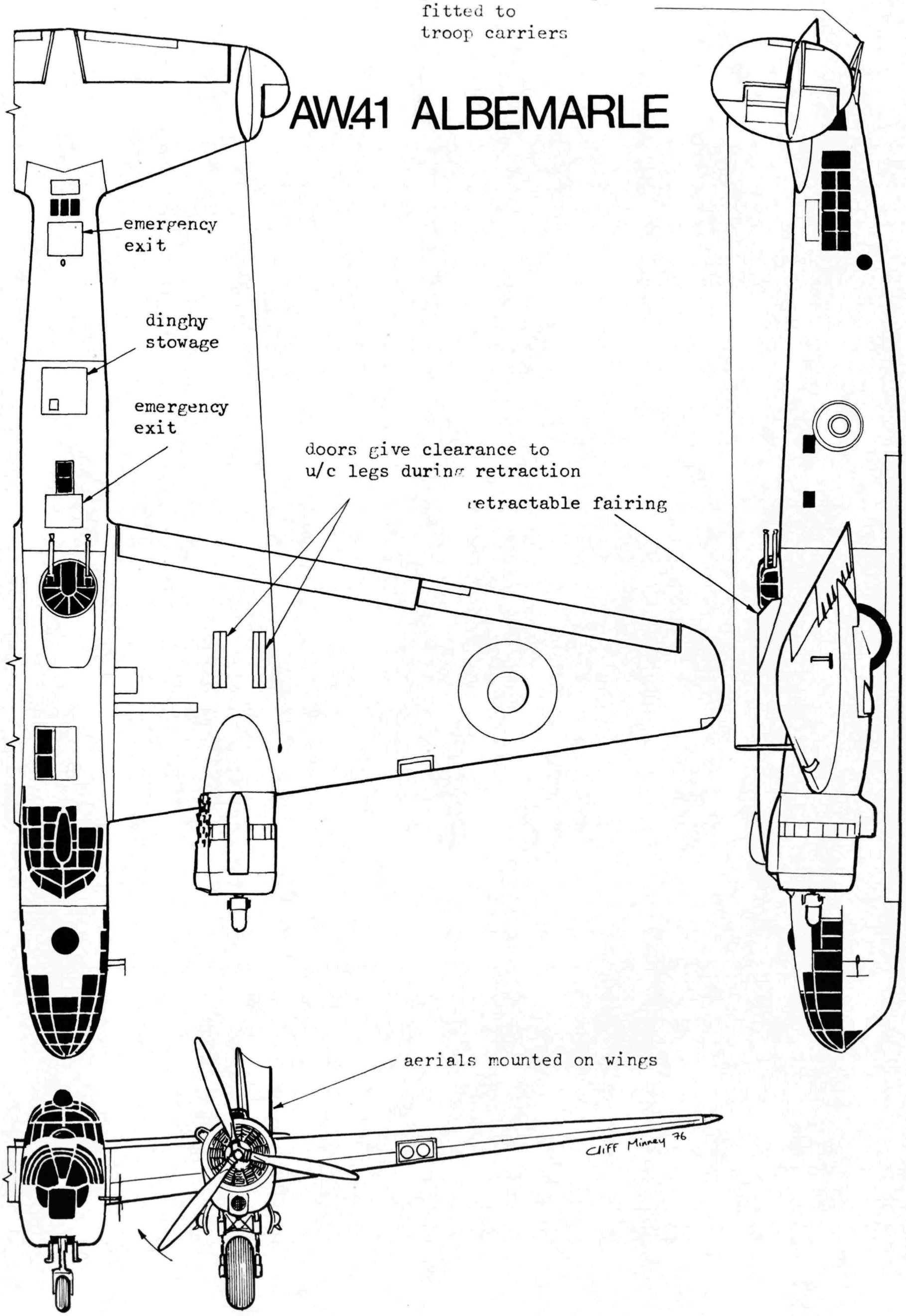
No.13 Operational Training Unit, Finmere used two from October 1942 to March 1943

No.27 Operational Training Unit, Lichfield used one November 1942 to April 1943

No.42 Operational Training Unit, Ashbourne, September 1943 to February 1945.

Operational Refresher Training Unit, Hampstead Norris, May 1944 to February 1945

AW.41 ALBEMARLE



Heavy Glider Conversion Unit, Brize Norton and North Luffenham flew Albemarles January to April 1943, August 1944 to 20 October 1944 when it became No.21 HGCU

No.21 Heavy Glider Conversion Unit formed at Brize Norton on 20 October 1944 (satellite airfields at Barford St.John and Akeman Street) with Albemarles and Whitleys. Moved to Elsham Wolds 29 December 1945 and replaced Albemarles February 1946.

No.22 Heavy Glider Conversion Unit, Keevil formed on 20 October 1944 with Albemarles (satellite airfield at Fairford). Moved to Blakehill Farm 16 June 1945 and disbanded 25 November 1945.

No.23 Heavy Glider Conversion Unit, Peplow formed 20 October 1944 with Albemarles (satellite at Seighford). Disbanded 31 December 1944.

No.3 Glider Training School, Exeter had eight Albemarles, January to August 1945.

No.301 Ferry Training Unit, Lyneham had four Albemarles, November 1942 to April 1943.

No.305 Ferry Training Unit, Errol was formed 1 January 1943 to train Russian Air Force crews on Albemarles prior to ferrying to the USSR. Disbanded 30 April 1944.

Torpedo Development Unit, Gosport had one Albemarle, April to September 1942.

Telecommunications Flying Unit, Defford used one in May 1943

Airborne Forces Experimental Establishment, Ringway and Sherburn-in-Elmet, May 1942 to October 1944.

Coastal Command Development Unit, Tain used two September to December 1942.

Central Gunnery School, Sutton Bridge used one, September to November 1942.

Bombing Development Unit, Gransden Lodge used three, August to November 1942

Airborne Forces Tactical Development Unit, Tarrant Rushton used one between January and November 1944, having been redesignated the Air Transport Tactical Development Unit on 13 January 1944 and moved to Netheravon on 14 January 1944.

Albemarles were also supplied to the Overseas Aircraft Preparation Unit, Portreath (later No.1 OAPU) and No.2 OAPU, St.Mawgan, prior to delivery overseas by the Overseas Aircraft Delivery Unit (later No.1 OADU), Portreath and No.2 OADU, St.Mawgan

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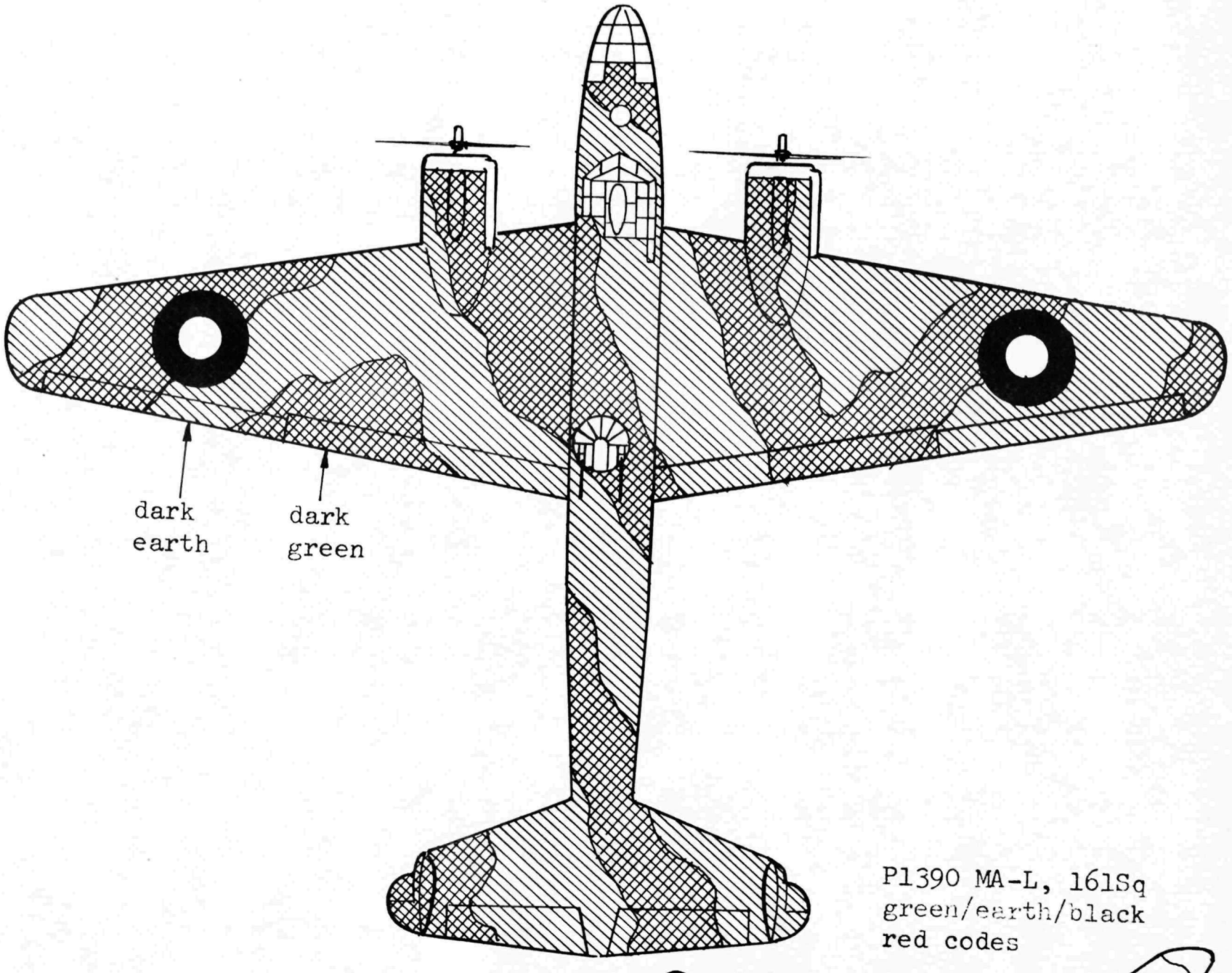
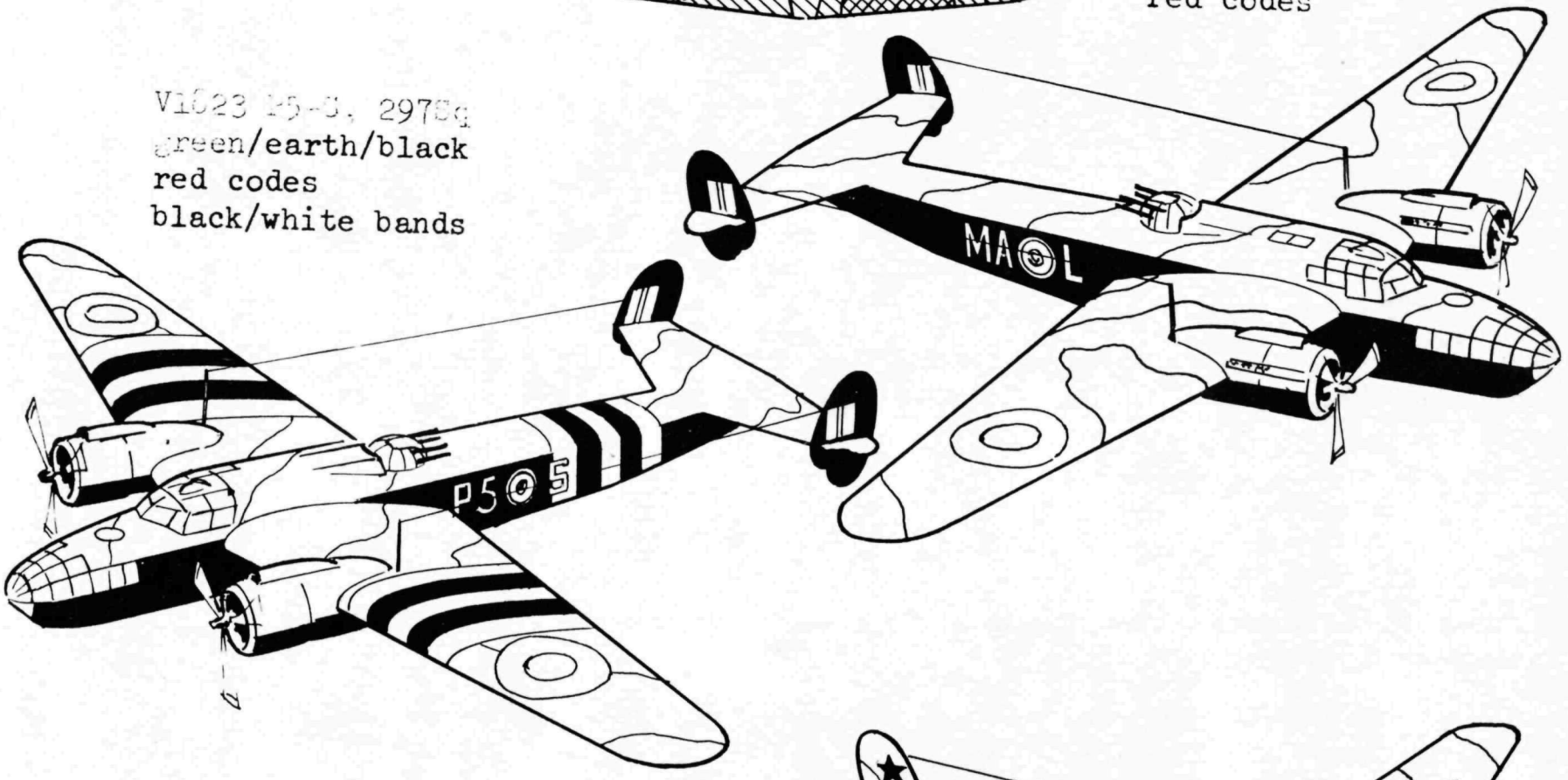
Since the tables of allocations and fates were printed, two amendments have come to light.

V1610 of No.42 OTU was shot down by an enemy aircraft while on a night training flight on 22 April 1944.
P1459 was parked at Bicester on 21 December 1942 when it was hit by Blenheim Z7361. Since it vanished from the record, it may be presumed that it was damaged beyond repair and SOC.

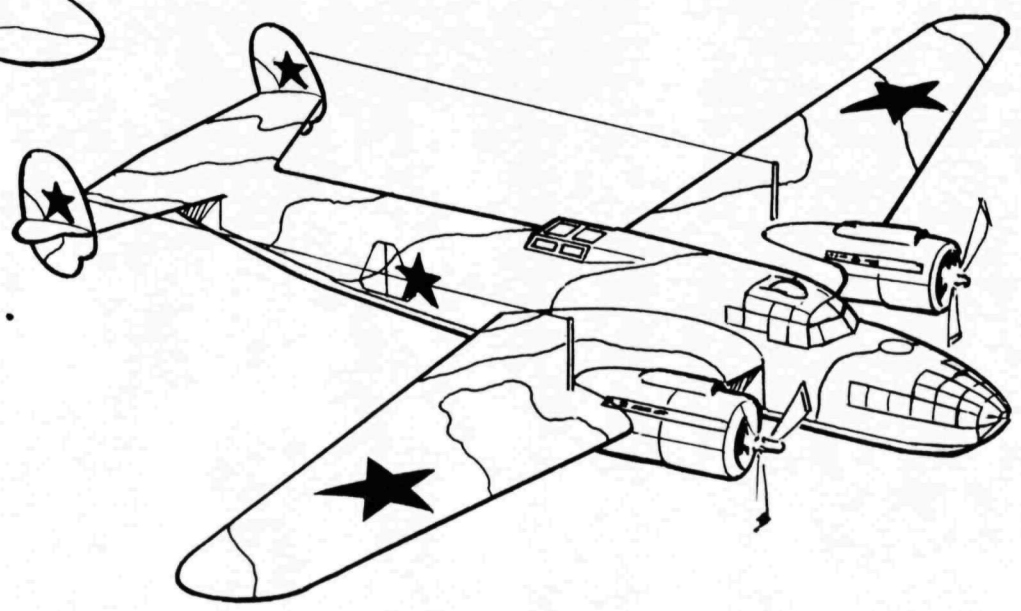


P1390 MA-L, 161Sq
green/earth/black
red codes

V1623 25-S, 297Sq
green/earth/black
red codes
black/white bands



Russian aircraft with
turret deleted. Freight
doors fitted on st'b'd side.
Some RAF aircraft mod. to
similar configuration.
Green/earth/sky



200 Armstrong Whitworth Albemarles delivered between October 1940 and March 1943

P1360	Mkrs/RAE & AAEE	Crashed in forced landing, Crewkerne, Somerset 4.2.41
P1361	AAEE & Mkrs/AFEE	To 3370M 9.42
P1362	AAEE & Mkrs	SOC 30.11.42
P1363	Mkrs & RAE/ 42 OTU	To 4450M 1.44
P1364	Mkrs/TFU/Mkrs/ 297/Hurn	SOC 19.8.47
P1365	AAEE/297/296/297/ 296/22 HGCU	SOC 12.2.45
P1366	AFEE	SOC 19.8.47
P1367	HGCU/297/296/297	SOC 4.5.45
P1368	AAEE	Crashed in forced landing, Shalbourne, Berks 28.2.42
P1369	RAE, Mkrs & AAEE/ 295	SOC 19.8.47
P1370	2 OAPU/295	SOC 4.10.45
P1371	2 OAPU/305 FTU/ 570	SOC 4.10.45
P1372	AAEE/511/42 OTU	SOC 29.11.45
P1373	521/296/42 OTU	SOC 22.3.45
P1374	OAPU/305 FTU/ 297/295	Failed to maintain height with Horsa in tow and forcelanded 1½ miles W of Harwell 6.6.44
P1375	AAEE/296/511/ 42 OTU	SOC 23.4.47
P1376	TDU/296/297	SOC 23.4.47
P1377	OAPU/295	SOC 9.3.45
P1378	161/511/42 OTU/ 297/42 OTU	SOC 22.3.45
P1379	OAPU/305 FTU/OAPU/ 297/295/570/HGCU	SOC 19.8.47
P1380	296/297/296/ 21 HGCU	SOC 19.8.47
P1381	Thruxton/297	Brakes failed while taxying at Welford and undercarriage retracted 24.9.44; DBR
P1382	HGCU/296	Ditched near Pantellaria 24.9.43
P1383	297/296/297/ 22 HGCU	SOC 23.4.47
P1384	297/296/297/ 42 OTU	
P1385	OAPU/305 FTU/ 295	Crashed on landing, Harwell 30.3.44
P1386	AFEE	Parachute dummy caught on tail and aircraft crashlanded at Ringway, 3.6.42; DBR
P1387	297/296/22 HGCU	SOC 41.1.45
P1388	297/296/22 HGCU	SOC 9.8.45
P1389	296	Hit by Kittyhawk and destroyed by fire, Grottaglie 18.9.43
P1390	161/295	SOC 10.10.45
P1391	297/296/23 HGCU	SOC 9.2.45
P1392	297/296/ORTU	SOC 19.8.47
P1393	AFEE	Brakes failed on landing, Hartfordbridge 4.3.43; DBR
P1394	RAE/296/297/ 22 HGCU	SOC 12.2.45
P1395	297/295/297/ 22 HGCU	SOC 24.3.45
P1396	297/296/295	SOC 22.10.44
P1397	295	SOC 9.2.45
P1398	297	Overshot landing at Broadwell 10.4.44
P1399	297	SOC 26.11.45
P1400	511/42 OTU/297	Missing on SOE flight 28.7.44
P1401	RAE/296/297/296	Crashed near Goubrine, Tunisia 14.10.43
P1402	AFEE	SOC 26.3.45
P1403	OAPU/305 FTU/ 2 OAPU/ORTU	SOC 19.8.47
P1404	296/295	Overshot landing at Netheravon 8.5.44; DBR
P1405	271/296/297	Spun into ground 2 miles N of Stoney Cross 10.10.43
P1406	AAEE	Mk.IV prototype; SOC 6.9.45
P1407	271/301 FTU/511	SOC 19.8.47
P1408	1406 Flt	SOC 25.10.44
P1409	1404 Flt/279/ 27 OTU/161/297/ 22 HGCU	SOC 6.1.47
P1430	SF Netheravon/ 296/297/296/295	SOC 10.2.46
P1431	CCDU	Crashed in forced landing near Tain 21.10.42
P1432	297/296/22 HGCU	SOC 12.2.45
P1433	511	Missing off Spanish coast 10.8.43
P1434	1406 Flt/CCDU/ 296	Crashed on overshoot, Hurn 6.12.43
P1435	Hartfordbridge/296	Overshot landing at Long Marston 23.9.44; DBR
P1436	Netheravon/502/ 1404 Flt/295	SOC 27.3.45
P1437	AAEE/296	Ditched off Catania, Sicily 13.7.43
P1438	Netheravon/AFEE/ TFU/Netheravon/ Bristols	SOC 30.7.45
P1439	CGS/296	SOC 19.8.47
P1440	HGCU/296	Crashed on take-off with glider, Goubrine 22.7.43
P1441	570	SOC 10.4.45
P1442	1404 Flt/Netheravon/ 296/297/42 OTU	Missing 6.6.44
P1443	HGCU/296	Crashed on landing, Froha, Algeria 17.6.43
P1444	HGCU/296	Missing 14.7.43
P1445	HGCU/295	SOC 29.11.45
P1446	296	Missing over Sicily 12.7.43
P1447	-	Crashed in forced landing near High Ercall 11.1.43
P1448	2 OAPU/305 FTU/ 2 OAPU/ORTU	SOC 27.1.45
P1449	OAPU/301 FTU/511	SOC 19.8.47
P1450	-	SOC 17.8.44
P1451	OAPU/1 FTU/511	Crashed in sea after take-off, Gibraltar 21.11.42
P1452	PTS	To 4804M 5.44
P1453	OAPU/1 FTU/301 FTU/ 511	SOC 19.8.47
P1454	BOAC	SOC 17.8.44
P1455	2 OAPU/305 FTU	Lost en route to USSR 10.3.43
P1456	-	SOC 7.1.45
P1457	-	SOC 23.4.47
P1458	511/42 OTU	SOC 29.11.45
P1459	BDU/13 OTU	
P1460	BDU/13 OTU/297/ 22 HGCU	SOC 21.6.47
P1461	BDU/27 OTU/297/296/ 295	SOC 29.11.45
P1462	296/297	Flew into high ground near Alton, Hampshire 21.12.43
P1463	AFEE/296/42 OTU	Crashed on take-off, Ashbourne 30.3.44
P1464	297/296/ORTU	SOC 22.3.45
P1465	297	SOC 19.8.47
P1466	297/296	Crashed on take-off, Goubrine 2, Tunisia 13.7.43
P1467	296/42 OTU	SOC 23.4.47
P1468	296	Crashed on landing, Telergma, Algeria 5.8.43
P1469	296	SOC 19.8.47
P1470	296/42 OTU/22 HGCU	SOC 19.8.47
P1471	296/297/296/297	SOC 7.11.45
P1472	511/42 OTU	Crashed on landing, Ashbourne 11.6.44
P1473	OAPU/301 FTU/OAPU	SOC 1.9.44
P1474	296	Crashed on landing, Goubrine 2 31.7.43
P1475	511	SOC 19.8.47
P1476	2 OAPU/305 FTU/ORTU	SOC 19.8.47
P1477	OAPU/305 FTU	To USSR 10.3.43
P1478	297	Missing 23.8.43
P1479	Mkrs	SOC 28.8.44
P1500	511	SOC 19.8.47
P1501	296	Missing 9.8.44
P1502	OAPU/42 OTU	SOC 20.2.45
P1503	OAPU/305 FTU	Crashed into hill near Kenmore, Perthshire 29.5.43
P1504	2 OAPU/305 FTU	SOC 25.10.45
P1505	-	SOC 29.11.45
P1506	AAEE/ORTU	SOC 16.3.45
P1507	OAPU/305 FTU/OAPU	SOC 19.8.47
P1508	OAPU/305 FTU/OAPU	SOC 9.8.44
P1509	-	SOC 19.8.47
P1510	511/296/22 HGCU	SOC 12.2.45
P1511	297	SOC 29.11.45
P1512	296/ORTU	SOC 19.8.47
P1513	AFEE/42 OTU	SOC 23.10.44
P1514	511/42 OTU	SOC 23.4.47
P1515	296	SOC 3.8.44
P1516	296	Missing over Tunisia 1.10.43
P1517	296	SOC 19.8.47
P1518	296/42 OTU	SOC 25.11.44
P1519	OAPU/42 OTU	Overshot landing at Ashbourne and undercarriage collapsed 7.8.44;DBR
P1520	511	SOC 5.12.45
P1521	296	Missing 13.7.43
P1522	HGCU/296	Collided with P1552 on Goubrine airfield 8.7.43; DBR
P1523	AAEE/Mkrs/RAE	SOC 5.10.44
P1524	296/511/42 OTU	SOC 23.4.47

P1525	296	SOC 14.10.44
P1526	AFEE/296	Ran into hole while taxying, Goubrine 2, 4.9.43
P1527	296	Crashed on landing, Froha 11.6.43
P1528	296	Crashed on take-off, Tafaroui, 18.9.43
P1529	HGCU	SOC 19.8.47
P1550	296/297/296	SOC 5.12.45
P1551	296/297/42 OTU	SOC 22.3.45
P1552	296	Damaged beyond repair when hit by P1522 while parked, Goubrine 2, 8.7.43
P1553	HGCU/296	Missing over Mediterranean 7.10.43
P1554	42 OTU	Hit house on approach, Ashbourne 18.12.44
P1555	-	SOC 24.8.44
P1556	511	Ditched 6 m E of Gibraltar 30.4.43
P1557	296/570	SOC .45
P1558	2 OAPU/ATA	SOC 27.2.45
P1559	ORTU	SOC 19.8.47
P1560	OAPU/42 OTU	SOC 1.1.45
P1561	511	SOC .45
P1562	OAPU/305 FTU	To USSR 25.4.43
P1563	42 OTU	Crashed 15.6.44
P1564	511/ATA	SOC 27.10.44
P1565	511	Undercarriage retracted after landing, Blida 21.4.43
P1566	OAPU/42 OTU	SOC 23.10.44
P1567	OAPU/305 FTU	To USSR 3.3.43
P1568	OAPU/305 FTU/ 3 OADU/2 OAFU/ ATA	SOC 5.10.45
P1569	OAPU/305 FTU	SOC 1.9.44
P1590	OAPU/305 FTU	To USSR 15.3.43
P1591	OAPU/305 FTU/ 3 OADU/2 OAPU/ ATA	SOC 9.8.44
P1592	OAPU/42 OTU	Undercarriage retracted after landing, Ashbourne 26.4.44
P1593	2 OAPU/ORTU	Spun into ground near Peterhead, Aberdeenshire 10.7.44
P1594	OAPU/305 FTU/ 3 OADU/2 OAPU/ ATA	SOC 6.4.45
P1595	OAPU/305 FTU	To USSR 25.4.43
P1596	42 OTU	SOC 23.10.44
P1597	ORTU	SOC 19.8.47
P1598	OAPU/305 FTU/ 3 OADU/2 OAPU/ 42 OTU	SOC 3.1.45
P1599	-	SOC 25.10.44
P1600	-	Undercarriage collapsed while taxying at Llandow, 9.8.44
P1601	-	SOC 3.12.44
P1602	-	SOC 22.8.44
P1603	-	SOC 16.8.44
P1604	OAPU/ORTU	SOC 19.8.47
P1605	ORTU	Crashed on approach, Cottesmore, 28.7.44
P1606	42 OTU	Undershot landing at Hethel, 21.11.44
P1607	42 OTU	SOC 20.2.45
P1608	ORTU	SOC 19.8.47
P1609	-	SOC 24.8.44
P1630	-	SOC 1.9.44
P1631	ORTU	SOC 19.8.47
P1632	2 OAPU/ORTU	SOC 19.8.47
P1633	ORTU	SOC 19.8.47
P1634	AAEE	SOC 29.11.45
P1635	OAPU/42 OTU/ORTU	SOC 19.8.47
P1636	OAPU/305 FTU	To USSR 31.3.43
P1637	OAPU/305 FTU	To USSR 31.3.43
P1638	OAPU/305 FTU	To USSR 25.4.43
P1639	OAPU/305 FTU/ 2 APS/ORTU	SOC 19.8.47
P1640	OAPU/305 FTU	To USSR 4.4.43
P1641	OAPU/305 FTU/ 3 OADU/ORTU	SOC 7.12.45
P1642	OAPU/305 FTU	To USSR 12.4.43
P1643	ORTU	Crashed on landing, Harwell 6.9.44
P1644	OAPU/305 FTU/ 3 OADU/2 OAPU/ ATA	SOC 15.8.44
P1645	OAPU/305 FTU	To USSR 27.4.43 and lost in transit
P1646	DH Props	Reversing prop research;SOC 9.7.46
P1647	OAPU/305 FTU	To USSR 12.4.43
P1648	ORTU	SOC 19.8.47
P1649	-	SOC 19.8.47
P1650	OAPU/305 FTU/ 3 OADU/2 OAPU/ ATA	SOC 31.5.45
P1651	42 OTU/297/22 HGCU	Crashed on landing, Fairford 8.1.45
P1652	ORTU	SOC 19.8.47
P1653	42 OTU/570/ATA	SOC 29.11.45
P1654	OAPU/305 FTU/ 3 OADU/2 OAPU/ATA	SOC 5.6.45
P1655	ORTU	SOC 19.8.47
P1656	42 OTU/295	SOC 14.2.46
P1657	OAPU/ATA	SOC 5.6.45
P1658	OAPU/305 FTU/ 3 OADU/2 OAPU/ATA	SOC 7.11.45
P1659	42 OTU	Undercarriage retracted after brakes failed, Ashbourne 12.9.44

302 Armstrong Whitworth Albemarles delivered between March 1943 and November 1944

V1598	305 FTU	To USSR 27.4.43
V1599	RAE & Mkrs	SOC 4.8.47
V1600	RAE/Mkrs	SOC 10.12.45
V1601	295	SOC 4.9.45
V1602	295/570	SOC 16.2.45
V1603	ORTU	SOC 12.3.45
V1604	42 OTU	Crashed at Bradley Lodge, Ashbourne 12.3.44
V1605	296	Shot down by flak, Normandy 6.6.44
V1606	570	SOC 19.8.47
V1607	295	SOC 29.11.45
V1608	295/AFTDU/ATTDU	SOC 7.5.45
V1609	297/42 OTU	Hit chimney while turning at low altitude, Hartford, Cheshire 15.4.44
V1610	42 OTU	Lost 23.4.44
V1611	42 OTU	SOC 4.10.45
V1612	297	Overshot landing at Windrush 12.5.44
V1613	295	Collided with V1770 and crashed near Welford, 28.4.44
V1614	295	SOC 25.10.45
V1615	42 OTU	SOC 2.9.44
V1616	297/570/296	SOC 13.4.45
V1617	570	SOC 13.11.45
V1618	42 OTU	Crashed in forced landing, Hollington, Derbyshire 14.6.44
V1619	42 OTU	SOC 29.11.45
V1620	570/297/22 HGCU	SOC 23.4.47
V1621	42 OTU	Crashed on approach, Ashbourne 24.7.44
V1622	297/42 OTU	SOC 19.8.47
V1623	570	SOC 10.4.45
V1624	297/570	SOC 20.2.46
V1625	42 OTU	SOC 22.3.45
V1626	295/570/297/ 22 HGCU	SOC 4.10.45
V1627	570/297/22 HGCU	SOC 12.2.45
V1628	297	SOC 19.8.47
V1629	297/296/22 HGCU	SOC 7.12.45
V1630	297/296/23 HGCU	SOC 9.2.45
V1631	297/570	SOC 7.12.45
V1632	296/22 HGCU	SOC 2.5.45
V1633	-	SOC 15.9.44
V1634	-	SOC 9.8.44
V1635	-	SOC 19.8.47
V1636	ATA	SOC 5.6.45
V1637	AFEE	SOC 29.12.45
V1638	-	SOC 9.8.44
V1639	-	SOC 7.9.44
V1640	-	SOC 16.8.44
V1641	570	Missing on SOE flight 3.3.44
V1642	42 OTU/HGCU/ 22 HGCU	SOC 31.1.45
V1643	42 OTU/570/ATA	SOC 29.11.45
V1644	42 OTU	SOC .45
V1645	570/297/22 HGCU	SOC 27.2.45
V1646	297/296	SOC 19.8.47
V1647	295/42 OTU	SOC 8.3.45
V1694	570	SOC 5.11.45
V1695	296	SOC 8.8.44
V1696	42 OTU/296/23 HGCU	SOC 9.2.45
V1697	570	SOC 22.12.43
V1698	296/23 HGCU	SOC 9.2.45
V1699	296	SOC 23.4.47
V1700	297/22 HGCU	SOC 12.2.45
V1701	42 OTU/296/22 HGCU	SOC 12.2.45
V1702	570	Crashed on landing, Grove 27.5.44
V1703	570	SOC 21.6.47
V1704	570/296/22 HGCU	SOC 23.4.47
V1705	42 OTU/Dunlop	SOC 19.8.47
V1706	AFEE	SOC 21.2.45
V1707	42 OTU	Crashed on landing, Ashbourne 24.2.44
V1708	-	Crashed 6.9.43
V1709	297	Crashed in circuit, Brize Norton, 15.5.44

V1710	297/22 HGCU	SOC 23.4.47
V1711	295	Flew into high ground in cloud 2 m NW of St.Catherines, Isle of Wight 13.3.44
V1712	-	SOC 16.8.44
V1713	-	SOC 30.7.44
V1714	-	SOC 30.7.44
V1715	-	SOC 13.8.44
V1716	297/22 HGCU	SOC 12.2.45
V1717	-	SOC 3.8.44
V1718	-	SOC 13.8.44
V1719	ORTU	SOC 19.8.47
V1720	-	SOC 3.8.44
V1721	-	SOC 3.8.44
V1722	297/296/297/ 22 HGCU	SOC 7.12.45
V1723	295	SOC 29.11.45
V1738	297/22 HGCU	SOC 21.6.47
V1739	295/296	Crashed at South Wick, Trowbridge, Wiltshire 21.4.44
V1740	295	SOC 11.12.45
V1741	-	Crashed on delivery flight 5.11.43
V1742	297	SOC 13.2.46
V1743	297	SOC 23.4.47
V1744	295/296	Missing 11.7.44
V1745	297/570/ORTU	Missing 2.7.44
V1746	570	SOC 6.3.45
V1747	295	Brakes failed while taxying and aircraft hit transformer, Hurn, 7.3.44
V1748	295/42 OTU	SOC 22.3.45
V1749	295	SOC 28.1.45
V1750	295	SOC 29.4.45
V1751	295	SOC 29.11.45
V1752	570/296/22 HGCU	Crashed when baulked on approach, Keevil 6.2.45
V1753	295/42 OTU	SOC 25.10.45
V1754	570	SOC 3.11.45
V1755	570/296/22 HGCU	Crashed in circuit while towing glider, Alton Barnes 25.10.44
V1756	570	SOC 17.12.45
V1757	295	SOC 11.12.45
V1758	42 OTU/AFEE	SOC 23.7.45
V1759	295	SOC 18.3.45
V1760	AAEE	Mk.IV prototype; SOC 27.9.44
V1761	570	SOC 25.4.46
V1762	Mkrs/AFEE	Stalled in circuit and crashed, Sherburn-in-Elmet 21.10.44
V1763	295	SOC 25.4.46
V1764	295	SOC 25.4.46
V1765	296/23 HGCU	SOC 23.4.47
V1766	295	SOC 25.4.46
V1767	570	SOC 30.5.46
V1768	570/ORTU	SOC 19.8.47
V1769	297	SOC 23.4.47
V1770	295	Collided in air with V1613, Welford 28.4.44
V1771	297	SOC 23.4.47
V1772	297/22 HGCU	SOC 18.2.46
V1773	297	Missing over Normandy 6.6.44
V1774	296	Missing on SOE flight 11.7.44
V1775	296/23 HGCU	SOC 23.4.47
V1776	297/22 HGCU	SOC 30.5.46
V1777	295	SOC 23.4.47
V1778	297/22 HGCU	SOC 23.4.47
V1779	296/23 HGCU	SOC 25.4.46
V1780	295	SOC 25.4.46
V1781	297	SOC 23.4.47
V1782	297	Crashed on overshoot, Brize Norton 27.8.44
V1783	570/HGCU	SOC 30.5.46
V1784	295	SOC 27.3.46
V1785	296/23 HGCU	SOC 23.4.47
V1786	295	SOC 15.4.46
V1787	295	SOC 23.3.46
V1809	295	SOC 25.4.46
V1810	296	SOC 25.4.46
V1811	570	SOC 25.4.46
V1812	297/22 HGCU	SOC 23.4.47
V1813	296	SOC 25.4.46
V1814	570/HGCU	SOC 27.3.46
V1815	296	SOC 27.3.46
V1816	570	SOC 25.4.46
V1817	296/297	Missing 29.5.44
V1818	296/23 HGCU	SOC 27.3.46
V1819	295	SOC 25.4.46
V1820	295	SOC 25.4.46
V1821	296/23 HGCU/ 21 HGCU	SOC 30.5.46
V1822	296	SOC 25.4.46
V1823	297/22 HGCU	Crashed while towing glider near Bretton, Wiltshire 22.12.44
V1824	23 HGCU	SOC 27.3.46
V1825	297/22 HGCU	SOC 14.5.46
V1826	-	SOC 19.8.47
V1827	23 HGCU	SOC 23.4.47
V1828	297/22 HGCU	SOC 23.4.47
V1841	297	SOC 23.4.47
V1842	570/HGCU	SOC 30.5.46
V1843	296	SOC 19.8.47
V1844	295/296/23 HGCU/ 21 HGCU	SOC 26.7.46
V1845	296	SOC 30.5.46
V1846	297/22 HGCU	SOC 30.11.45
V1847	296/23 HGCU	Crashed into high ground, Standon, Staffordshire 24.11.44
V1848	297/22 HGCU	Stalled at low altitude and crashed, West Down Camp, Wiltshire 20.1.45
V1849	297/23 HGCU/ 22 HGCU	Bellylanded at Blakehill Farm, 21.6.45
V1850	-	SOC 19.8.47
V1851	295/296	SOC 19.8.47
V1852	297/23 HGCU/ 21 HGCU	SOC 25.11.46
V1853	296/23 HGCU/ 22 HGCU	SOC 6.12.45
V1854	570/297/22 HGCU	SOC 30.11.45
V1855	296/23 HGCU/ 22 HGCU	SOC 30.11.45
V1856	295/296/23 HGCU/ 21 HGCU	SOC 22.7.46
V1857	297/23 HGCU/21 HGCU 21 HGCU	SOC 28.3.45
V1858	570/297/22 HGCU	SOC 30.11.45
V1859	570/297/22 HGCU	SOC 30.11.45
V1860	570/297/22 HGCU	SOC 30.11.45
V1861	570/297/22 HGCU	SOC 10.1.46
V1862	296/23 HGCU/ 21 HGCU	Dived into ground after releasing glider, Brize Norton 19.3.45
V1863	297/22 HGCU/ 21 HGCU/22 HGCU	SOC 30.11.45
V1864	297/23 HGCU/ 22 HGCU	Collided on landing with Horsas LH338 and DP499, Keevil 13.2.45
V1865	297/22 HGCU	SOC 27.3.46
V1866	296/23 HGCU/ 22 HGCU	SOC 26.7.46
V1867	-	SOC 19.8.47
V1868	297/22 HGCU	Crashed on take-off, Fairford 11.7.45
V1869	-	SOC 19.8.47
V1870	23 HGCU/22 HGCU	SOC 30.5.46
V1871	296/23 HGCU/ 21 HGCU	SOC 1.2.46
V1872	-	SOC 19.8.47
V1873	23 HGCU/21 HGCU	SOC 22.7.46
V1874	23 HGCU/22 HGCU	SOC 15.5.47
V1875	23 HGCU/21 HGCU	SOC 19.8.47
V1876 to V1885	-	All SOC 19.8.47
V1917 to V1921	-	All SOC 19.8.47
V1922	23 HGCU/21 HGCU	SOC 19.8.47
V1923 to V1928	-	All SOC 19.8.47
V1929	23 HGCU/22 HGCU	SOC 26.6.46
V1930 to V1933	-	All SOC 19.8.47
V1934	23 HGCU	Crashed at Wincote, Staffordshire 30.12.44
V1935	-	SOC 19.8.47
V1936	-	SOC 19.8.47
V1937	22 HGCU	SOC 30.5.46
V1938	-	SOC 19.8.47
V1939	23 HGCU/21 HGCU	SOC 19.8.47
V1940	-	SOC 19.8.47
V1941	-	SOC 19.8.47
V1962	-	SOC 19.8.47
V1963	-	SOC 19.8.47
V1964	23 HGCU/22 HGCU	SOC 7.9.45
V1965	23 HGCU/21 HGCU	SOC 19.11.45
V1966	-	SOC 30.5.46
V1967	23 HGCU/22 HGCU	SOC 30.11.45
V1968	-	SOC 25.4.46
V1969	23 HGCU/21 HGCU	SOC 8.1.47
V1970	22 HGCU	Undercarriage retracted during landing run, Keevil 7.2.45
V1971	-	SOC 30.5.46
V1972	23 HGCU/21 HGCU	SOC 23.4.47
V1973	-	SOC 25.4.46

V1974	23 HGCU/21 HGCU	SOC 19.8.47
V1975	23 HGCU	SOC 23.4.47
V1976	-	SOC 25.4.46
V1977	23 HGCU/21 HGCU	SOC 19.8.47
V1978	-	SOC 25.4.46
V1979	-	SOC 30.5.46
V1980	23 HGCU/21 HGCU	SOC 23.4.47
V1981	23 HGCU/22 HGCU	SOC 24.5.45
V1982	23 HGCU/21 HGCU	SOC 23.4.47
V1983	23 HGCU/21 HGCU	Crashed on approach, Brize Norton 17.2.45
V1984	23 HGCU/21 HGCU	SOC 5.3.46
V1985	-	SOC 30.5.46
V1986	23 HGCU/21 HGCU	SOC 23.4.47
V1987	22 HGCU	SOC 30.11.45
V1988	23 HGCU/21 HGCU	SOC 23.4.47
V1989	23 HGCU/21 HGCU	SOC 23.7.46
V1990	23 HGCU/21 HGCU	SOC 19.8.47
V1991	23 HGCU/21 HGCU	SOC 19.8.47
V1992	23 HGCU/3 GTS	SOC 30.11.45
V1993	23 HGCU/21 HGCU	Crashed in forced landing near Brize Norton 14.2.45
V1994	23 HGCU/21 HGCU	Crashed in forced landing 4.6.45
V1995	23 HGCU/22 HGCU	Crashed after releasing glider, Wall Hall Farm, Herts 8.3.45
V1996	22 HGCU	SOC 30.11.45
V1997	23 HGCU/21 HGCU	Damaged in air by engine failure near Brize Norton 23.4.45; SOC
V1998	-	SOC 25.4.46
V1999	23 HGCU/21 HGCU	SOC 23.4.47
V2000	23 HGCU/21 HGCU	SOC 23.4.47
V2001	23 HGCU/22 HGCU	SOC 30.11.45
V2002	23 HGCU/22 HGCU	SOC 30.11.45
V2003	23 HGCU/22 HGCU	SOC 23.4.47
V2004	22 HGCU	SOC 6.12.45
V2005	-	SOC 23.4.47
V2006	22 HGCU	SOC 26.7.46
V2007	22 HGCU	SOC 30.11.45
V2008	22 HGCU	SOC 30.11.45
V2009	-	SOC 23.4.47
V2010	-	SOC 23.4.47
V2011	22 HGCU	SOC 16.6.45
V2025	23 HGCU/22 HGCU	SOC 30.11.45
V2026	22 HGCU	SOC 30.11.45
V2027	22 HGCU	Crashed in forced landing, Keevil 14.11.44
V2028	22 HGCU	SOC 23.4.47
V2029	22 HGCU/ATA	SOC 23.4.47
V2030	22 HGCU	SOC 30.11.45
V2031	22 HGCU	SOC 30.11.45
V2032	22 HGCU	SOC 30.11.45
V2033	22 HGCU	SOC 30.11.45
V2034	22 HGCU	SOC 9.2.46
V2035	23 HGCU/22 HGCU	Crashed on take-off, Fairford 13.3.45
V2036	22 HGCU	SOC 30.11.45
V2037	23 HGCU/21 HGCU	SOC 19.8.47
V2038	22 HGCU	SOC 30.5.46
V2039	22 HGCU	SOC 30.11.45
V2040	22 HGCU	SOC 30.5.46
V2041	22 HGCU	SOC 23.4.47
V2042	22 HGCU	Brakes failed and undercarriage selected up, Fairford 25.6.45
V2043	22 HGCU	SOC 30.11.45
V2044	23 HGCU/21 HGCU	SOC 8.1.47
V2045	23 HGCU/21 HGCU	SOC 30.11.45
V2046	23 HGCU/22 HGCU/ Dunlop	
V2047	23 HGCU/22 HGCU	Undercarriage collapsed on landing, Fairford 23.7.45
V2048	23 HGCU/21 HGCU/ Dunlop	SOC 22.10.46
V2049	23 HGCU/22 HGCU	SOC 23.4.47
V2050	23 HGCU/21 HGCU	SOC 8.3.46
V2051	23 HGCU/21 HGCU	SOC 6.3.46
V2052	23 HGCU/21 HGCU	SOC 28.3.46
V2053	-	SOC 19.8.47
V2054	-	SOC 19.8.47
V2067	23 HGCU/21 HGCU	SOC 1.2.46
V2068	21 HGCU	SOC 6.3.46
V2069 to V2831	478 aircraft cancelled *	

100 Armstrong Whitworth Albemarle IVs delivered between November 1944 and May 1945

LV482 to LV494	-	All SOC 19.8.47
LV495	-	SOC 16.10.46
LV496	3 GTS	SOC 19.8.47
LV497	3 GTS/21 HGCU	SOC 8.1.47
LV498	3 GTS	SOC 29.11.45
LV499	3 GTS	SOC 19.8.47
LV500	3 GTS/22 HGCU	SOC 30.5.46
LV501	3 GTS/21 HGCU	SOC 25.11.46
LV532 to LV536	-	All SOC 23.4.47
LV537	-	Crashed on take-off, Wroughton 20.2.45
LV538	-	SOC 23.4.47
LV539	-	SOC 23.4.47
LV540	22 HGCU	SOC 30.5.46
LV541	-	SOC 23.4.47
LV542	-	SOC 19.8.47
LV543 to LV547	-	All SOC 23.4.47
LV548	-	SOC 16.10.46
LV549	-	SOC 23.4.47
LV550	-	SOC 19.8.47
LV551	-	SOC 23.4.47
LV552	-	SOC 19.8.47
LV553	-	SOC 23.4.47
LV554	22 HGCU	SOC 19.8.47
LV555	-	SOC 19.8.47
LV556	-	SOC 19.8.47
LV557	-	SOC 23.4.47
LV558	HGCU	SOC 19.8.47
LV559	-	SOC 23.4.47
LV560	-	SOC 17.5.46
LV561	-	SOC 30.5.46
LV562	-	SOC 23.4.47
LV563	-	SOC 23.4.47
LV564	-	SOC 17.5.46
LV565	-	SOC 16.10.46
LV566	-	SOC 23.4.47
LV567	22 HGCU	SOC 30.5.46
LV568	-	SOC 23.4.47
LV569	-	SOC 23.4.47
LV570	-	SOC 17.5.46
LV571	-	SOC 30.5.46
LV572	-	SOC 23.4.47
LV573	-	SOC 30.5.46
LV574	-	SOC 30.5.46
LV575	-	SOC 30.5.46
LV576	-	SOC 16.10.46
LV577	-	SOC 30.5.46
LV590	-	SOC 23.4.47
LV591	-	SOC 23.4.47
LV592	-	SOC 23.4.47
LV593	-	SOC 23.4.47
LV594	-	SOC 26.7.46
LV595	-	SOC 23.4.47
LV596	-	SOC 23.4.47
LV597	22 HGCU	SOC 30.5.46
LV598	22 HGCU	Crashed on take-off. Keevil 12.6.45
LV599	22 HGCU	SOC 30.5.46
LV600	22 HGCU	SOC 7.5.46
LV601	22 HGCU	SOC 19.8.47
LV602	22 HGCU	SOC 30.11.45
LV603	22 HGCU	SOC 19.8.47
LV604	22 HGCU	Crashed on take-off, Keevil 4.6.45
LV605	22 HGCU	SOC 30.5.46
LV606	-	SOC 23.4.47
LV607	-	SOC 23.4.47
LV608	-	SOC 19.8.47
LV609	-	SOC 19.8.47
LV610	-	SOC 19.8.47
LV611	22 HGCU	SOC 30.5.46
LV612	21 HGCU	SOC 18.11.46
LV613	22 HGCU	SOC 30.5.46
LV614	-	SOC 30.5.46
LV615	21 HGCU	Crashed in forced landing, Minster Lovell, Oxfordshire 9.5.45
LV616	21 HGCU	SOC 29.7.46
LV617	21 HGCU	SOC 9.8.46
LV618	21 HGCU	SOC 1.10.46
LV619	21 HGCU	SOC 9.8.46
LV620	21 HGCU	SOC 25.11.46
LV621	3 GTS/21 HGCU	SOC 19.6.46
LV622	21 HGCU	SOC 29.7.46
LV623	21 HGCU	SOC 25.11.46

Cancelled serial numbers: V2069-V2116; V2155-V2179; V2193-V2242; V2271-V2300; V2314-V2353; V2377-V2436; V2440-V2464; V2503-V2542; V2573-V2622; V2636-V2665; V2681-V2720; V2749-V2798; V2812-V2831.

ALBEMARLE
LOCATIONS

Deliveries

Month	Del'd	Op'l Losses	Accidents	SOC	On Charge
Prior to September 1941	2				2
September 1941	1		1		2
October 1941	-				2
November 1941	7				9
December 1941					9
January 1942	-				9
February 1942	4		1		12
March 1942	8				20
April 1942	6				26
May 1942	9				35
June 1942	14		1		48
July 1942	18				66
August 1942	12				78
September 1942	20			1	97
October 1942	16		1		112
November 1942	18		1	1	128
December 1942	4		1		131
January 1943	10		1		140
February 1943	26				166
March 1943	22		2	5	181
April 1943	19		2	8	190
May 1943	7		1		196
June 1943	9		3		202
July 1943	15	4	5		208
August 1943	14	2	1		219
September 1943	14		5		228
October 1943	7	1	3		231
November 1943	15		1		245
December 1943	4		2	1	247
January 1944	2			2	247
February 1944	1		1		247
March 1944	12	1	5		253
April 1944	14	1	6		260
May 1944	20	1	4	1	274
June 1944	33	2	4		301
July 1944	35	4	3	2	327
August 1944	16	1	3	21	318
September 1944	25		4	7	332
October 1944	30		2	9	351
November 1944	25		3	1	372
December 1944	7		3	2	374
January 1945	10		2	5	377
February 1945	35		6	19	387
March 1945	15		3	16	383
April 1945	16			6	393
May 1945	5		1	5	392
Totals:	602	17	81	112	

THE VICKERS WARWICK IN ROYAL AIR FORCE SERVICE

Some types of aircraft designed for one task eventually serve in quite a different role for most of their service. The Warwick is a prime example of an aircraft designed to take a major part in the bombing campaign which spent most of its career in the less-belligerent role of air-sea rescue. Only at the end of the war did it become operational as a maritime reconnaissance aircraft.

Designed to Specification B.1/35 to complement the smaller Wellington in Bomber Command, the Warwick was to be powered by the ill-fated Rolls-Royce Vulture or, alternatively, Napier Sabres. The prototype (K8178) made its first flight on 13 August 1939 at Brooklands and the second prototype (L9704), fitted with Bristol Centaurus engines, on 5 April 1940.

After various proposals for a replacement for the Vulture engines had been examined, it was decided to fit Pratt & Whitney R-2800 Double Wasps in production Mk.Is and Centaurus in Mk.IIs. Contract AC 494/40, originally for 150 Mk.Is and 100 Mk.IIs, was later extended to cover all marks and the name "Warwick" was chosen. Delays in the delivery of Double Wasps retarded production, the R-2800-powered prototype (L9704 re-engined) not flying its first trials until July 1941. It was 1 May 1942 before the first production B.Mk.I flew.

By the time Warwicks came off the production line in quantity, they had been overtaken by Stirlings, Halifaxes and Lancasters in the bomber role and it was decided to convert the type to air-sea rescue and transport duties. First came the fourteen converted to transports for BOAC, the first of which flew on 5 February 1943. Registered G-AGEX to G-AGFK, they served for a short time in the Middle East before being returned to the Royal Air Force.

Forty B.Mk.I airframes were converted to interim ASR standard, provision for an airborne lifeboat being omitted. The 1,630 lb airborne lifeboat was designed by Uffa Fox, the famous boat designer from Cowes, and was suspended below the bomb bay. Dropped by parachute, the lifeboat fired rocket lines on impact which could be caught by ditched airmen and used to secure the lifeboat. An engine was fitted which which was frequently used for lengthy trips homewards. Although generally referred to in RAF service as ASR Mk.Is, there were three versions with varying equipment. Stage A (10 aircraft) had a Mk.I lifeboat and Lindholme gear; Stage B (20 aircraft) had in addition ASV radar: Stage C could carry both Mk.I and Mk.II lifeboats (the latter of 3,600 lb weight) and became the definitive ASR.Mk.I. A final version was the ASR.Mk.VI which was produced with R-2800-S2BG engines in place of the original S1A4-Gs, but saw little service.

Warwick entered service in July 1943 with the Warwick Training Unit at Bircham Newton and the first squadron (No.280) re-equipped in October 1943. ASR coverage spread around the British Isles and into North Africa and later to all the Mediterranean and the Bay of Bengal. Most operational losses were due to engine failure and subsequent ditching while on patrol but a few were reported missing and at least two were presumed to have been shot down by enemy aircraft. However, for most of the time, the North Sea, English Channel and Bay of Biscay areas were well patrolled by Coastal Command Beaufighters and Mosquitoes and the threat from German aircraft was never great.

Engine failures and some undesirable handling characteristics were a far greater danger, especially overseas where the fabric covering did not stand up well to extreme heat and humidity and the more primitive servicing facilities. The engineering effort required to maintain regular ASR patrols was vast but the numerous aircrews of all nationalities picked up by airborne lifeboats was well worththe time expended.

The Centaurus-powered B.Mk.II was revised as the GR.Mk.II but development was prolonged and the mark did not enter squadron service, the GR.Mk.V being the definitive GR mark.

The main transport version was the C.Mk.III, the basic Mk.I having been modified to carry 26 troops or around 11,600 lb of freight. No.525 Squadron, which had flown the ex-BOAC Mark Is, received C.Mk.IIIs in August 1944 but converted to Dakotas next month. No.167 reformed in October 1944 to fly C.Mk.IIIs but the type had operational problems and was at times grounded for investigation. The communication squadrons in India had considerable maintenance problems and the type was finally replaced in May 1946.

The final mark to enter service was the GR.Mk.V with Centaurus VIIIs. First flown in April 1944, the Mk.V had a dorsal fin which improved control considerably, a Leigh Light, a revised nose housing a 0.5 in machine gun, ASV blister, twin 0.5 in beam guns and a four-gun 0.303 in tail turret. No.179 Squadron at St.Eval received the first operational Mk.Vs and flew anti-submarine patrols over the Western Approaches. Three squadrons in the Eastern Mediterranean were re-equipped from March 1945. One South African Air Force squadron took its Warwicks back to the Union where they saw little service. A second SAAF squadron left its Warwicks behind on disbandment while No.621 Squadron remained the last Warwick V squadron until August 1946 when the last of the type was replaced by Lancasters. Many aircraft were delivered to the Middle and Far East where they remained at maintenance units as reserves for the expected increase in squadrons equipped with Warwicks. A number were flown back to the UK at the end of the war when it was evident that this would not take place but a considerable number was struck off charge as surplus to requirements without seeing any squadron service.

Various Warwicks were used for experimental purposes and trials. A flight was formed at Filton to test various marks of Centaurus and others were used as testbeds. The various experimental establishments flew Warwicks for research into handling, radar and ASR developments.

Although bedevilled by maintenance problems, the Warwick contributed a great deal to air-sea rescue techniques, being virtually unique in its lifeboat-carrying role for most of the war. Many an Allied aircrew adrift in the open sea looked up with relief at the welcome sight of a lifeboat descending with its clutch of parachutes billowing. Given a seaworthy replacement for their drifting dinghies, many ditched airmen sailed to safety. Being the king-pin of the world's best air-sea rescue service was not an unworthy epitaph for a reluctant bomber.

Production

Prototypes:	2	K8178, L9704
B.Mk.I:	16	BV214, 215, 217-222, 224, 228-230, 291, 293, 295, 296
C.Mk.I:	14	BV243-256
B/ASR.Mk.I:	40	BV223, 225, 227, 231-241, 269-281, 283, 285, 287, 289,297, 299, 300, 305, 310, 315, 316, 332
ASR.Mk.I:	234	BV242, 282, 284, 286, 288, 290, 292, 294, 298, 301-304, 306-309, 311-314, 333-370, 384-421, 436-484, 499-531, HF938-982, HG124-134
B.Mk.II:	1	BV216
GR.Mk.II:	118	HG341-365, 384-414, 435-459, 476-512
GR.II(Met):	14	HG513-525
C.Mk.III:	100	HG215-256, 271-307
GR.Mk.V:	211	LM777-803, 817-858, 870-909,PN697-725,739-782,796,824
ASR.Mk.VI:	95	HF983-987, HG114-123, 135-156, 169-193, 207-214, PN825-839, 853-862

Units equipped:

Squadrons (ASR and GR)

No.38 Squadron received its first Warwick on 27 July 1945 and the type began to replace Wellington GR.XIVs. A few of the latter remained on strength until June 1946. The squadron became operational with Warwicks on 23 August 1945 and these were finally replaced by Lancaster GR.IIIs and ASR.IIIs in November 1946.

No.179 Squadron re-equipped with Warwicks in November 1944 at St.Eval and replaced them with Lancasters in May 1946.

No.251 Squadron received three Warwicks to replace Hudson IIIs at Reykjavik and flew the type until disbanded on 30 October 1945.

No.269 Squadron at Lagens received three Warwicks in October 1944 for ASR duties around the Azores and flew them until disbanded on 10 March 1946.

No.276 Squadron at Portreath received Warwicks in April 1944. It moved to Cherbourg/Querqueville on 18 September 1944, to Amiens/Glisy on 30 September 1944, St.Croix 25 October 1944 and Knocke/Le Zoute on 11 December 1944, providing ASR coverage over the Channel and North Sea until June 1945.

No.277 Squadron received Warwicks when it absorbed No.276 Squadron's Portreath detachment which moved to Hawkinge in November 1944 and disbanded on 15 February 1945.

No.278 Squadron at Bradwell Bay received Warwicks in May 1944 and flew them until February 1945.

No.279 Squadron re-equipped with Warwicks in November 1944 at Thornaby, moving on 3 September 1945 to Beccles to re-equip with Lancasters.

No.280 Squadron replaced its Ansons with Warwicks at Thornaby in October 1943 for ASR coverage over the North Sea. The squadron moved to Strubby on 1 May 1944, to Langham on 6 September 1944, to Beccles on 30 October 1944, to Langham 3 November 1945, to Thornaby in January 1946 and disbanded on 21 June 1946.

No.281 Squadron reformed at Thornaby on 22 November 1943 with Warwicks and moved to Tiree on 27 February 1944 to provide ASR coverage over the North-West Approaches. Moving to Mullaghmore on 7 February 1945, Limavady on 31 March 1945 and to Ballykelly on 13 August 1945, the squadron disbanded on 24 October 1945.

No.282 Squadron reformed at Davidstow Moor on 1 February 1944 with Warwicks for ASR coverage of the South-West Approaches. After moving to St.Eval on 19 September 1944, the squadron disbanded on 19 July 1945.

No.283 Squadron received Warwicks in March 1944 at Borgo, Corsica and moved to Hal Far, Malta on 6 April 1944 for ASR coverage over the Central Mediterranean until disbanded on 31 March 1946.

No.284 Squadron received Warwicks at Brindisi in March 1944 and moved on 14 March to Alghero, Sardinia to provide ASR cover over the Western Mediterranean. Moving in turn to Elmas on 17 September 1944, Bone (Algeria) on 14 November 1944, Pomigliano (Italy) on 13 April 1945, the squadron disbanded on 21 September 1945.

No.292 Squadron received Warwicks in April 1944 at Jessore, moving to Agartala on 5 February 1945 for ASR cover over the Bay of Bengal. On 14 June 1945 the squadron disbanded and independent flights took over.

No.293 Squadron was formed with Warwicks at Blida on 28 November 1943, moving to Bone on 1 December 1943. Based at Pomigliano from 28 March 1944 to provide ASR coverage around the Italian coasts, the squadron moved to Foggia on 21 March 1945, returned to Pomigliano on 27 June 1945 and disbanded on 5 April 1946.

No.294 Squadron received Warwicks in November 1944 at Idku for ASR cover on the Eastern Mediterranean and disbanded on 8 April 1946.

No.520 Squadron received some Warwicks in August 1945 at Gibraltar for ASR duties until disbanded on 25 April 1946.

No.621 Squadron began re-equipping with Warwick Vs at Mersa Matruh in November 1945 for GR duties. It moved to Aqir on 20 April 1946 and Ein Shemer on 6 June 1946 where Warwicks were replaced by Lancasters in August 1946.

No.17 Squadron, SAAF began to re-equip with Warwick Vs in May 1945 at Gianiclis, Egypt and began to fly its aircraft back to South Africa on 2 September 1945.

No.27 Squadron, SAAF converted to Warwick Vs in March 1945 at Gianiclis and flew these until disbanded in December 1945.

Squadrons(Transport)

No.167 Squadron reformed at Holmsley South on 21 October 1944 and received Warwicks next month. The squadron was transferred to Blackbushe on 27 March 1945 where it disbanded on 1 February 1946.

No.301 Squadron re-equipped with Warwick C.IIIs at Blackbushe in May 1945, moving to North Weald on 2 July 1945. The squadron moved to Chedburgh on 4 September 1945 where it converted to Halifax C.8s in January 1946.

No.304 Squadron converted to Warwick C.IIIs in July 1945 at North Weald and moved to Chedburgh on 6 September 1945 with a mixture of Warwicks and Wellington XIVs. Completely converted to Warwicks in January 1946, the squadron re-equipped with Halifax C.8s in May 1946.

No.525 Squadron was formed at Weston Zoyland on 2 September 1943 with Warwick C.Is and moved to Lyneham on 6 February 1944 to maintain a service to Gibraltar. Warwick C.IIIs began to arrive in August 1944 but the squadron converted to Dakotas in September 1944.

The Bengal/Burma Communications Squadron at Baigachi began receiving Warwick C.IIIs in January 1945 and became the Burma Communications Squadron on 21 April 1945. The last Warwicks were returned to a maintenance unit on 18 June 1945.

Nos.221 Group and 224 Group Communications Squadrons in India also used a few Warwicks in 1945/46.

Other Units

The Warwick Training Unit at Bircham Newton and Docking was formed with effect from 28 June 1943 when 20 Warwick crews were posted to Bircham Newton. The unit moved to Thornaby on 21 November 1943 and operated until No.5 OTU took over Warwick training in June 1944.

No.5 (Coastal) Operational Training Unit began to receive Warwicks in May 1944 at Turnberry and passed its task to No.6 OTU when disbanded on 1 August 1945.

No.6 (Coastal) Operational Training Unit received Warwicks in August 1945 and flew these until June 1946 at Thornaby.

The Air-Sea Rescue Training Unit received Warwicks in October 1943 at Thornaby and moved to Thorney Island during December 1943.

No.26 Operational Training Unit at Wing received two GR.IIs as experimental crew trainers but the type was not adopted for this task.

No.1346 (ASR) Flight, Kankesanturai and No.1349 (ASR) Flight at Agartala were both formed with Warwicks on 15 June 1945 while No.1347 (ASR) Flight Chittagong had one Warwick attached.

Miscellaneous units included Nos.301 FTU, 303 FTU, 1 Ferry Unit, 3 Ferry Unit, 11 Ferry Unit and 16 Ferry Unit.

ASR and GR

Deliveries and strength

Month	Delivered	Missing & Op'l loss	Accidents	SOC	On hand
Pre-Jan 1943	7		1		6
Jan 1943	4				10
Feb 1943	5		1		14
Mar 1943	6				20
Apr 1943	10				30
May 1943	10				40
Jun 1943	6				46
Jul 1943	21				67
Aug 1943	14		2		79
Sep 1943	27		2		104
Oct 1943	29		1		132
Nov 1943	47		3		176
Dec 1943	39				215
Jan 1944	30		2		243
Feb 1944	25		2		266
Mar 1944	40				306
Apr 1944	30		4		332
May 1944	6				338
Jun 1944	5	1	5		337
Jul 1944	5		4		338
Aug 1944	8	1	3	1	341
Sep 1944	19		10		350
Oct 1944	21	2	2	1	366
Nov 1944	29		5		390
Dec 1944	16		3	3	400
Jan 1945	3	1	3	1	398
Feb 1945	7		4		401
Mar 1945	1		3	1	398
Apr 1945	24		4		418
May 1945	52		5		465
Jun 1945	39		4	26	474
Jul 1945	13		6	13	468
Aug 1945	15		2	7	474
Sep 1945	20		2	10	482
Oct 1945	12		1	1	492
Nov 1945	16		2	2	504
Dec 1945	26		6		520
Jan 1946	10		2	2	526
Feb 1946	3		3		526
Mar 1946	2		3	3	522
Apr 1946	12		1	3	530
May 1946	7		2	6	529
Jun 1946			1	3	525
Jul 1946			4		521
Aug 1946	1			14	508

Transports

Month	Delivered	Accidents	SOC	On hand
May 1943	1			1
Jun 1943	3			4
Jul 1943	2			6
Aug 1943				6
Sep 1943	2			8
Oct 1943	5			13
Nov 1943	1			14
Dec 1943				14
Jan 1944				14
Feb 1944	1			15
Mar 1944				15
Apr 1944		1		14
May 1944	13			27
Jun 1944				27
Jul 1944	8			35
Aug 1944	2			37
Sep 1944	19			56
Oct 1944	24			80
Nov 1944	16			96
Dec 1944	5	1		100
Jan 1945	1	1		100
Feb 1945	2	3		99
Mar 1945	3			102
Apr 1945		2		100
May 1945		1		99
Jun 1945			1	98
Jul 1945		1		97
Aug 1945	2	3	2	94
Sep 1945	2	2		94
Oct 1945		2		92
Nov 1945		4		88
Dec 1945		1		87
Jan 1946		4	4	79
Feb 1946		1	1	77
Mar 1946			6	71
Apr 1946				71
May 1946				71
Jun 1946		1	4	66
Jul 1946				66
Aug 1946				66
Sep 1946				66
Oct 1946			1	65
Nov 1946				65
Dec 1946				65

Notes: A few aircraft are omitted from these tables, having not been delivered to the RAF. BOAC aircraft have been included. The "on hand" column includes aircraft under repair.

Production

BV214	AAEE	Lost wing fabric and crashed 26.8.42
BV215	Mkrs	Engine caught fire and aircraft burnt out, Farnborough 18.2.43
BV216	Mkrs	Mk.II prototype SOC 1.8.47
BV217	Mkrs & AAEE	SOC 3.7.45
BV218	Mkrs & AAEE	SOC 29.7.47
BV219	Mkrs	SOC 28.11.45
BV220	Mkrs	SOC 29.7.47
BV221	Mkrs	SOC 11.7.47
BV222	Mkrs/11FU/303 FTU	SOC 20.8.47
BV223	-	SOC 29.7.47
BV224	AAEE	SOC 11.7.45
BV225	ASRTU/OADU/293/284	SOC 29.8.46
BV226	ASRTU/1 FP	Crashed on landing, Smiths Lawn 27.1.44
BV227	WTU/ASRTU/OADU/284/294	SOC 21.6.45
BV228	Mkrs	SOC 29.7.47
BV229	Mkrs/5 OTU	SOC 29.7.47
BV230	Mkrs/AAEE	SOC 15.1.47
BV231	WTU/ASRTU/283	Crashed on landing, Hal Far 11.6.44
BV232	WTU/ASRTU	Forcelanded in Portugal 9.2.44 and interned
BV233	279	Dived into ground during fighter affiliation exercise near Durham 7.1.45
BV234	WTU/ASRTU/OADU/293	SOC 6.9.45
BV235	ASRTU	Hit high ground near Thorney Island 18.1.44
BV236	ASRTU/283	SOC 26.9.46
BV237	WTU/ASRTU/293	SOC 1.1.47
BV238	WTU/ASRTU/OADU/293/284	SOC 29.8.46
BV239	WTU/ASRTU/OADU/ME	SOC 23.12.44
BV240	WTU/ASRTU/OADU/283	Stalled and spun into ground, Montpensier 18.10.43
BV241	ASRTU/3 OADU/283	SOC 14.6.45
BV242	AAEE	SOC 16.5.47
BV243	- AAEE/525/167	Allocated G-AGEX; reverted SOC 20.8.47
BV244	- 525/167/304	Allocated G-AGEY; reverted Undercarriage jammed; crashed on landing, North Weald 31.8.45
BV245	- 525/167/304	Allocated G-AGEZ; reverted Undercarriage collapsed on landing, Chedburgh 19.9.45
BV246	- 525/167	Allocated G-AGFA; reverted SOC 29.7.47
BV247	- 525	Allocated G-AGFB; reverted Crashed into sea after take-off, St.Mawgan 17.4.44
BV248	- 525/167/304	Allocated G-AGFC; reverted Swung on take-off, Chedburgh 12.11.45 and not repaired
BV249	- 525/167	Allocated G-AGFD; reverted SOC 29.7.47
BV250	- 525/167/301	Allocated G-AGFE; reverted Undercarriage collapsed on landing, North Weald 3.8.45
BV251	- Mkrs/525/1 FU/303 FTU/11 FU	Allocated G-AGFF; reverted SOC 25.10.46
BV252	- 525/167/304	Allocated G-AGFG; reverted SOC 29.7.47
BV253	- 525/167	Allocated G-AGFH; reverted SOC 29.7.47
BV254	- 525	Allocated G-AGFI; reverted SOC 29.7.47
BV255	- AAEE/525/167/304	Allocated G-AGFJ; reverted Undercarriage collapsed on landing, Chedburgh 22.10.45
BV256	- 525	Allocated G-AGFK; reverted SOC 29.7.47
BV269	WTU/ASRTU/293	Crashed 30.4.44
BV270	-	SOC 29.7.47
BV271	WTU/3 OADU/284/293	Crashed 18.6.44
BV272	WTU/ASRTU/OADU/284/294	SOC 9.5.46
BV273	Mkrs/FE	SOC 14.3.46
BV274	WTU/3 OADU/284/293	Ran into BV271, Blida 24.11.43 and DBR
BV275	WTU/ASRTU/293/284	DBR when Wellington HF407 blew up, Alghero 13.9.44
BV276	WTU	Caught fire on ground, Docking 13.8.43
BV277	WTU/3 OADU/284/293	SOC 14.6.45
BV278	WTU/OADU/293	SOC 6.9.45
BV279	WTU/293	SOC 23.12.44
BV280	WTU/OADU/283	Ditched off Kalafrana, Malta 24.8.44
BV281	WTU/ASRTU/283/293	SOC 25.4.46
BV282	280	SOC 29.7.47
BV283	WTU/OADU/293/284	SOC 14.6.45
BV284	280/281/38	SOC 14.6.45
BV285	WTU/OADU/ASRTU/3 OADU	Hit tree on take-off and crashed, Hurn 20.11.43
BV286	280/ASRTU/5 OTU	SOC 29.7.47
BV287	WTU/OADU/ASRTU/283/293	SOC 30.8.45
BV288	282/269/279/6 OTU	SOC 20.8.47
BV289	WTU/ASRTU/283	SOC 14.6.45
BV290	280	Missing pres. shot down by Me 410s over North Sea 8.10.44
BV291	5 OTU	SOC 29.7.47
BV292	Mkrs & RAE/3 OADU/ME	SOC 27.6.46
BV293	-	SOC 26.5.47
BV294	5 OTU/16 FU/6 OTU	SOC 20.8.47
BV295	AAEE/5 OTU	Caught fire after landing, Turnberry 8.12.44 and DBR
BV296	AAEE/16 FU/6 OTU	SOC 20.8.47
BV297	WTU/OADU/283	SOC 29.8.46
BV298	AAEE	Crashed on landing, Boscombe Down 9.8.43
BV299	WTU	SOC 29.7.47
BV300	WTU/283	Crashed on take-off, Hurn 8.9.43
BV301	AAEE	SOC 29.7.47
BV302	280/ASRTU/5 OTU	SOC 22.6.45
BV303	280/281	SOC 15.1.47
BV304	280	Burst into flames while parked, Manston 9.11.44 and DBR
BV305	WTU	SOC 29.7.47
BV306	-	SOC 15.1.47
BV307	525/1 FU	Crashlanded after engine caught fire on take-off, Pershore 25.6.44
BV308	280	Crashed on take-off, Langham 30.9.44
BV309	280/281/269/279/281	SOC 15.1.47
BV310	WTU/ASRTU/OADU/283	SOC 14.6.45
BV311	280/5 OTU	SOC 29.7.47
BV312	Napiers	SOC 29.7.47
BV313	280/5 OTU	SOC 26.11.47
BV314	280	Crashed on attempted overshoot, Thorney Island 28.9.43
BV315	WTU/3 OADU/293	Crashed on landing, Montecorvino 5.2.44
BV316	WTU/282	Engine caught fire after landing, Portreath 10.9.44
BV332	WTU/ASRTU/OADU/293	SOC 14.6.45
BV333	280/ASRTU/5 OTU/6 OTU	Crashed on landing, Kinloss 20.12.45
BV334	280/ASRTU/5 OTU	SOC 29.7.47
BV335	280/279	SOC 20.8.47
BV336	280	Flew into hill in bad visibility 4 m SW of Whitby, Yorks 13.11.43
BV337	280	Lost 29.6.44
BV338	280/5 OTU	SOC 29.7.47
BV339	280	SOC 29.7.47
BV340	280/5 OTU	Overshot landing at Prestwick, 29.12.44
BV341	280/16 FU/ME	SOC 31.10.46

BV342	Mkrs/1 FU/38	SOC 31.10.46
BV343	2 OAPU/303 FTU/ 1 APU/2 OADU/294	SOC 28.3.46
BV344	1 APU/11 FU/284	Undercarriage collapsed on landing, Bone 16.2.45
BV345	280/6 OTU	SOC 15.1.47
BV346	TFU/280/16 FU/ME	SOC 30.4.47
BV347	3 APU/1 FU/ 2 OADU/284	Caught fire on landing, Istres 16.3.45 and DBR
BV348	5 OTU/3 APU/9 FU	Overshot abortive take-off, Cuttack 22.7.45 and DBR
BV349	280/5 OTU/3 APU/ 5 FU/168 MU	Caught fire on ground, Heliopolis 23.6.45
BV350	1 APU/1 FU/11 FU/ 2 OADU/294	SOC 29.8.46
BV351	280/5 OTU/6 OTU	SOC 20.8.47
BV352	280/3 APU/FE	SOC 29.8.46
BV353	276	Crashed in sea 20 m S of Plymouth 17.7.44
BV354	3 APU/283	SOC 29.7.47
BV355	5 OTU	Crashed on landing, Turnberry 24.7.44
BV356	269	SOC 29.7.47
BV357	1 OAPU/303 FTU/ 3 OADU/FE	SOC 5.6.45
BV358	281/279	SOC 29.7.47
BV359	3 OADU/284/283	Ditched off Bougie, Algeria 15.1.46
BV360	3 OADU/301 FTU/ 3 ADU	SOC 14.6.45
BV361	303 FTU/1 FU/ 2 OADU/284/285	Undercarriage collapsed on take-off, Bone 5.1.45
BV362	ASRTU/3 OADU/284	DBR when Wellington HF407 blew up, Alghero 13.9.44
BV363	3 OADU/284	SOC 20.8.47
BV364	ASRTU/3 FU	SOC 1.11.45
BV365	3 OADU/1 OADU/293	Hit by landing Baltimore at Cesenatico 19.2.45 and DBF
BV366	283	SOC 26.6.46
BV367	280/281	SOC 15.1.47
BV368	280	Missing, pres. shot down by Me 410s over North Sea 8.10.44
BV369	11 FU/284	SOC 6.9.45
BV370	283	SOC 9.5.46
BV384	280/5 OTU/6 OTU	SOC 20.8.47
BV385	280/FE	SOC 29.7.47
BV386	280	SOC 15.1.47
BV387	280/38	SOC 29.8.46
BV388	280/294/38	SOC 29.1.47
BV389	3 OADU/284	SOC 29.7.47
BV390	ASRTU/FE	SOC 16.8.45
BV391	5 OTU	SOC 20.8.47
BV392	281/279	SOC 29.7.47
BV393	5 OTU	Caught fire jettisoning fuel on approach and crashed, Turnberry 5.8.44
BV394	3 OADU/301 FTU/ 1 OADU/292	SOC 5.7.45
BV395	3 OADU/1 OADU/FE	SOC 19.7.45
BV396	11 FU/2 OADU/283/ Turnberry/294	SOC 26.9.46
BV397	3 OADU/301 FTU/ 1 FU/1 OADU/ 2 OADU/11 FU/284/ 293/111 RSU	Undercarriage collapsed on landing, Rosignano 11.9.45
BV398	5 OTU/6 OTU	SOC 23.4.46
BV399	11 FU/2 OADU/FE	SOC 5.6.45
BV400	281/279	SOC 29.7.47
BV401	281/279	SOC 20.8.47
BV402	3 FU	Crashed in forced landing near Maison Blanche 23.4.45
BV403	Mkrs/FE	SOC 13.6.46
BV404	281/279	SOC 29.7.47
BV405	281	Damaged by engine failure, Brunton 19.10.45 and not repaired
BV406	5 OTU/6 OTU	SOC 21.8.47
BV407	281/269/280	SOC 29.7.47
BV408	280/Beccles/16 FU/ 6 OTU	SOC 20.8.47
BV409	281	Stalled while circling dinghy and crashed in sea 26.4.44
BV410	281/282/281/269/ 280	SOC 29.7.47
BV411	281/280	Overshot landing at Sumburgh and fell in sea 14.9.44
BV412	5 OTU/6 OTU	SOC 21.6.47
BV413	281/279	SOC 29.7.47
BV414	281/280/16 FU/ME	SOC 31.12.46
BV415	11 FU/2 OADU/293	SOC 9.5.46
BV416	1 FU/ME	SOC 26.6.47
BV417	281	Ditched near Fara Is., Scapa Flow, Orkneys 10.6.44
BV418	1 OADU/FE	SOC 21.6.45
BV419	281	SOC 20.3.47
BV420	293	SOC 29.7.47
BV421	303 FTU/11 FU/ 2 OADU/FE	SOC 5.6.45
BV436	11 FU/2 OADU/283/ 38	SOC 29.8.46
BV437	1 OADU/283/38	SOC 29.8.46
BV438	281	SOC 15.1.47
BV439	281	SOC 20.3.47
BV440	281/279/6 OTU	SOC 9.1.47
BV441	1 OADU/283	SOC 29.8.46
BV442	1 OADU/FE	SOC 26.7.45
BV443	ASRTU/3 OADU/284	Bellylanded at Elmas 2.10.44
BV444	ASRTU/1 OADU/293/ 284	Bellylanded at Istres, 17.5.45
BV445	ASRTU/1 OADU/284/ 293	Ditched in Gulf of Venice, 8.6.45
BV446	ASRTU/293	SOC 23.10.44
BV447	ASRTU/284	Crashed on approach, Pomigliano 29.5.45
BV448	ASRTU/ME	SOC 26.9.46
BV449	301 FTU/293	SOC 29.8.46
BV450	ASRTU/283	Crashed on landing, Hal Far 16.4.45
BV451	ASRTU/301 FTU/ 1 OADU/283/284	SOC 27.11.46
BV452	ASRTU/292/1346 Flt	Undercarriage collapsed on landing, Kankesanturai 5.7.45
BV453	ASRTU/1 OADU/292	SOC 5.6.45
BV454	ASRTU/293	SOC 6.9.45
BV455	ASRTU/293	SOC 18.8.44
BV456	ASRTU/1 OADU/292	SOC 5.6.45
BV457	ASRTU/293/5 FU	Crashed on take-off, 9.8.45
BV458	ASRTU/284	Destroyed when Wellington HF407 blew up, Alghero 13.9.44
BV459	ASRTU/11 FU/ 2 OADU/FE	SOC 19.7.45
BV460	1 FU/1 OADU/284	SOC 29.8.46
BV461	ASRTU/FE	SOC 30.8.45
BV462	ASRTU/OADU/283	Overshot landing at Hal Far 11.7.45
BV463	ASRTU/292	SOC 30.8.45
BV464	1 FU/1 OADU/293/ 283	Undershot landing at Elmas 15.3.46
BV465	ASRTU/3 OADU/FE	SOC 16.8.45
BV466	ASRTU/1 OADU	Missing 25.9.44
BV467	303 FTU/1 OADU/FE	SOC 12.7.45
BV468	301 FTU/1 OADU/ 3 FU/283	Crashed on take-off, Maison Blanche 10.12.45
BV469	ASRTU/1 OADU/292	SOC 5.7.45
BV470	5 OTU/6 OTU	SOC 9.1.47
BV471	281	Overshot emergency landing, Squires Gate 31.7.44 and DBR
BV472	1 OADU/283	Ditched 10 m N of Algiers, 11.5.45
BV473	281/FE	SOC 29.8.46
BV474	281	Swung into ditch on landing, Burtonwood 3.11.44; to 4924M
BV475	278	SOC 29.7.47
BV476	1 FU/1 OADU/FE	SOC 5.6.45
BV477	282/1347 Flt	SOC 31.1.46
BV478	278	SOC 29.7.47
BV479	276/1349 Flt	Crashed on landing, Alipore 2.8.45
BV480	1 FU/1 OADU/3 ADU	Undercarriage collapsed on landing, Blida 1.8.44 and DBR
BV481	281	SOC 29.7.47
BV482	303 FTU/1 FU/ 1 OADU/294	SOC 20.8.47
BV483	269	Undercarriage collapsed on landing, Lagens, Azores 23.9.45
BV484	11 FU/2 OADU/284	Crashed on landing, Bone 3.2.45
BV499	269	SOC 9.1.47

BV500	11 FU/2 OADU/294	Crashed on landing, Kasfareet 19.4.46
BV501	301 FTU/1 OADU/284	SOC 26.9.46
BV502	301 FTU/1 OADU/393	SOC 9.5.46
BV503	301 FTU/1 OADU	Crashed 30.4.44
BV504	1 OADU/283/284	Hit obstruction on take-off and bellylanded, Bone 6.12.44
BV505	1 OADU/284/293	SOC 9.5.46
BV506	5 OTU	SOC 15.1.47
BV507	269	SOC 29.7.47
BV508	269	SOC 9.1.47
BV509	11 FU/2 OADU/284	Crashed in forced landing near Bone 13.1.45
BV510	1 OADU/283	Crashed on landing, Hal Far 10.4.45
BV511	5 OTU	SOC 9.1.47
BV512	5 OTU/6 OTU	Spun into ground near Kinloss 5.12.45
BV513	284	Crashed in forced landing 6 m N of Elmas 24.7.45
BV514	303 FTU/3 OADU/ME	SOC 31.12.46
BV515	303 FTU/3 OADU/294	SOC 26.9.46
BV516	281/279	SOC 15.1.47
BV517	1 FU/11 FU	SOC 15.1.47
BV518	5 OTU/279	SOC 15.1.47
BV519	269	Undershot landing at Lagens Azores 15.2.45 and not repd
BV520	281	Ditched off Sumburgh 17.11.44
BV521	303 FTU/11 FU/293	Bellylanded at Foggia Main 1.3.45
BV522	11 FU/283	Dived into ground 5 m E of Sidi Ferruch, Algeria 8.3.45
BV523	301 FTU/OADU/FE	SOC 5.6.45
BV524	1 FU/1 OADU/284	DBR when Wellington HF407 blew up, Alghero 13.9.44
BV525	1 FU/1 OADU/FE	SOC 5.6.45
BV526	1 FU/283	SOC 25.1.45
BV527	276/277/ SF Portreath	SOC 29.7.47
BV528	278	Engine caught fire on take-off and aircraft hit trees and blew up, Blake Hall Rly Stn, Essex 15.11.44
BV529	278/12 FU/36 SP	Crashed on take-off, Bahrain 16.2.46
BV530	276	Swung on take-off and hit BV462, Portreath 17.4.44. DBF
BV531	276/277/6 OTU	SOC 20.8.47
HF938	276/277/269/6 OTU	SOC 9.1.47
HF939	5 OTU	To 5675M 9.45
HF940	276/277/269/6 OTU	SOC 15.1.47
HF941	303 FTU	Crashed on overshoot, Talbenny 26.9.44
HF942	303 FTU/FE	SOC 19.7.45
HF943	ASRTU/292	SOC 21.6.45
HF944	282	Hit trees on overshoot, Silloth 8.7.46
HF945	ASRTU/292	SOC 19.7.45
HF946	5 OTU/6 OTU	SOC 29.7.47
HF947	280/294	SOC 20.8.47
HF948	1 FU/1 OADU/293	SOC 9.5.46
HF949	301 FTU/1 OADU/284/283/293	SOC 1.1.47
HF950	282	Ditched 40 m S of Saltee Is Co.Wexford, Eire 12.9.44
HF951	1 FU/303 FTU	SOC 20.8.47
HF952	282	SOC 29.7.47
HF953	1 FU/1 OADU/284	SOC 29.7.47
HF954	1 FU/1 OADU/292	SOC 12.7.45
HF955	1 FU/1 OADU/293	SOC 26.9.46
HF956	301 FTU/1 OADU/284	Burnt out on ground, Ramatuelle 21.8.44
HF957	Mkrs & RAE	Pannier trials; SOC 29.7.47
HF958	301 FTU/1 FU/1 OADU/293	SOC 26.7.45
HF959	282	Ditched in Lyme Bay, Dorset 8.6.44
HF960	276/277/16 FU 6 OTU	SOC 20.8.47
HF961	278/282/279	Hit bank landing at Reykjavik 7.7.45
HF962	278/282/280	SOC 29.7.47
HF963	282/279/281/280	SOC 9.1.47
HF964	282/279	SOC 29.7.47
HF965	ASRTU/3 OADU/FE	SOC 6.9.45
HF966	1 FU/283/294	SOC 29.8.46
HF967	278/282/280	SOC 20.8.47
HF968	278/294	SOC 29.7.47
HF969	282	SOC 29.7.47
HF970	ASRTU/3 OADU/292	SOC 21.6.45
HF971	ASRTU/292/1346 Flt	SOC 19.7.45
HF972	ASRTU/1 OADU/292	SOC 19.7.45
HF973	ASRTU/FE	SOC 28.6.45
HF974	282/281	SOC 9.1.47
HF975	282/281/1346 Flt	SOC 15.1.47
HF976	278/282/280	SOC 29.7.47
HF977	282/280	SOC 29.7.47
HF978	282/279	SOC 15.1.47
HF979	282/280	SOC 29.7.47
HF980	282	Crashed on take-off. Davidstow Moor 31.7.44
HF981	281/279/16 FU/6 OTU	SOC 20.8.47
HF982	282	SOC 31.12.44
HF983	TFU/279	SOC 15.1.47
HF984	5 OTU/280	Crashed on take-off, Beccles 12.4.45
HF985	279/281/280	Overshot landing and retracted undercarriage, Thornaby 29.5.46
HF986	279/281/280	SOC 20.8.47
HF987	5 OTU/280	SOC 15.1.47
HG114	282/520/280	SOC 7.8.46
HG115	280/5 OTU/6 OTU	Undercarriage collapsed on landing, Kinloss 18.2.46
HG116	281/5 OTU/6 OTU	SOC 20.8.47
HG117	281/5 OTU/6 OTU	Overshot landing, Kinloss 8.12.45 and not repaired
HG118	279/281	SOC 29.7.47
HG119	280/281	SOC 29.7.47
HG120	282/281	SOC 29.7.47
HG121	280/5 OTU/6 OTU	Flew into sea in cloud, Moray Firth 13.11.45
HG122	520/5 OTU/6 OTU	SOC 20.8.47
HG123	5 OTU/280	SOC 20.8.47
HG124	ASRTU/3 OADU/FE	SOC 28.6.45
HG125	ASRTU/3 OADU/292	Ditched 6 m SW of Cox's Bazaar, Arakan 13.10.44
HG126	1 FU/FE	SOC 30.8.45
HG127	ASRTU/3 OADU/FE	SOC 28.6.45
HG128	1 FU/FE	SOC 16.8.45
HG129	1 FU/1 OADU/FE	SOC 28.6.45
HG130	282/FE	SOC 25.4.46
HG131	1 FU/293/284	Bellylanded after engine failure, Edku 29.7.45
HG132	1 FU/1 OADU/293/294/284	SOC 1.1.47
HG133	1 FU/292	SOC 5.6.45
HG134	1 FU/1 OADU/283	SOC 20.8.47
HG135	282/520	Overshot landing at Gibraltar 27.2.46 and not repaired
HG136	282/281/280/269/280	Flew into ground near Wooler, Northumberland 23.7.46
HG137	280	To 5774M 1.46
HG138	280/269	SOC 9.1.47
HG139	520	SOC 20.8.47
HG140	280/269	SOC 29.7.47
HG141	Mkrs & Bristols	Testbed; SOC 20.8.47
HG142	279/269/280	Engine caught fire in air over Cornwall 24.6.46. Not repaired
HG143		SOC 27.11.47
HG144	279/281/280	Undercarriage collapsed while taxying, Tain 10.1.46
HG145	280	Crashed on landing, Thornaby 8.7.46
HG146	280	SOC 20.8.47
HG147	280	SOC 20.8.47
HG148	280/269	SOC 9.1.47
HG149	280	SOC 20.8.47
HG150	280	SOC 15.1.47

HG151	279/281/280	SOC 20.8.47
HG152	280	To 5068M 3.45
HG153	280	SOC 21.8.47
HG154	280	SOC 20.8.47
HG155	282/520/280	SOC 20.8.47
HG156	280/269/280	SOC 29.7.47
HG169	279/281	SOC 29.7.47
HG170	279/281/280	SOC 20.8.47
HG171	279/269/280	SOC 20.8.47
HG172	281	SOC 29.7.47
HG173	279/6 OTU/280	SOC 20.8.47
HG174	251/269/280	SOC 20.5.47
HG175	280	SOC 20.8.47
HG176	279/281/280	SOC 20.8.47
HG177	279/6 OTU/280	SOC 20.8.47
HG178	280	SOC 20.8.47
HG179	251/269/520	SOC 20.8.47
HG180	279/280	SOC 20.8.47
HG181	279/6 OTU	SOC 21.8.47
HG182	280	SOC 20.8.47
HG183	281	SOC 4.9.45
HG184	251	SOC 9.1.47
HG185	520	SOC 20.8.47
HG186	520/ASWDU	SOC 20.8.47
HG187	280	SOC 20.8.47
HG188	5 OTU/280	SOC 20.3.47
HG189	279	Overshot emergency landing, Dyce and DBF 16.5.45
HG190	5 OTU/280	SOC 29.7.47
HG191	-	SOC 21.8.47
HG192	280/269	SOC 9.1.47
HG193	279/281	SOC 29.7.47
HG207	279	SOC 20.8.47
HG208	276/277/280	SOC 20.8.47
HG209	279	Missing 12.1.45
HG210	282/279	Ditched in North Sea 20.11.44
HG211	280	SOC 29.7.47
HG212	279	SOC 15.1.47
HG213	281	SOC 29.7.47
HG214	279/280	SOC 20.8.47
HG215	AAEE	SOC 5.8.47
HG216	Mkrs & RAE	SOC 20.8.47
HG217	AAEE	SOC 21.8.47
HG218	AFEE/TFU	Overshot emergency landing, Shobdon 21.6.46 and not repaired
HG219	525/167	Caught fire starting up 31.8.45
HG220	525/167	SOC 5.8.47
HG221	167	SOC 5.8.47
HG222	2 OADU/BBCS	SOC 28.2.46
HG223	525	SOC 5.8.47
HG224	525	SOC 5.8.47
HG225	301	Overshot abandoned take-off, Chedburgh 22.11.45 and DBR
HG226	525/301	Spun into ground 20 m S of Lyon, France 27.7.45
HG227	525/167	SOC 5.8.47
HG228	525/167	SOC 20.8.47
HG229	525/167	Crashed on landing, Holmsley South 7.2.45
HG230	525/167	SOC 5.8.47
HG231	525/167/304	SOC 5.8.47
HG232	525	SOC 5.8.47
HG233	525/304	Overshot landing, Chedburgh 7.1.46 and not repaired
HG234	167	SOC 26.6.46
HG235	BBCF/167	Bellylanded at Le Bourget 22.6.45 and DBF
HG236	301	SOC 20.8.47
HG237	167	SOC 5.8.47
HG238	11 FU/2 OADU/FE/304	SOC 5.8.47
HG239	11 FU/2 OADU/FE	SOC 31.1.46
HG240	3 APU/7 FPP	Crashed into Wellington NB951 on landing, Llandow 17.10.44
HG241	11 FU/12 FU/FE	SOC 31.1.46
HG242	301	Crashed in forced landing 8 m E of Corinth, Greece 21.9.45
HG243	11 FU/2 OADU/BBCS	Crashed in emergency landing, Cox's Bazaar 6.4.45
HG244	11 FU/2 OADU/BBCS/352 MU	Crashed on landing, Phaphamau 30.10.45
HG245	11 FU/2 OADU/9 FU	Undercarriage collapsed on landing, Kalemyo, Burma 17.2.41
HG246	11 FU/FE/304	SOC 20.8.47
HG247	11 FU/2 OADU/BBCS	Bellylanded on approach, Baigachi 28.2.45
HG248	Napiers	Sabre VI testbed; SOC 16.2.49
HG249	11 FU/2 OADU/BBCS	SOC 28.3.46
HG250	11 FU/221 Gp CS	Overshot landing, Nyaungu 27.4.45
HG251	11 FU/2 OADU/FE	SOC 16.8.45
HG252	AAEE	SOC 5.8.47
HG253	11 FU/2 OADU/224 Gp CS	Crashed on landing, Cox's Bazaar 4.5.45
HG254	Mkrs	SOC 25.6.47
HG255	11 FU/2 OADU/BBCS	SOC 31.1.46
HG256	11 FU/BBCS/224 Gp CS	SOC 14.3.46
HG271	-	SOC 5.8.47
HG272	2 OADU/FE	SOC 31.1.46
HG273	11 FU/12 FU/BBCS/224 Gp CS/304	Stalled on approach, Chedburgh 18.1.46
HG274	11 FU/2 OADU/BBCS	SOC 14.3.46
HG275	301	SOC 15.1.47
HG276	301/304	SOC 5.8.47
HG277	297	SOC 5.3.46
HG278	167	SOC 5.8.47
HG279	167	SOC 20.8.47
HG280	167	SOC 20.8.47
HG281	301	Overshot landing at Beldringe, Fyn, Denmark 15.11.45
HG282	167/304	SOC 5.8.47
HG283	167	SOC 5.8.47
HG284	167	SOC 20.8.47
HG285	167	SOC 20.8.47
HG286	167	SOC 5.8.47
HG287	167	Overshot landing at Holmsley South 17.1.45
HG288	2 OADU/BBCS	SOC 2.8.45
HG289	301	SOC 5.8.47
HG290	2 OADU/11 FU	Crashed on take-off, Luqa 16.12.44
HG291	BBCS/167	Overshot landing at Pomigliano 20.1.46 and not repaired
HG292	304	SOC 20.8.47
HG293	301	SOC 15.1.47
HG294	301/304	SOC 5.8.47
HG295	301/304	SOC 20.8.47
HG296	301	SOC 20.8.47
HG287	301/304	SOC 5.8.47
HG298	301/304	SOC 28.3.46
HG299	301	Ditched in Flensburger Fohrde 17.11.45
HG300	304	SOC 20.8.47
HG301	167	SOC 5.8.47
HG302	167	SOC 5.8.47
HG303	-	SOC 5.8.47
HG304	-	SOC 5.8.47
HG305	167	SOC 5.8.47
HG306	Short & Harland	SOC 5.8.47
HG307	304/301/304	SOC 20.8.47
HG320	167	SOC 5.8.47
HG321	167	SOC 20.8.47
HG322	301	Crashed on take-off, Flensburg 1.12.45
HG323	167	SOC 20.8.47
HG324	304	SOC 20.8.47
HG325	167	SOC 5.3.46
HG326	304	SOC 20.8.47
HG327	301	SOC 5.8.47
HG328	-	SOC 5.8.47
HG329	304	Engine caught fire on take-off, Bordeaux 11.2.46; not repaired
HG330	304	Damaged landing at Chedburgh 28.1.46 and not repaired
HG331	301	SOC 21.8.47
HG332	304/301/304	SOC 20.8.47
HG333	-	SOC 27.11.47
HG334	304	SOC 20.8.47
HG335	304	SOC 20.8.47
HG336	Mkrs/304	SOC 26.6.46
HG337	304	SOC 5.8.47
HG338	304	SOC 26.6.46
HG339	11 FU/304	SOC 5.8.47
HG340	304	SOC 20.8.47
HG341	Centaurus Flt	Centaurus 130 testbed
HG342	Mkrs/Centaurus Flt	Centaurus XII testbed; crashed on test 14.10.44

HG343	Centaurus Flt	Cent XII and 57 testbed
HG344	Centaurus Flt	SOC 1.8.47
HG345	Centaurus Flt	Cent XII testbed; SOC 24.6.47
HG346	-	SOC 21.8.47
HG347	EANS/EAAS/CGS	SOC 21.8.47
HG348	524	SOC 15.1.47
HG349	26 OTU	SOC 20.8.47
HG350	26 OTU/BDU	SOC 1.8.47
HG351 to		
HG355	-	SOC 15.1.47
HG356	-	SOC 1.8.47
HG357 to		
HG360	-	SOC 15.1.47
HG361	Mkrs & RAE	Swung on landing, Farnborough 31.7.45 and DBR
HG362	Mkrs & AAEE	SOC 20.8.47
HG363	Mkrs & AAEE	SOC 11.11.47
HG364	Mkrs	Crashed on test 5.1.45
HG365	Mkrs /ASWDU	SOC 25.2.47
HG384	-	SOC 15.1.47
HG385	-	SOC 20.8.47
HG386	-	SOC 1.8.47
HG387	-	SOC 15.1.47
HG388 to		
HG390	-	SOC 20.8.47
HG391	-	SOC 21.8.47
HG392 to		
HG394	-	SOC 1.8.47
HG395	-	SOC 15.1.47
HG396	-	SOC 20.8.47
HG397	-	SOC 15.1.47
HG398	-	SOC 1.8.47
HG399	16 FU/Valley	SOC 1.8.47
HG400	-	SOC 1.8.47
HG401	-	SOC 21.8.47
HG402	6 OTU	SOC 20.8.47
HG403 to		
HG405	-	SOC 1.8.47
HG406	-	SOC 20.8.47
HG407	-	SOC 21.8.47
HG408	-	SOC 15.1.47
HG409	-	SOC 1.8.47
HG410	Hdlq Sqn	SOC 20.8.47
HG411	-	SOC 1.8.47
HG412	-	SOC 20.8.47
HG413	-	SOC 1.8.47
HG414	CCIS/38	SOC 21.8.47
HG435	-	SOC 15.1.47
HG436	-	SOC 20.8.47
HG437	-	SOC 1.8.47
HG438	-	SOC 20.8.47
HG439	-	SOC 21.8.47
HG440	-	SOC 1.8.47
HG441	16 FU/Valley	SOC 20.8.47
HG442	6 OTU	SOC 20.8.47
HG443	6 OTU	SOC 21.8.47
HG444	-	SOC 20.8.47
HG445	-	SOC 1.8.47
HG446	6 OTU	SOC 20.8.47
HG447	6 OTU	SOC 21.8.47
HG448	6 OTU	SOC 9.1.47
HG449	16 FU/Valley	SOC 20.8.47
HG450	6 OTU	SOC 20.8.47
HG451	6 OTU	SOC 20.8.47
HG452	CCIS	SOC 20.8.47
HG453	6 OTU	SOC 20.8.47
HG454	-	SOC 20.8.47
HG455	-	SOC 21.8.47
HG456	-	SOC 21.8.47
HG457 to		
HG459	-	SOC 15.1.47
HG476 to		
HG480	-	SOC 15.1.47
HG481	6 OTU	SOC 9.1.47
HG482	6 OTU	SOC 20.8.47
HG483	6 OTU	SOC 21.8.47
HG484 to		
HG486	-	SOC 15.1.47
HG487	6 OTU	SOC 20.8.47
HG488	-	SOC 15.1.47
HG489	-	SOC 1.8.47
HG490	-	SOC 20.8.47
HG491	-	SOC 21.8.47
HG492 to		
HG494	-	SOC 1.8.47
HG495	-	SOC 15.1.47
HG496	-	SOC 1.8.47
HG497	-	SOC 15.1.47
HG498	-	SOC 21.8.47
HG499	-	SOC 21.8.47
HG500	Mkrs	SOC 15.1.47
HG501	-	SOC 21.8.47
HG502	-	SOC 21.8.47
HG503	-	SOC 15.1.47
HG504	-	SOC 21.8.47
HG505	-	SOC 21.8.47
HG506	-	SOC 15.1.47
HG507	-	SOC 21.8.47
HG508	-	SOC 7.11.46
HG509	-	SOC 1.8.47
HG510	-	SOC 1.8.47
HG511	-	SOC 1.8.47
HG512	-	SOC 21.8.47
HG513 to		
HG520	-	SOC 1.8.47
HG521 to		
HG525	-	SOC 20.8.47
HG539	-	SOC 20.8.47
LM777	TFU	SOC 7.8.47
LM778	621	SOC 21.8.47
LM779	ME	SOC 20.8.47
LM780	-	SOC 20.8.47
LM781	17 SAAF	To SAAF 18.10.45
LM782	621	Overshot landing at Aqir 25.12.45
LM783	ME	SOC 31.10.46
LM784	ME	SOC 21.8.47
LM785	ME	SOC 27.2.47
LM786	621	SOC 31.12.46
LM787	-	SOC 7.8.47
LM788	ME	SOC 31.10.46
LM789	Mkrs	SOC 7.8.47
LM790	179/JASS	SOC 6.11.47
LM791	179/JASS	Crashed on landing, Ballykelly 28.5.46
LM792	179	SOC 7.8.47
LM793	179	SOC 20.8.47
LM794	179	SOC 20.8.47
LM795	179	SOC 20.8.47
LM796	179	SOC 20.8.47
LM797	179	SOC 20.8.47
LM798	TFU/ASWDU	SOC 31.5.50
LM799 to		
LM803	-	SOC 20.8.47
LM817	-	SOC 7.8.47
LM818	179/1 FU/TFU	SOC 31.5.50
LM819	-	SOC 20.8.47
LM820	6 OTU	SOC 24.6.48
LM821 to		
LM826	-	SOC 21.8.47
LM827	-	SOC 20.8.47
LM828	-	SOC 15.1.47
LM829	-	SOC 20.8.47
LM830	-	SOC 15.1.47
LM831	6 OTU	SOC 21.8.47
LM832	Mkrs	SOC 7.8.47
LM833	16 FU	SOC 21.8.47
LM834	16 FU/ME	SOC 21.8.47
LM835	16 FU/621	SOC 31.10.46
LM836	16 FU/ME	SOC 31.10.46
LM837	16 FU/621	SOC 31.10.46
LM838	16 FU/ME	SOC 21.8.47
LM839	16 FU/ME	SOC 30.4.47
LM840	16 FU/621	SOC 21.8.47
LM841	16 FU/ME	SOC 27.2.47
LM842	16 FU/621	SOC 31.12.46
LM843	16 FU/621	SOC 7.8.47
LM844	16 FU/ME	SOC 30.4.47
LM845	-	SOC 7.8.47
LM846	ME	SOC 31.12.46
LM847	16 FU	SOC 7.8.47
LM848	16 FU/ME	SOC 31.10.46
LM849	16 FU	SOC 21.8.47
LM850	16 FU/ME	SOC 21.8.47
LM851	16 FU	SOC 7.8.47
LM852	16 FU/ME	SOC 31.10.46
LM853	16 FU	SOC 27.11.47
LM854	16 FU	Crashed on landing, Dunkeswell 19.12.45
LM855	Mkrs & RAE/TFU/AFDE	SOC 22.11.49
LM856	16 FU	SOC 7.8.47
LM857	16 FU	SOC 7.8.47
LM858	16 FU	SOC 7.8.47
LM870	16 FU	SOC 7.8.47
LM871	16 FU	SOC 7.8.47
LM872	-	SOC 7.8.47

LM873	16 FU	SOC 27.11.47
LM874	16 FU	SOC 7.8.47
LM875	16 FU	SOC 7.8.47
LM876	16 FU	SOC 7.8.47
LM877	-	SOC 7.8.47
LM878	-	SOC 7.8.47
LM879	16 FU	SOC 27.11.47
LM880 to		
LM887	-	SOC 7.8.47
LM888	-	SOC 21.8.47
LM889	-	SOC 15.1.47
LM890 to		
LM894	-	SOC 7.8.47
LM895	-	SOC 15.1.47
LM896	-	SOC 20.8.47
LM897 to		
LM901	-	SOC 7.8.47
LM902 to		
LM909	-	SOC 20.8.47
PN697	Mkrs & AAEE	SOC 7.8.47
PN698	AAEE	SOC 20.8.47
PN699	RAE	SOC 7.8.47
PN700	Mkrs	SOC 26.12.46
PN701	AAEE	SOC 7.8.47
PN702	ECFS	SOC 7.8.47
PN703	-	To G-AGLD 30.8.44; ret'd 7.46 and SOC 25.4.47
PN704	17 SAAF/27 SAAF	To SAAF 6.9.45
PN705	CCDU/6 OTU/JASS	SOC 7.3.47
PN706	17 SAAF	To SAAF 6.9.45
PN707	17 SAAF	To SAAF 6.9.45
PN708	179	SOC 21.8.47
PN709	179	Crashed on take-off, St.Eval 14.12.44
PN710	AAEE	SOC 15.1.47
PN711	179	SOC 7.8.47
PN712	179	SOC 7.8.47
PN713	17 SAAF	To SAAF 6.9.45
PN714	179	SOC 7.8.47
PN715	179	Crashed in emergency landing, St.Eval 18.5.45
PN716	179	SOC 9.1.47
PN717	179	SOC 7.8.47
PN718	6 OTU	SOC 20.8.47
PN719	179/6 OTU	SOC 20.8.47
PN720	17 SAAF	To SAAF 6.9.45
PN721	179	SOC 7.8.47
PN722	179	SOC 28.11.46
PN723	17 SAAF/27 SAAF	SOC 29.8.46
PN724	-	SOC 27.11.47
PN725	11 FU	Crashed on landing, Talbenny 28.2.45
PN739	179	SOC 7.8.47
PN740	27 SAAF/ASWDU	SOC 13.12.46
PN741	27 SAAF/17 SAAF	To SAAF 18.10.45
PN742	17 SAAF/27 SAAF	SOC 11.10.45
PN743	179	SOC 9.1.47
PN744	179	Crashed on landing, St.Eval 8.10.45
PN745	27 SAAF	To SAAF 18.10.45
PN746	179	SOC 7.8.47
PN747	179/6 OTU	SOC 21.8.47
PN748	179	SOC 7.8.47
PN749	179/6 OTU	Overshot landing at Leuchars 16.5.46
PN750	179	Crashed after high speed stall, St.Columb Major, Cornwall 31.12.44
PN751	27 SAAF	SOC 31.10.46
PN752	27 SAAF	SOC 31.10.46
PN753	27 SAAF/621	SOC 31.10.46
PN754	17 SAAF/27 SAAF	Spun into ground during fighter affiliation exercise near Gianiclis 17.4.45
PN755	17 SAAF/27 SAAF/621	SOC 21.8.47
PN756	27 SAAF	SOC 31.10.46
PN757	17 SAAF	To SAAF 6.9.45
PN758	27 SAAF	SOC 31.10.46
PN759	27 SAAF	SOC 31.10.46
PN760	Mkrs & AAEE	SOC 7.8.47
PN761	27 SAAF/621	SOC 31.12.46
PN762	11 FU	Overshot emergency landing, St.Mawgan 20.3.45 and DBR
PN763	27 SAAF/621/160 MU	Presumed crashed off Cornish coast on ferry flight 27.8.46
PN764	27 SAAF/17 SAAF	To SAAF 18.10.45
PN765	27 SAAF	SOC 31.10.46
PN766	27 SAAF/17 SAAF	SOC 31.10.46
PN767	27 SAAF/17 SAAF/621	SOC 29.8.46
PN768	27 SAAF/17 SAAF	To SAAF 6.9.45
PN769	17 SAAF/27 SAAF	SOC 29.8.46
PN770	17 SAAF	SOC 29.8.46
PN771	621	SOC 31.10.46
PN772	Mkrs/TRE	SOC 7.8.47
PN773	-	Crashed on test 2.1.45
PN774	-	SOC 20.8.47
PN775	17 SAAF	To SAAF 6.9.45
PN776	16 FU	Ditched 10 m E of Scarweather Light, Bristol Channel 9.11.45
PN777	-	Crashed on test 1.2.45
PN778	-	Crashed on test 6.1.45
PN779	17 SAAF	To SAAF 6.9.45
PN780	-	Crashed on test 27.3.45
PN781	11 FU/17 SAAF	To SAAF 6.9.45
PN782	17 SAAF	SOC 31.10.46
PN796	Mkrs/ASWDU	Crashed on landing, Thorney Island 9.3.46
PN797	17 SAAF	To SAAF 6.9.45
PN798	16 FU/621	SOC 31.12.47
PN799	17 SAAF	To SAAF 6.9.45
PN800	179	Ditched off Trevose Head, Cornwall 31.5.45
PN801	179	SOC 20.8.47
PN802	179	SOC 20.8.47
PN803	179/6 OTU	SOC 21.8.47
PN804	179/6 OTU	SOC 20.8.47
PN805	179	SOC 20.8.47
PN806	-	Crashed on test flight at No.32 MU, 12.6.45
PN807	179	SOC 9.1.47
PN808	179/6 OTU	SOC 21.8.47
PN809	179	SOC 19.8.47
PN810	179/6 OTU	SOC 21.8.47
PN811	179	SOC 7.8.47
PN812	16 FU/ME	SOC 21.8.47
PN813	ME	SOC 21.8.47
PN814	621	Crashed on landing, Cairo West 18.3.46
PN815	ME	SOC 31.10.46
PN816	27 SAAF	Crashed on landing, Heliopolis 10.11.45
PN817	621	SOC 2.5.47
PN818	-	SOC 31.10.46
PN819	11 FU	SOC 21.8.47
PN820	621	SOC 21.8.47
PN821	ME	SOC 21.8.47
PN822	TRE/ASWDU	SOC 6.11.47
PN823	621	SOC 28.3.46
PN824	621	Undercarriage collapsed on landing, Ein Shemer 11.6.46
PN825	269/280	SOC 21.8.47
PN826	Mkrs	Crashed on test 7.6.45
PN827	Mkrs	SOC 29.7.47
PN828	520	SOC 20.8.47
PN829 to		
PN839	-	SOC 29.7.47
PN853 to		
PN861	-	SOC 29.7.47
PN862	269/280	SOC 29.7.47

Cancelled aircraft

HG538	LM980 to LM997
HG540 to HG585	PN863 to PN898
HG599 to HG633	PN910 to PN952
LM769 to LM776	PN964 to PN996
LM910 to LM913	
LM927 to LM968	

LOCKHEED NEPTUNE IN ROYAL AIR FORCE SERVICE

During the last years of World War Two, RAF Coastal Command had become a well-equipped and efficient force, fully capable of mounting and maintaining a prolonged offensive against enemy maritime forces. The immediate post-war years drastically changed that state of affairs very quickly; first of all, the Americans recalled all the Lend-Lease B-24 Liberator and B-17 Fortress aircraft that had been the backbone of the force and, secondly, the rapid run-down of RAF strength due to demobilisation saw Coastal Command reduced to a token force incapable of mounting any real offensive.

Immediately after the war, some late-production Lancaster B.3 aircraft were sent to Cunliffe-Owen Ltd at Eastleigh for conversion to search and rescue aircraft equipped with airborne lifeboats, to be called the Lancaster ASR.3, and in 1947 some of these had to be hastily converted to Lancaster General Reconnaissance Mk.3 aircraft to give Coastal Command an aircraft to carry out its maritime task. When the full state of Coastal Command's unpreparedness was realised, A.V.Roe & Co was given an "off the drawing board" order for 29 of its new maritime aircraft, the Shackleton, and plans were made to modify the Lancaster GR.3 to full maritime reconnaissance standards. These modifications were carried out in 1949 by Armstrong-Whitworth and included the removal of the dorsal turret and fitment of ASV radar.

The spanner was really thrown in the works in 1949 with the formation of the North Atlantic Treaty Organisation (NATO). Under this treaty the British were given vast areas of sea to patrol. Coastal Command was completely incapable of achieving this and the RAF chiefs had to acquire rapidly some aircraft with which to fulfil the British NATO commitments. The only modern maritime aircraft in production in the world at that time was the Lockheed P2V Neptune but this was covered by American "Top Security" restrictions and was not available for export. Top-level talks between the British and American Governments highlighted the British predicament and the threat of weakness in the newly-formed NATO defence system. A way round the security restrictions was found by making available a number of Neptunes under a Mutual Defence Aid Pact. In the spring of 1951, a new version of the Neptune, the P2V-5, was announced and at the same time the RAF order for 52 aircraft, plus nine for the RAAF, was revealed. To give some idea of the importance placed on RAF needs, out of 424 P2V-5 aircraft built, the RAF received Nos.28 and 29 and the complete order of 52 was delivered by No.170.

The aircraft allocated to the RAF were given USAF serials instead of the normal BuAer numbers of the USN, these being 51-15914 to 51-15965. The maker's constructor's numbers were 5028-29, 5050, 5056, 5063, 5070, 5095-99, 5105-09, 5117-21, 5131-35, 5145-70. The first two aircraft had their USAF serials replaced by the RAF serials WX493 and WX494 before delivery but the remaining aircraft were ferried over the Atlantic to Prestwick by volunteer USAF crews still bearing USAF serials and these carried these serials for several months before being exchanged for RAF serials in the blocks WX495-529 and 542-556. The numbers were not exchanged in sequence however, as the list at the end shows, and some of the allocations are still not known.

It must be emphasised from the start that the Neptune was never considered by the RAF as anything other than a stop-gap aircraft until sufficient numbers of the home-produced Avro Shackletons became available to carry out Coastal Command's commitments and when that happened the Neptunes would be returned to America.

Two RAF crews started conversion courses at Burbank, California, in September 1951 and they ferried the first two aircraft across the Atlantic to St.Eval on 13 January 1952, hence the change to RAF serials before the flight. The next day, No.217 Squadron was formed at St.Eval to operate the Neptune and to carry out RAF service trials. Experts from Lockheeds and Wrights, the

engine manufacturer, helped the RAF introduce the aircraft into service. The squadron moved up to Kinloss on 7 April 1952in order to be at the same base as the Operational Conversion Unit that was to train future pilots on the type. A serious lack of spares curtailed flying until July, when four more aircraft were delivered to Prestwick and service trials started. In October, a Ground Training Unit manned by US Navy staff arrived from America and conversion of future OCU instructors was begun, the Neptune "Wing" of No.236 OCU being established in November when four more aircraft were delivered.

The first personnel to pass through the newly-formed OCU were from a small Fighter Command unit called Vanguard Flight that had been formed on 1 November 1952 to carry out airborne early-warning trials for the RAF, the Neptune being the first aircraft the RAF had received which had radar good enough for AEW work. Their conversion started on 12 November, three aircraft (WX499-501) being delivered on 20 November and used for conversion flying and the unit was operational by the end of the year with three crews.

The first nine aircraft received had the standard Aero 9B nose unit fitted with an Emerson ball turret containing two 20 mm cannon but the fourth aircraft delivered in November (WX502) and all subsequent aircraft had Aero 9C nose units, which were slightly longer with better ventilation to the ball turret. The extra nose length gave the aircraft better balance and stability, so the "short-nose" aircraft were given to the OCU and No.217 re-equipped with "long-nose" aircraft when they were delivered.

Due to the fact that the RAF considered the Neptune with its two engines to be unsuitable for long Atlantic patrols, it had been decided that it would cover the in-shore areas and the North Sea and therefore Topcliffe, in North Yorkshire, had been selected as the second Neptune base. No.210 Squadron moved there in September 1952 from St.Eval, equipped with Lancaster MR.3s. In December they discarded the Lancasters and the squadron personnel moved to Kinloss to convert to Neptunes. After conversion, the squadron received its first aircraft at Topcliffe on 21 February 1953 and was operational with eight aircraft by May 1953. At the beginning of 1953, No.203 Squadron discarded its Lancasters at St.Eval and moved to Topcliffe, the squadron personnel starting conversion at Kinloss in February. This squadron was also operational with eight aircraft in May but then three crews were posted to form the nucleus of No.36 Squadron when it was reformed at Topcliffe on 1 July 1953. Newly-converted pilots were posted in from the OCU to bring the squadrons up to strength and No.36 borrowed three aircraft from No.210 (WX515, 526 and 529) and two from No.203 (WX524 and 525) until its own aircraft were available, the first being delivered on 10 August and the last on 5 February 1954. The small Fighter Command unit was redesignated No.1453 Flight at Kinloss on 1 June 1953 and four days later moved down to Topcliffe.

The Lockheed P2V-5 was called the Neptune MR.1 by the RAF and retained the Midnite Blue overall finish of the US Navy; there was a red band round the fuselage in line with the propellors with white serials under the wings and on the rear fuselage. The squadron identification letter was painted to the rear of the fuselage roundel, with the aircraft letter ahead of it, in large white letters. The squadron letters were as follows:
No.236 OCU "C"; No.217 Squadron "A" (aircraft A-H) at Kinloss: No.203 Squadron "B" (aircraft J-Q), No.210 Squadron "L" (aircraft R-Z); No.36 Squadron "T" (aircraft A-H) at Topcliffe and Vanguard/No.1453 Flight had no code (aircraft 2-4). In 1956 the markings scheme had changed. The squadron number was painted on the fuselage side ahead of the roundel and the aircraft on the side of the nose and at the top of the fin. No.217 Squadron used plain white paint for these markings, as did No.1453 Flight, but the three Topcliffe squadrons used coloured paint outlined in white, No.36 Squadron green, No.203 Squadron yellow and No.210 Squadron red. Incidentally, No.1453 Flight did not paint the unit number on the fuselage side but repeated the aircraft number there instead.

Unit Allocations

No.36 Squadron

WX502	June 1954-July 1956	WX545 (TC)(C)	Sep 1943-Oct 1956
WX515	July 1953-Dec 1953	WX546 (TD)(D)	Sep 1953-Nov 1956
WX521(TB)	Aug 1956-Feb 1957	WX547 (TE)(E)	Mar 1954-Mar 1954
WX522	Aug 1956 -Feb 1957		Jul 1954-Jan 1956
WX524	July 1953-Sep 1953	WX548 (TE)	Sep 1953-Sep 1954
WX525	July 1953-Sep 1953	WX550 (TA)(A)	Aug 1953-Aug 1956
WX526	July 1953-Dec 1953	WX552 (TH)(H)	Feb 1954-Aug 1956
WX529	July 1953-Sep 1953	WX553 (TF)(F)	Sep 1953-Feb 1957
WX543 (E)	Feb 1956 -Feb 1957	WX555 (TG)(G)	Dec 1953-Feb 1957
WX544 (TB)(B)	Aug 1953 -Sep 1956	WX556 (H)	Aug 1956-Feb 1957

No.203 Squadron

WX518 (BJ)(J)	Mar 1953-Aug 1956	WX523 (BO)(O)	Apr 1953-Aug 1956
WX519 (BM)(M)	Apr 1953-Aug 1956	WX524 (BP)(P)	Apr 1953-July 1953
WX520 (BK)(K)	Apr 1953-Aug 1956		Sep 1953-Aug 1956
WX521 (BL)(L)	Apr 1953-Aug 1956	WX525 (BQ)(Q)	Apr 1953-July 1953
WX522 (BN)(N)	Apr 1953-Aug 1956		Sep 1953-Aug 1956

No.210 Squadron

WX514 (LR)(R)	Feb 1953-Aug 1956	WX526 (LX)(X)	Apr 1953-July 1953
WX515 (LS)(S)	Mar 1953-July 1953		Dec 1953-Aug 1956
	Dec 1953-Jan 1957	WX527 (LW)(W)	Apr 1953-Jan 1957
WX516 (LT)(T)	Mar 1953-Jan 1957	WX528 (LY)	Apr 1953-Nov 1955
WX517 (LU)(U)	Mar 1953-Aug 1956	WX529 (LV)(V)	Apr 1953-July 1953
WX519 (U)	Aug 1956-Jan 1957		Sep 1953-Jan 1957
WX523 (X)	Aug 1956-Jan 1957	WX548	Sep 1954-Dec 1954
WX524 (R)	Aug 1956-Jan 1957	WX556 (Z)	Jan 1956-Aug 1956
WX525 (Y)	Aug 1956-Jan 1957		

No.217 Squadron

WX493 (AA)	Jan 1952-Apr 1954	WX509 (AC)(C)	Mar 1953-Mar 1957
WX494 (AB)	Jan 1952-Mar 1953	WX510 (AD)	Mar 1953-Oct 1955
WX495	Jul 1952-Mar 1953	WX511 (AF)(F)	Mar 1953-Jan 1957
WX496	Jul 1952-Mar 1953	WX512 (AB)(B)	Mar 1953-Mar 1957
WX497 (AC)	Jul 1952-Mar 1953	WX513 (AG)(G)	Mar 1953-Mar 1957
WX498	Jul 1952-Mar 1953	WX528 (AD)(D)	Nov 1955-Sep 1956
WX502	Nov 1952-Dec 1952	WX544 (D)	Sep 1956-Mar 1957
WX503	Dec 1952-Dec 1952	WX548 (E)	Jul 1956-Mar 1957
WX504(AA)(AH)(H)	Dec 1952-Sep 1956	WX549 (A)	May 1956-Mar 1957
WX505(AB)(AJ)(J)	Dec 1952-Mar 1957	WX554 (AA)	Jul 1953-Oct 1956

No.236 Operational Conversion Unit

WX493	Apr 1954-Oct 1954	WX509	Feb 1953-Mar 1953
WX494 (CL)	Mar 1953-Apr 1954	WX510	Feb 1953-Mar 1953
WX495 (CK)	Mar 1953-Sep 1956	WX511	Feb 1953-Mar 1953
WX496 (CJ)	Mar 1953-Sep 1956	WX512	Feb 1953-Mar 1953
WX497 (CH)	Mar 1953-Sep 1956	WX513	Feb 1953-Mar 1953
WX498 (CM)	Mar 1953-Oct 1954	WX548 (CZ)	Dec 1954-July 1956
WX502 (CB)	Dec 1952-July 1954	WX549 (CN)	Jul 1953-Oct 1954
WX503 (CO)	Dec 1952-Oct 1954	WX551 (CD)	Aug 1953-Sep 1956
WX506 (CD)	Jan 1953-Oct 1954	WX552	Aug 1953-Feb 1954
WX507 (CF)	Jan 1953-Aug 1954	WX555	Aug 1953-Dec 1953
WX508 (CG)	Jan 1953-Oct 1954		

Vanguard/1453 Flight

WX499 (2)	Nov 1952-June 1956	WX501 (4)	Nov 1952-June 1956
WX500 (3)	Nov 1952-Apr 1953	WX542 (3)	Apr 1953-Jan 1954
	Jun 1954-June 1956	WX547 (3)	Mar 1954-July 1954

Ministry of Supply

WX494	Apr 1954-Oct 1954	WX507	Aug 1954-May 1956 (Trial mod acft)

Two of the RAF Neptunes were completely destroyed in crashes, with all crew members killed. WX510"AD" of No.217 Squadron crashed into the North Atlantic on 13 October 1955 while on SAR duties and WX545"C" of No.36 Squadron crashed into the Mull of Kintyre on 10 October 1956 while on detachment to the Joint Anti-submarine School in Northern Ireland. Four other Neptunes were damaged beyond repair in landing accidents, WX511"F" of No.217 Squadron, WX542 "3" of No.1453 Flight, WX546"D" and WX547"E", both of No.36 Squadron.

In 1956 it was decided that there were sufficient numbers of Shackletons available to carry out Coastal Command's committments and plans were made for the withdrawal of Neptunes. On 1 September 1956, No.203 Squadron disbanded at Topcliffe, followed by No.210 on 31 January 1957 and No.36 on 28 February 1957. At Kinloss, the Neptune Wing of the OCU had disbanded in the autumn of 1956 and No.217 followed on 31 March 1957. The Fighter Command unit had been transferred to Coastal Command on 15 August 1955 and disbanded on 30 June 1956. Serviceable Neptunes were flown to No.22 MU at Silloth in Cumberland.

Of the 52 aircraft supplied to the RAF, two were totally destroyed in crashes, 28 were sold as scrap and 22 left the country to be overhauled for further service elsewhere. Eight of the 22 were acquired by the Argentine Naval Commission on 6 March 1958 for service with Patrol Squadron 1 after being overhauled in the Netherlands by Aviolanda. The remaining 14 were flown back across the Atlantic to the Military Storage and Disposition Centre at Davis-Monthan AFB in Arizona. These were refurbished by Lockheed and sold to the Brasilian Air Force to be operated by 7 Group at Salvador Air Base, redesignated P-15 and numbered 7000 to 7013 (in sequence with the RAF serials).

Units equipped with the Neptune were:

No.36 Squadron was reformed at Topcliffe on 1 July 1953 and disbanded on 28 February 1957.

No.203 Squadron began conversion in February 1953 and became operational at Topcliffe in May. Disbanded 1 September 1956.

No.210 Squadron began conversion in December 1952 and became operational at Topcliffe in May 1953, disbanding on 31 January 1957.

No.217 Squadron reformed with Neptunes at St.Eval on 14 January 1952 and moved to Kinloss on 7 April 1952. Disbanded at Kinloss on 31 March 1957.

Vanguard Flight/No.1453 Flight was formed at Kinloss on 1 November 1952 under Fighter Command control and received its aircraft on 20 November. Redesignated No.1453 Flight on1 June 1953 and moved to Topcliffe on 5 June. Transferred to Coastal Command on 1 August 1955 and disbanded on 30 June 1956.

No.236 Operational Conversion Unit at Kinloss received its first two Neptunes on 23 December 1952 and its Neptune wing disbanded in the autumn of 1956.

The Air-Sea Warfare Development Unit carried out trials on Neptunes with aircraft loaned from the squadrons (WX494 was one).

The main Neptune bases were:
Kinloss, Morayshire 25 miles ENE of Inverness
Topcliffe, Yorkshire 2 miles SW of Thirsk
St.Mawgan, Cornwall 4 miles NE of Newquay

Service use

RAF Serial	USAF Serial	C/n	Delivered	Units	Fate
WX493*	51-15914	5028	13.1.52	217/236 OCU	SOC 8.8.57
WX494*	51-15915	5029	13.1.52	217/236 OCU/MoS	SOC 8.8.57
WX495*	51-15917	5056	3.7.52	217/236 OCU	SS 11.11.58(AR)
WX496*	51-15918	5063	3.7.52	217/236 OCU	SS 11.11.58(AR)
WX497*	51-15919	5070	1.7.52	217/236 OCU	SS 22.9.58(LM)
WX498*	51-15916	5050	29.7.52	217/236 OCU	SOC 8.8.57
WX499*	51-15921	5096	20.11.52	Vanguard/1453 Flt	SS 22.9.58(LM)
WX500*	51-15922	5097	20.11.52	Vanguard/1453 Flt	SS 22.9.58(LM)
WX501*	51-15923	5098	20.11.52	Vanguard/1453 Flt	SS 14.11.58(LM)
WX502	51-15920	5095	16.11.52	217/236 OCU/Topcliffe/ 36	Arg.Navy 6.3.58
WX503	51-159		4.12.52	217/236 OCU	SOC 8.8.57
WX504	51/15930	5117	18.12.52	217	SS 22.9.58(LM)
WX505+	51-15931	5118	20.12.52	217	USAF 3.10.57
WX506	51-159		7.1.53	236 OCU	SS 22.9.58(LM)
WX507+	51-159		7.1.53	236 OCU/MoS	SS 14.11.58(LM)
WX508	51-159		19.1.53	236 OCU	SS 22.9.58(LM)
WX509+	51-15925	5105	7.2.53	236 OCU/217	USAF 3.9.57
WX510	51-15929	5109	14.2.53	236 OCU/217	Crashed in North Atlantic 13.10.55
WX511+	51-159		18.2.53	236 OCU/217	Crashed, Kinloss 22.1.57
WX512+	51-15936	5132	18.2.53	236 OCU/217	Arg.Navy 6.3.58
WX513+	51-15939	5135	21.2.53	236 OCU/217	Arg.Navy 6.3.58
WX514	51-15927	5107	21.2.53	210	SS 22.9.58(LM)
WX515+	51-15935	5131	7.3.53	210/36/210	USAF 14.11.57
WX516+	51-15938	5134	9.3.53	210	Arg.Navy 6.3.58
WX517	51-15937	5133	13.3.53	210	SS 14.11.58(LM)
WX518	51-15947	5152	20.3.53	203	SS 14.11.58(LM)
WX519+	51-15942	5147	4.4.53	203/210	USAF 20.8.57
WX520	51-15944	5149	7.4.53	203	SS 14.11.58(LM)
WX521+	51-15943	5148	7.4.53	203/36	USAF 20.9.57
WX522+	51-15941	5146	13.4.53	203/36	Arg.Navy 6.3.58
WX523+	51-15949	5154	13.4.53	203/210	USAF 14.10.57
WX524+	51-15950	5155	17.4.53	203/36/203/210	Arg.Navy 6.3.58
WX525+	51-15948	5153	18.4.53	203/36/203/210	USAF 6.9.57
WX526	51-15946	5151	19.4.53	210/36/210	SS 14.11.58(LM)
WX527+	51-159		18.4.53	210	Arg.Navy 6.3.58
WX528	51-15951	5156	19.4.53	210/217	SS 22.9.58(LM)
WX529+	51-15952	5157	18.4.53	210/36/210	USAF 12.8.57
WX542	51-15945	5150	22.4.53	Vanguard	Crashed,Topcliffe 15.1.54
WX543+	51-15956	5161	27.4.53	36	USAF 7.1.58
WX544+	51-15957	5162	27.4.53	36/217	USAF 12.11.57
WX545+	51-15955	5160	1.5.53	36	Crashed, Mull of Kintyre 10.10.56
WX546+	51-15954	5159	4.5.53	36	Crashed,Topcliffe 27.11.56
WX547+	51-159		5.5.53	1453 Flt/36	Crashed,Luqa 13.1.56; sold to Remus Films 5.57
WX548+	51-15960	5165	7.5.53	36/210/236 OCU/217	USAF 30.8.57
WX549+	51-15961	5166	8.5.53	36/236 OCU/217	Arg.Navy 6.3.58
WX550	51-159		13.5.53	36	SS 14.11.58(LM)
WX551	51-159		13.5.53	236 OCU	SS 11.11.58(AR)
WX552	51-15940	5145	18.5.53	236 OCU/36	SS 14.11.58(LM)
WX553+	51-15964	5169	18.5.53	36	USAF 21.10.57
WX554+	51-159		3.6.53	217	SS 11.11.58(AR)
WX555+	51-15959	5164	21.7.53	236 OCU/36	USAF 18.11.57
WX556+	51-15965	5170	15.11.54	210/36	USAF 25.9.57

*"Short-nose" aircraft; + Received nose/tail mods by Scottish Aviation
SS=sold as scrap to (AR) Aluminium Refiners or (LM) Lowton Metals.

The Lockheed P2V-5 Neptune was built in two distinct versions, the early models up to c/n 5170 being known as the "Minelaying" configuration, in which all the crew members face forwards and were distributed throughout the length of the aircraft and which were recognisable by the nose and tail turrets. After c/n 5171/BuAer 127781, all aircraft were built to the "Anti-submarine" configuration in which all members of the tactical team had been brought forward ahead of the main wing spar and faced the starboard side of the fuselage. The nose and tail turrets had been deleted in favour of a plexiglass lookout nose and an extended tail housed Magnetic Anomaly Detection (MAD) equipment. Unfortunately all the 52 aircraft received by the RAF were of the minelaying configuration, thereby placing a handicap on crew efficiency from the start. Either of the two versions of the aircraft could have under-wing, pylon-mounted Westinghouse J-34-WE-36 jet engines fitted and they then became known as P2V-5F aircraft. None of the RAF aircraft had this modification.

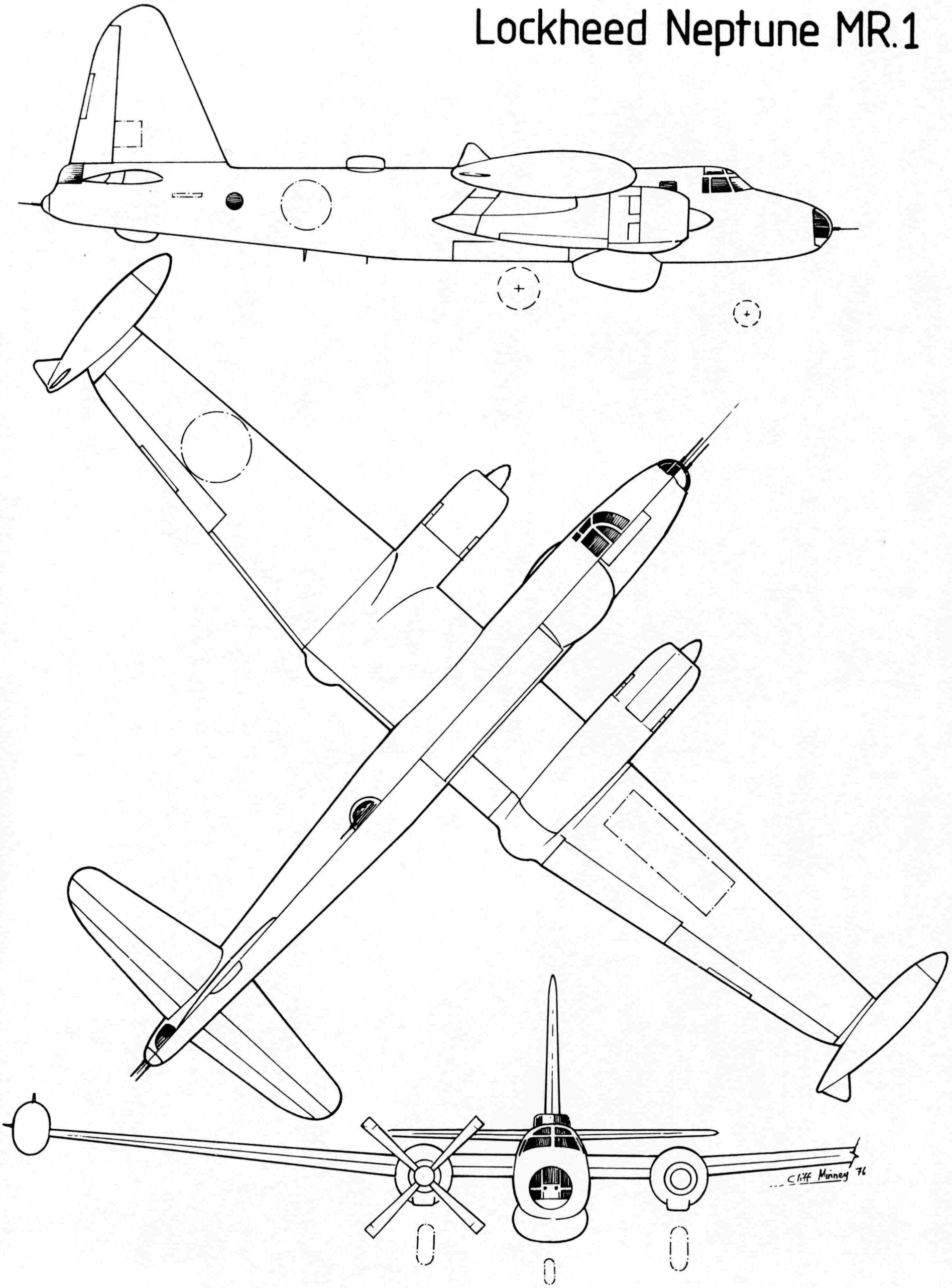
The Neptune was a fairly large aircraft, with a wing span of 104 feet, a length of nearly 83 feet including guns (before the mods.) and a height of 28 feet. It was powered by two Wright Cyclone R-3350-30WA engines, each developing 3,500 hp for take-off, which endowed the aircraft with ample performance. The design maximum overload weight for take-off was 80,000 lb but the RAF laid down a maximum weight for normal service of 72,000 lb and at that weight if an engine was lost on take-off it was not necessary to use the tiptank-throwing capability. The engines drove large-diameter paddle-blade propellors which were electronically controlled for rpm synchronisation and phasing and this gave the inside of the aircraft a quiet and vibration-free environment in which to work. Added to this the aircraft was very well sound-proofed, the seats were very comfortable and a restful colour scheme was used for the interior. The aircraft was designed to be flown by a crew of eight, captain, copilot, navigator and five crewmen to operate the electronic aids and man the guns but to satisfy Air Ministry Orders, the RAF Neptunes had to carry an engineer as well.

The Neptune carried an extensive array of electronic equipment and the main search radar was years ahead of anything available in the RAF at that time. An attack radar was also carried which could be operated by the copilot for night attacks in conjusnction with the 70m candlepower searchlight. Electronic Counter-Measures (ECM) equipment was fitted, plus ample navigational aids, good radio equipment and an adequate stock of smoke/flame markers and non-directional sonobuoys for anti-submarine work.

After introduction into service, the Neptune was used as a normal maritime reconnaissance aircraft and the squadrons found themselves doing long-range patrols over the Atlantic in common with the Shackleton-equipped squadrons. In fact, the No.18 and No.19 Groups planning staffs did not differentiate between the two types. So much for basic planning! It was not until the introduction of British-developed directional sonobuoys in 1954 that the Neptune found itself committed more to anti-surface vessel work in the North Sea. The reason for this was the fact that the Neptunes could only be modified to US standards and could not be modified to accept British equipment while the Shackletons equipped with directional sonobuoys were far more effective against submarines:

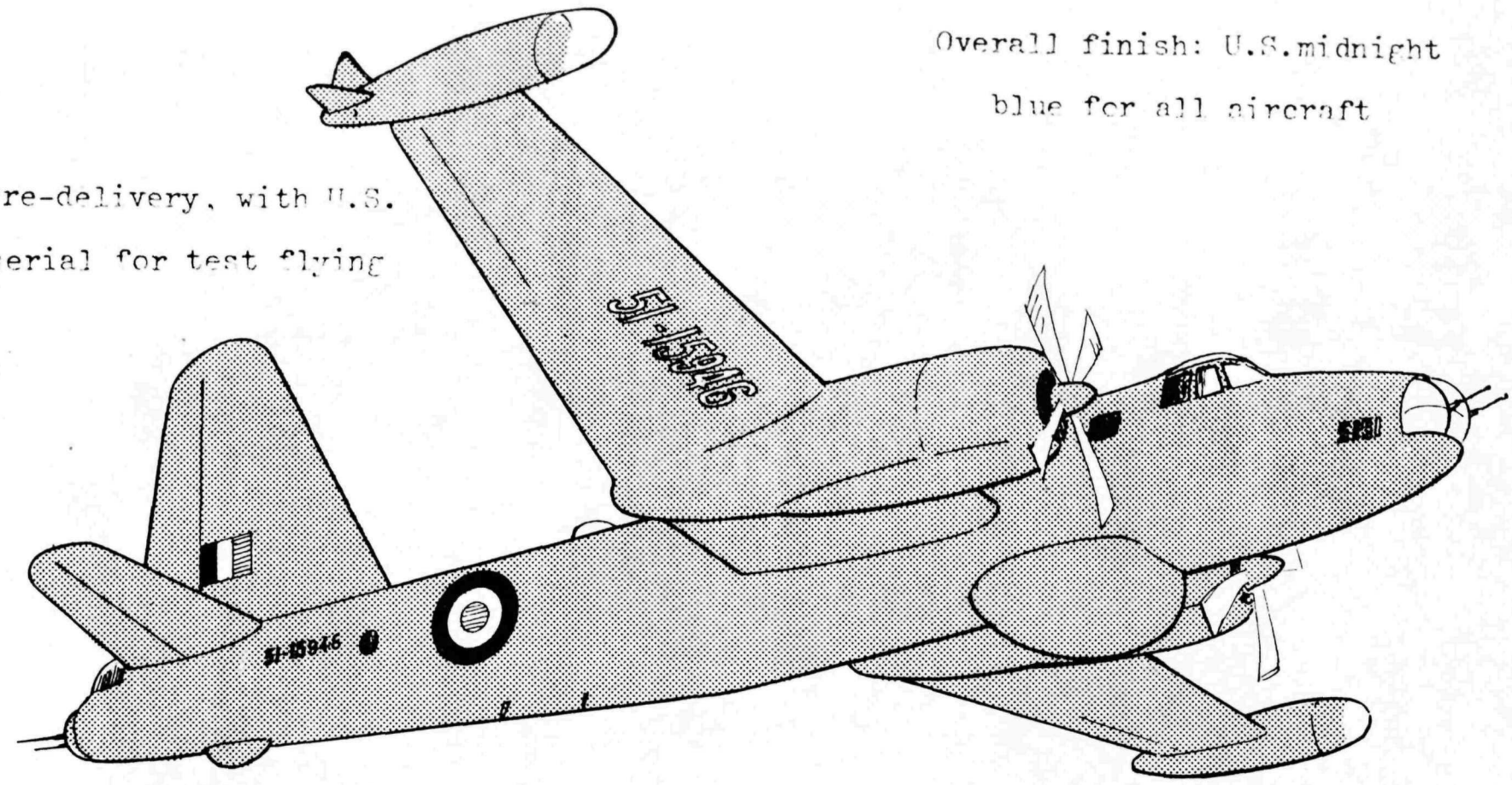
However the Neptunes did undergo some extensive modification work at the hands of Scottish Aviation Ltd at Prestwick, starting in April 1955 with WX507. Twenty-seven aircraft were modified with plexiglass lookout noses and extended MAD-equipped tails, thereby giving them the "anti-submarine" external configuration but the internal seating was not changed. Further aircraft were modified on the squadrons with the plexiglass nose but the tail turrets were left in place.The aircraft list gives the aircraft modified by SAL but the full list of partially-modified aircraft was not known. During 1956 some Neptunes sported the overall-grey finish of Coastal Command, WX521"L" of No.203 Squadron and WX529"V" of No.210 Squadron being examples but the imminent withdrawal of the type cut short the repainting.

Lockheed Neptune MR.1



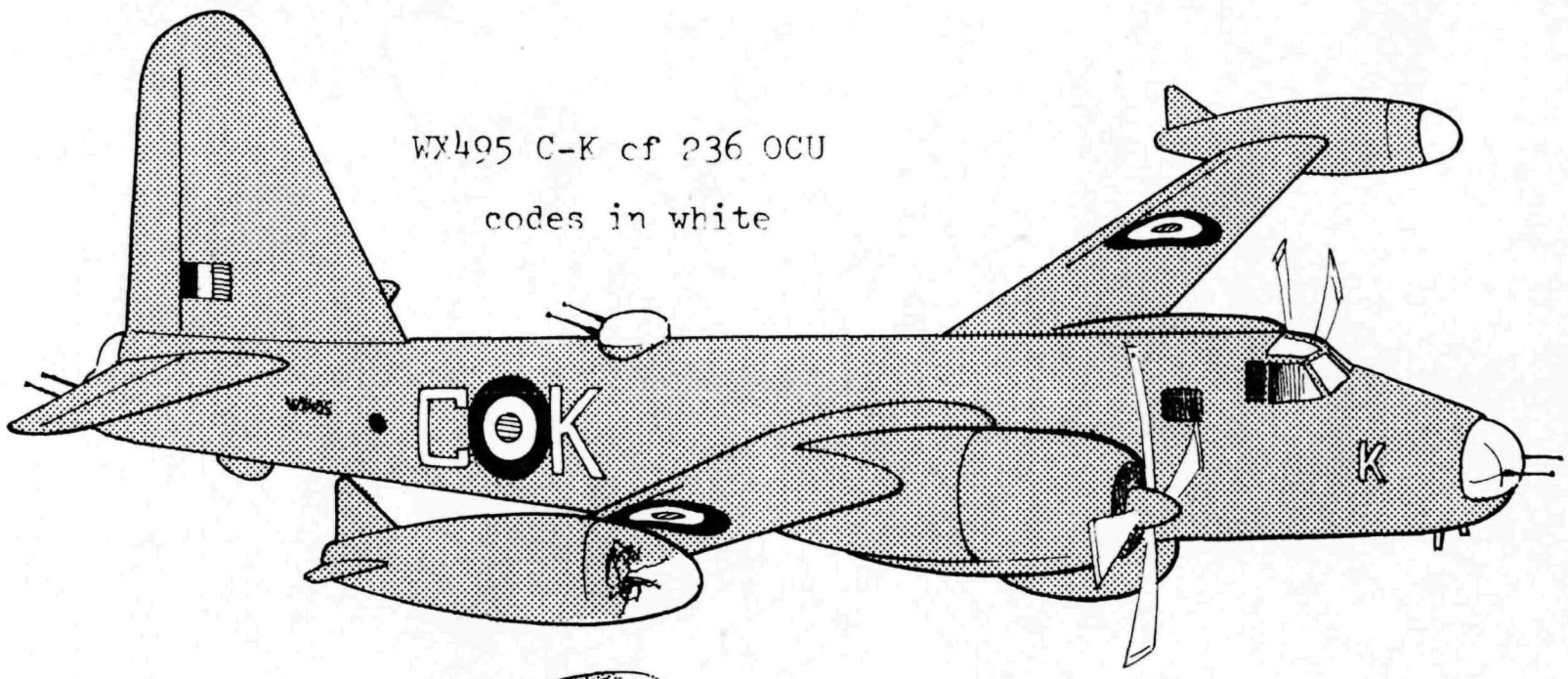
Overall finish: U.S.midnight blue for all aircraft

pre-delivery, with U.S. serial for test flying



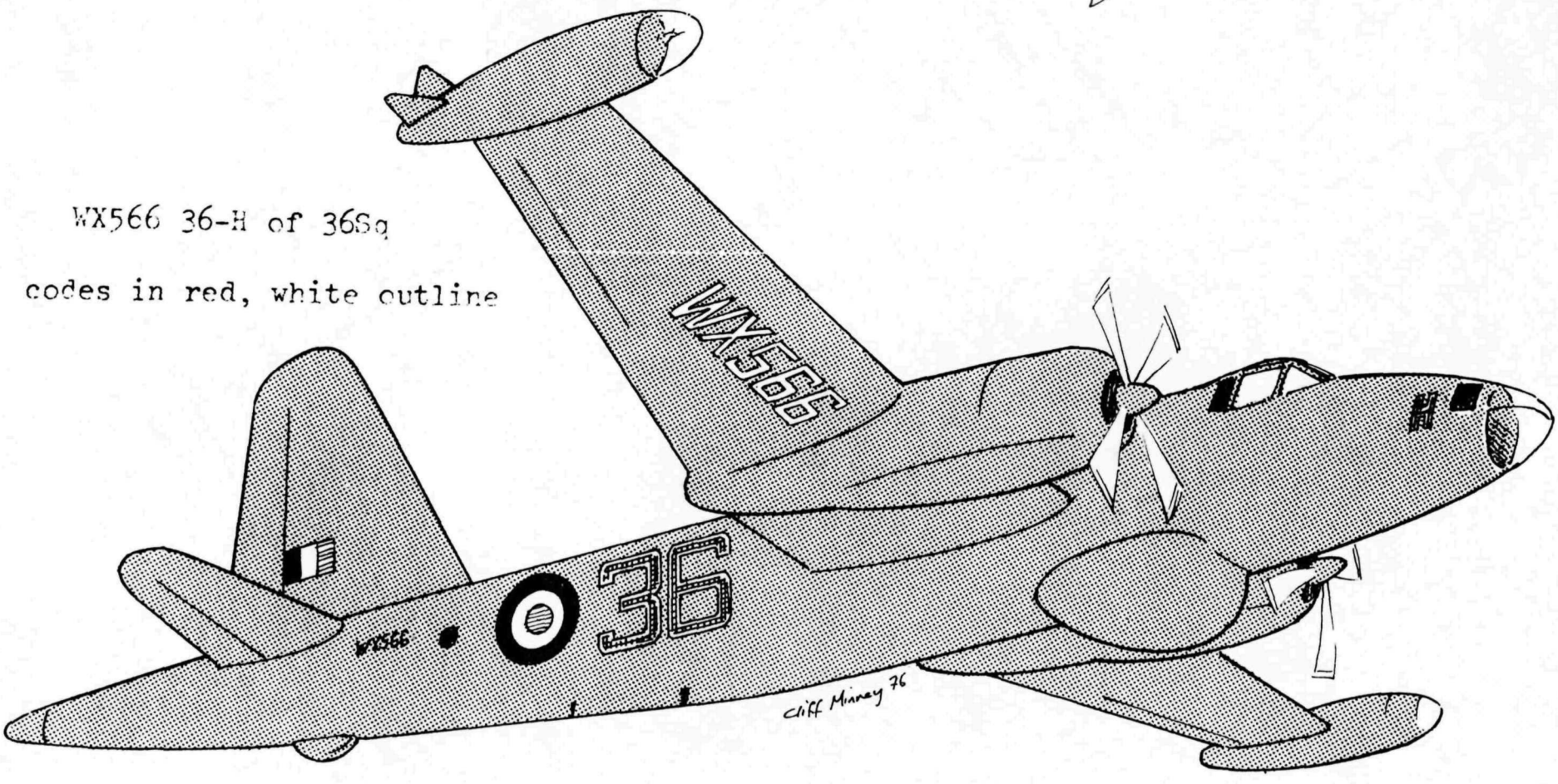
WX495 C-K of 236 OCU

codes in white



WX566 36-H of 36Sq

codes in red, white outline



AIRCRAFT ACCEPTANCE PARKS

During the First World War, Aircraft Acceptance Parks carried out a function later allocated to Maintenance Units. Aircraft were delivered from the contructors' premises and were examined and equipped for operational purposes at the AAPs before delivery to units at home and overseas. The following AAPs were in operation at the end of the war although a number were not fully open and some of the buildings were incomplete. Where the airfield did not continue to be used for flying in later years, a brief description of its situation is also given.

ALDERGROVE
No.16 AAP

Receiving: Harland & Wolff H.P. O/400 and V/1500

Accom: 1 hangar 565' x 85'
1 hangar 510' x 147'

BRACEBRIDGE HEATH

4 miles S of Lincoln

Receiving: Clayton & Shuttleworth H.P. O/400

Accom: 7 hangars 170' x 100'
2 hangars 540' x 70'

BROCKWORTH

Later Hucclecote. Not fully effective by 11.11.18 but intended for Gloucestershire Aviation Co. production

Accom: 5 hangars 170' x 100'
21 storage sheds 200' x 60' in blocks of 3

BROOKLANDS
No.10 AAP

Receiving: Bleriot S.E.5A
Martinsyde S.E.5A
Vickers, Weybridge S.E.5A
Sopwith Snipe

Accom: 7 hangars 170' x 80'
1 hangar 190' x 70'

BROUGH
No.2 (Northern) Marine Acceptance Depot

Receiving: Phoenix Dynamo flying boats
Dick Kerr flying boats
Brush Electrical flying boats and seaplanes
Robey & Co seaplanes

Accom: 15 hangars 180' x 65'
2 hangars 180' x 100'
3 slips

CASTLE BROMWICH
No.14 AAP

Receiving: Austin Motor Co S.E.5A
Birmingham Carriage Co H.P.O/400
Metropolitan Wagon Co H.P. O/400

Accom: 21 storage sheds 200' x 60'
2 hangars 280' x 150'
6 hangars 210' x 65'
1 hangar 170' x 80'

COVENTRY
No.1 AAP

2 miles N of Coventry adjacent to Daimler works

Receiving: Coventry Ordnance Works R.E.8
Daimler R.E.8
Siddeley-Deasy Motor Car Co R.E.8
Standard Motor Co R.E.8
Vulcan Motor & Eng.Co D.H.9
Wolseley Motors S.E.5A

Accom: 16 storage sheds 170' x 80'
4 hangars 170' x 84'
4 hangars 200' x 53'
1 hangar 210' x 65'

DIDSBURY

3½ miles S of Manchester

Accom: 3 hangars 170' x 100'
6 storage sheds 150' x 60'

DUNDEE

Accepted marine aircraft at operational seaplane station pending completion of Brough

EASTLEIGH
AAP for U.S.Navy

Accom: 4 hangars 170' x 100'
5 storage sheds 150' x 60'
21 storage sheds 200' x 60'

FELTHAM

Later Hanworth Air Park

Accom: 12 hangars 170' x 100'
21 storage sheds 200' x 60'

FILTON
S.W.Area AAP

Receiving:		Accom:	
	British & Colonial Bristol F.2B		13 hangars 170' x 80'
	Gloucestershire Aviation Bristol F.2B		4 hangars 210' x 65'
	Westland Aircraft D.H.9, D.H.9A		1 hangar 140' x 65'
	Whitehead Aircraft D.H.9A		

HAMBLE
No.1 (Southern) Marine Acceptance Depot

Receiving:		Accom:	
	J.S.White & Co Wight seaplanes		12 seaplane sheds 180' x 85'
	Gosport Aviation FBA and N.T.2B		2 slips
	Norman-Thompson flying boats		
	S.E.Saunders & Co flying boats		
	Supermarine Aviation flying boats		
	May, Harden & May flying boats		
	Short Bros seaplanes		
	Robey & Co seaplanes		

HAWKINGE

Acceptance of all types for despatch to France	Accom:	9 hangars 180' x 100'

HENDON
No.2 AAP

Receiving:		Accom:	
	Airco D.H.9, D.H.9A		6 storage sheds 170' x 80'
	Waring & Gollow D.H.9		3 storage sheds 480' x 100'
	F.W.Berwick D.H.9		2 storage sheds 200' x 100'
	Handley Page O/400		1 storage shed 540' x 100'
	Hooper Ltd Camel		1 storage shed 550' x 55'
	Nieuport & General Aircraft Camel		1 storage shed 180' x 100'

INCHINNAN

On north bank of Black Cart Water on Renfrew to Greenock road

Receiving:		Accom:	
	Wm.Beardmore & Co H.P. V/1500 and rigid airships		2 hangars 280' x 150'
			1 airship shed 700' x 153' x 100'

KENLEY
7 AAP

Receiving:		Accom:	
	Croydon Assembly H.P.O/400		14 hangars 170' x 80'
	Cubitt & Co D.H.9		
	Darracq Motors Eng.Co Dolphin		
	Hooper Ltd Camel		
	D Napier & Son R.E.8		
	Short Bros D.H.9		
	Sopwith Aviation Dolphin and Salamander		
	Vickers, Crayford S.E.5A		
	Whitehead Aircraft D.H.9		

LINCOLN
No.4 AAP

At Lincoln racecourse on Gainsborough road just south of Albion Brick Works

Receiving:		Accom:	
	Blackburn Kangaroo		2 hangars 170' x 80'
	Clayton & Shuttleworth Camel and O/400		2 hangars 140' x 66'
	Marsh, Jones & Cribb Camel		
	Ruston Proctor & Co Camel		
	Marshall Bristol F.2B		

LYMPNE
No.8 AAP

For delivery of aircraft to France; to be replaced by Hawkinge	Accom:	6 hangars 180' x 100'
		9 hangars 170' x 80'
		1 hangar 160' x 80'
		1 hangar 150' x 80'

NEWCASTLE
No.9 AAP

On Gosforth racecourse 4 miles N of Newcastle

Receiving:		Accom:	
	Blackburn Cuckoo		1 hangar 170' x 80'
	Pegler Cuckoo		1 hangar 380' x 130'
	Angus & Sanderson F.K.8 and Bristol F.2B		4 canvas hangars 80' x 60'

NORWICH

Later Mousehold airfield

Receiving: Boulton & Paul Camel
Garrett & Sons F.E.2B
Ransome, Sims & Jeffries F.E.2B
Mann, Egerton D.H.9
Portholme Aerodrome Co Camel

Accom: 9 hangars 170' x 60'
5 hangars 200' x 60'
1 hangar 140' x 60'
21 storage sheds 200' x 60'

OLDHAM
AAP for U.S.Army

2 miles west of Oldham. For erection of US-built H.P.O/400s assembled by Waring & Gillow

Accom: 8 hangars 280' x 150'
6 erecting shops 500' x 120'

RENFREW
No.6 AAP

Receiving: British Caudron Camel
G & J Weir D.H.9 and F.E.2B
Wm Beardmore & Co Fairey F.III and 2F1 Camel
Fairfield Engineering Cuckoo

Accom: 7 hangars 170' x 80'
1 hangar 160' x 80'
1 hangar 180' x 60'
1 hangar 140' x 60'
1 hangar 200' x 60'

RICHMOND PARK

Balloon acceptance station on Kingston Hill

SHERBURN-IN-ELMET

Incomplete

Accom: 8 hangars 170' x 100'
21 storage sheds 200' x 60'

WHITLEY ABBEY
AA (Storage) Park

2 miles SE of Coventry
Storage for approx 428 aircraft

Accom: 6 hangars 170' x 80'

AIRCRAFT REPAIR DEPOTS

COAL ASTON
No.2 (Northern) ARD

3 miles S of Sheffield
Repair of Snipe, Camels and Bristol F.2Bs, R.E.8s etc

Accom: 4 hangars 160' x 75'
2 erection sheds 210' x 75'
1 salvage shed 150' x 150'

DONIBRISTLE
Fleet Aircraft Repair Depot

Repair of all shipborne aircraft and reserve storage

Accom: 4 hangars 200' x 100'
1 erection shed 200' x 100'
1 storage shed 120' x 35'
1 storage shed 200' x 100'
2 storage sheds 240' x 138' on Inverkeithing Bay

FARNBOROUGH
No.1 (Soutern) ARD

Repair of D.H.4, D.H.9, D.H.9A, Dolphin, S.E.5A

Accom: 1 hangar 340' x 110'
1 erection shed 360' x 84'
1 balloon shed 300' x 100'

HENLOW
No.5 (Eastern) ARD

Repair of H.P.O/400, Vimy, B.E.s

Accom: 5 hangars 170' x 165'
2 hangars 210' x 170'

RENFREW
No.6 (Scottish) ARD

Various types. Shared accommodation with No.6 AAP

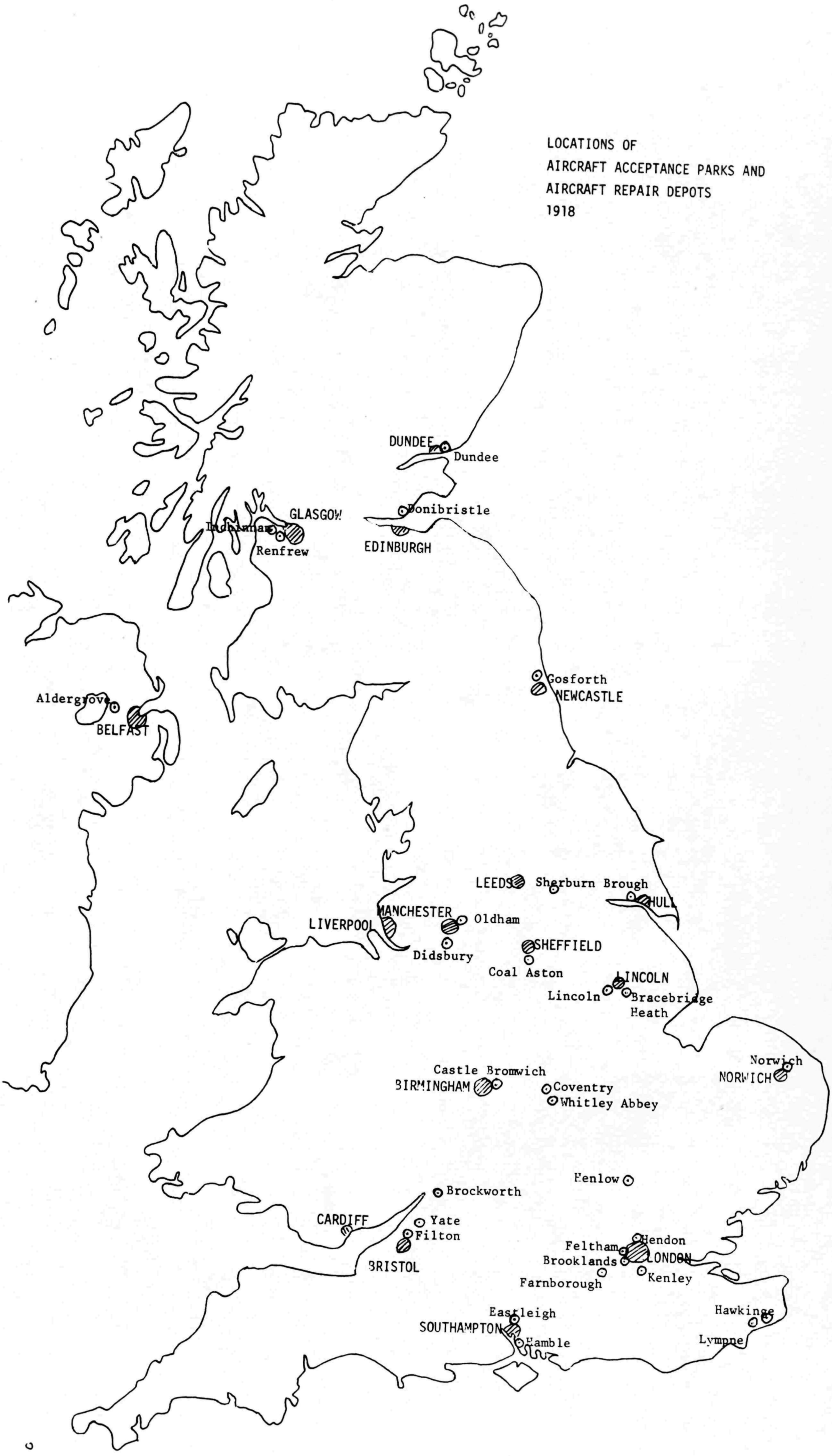
YATE
No.3 (Western) ARD

Repair of Camels, Snipes, Bristol F.2B

Accom: 2 hangars 210' x 70'
1 erection shed 200' x 100'
1 repair shed 220' x 90'

Engine repairs only were undertaken at No.7 ARD Shrewsbury and No.9 ARD Edmonton

LOCATIONS OF
AIRCRAFT ACCEPTANCE PARKS AND
AIRCRAFT REPAIR DEPOTS
1918



ROYAL AIR FORCE STATION AND ROYAL NAVAL AIR STATION, FORD

During 1917, a vast expansion of the Royal Flying Corps was planned while in addition provision had to made for training large numbers of American personnel in the United Kingdom as a result of the recent entry of the USA into World War One. Numerous new airfields were planned and one of these was to be sited at Ford Junction, Sussex, a short distance inland from the sea at Littlehampton. The original plans were dated November 1917 and during the next six months, the airfield was built between the villages of Yapton and Clymping.

A standard layout for a training depot station was adopted for Ford. This provided three pairs of hangars and a single aircraft repair section shed each measuring 100 ft by 170 ft, brick-built with wooden roofs. Two night bomber squadrons, Nos. 148 and 149, were the first residents as they prepared for their transfer to France but Ford, along with several other south coast airfields, was allocated to the US Air Service and on 15 August 1918 became Field No.1 in the Chichester Area of the Night Bombardment Section, Air Service, American Expeditionary Force. Its function was to train American aircrew on Handley Page O/400s built by the Standard Aircraft Corporation in New Jersey and shipped across the Atlantic in parts to be assembled at the Government Factory for Assembling American Aircraft, Hollinwood, Oldham. However, in common with the bulk of American aircraft production, no O/400s arrived from this source but one set of components was assembled at Ford by USAS and Handley Page personnel. This was F5349, first of ten allocated by the Air Minister, originally intended for assembly at National Aircraft Factory No.1 at Croydon. This was unfinished when the war ended but was later completed and flown away by Handley Page.

The first American arrived at Ford around 10 September from Italy, followed by personnel of the 92nd and 140th Squadrons later in the month from the USA. The 326th Squadron formed at Ford from sundry personnel from Italyand France. B.E.2Es and Farman F.40s were used for training and one or two US-built D.H.4s arrived in November. All aircraft were flown to Tangmere on 15 November and the USAS personnel departed on 17 November to allow Ford to be used as a demobilisation station by the RAF.

The main hangars were unfinished when the Americans arrived; the first (southern) pair were completed by the end of the war but it is doubtful if the others were. A row of at least eight Bessoneaux were used by the USAS on the airfield side of the main hangars. A 300ft by 75ft "Handley Page erection building" was added when the airfield was allotted to USAS; this was only about 80% finished at the end of the war and was probably never completed. It had a triangular steel truss roof, similar to the American hangars at Rustington.

Several RAF squadrons returned from France to Ford to demobilise and were soon only cadre formations. The exception was No.97 Squadron which re-equipped with D.H.10s prior to sailing for India. By January 1920, Ford was defunct as an airfield.

It was the summer of 1930 before flying was resumed at Ford. The southern pair of hangars was renovated to accomodate the joy-riding aircraft of D.W. Aviation but a plan to produce Dudley-Watt D.W.2s did not reach fruition. In 1931, the Ford Motor Company chose Ford as an appropriate place to assemble Ford Trimotors and took over two hangars. Few Trimotors arrived in Europe before production of the type ceased and the Ford operation was closed down.

In June 1932, Rollason Aviation moved its flying training activities from Croydon which had become too busy to permit flying training. Initially as the South Downs Flying Club and later as the Yapton Aero Club, it remained at Ford until moved out in November 1938 to make way for the Fleet Air Arm.

National Aviation Displays Ltd took over control of the airfield in 1934 as the headquarters for its flying circus. Flight Refuelling Ltd set up its base at Ford for flight refuelling experiments, using converted Harrows and the A.W.23 prototype in conjunction with Imperial Airways' C-boats from Southampton Water.

In December 1937, Ford was acquired by the Air Ministry for expansion. A sum of £109,000 was allotted to build accommodation for the School of Naval Cooperation which would transfer from Lee-on-Solent to the east side of the airfield. Bellman hangars 180ft by 95ft in size were built to house the School's aircraft. Transfer of the unit began in December 1938 and in January 1939 Ford became HMS Peregrine, passing to Admiralty control on 24 May 1939. Renamed the RN Observers School, and later divided into individual squadrons in place of the original system of lettered flights, Ford trained naval observers in Sharks, Swordfish and Walruses.

During the Battle of Britain, Ford was in the front line, a position not particularly helpful to a training base. It was inevitable that German intelligence added Ford to its long list of non-existent fighter stations and on 18 August 1940 a heavy raid did considerable damage to the hangars and aircraft. It was decided to evacuate the training squadrons to other naval airfields and on 1 October 1940 Ford became again a Royal Air Force Station. No.23 Squadron had already moved in with its night-fighting Blenheims and was joined early in 1941 by the Fighter Interception Unit. The latter was engaged in the operational testing of night-fighter radar and remained at Ford for the rest of the war.

Enemy air attacks were few and did little damage after Ford became an operational station. A Boston was destroyed by a night bomber on 8 October 1940 but this was the most damage done by sporadic raids. During 1941, two runways were built; the NE/SW one was 2,000 yards long and NW/SE 1,500 yards. This enablednight fighters and intruders to operate in all weathers and No.23 specialised in forays over Northern France to catch enemy bombers leaving and returning to their bases. This task was taken over by No.605 in June 1942 and several other night fighter units later operated from Ford. Fleet Air Arm aircraft returned in April 1943 when No.746 was attached to the FIU.

In preparation for D-day, day fighter squadron began to fly from Ford and on 6 June 1944, the station housed five squadrons of Spitfire IXs which covered the invasion beaches. On 15 June, three RCAF squadrons left for airstrips in Normandy, followed ten days later by five more squadrons, three with Mustangs and two with Spitfire IXs. Night fighters continued to cover the beachhead from Ford until the Allied breakout surged through France. Among these were the little-seen Black Widows, flown by a detachment of the 422nd Night Fighter Squadron, USAAF.

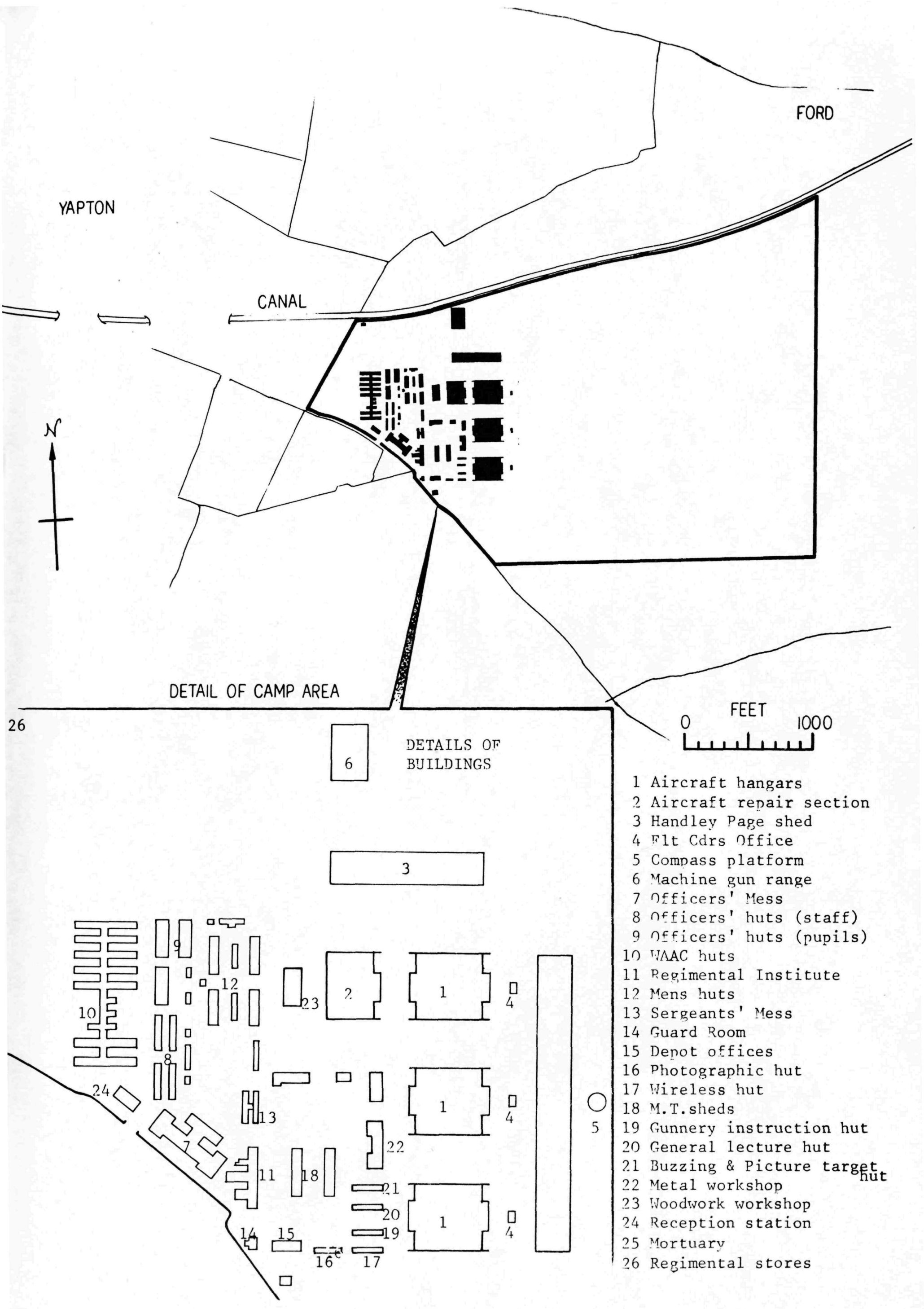
With the end of the war in Europe, Ford was returned to the Admiralty, becoming HMS Peregrine on 1 August 1945. For many years, the station was host to carrier-based squadrons while disembarked and was also the base of No.1840 Squadron, a Royal Naval Volunteer Reserve unit which was formed in April 1951 and began flying from Ford in June.

A succession of naval types flew from Ford during the fifties. The Firebrands and Wyverns of the strike squadrons were a familiar sight while the Navy's first jet fighters in operational units, Attackers, made Ford their shore base. Sea Hawks and Gannets also appeared before the station closed while on 27 August 1957 No.700X Squadron formed at Ford to carry out the operational trials of the Scimitar, disbanding on 29 May 1958. The remainder of 700 Squadron, the Trials and Fleet Requirements Unit formed from Nos.703 and 771 Squadrons in August 1955, finally left Ford for Yeovilton in September 1958 and the station was closed down. The camp area became a prison and sundry other buildings were taken over for industrial use but civilian aircraft continued to fly from the runways until the present day.

UNITS BASED AT FORD 1918 - 1958

Unit	Arrived	From	Left	To	Aircraft
No.148 Squadron	1.3.18	Andover	25.4.18	France	F.E.2B
No.149 Squadron	3.3.18	Formed	2.6.18	France	F.E.2B
USAS Fld No.1	15.8.18	Formed	17.11.18	Disbanded	-
92nd Aero Sqn	9.18	USA	15.11.18	Tangmere	Farman F.40,
140th Aero Sqn	9.18	Formed	15.11.18	Tangmere	B.E.2C,
326th Aero Sqn	9.18	Formed	15.11.18	Tangmere	D.H.4
No.215 Squadron	2.2.19	Alquines	18.10.19	Disbanded	Cadre
No.10 Squadron	17.2.19	Reckem	31.12.19	Disbanded	Cadre
No.97 Squadron	4.3.19	St.Inglevert	19.7.19	India	D.H.10
No.115 Squadron	4.3.19	St.Inglevert	18.10.19	Disbanded	Cadre
No.22 Squadron	1.9.19	Spich	31.12.19	Disbanded	Bristol F.2B
		* * * * * * * * * * * *			
RN Observers School later No.1 Observers School and Nos.750, 751 and 752 Sqns	1.12.38	Ex SNC Lee	10.40	Dispersed	Shark, Swordfish
No.793 Squadron	11.39	Formed	18.8.40	Disbanded	Roc
No.819 Squadron	14.1.40	Formed	11.6.40	HMS Illustrious	Swordfish
No.779 Squadron	3.40	Formed		Disbanded	
No.826 Squadron	15.3.40	Formed	7.5.40	Bircham Newton	Albacore
No.815 Squadron	5.6.40	Bircham Newton	11.6.40	HMS Illustrious	Swordfish
No.23 Squadron	12.9.40	Collyweston	6.8.42	Manston	Blenheim, Havoc, Boston
No.828 Squadron	16.9.40	Formed	25.10.40	St.Merryn	Albacore
Fighter Interception Unit	26.1.41	Shoreham	1.10.44	To F.I.D.S.	Blenheim, Beaufighter
No.605 Squadron	7.6.42	Reformed	14.3.43	Castle Camps	Boston, Havoc
No.141 Squadron	10.8.42	Tangmere	18.2.43	Predannack	Beaufighter
No.604 Squadron	18.2.43	Predannack	24.4.43	Scorton	Beaufighter
No.170 Squadron	28.2.43	Andover	13.3.43	Andover	Mustang I
No.418 Squadron	15.3.43	Bradwell Bay	8.4.44	Holmsley South	Boston, Mosquito
No.256 Squadron	24.4.43	Woodvale	25.8.43	Woodvale	Mosquito NF.XII
No.746 Squadron	4.43	Formed	6.44	Wittering	Seafire
No.29 Squadron	3.9.43	Bradwell Bay	29.2.44	Drem	Mosquito NF.XII, XIII
No.19 Squadron	15.4.44	Gravesend	12.5.44	Southend	Mustang III
No.65 Squadron	15.4.44	Gravesend	14.5.44	Funtington	Mustang III
No.122 Squadron	15.4.44	Gravesend	14.5.44	Funtington	Mustang III
No.132 Squadron	18.4.44	Detling	25.6.44	Amblie	Spitfire IX
No.602 Squadron	18.4.44	Detling	25.6.44	Longues	Spitfire IX
No.441 Squadron	14.5.44	Funtington	15.6.44	St.Croix	Spitfire IX
No.442 Squadron	14.5.44	Funtington	15.6.44	St.Croix	Spitfire IX
No.443 Squadron	14.5.44	Funtington	15.6.44	St.Croix	Spitfire IX
No.19 Squadron	15.6.44	Funtington	25.6.44	Martragny	Mustang III
No.65 Squadron	15.6.44	Funtington	25.6.44	Martragny	Mustang III
No.122 Squadron	15.6.44	Funtington	25.6.44	Martragny	Mustang III
No.96 Squadron	20.6.44	West Malling	24.9.44	Odiham	Mosquito NF.XIII
No.315 Squadron	26.6.44	Coolham	10.7.44	Brenzett	Mustang III
No.306 Squadron	27.6.44	Holmsley South	9.7.44	Brenzett	Mustang III
No.308 Squadron	16.7.44	Appledram	3.8.44	Plumetot	Spitfire IX
No.317 Squadron	16.7.44	Appledram	3.8.44	Plumetot	Spitfire IX
No.127 Squadron	12.8.44	Funtington	20.8.44	Villons	Spitfire IX
Fighter Interception Dev.Sqn.	1.10.44	Ex-FIU			
No.746 Squadron	10.44	Wittering	9.45	W.Raynham	Seafire, Firefly, Fulmar
No.720 Squadron	7.45	Reformed	1.7.47	Gosport	Barracuda
No.811 Squadron	1.9.45	Reformed	12.46	Brawdy	Mosquito
No.813 Squadron	1.9.45	Reformed	9.46	Disbanded	Firebrand
No.704 Squadron	9.45	Thorney Island	2.12.45	Halesworth	Mosquito

Unit	Arrived	From	Left	To	Aircraft
No.777 Squadron	11.45	Reformed	12.46	To 778 Squadron	Trials unit
No.762 Squadron	2.46	Halesworth	11.49	Disbanded	Oxford
No.778 Squadron	2.46	Gosport	7.48	Merged with 703 Sq	Service trials unit
No.771 Squadron	.47	Gosport	18.8.45	Merged with 700 Sq	Various
No.720 Squadron	.47	Gosport	12.5.48	Gosport	
No.804 Squadron	15.1.48	Reformed	25.5.48	Eglinton	Seafire F.47
No.812 Squadron	15.1.48	Reformed	25.5.48	Eglinton	Firefly FR.4
No.807 Squadron	15.6.50	HMS Theseus			Sea Fury
No.810 Squadron	15.6.50	HMS Theseus	15.8.40	HMS Theseus	Firefly FR.4
No.827 Squadron	12.50	Reformed	25.5.51	Hal Far	Firefly
No.826 Squadron	5.51	Reformed	9.51	HMS Illustrious	Firefly AS.6
No.1840 Squadron	6.51	Reformed	10.3.57	Disbanded	Firefly, Gannet
No.800 Squadron	22.8.51	Reformed	4.3.52	HMS Eagle	Attacker
No.826 Squadron	10.51	HMS Illustrious	1.52	HMS Indomitable	Firefly AS.5
No.827 Squadron	24.10.51	HMS Illustrious	4.3.52	HMS Eagle	Firebrand Tr.5
No.803 Squadron	23.11.51	Reformed	4.6.52	HMS Eagle	Attacker
No.827 Squadron	24.3.52	HMS Eagle	.52	HMS Eagle	Firebrand TF.5
No.815 Squadron	16.6.52		26.6.52	Eglinton	
No.803 Squadron	10.7.52	HMS Eagle	4.9.52	HMS Eagle	Attacker
No.803 Squadron	9.10.52	HMS Eagle	26.1.53	HMS Eagle	Attacker
No.800 Squadron	3.12.52	Reformed	26.1.53	HMS Eagle	Attacker
No.827 Squadron	3.12.52	HMS Eagle	2.52	Disbanded	Firebrand TF.5
No.813 Squadron	18.2.53	Lee-on-Solent	24.9.54	HMS Albion	Firebrand, Wyvern
No.800 Squadron	25.3.53	HMS Eagle	16.6.53	HMS Eagle	Attacker
No,803 Squadron	25.3.53	HMS Eagle	16.6.53	HMS Eagle	Attacker
No.800 Squadron	16.7.53	HMS Eagle	2.9.53	HMS Eagle	Attacker
No.803 Squadron	16.7.53	HMS Eagle	2.9.53	HMS Eagle	Attacker
No.803 Squadron	23.11.53	HMS Eagle	3.2.54	HMS Eagle	Attacker
No.800 Squadron	30.11.53	HMS Eagle	3.2.54	HMS Eagle	Attacker
No.810 Squadron	1.3.54	Reformed			Sea Fury
No.803 Squadron	6.6.54	HMS Eagle			Attacker
No.800 Squadron	6.6.54	HMS Eagle	11.6.54	Disbanded	Attacker
No.824 Squadron	9.7.54	Lee-on-Solent	13.7.54	Eglinton	Avenger
No.801 Squadron	27.7.54	Lee-on-Solent	15.9.54	Lossiemouth	Sea Fury
No.827 Squadron	1.11.54	Reformed	5.5.55	HMS Eagle	Wyvern
No.811 Squadron	13.12.54	HMS Warrior	12.54	Disbanded	Sea Fury
No.813 Squadron	31.3.55	HMS Albion	4.6.55	HMS Eagle	Wyvern
No.803 Squadron	6.6.55	HMS Eagle	31.8.55	HMS Centaur	Attacker
No.700 Squadron	18.8.55	Reformed	19.9.58	Yeovilton	Various
No.811 Squadron	1.9.55	Yeovilton	23.10.55	HMS Albion	Sea Hawk
No.813 Squadron	17.11.55	HMS Eagle	11.55	Disbanded	Wyvern
No.830 Squadron	21.11.55	Reformed	16.4.56	HMS Eagle	Wyvern
No.831 Squadron	21.11.55	Reformed	18.6.56	Lossiemouth	Wyvern
No.767 Squadron	1.3.56	Reformed	1.4.57	Disbanded	Sea Hawk
No.831 Squadron	18.7.56	Lossiemouth	6.10.56	Lossiemouth	Wyvern
No.813 Squadron	5.8.56	Reformed	5.8.57	HMS Eagle	Wyvern
No.831 Squadron	26.10.56	Lossiemouth	9.1.57	HMS Ark Royal	Wyvern
No.831 Squadron	18.7.57	HMS Ark Royal	28.8.57	HMS Ark Royal	Wyvern
No.804 Squadron	19.7.57		29.7.57	Hal Far	Sea Hawk
No.825 Squadron	24.8.57	Culdrose	9.9.57	Culdrose	Gannet
No.831 Squadron	2.9.57	HMS Ark Royal	28.10.57	Culdrose	Wyvern
No.831 Squadron	2.11.57	Culdrose	13.11.57	HMS Ark Royal	Wyvern
No.813 Squadron	27.11.57	HMS Eagle	29.1.58	HMS Eagle	Wyvern
No.831 Squadron	10.12.57	Lossiemouth	12.57	Disbanded	Wyvern
No.802 Squadron	25.6.58	HMS Ark Royal	18.7.58	HMS Eagle	Sea Hawk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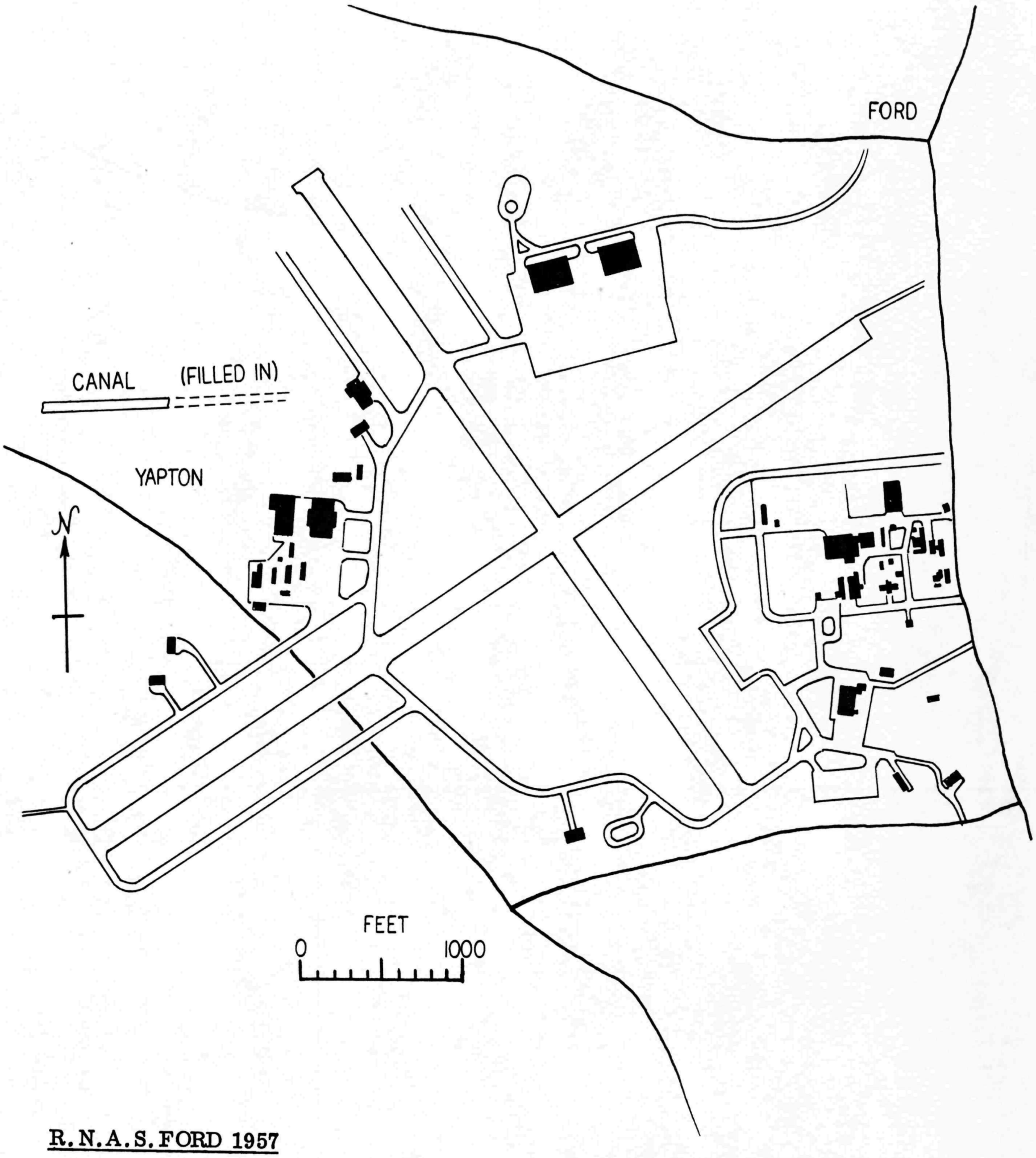
3 Handley Page shed
4 Flt Cdrs Office
5 Compass platform
6 Machine gun range
7 Officers' Mess
8 Officers' huts (staff)
9 Officers' huts (pupils)
10 WAAC huts
11 Regimental Institute
12 Mens huts
13 Sergeants' Mess
14 Guard Room
15 Depot offices
16 Photographic hut
17 Wireless hut
18 M.T.sheds
19 Gunnery instruction hut
20 General lecture hut
21 Buzzing & Picture target hut
22 Metal workshop
23 Woodwork workshop
24 Reception station
25 Mortuary
26 Regimental stores



R.N.A.S. FORD 1957

Runways: 06/24 6,000 ft x 150 ft

15/33 4,847 ft x 150 ft

Elevation 50 ft

Identification: FD

ROYAL AIR FORCE STATION, WEYBOURNE 1941 - 1942

By the end of 1940, increased demands by the Army made necessary the formation of another Queen Bee Flight to provide co-operation at Weybourne in Norfolk. The formation of the new flight was delayed due to the shortage of specialist officers and accommodation at Weybourne but once the flight commenced to form at Headquarters No.1 AACU, Farnborough on 6 January 1941, things began to move fast.

Before the end of the month a hangar had been erected and was ready for use, airmen moved to Weybourne and stores began to arrive. The main party left Farnborough on 3 February 1941 to find conditions at their new station somewhat primitive.

Office accommodation for Station Headquarters was arranged on the ground floor of Carvel Farmhouse. The officers and SNCOs slept upstairs and the airmen were accommodated in a wooden hut supplied by the Army. The water supply consisted of a 200-gallon tank mounted on a lorry with a 30-gallon tank for drinking water; the only hot water came from a 15-gallon portable boiler. The old pre-war summer camp ablutions and earth latrines had to be re-opened. Cold comfort on the bleak East Coast in mid-winter!

A portable wooden hut measuring 14 feet by 10 feet was acquired from Bircham Newton as a motor transport office and the barn was repaired to act as a workshop for the limited amount of mechanical transport allotted to the station. The armoury which had been housed in the kitchen of the farmhouse was moved to an outbuilding and someone even thought of putting up a gate to restrict entry (and exit?).

In March 1941, Flying Officer J.E.Parker came from Farnborough to visit the station and to discuss with the C.O., Squadron Leader A Ovenden, the possibilities of "land to land" Queen Bee operation. Tests were carried out to see whether this method of operation would obviate the necessity for a salvage vessel with its attendant expenses and delays. At that time a seaplane tender was based at Wells-next-the-Sea.

At the beginning of April, while the camp was looking more like a building site than a RAF station, the first Queen Bee for anti-aircraft co-operation was catapulted off with wheels. Alas, it would not take signals after launching and disappeared in a straight climb and was never seen again. This was most unfortunate as it happened on the same day that HRH The Duke of Gloucester visited the station unexpectedly for a few minutes while on a tour of Coast Defences.

Building work and ground defence training went on apace but came to a temporary halt on the night of 24/25 May when a Heinkel He 111 dropped four 250-kg bombs at intervals of 70 yards, the nearest landing only 10 yards from the farmhouse. The Bomb Disposal Squad was called to remove the unexploded bombs and in four days it was "business as usual".

A week after this event, the Air Officer Commanding No.70 Group, Air Commodore Cole Hamilton accompanied by Wing Commander Unwin arrived to attend a special demonstration of rockets firing at a Queen Bee as a prelude to bigger things to come.

On 6 June 1941, the Prime Minister and a large and distinguished company which included the Chief of Air Staff came to Weybourne to see a rocket firing demonstration for which T Flight, No.1 AACU launched Queen Bee V4797 from the catapult successfully. It was flown at cloud level, 400 feet, on courses approaching the rockets from the sea. One hundred and sixty rockets were fired at it but it was successfully landed on the sea and was picked up by the salvage boat. Another aircraft was to be launched to continue the demonstration but lack of time and bad weather prevented further flying that day.

The Prime Minister and his party had been entertained by the Army to lunch in the Officers' Mess. On the same day at RAF Weybourne, the Air Ministry Works Department were just about to decided where to erect the airmens' dining hall, as the only facilities provided so far were six wooden huts to accommodate one hundred and twenty airmen and twelve NCOs, plus another hut which had been adapted to house a NAAFI with a Sergeants' Mess ante-room adjoining.

T Flight continued to provide co-operation and a few days later Queen Bee V4755 took off pilotless and flew at 9,000 feet for two hours and at 5,000 feet for the last half hour, during which time ninety rockets were fired in salvos of six and nine by 101 Battery. No hits were registered. Fortified by lunch the Army tried again and during the afternoon session when Queen Bee P4780 took off and flew at 2,000 feet for practice with PE rockets, many hits being registered.

Thus encouraged, the Army invited the Prime Minister and his party for a second visit to Weybourne and on 18 June 1941, Queen Bee V4797 was launched and after three-quarters of an hour a near burst put the aircraft out of control. At 19.00 hours Queen Bee L5894 was launched and the demonstration continued with a further forty minutes of rocket firing at 5,000 feet, followed by Bofors firing at 1,000 feet, until the aircraft plunged into the sea. Both Queen Bees were write-offs but were salvaged and later were collected from Wells by road transport from No.54 MU.

After this successful demonstration, T Flight continued to provide routine co-operation as and when required by the Army until ten months later when notification was received that T Flight, No.1 AACU was to be disbanded forthwith.

This must have been a surprise in view of the fact that in September 1941 the AOC had visited the station and had inspected areas outside the aerodrome boundary with a view to entending the airfield and work started shortly afterwards to build accommodation for a cypher office and signals section with an Anti-Aircraft Co-op R/T set, Point-to-Point and K-type receivers, etc.

However, the run-down was as rapid as had been the build-up. Within days, all the equipment was back in the Main Store and the Station Commander, Wing Commander Ovenden, had been posted to Headquarters, Flying Training Command. On 30 May 1942, the last Queen Bee had been despatched to Langham and the aerodrome obstructed. On 8 June, the hangar was dismantled and returned to No.3 MU and on the 17th the Signals Section closed down at 21.00 hours and departed for Shobdon. This left Flight Lieutenant G. Wallas, who closed the station on 30 July 1942 when he left on posting to No.41 Operational Training Unit at Old Sarum.

ROYAL AIR FORCE DISPOSITIONS

Dawn 1st September 1939

Sullom Voe
Evanton
Invergordon
Kinloss
Lossiemouth
Dyce
ABERDEEN
Montrose
DUNDEE
Leuchars
EDINBURGH
Donibristle
Drem
GLASGOW
Abbotsinch
Turnhouse
Aldergrove
BELFAST
West Freugh
NEWCASTLE
Usworth
MIDDLESBROUGH
Thornaby
Catterick
Dishforth
Linton-on-Ouse
Driffield
Catfoss
Leconfield
LEEDS
Church Fenton
HULL
LIVERPOOL
MANCHESTER
Doncaster
Finningley
North Coates
Hooton Park
Ringway
Sealand
Hemswell
Scampton
Manby
Penrhos
Waddington
Digby
Cranwell
Ternhill
Hucknall
Shawbury
Grantham
Birchan Newton
West Raynham
Sutton Bridge
Marham
Cosford
Cottesmore
NORWICH
Wittering
P'boro
Feltwell
BIRMINGHAM
Upwood
Honington
Wyton
Mildenhall
Cardington
Bassingbourn
Stradishall
Cranfield
Duxford
Upper Heyford
Henlow
Wattisham
Debden
Felixstowe
Pembroke Dock
Pembrey
SWANSEA
Brize Norton
Bicester
Kemble
Abingdon
North Weald
Cardiff
Hendon
Stormy Down
S.Cerney
Benson
Filton
St. Athan
Hullavington
Northolt
Hornchurch
LONDON
BRISTOL
Netheravon
Upavon
Kenley
Eastchurch
Boscombe Down
Andover
Biggin Hill
Manston
Old Sarum
Worthy Down
Odiham
Detling
Weston Zoyland
Hawkinge
Eastleigh
SOUTHAMPTON
Lee
Tangmere
Warmwell
Calshott
Ford
Gosport
Thorney Island
PLYMOUTH
Mount Batten

Station	Units
Abbotsinch	602(F) Sqn (Spitfire)
Abingdon	15(B) Sqn (Battle);40(B) Sqn (Battle)
Aldergrove	502(GR) Sqn (Anson)
Andover	59(SR) Sqn (Blenheim/Hector)
Bassingbourn	104(B) Sqn (Blenheim)
Benson	103(B) and 150(B) Sqns (Battle)
Bicester	12(B) and 142 (B) Sqns (Battle)
	108(B) Sqn (Blenheim)
Biggin Hill	3(F), 32(F) and 79(F) Sqns (Hurricane)
Bircham Newton	42(TB) Sqn (Vildebeest);
	206(GR)Sqn (Anson)
Boscombe Down	88(B) and 218(B) Sqns (Battle)
Brize Norton	2 FTS
Calshot	STS
Cardiff	614(AC) Sqn (Hector)
Cardington	Balloon Centre
Catfoss	1 ATS
Catterick	26(AC) Sqn (Lys); 41(F) Sqn (Spitfire)
	609(F) Sqn (Spitfire/Hind)
Church Fenton	64(F) Sqn (Blen); 72(F) Sqn (Spitfire)
Cosford	MU and S of TT
Cottesmore	106(B) Sqn (Hampden)
Cranfield	35(B) and 207(B) Sqns (Battle)
Cranwell	RAF College and 1 EWS
Debden	85(F) and 87(F) Sqns (Hurricane)
	29(F) Sqn (Blenheim)
Detling	500(GR) Sqn (Anson)
Digby	46(F), 73(F) and 504(F) Sqns (Hurr)
Dishforth	10(B) and 78(B) Sqns (Whitley)
Doncaster	616(F) Sqn (Gauntlet)
Donibristle	Fleet Air Arm
Drem	13 FTS
Driffield	77(B) and 102(B) Sqns (Whitley)
Duxford	19(F), 66(F) and 611(F) Sqns (Spitfire)
Dyce	612(GR) Sqn (Anson)
Eastchurch	2 AAS
Eastleigh	Fleet Air Arm
Evanton	8 ATS
Farnborough	1 AACU; School of Photography
Felixstowe	MAEE
Feltwell	37(B) and 214(B) Sqns (Wellington)
Filton	501(F) Sqn (Hurricane)
Finningley	7(B) and 76(B) Sqns (Hampden/Anson)
Ford	Fleet Air Arm
Gosport	TDU, TTU, 2 AACU, 1 CACU, CDDU
Grantham	12 FTS
Harwell	105(B) and 226(B) Sqns (Battle)
Hawkinge	2(AC) Sqn (Lysander)
Hemswell	61(B) and 144(B) Sqns (Hampden)
Hendon	601(F) and 604(F) Sqns (Blenheim)
	24(Comm) Sqn (various)
Henlow	MU
Honington	9(B) Sqn (Wellington);
	215(B) Sqn (Wellington/Harrow)
Hooton Park	610(F) Sqn (Hind)
Hornchurch	54(F), 65(F) and 74(F) Sqns (Spitfire)
Hucknall	98(B) Sqn (Battle)
Hullavington	9 FTS
Invergordon	209(GR) Sqn (Stranraer);
	240(GR) Sqn (London)
Kemble	MU
Kenley	615(F) Sqn (Gladiator)
Kinloss	14 FTS
Leconfield	97(B) Sqn (Whitley/Anson);
	166(B) Sqn (Whitley/Heyford)
Lee-on-Solent	Fleet Air Arm
Leuchars	224(GR) Sqn (Hudson);
	233(GR) Sqn (Hudson/Anson)
Linton-on-Ouse	51(B) and 58(B) Sqns (Whitley)
Little Rissington	6 FTS
Lossiemouth	15 FTS
Manby	1 AAS
Manston	S of AN
Marham	38(B) Sqn (Wellington);
	115(B) Sqn (Wellington/Harrow)
Martlesham Heath	A&AEE
Mildenhall	99(B) and 149(B) Sqns (Wellington)
Montrose	269(GR) Sqn (Anson); 8 FTS
Mount Batten	204(GR) Sqn (Sunderland)
Netheravon	1 FTS
North Coates	1 AOS
Northolt	25(F) and 600(F) Sqns (Blenheim)
	111(F) Sqn (Hurricane)
North Weald	17(F), 56(F) and 151(F) Sqns (Hurr)
Odiham	4(AC) and 13(AC) Sqns (Lysander)
	53(SR) Sqn (Blenheim)
Old Sarum	16(AC) Sqn (Lysander); S of AC
Pembrey	10 ATS
Pembroke Dock	210(GR) Sqn (Sunderland)
Penrhos	5 ATS
Peterborough	7 FTS
Ringway	613(AC) Sqn (Hind)
St.Athan	11 Gp Pool
Scampton	49(B) and 83(B) Sqns (Hampden)
Sealand	5 FTS
Shawbury	11 FTS
South Cerney	3 FTS
Stormy Down	9 ATS
Stradishall	75(B) and 148(B) Sqns(Well/Anson)
Sullom Voe	201(GR) Sqn (London)
Sutton Bridge	3 ATS
Ternhill	10 FTS
Tangmere	1(F) and 43(F) Sqns (Hurricane)
	605(F) Sqn (Gladiator)
Thornaby	220(GR) and 608(GR) Sqns (Anson)
Thorney Island	22(TB) Sqn (Vildebeest);
	48(GR) Sqn (Anson); S of GR
Turnhouse	603(F) Sqn (Gladiator)
Upavon	CFS
Upper Heyford	18(B) and 57(B) Sqns (Blenheim)
Upwood	52(B) and 63(B) Sqns (Battle/Anson)
Usworth	607(F) Sqn (Gladiator)
Waddington	44(B) and 50(B) Sqns (Hampden)
Warmwell	217(GR) Sqn (Anson); 2 AOS; 6 ATS
Wattisham	107(B) and 110(B) Sqn (Blenheim)
Watton	21(B) and 82(B) Sqns (Blenheim)
West Freugh	4 ATS
Weston Zoyland	APC
W.Raynham	90(B) and 101(B) Sqns (Blenheim)
Wittering	23(F) Sqn (Blenheim);
	213(F) Sqn (Hurricane)
Worthy Down	Fleet Air Arm
Wyton	114(B) and 139(B) Sqns (Blenheim)

Airfields used by civilian-run E&RFTSs, relief landing grounds and non-operational airfields have not been shown.

The position shown is at the outbreak of the Second World War while the majority of units were at their peacetime stations. In the next two days, many of these moved. The Battle squadrons of the Advanced Air Striking Force left for France next day and a number of bomber squadrons moved to dispersed bases in case of an attack on their home stations when Britain declared war on Germany on 3rd September 1939. Many training units were moved from coastal stations and changed their designations.

Squadron strengths:

Bombers: 160 Wellingtons, 140 Whitleys, 529 Battles, 338 Blenheims, 169 Hampdens, 3 Harrows*
Fighters: 347 Hurricanes, 187 Spitfires, 111 Blenheims, 76 Gladiators and 26 Gauntlets
Coastal: 301 Ansons, 53 Hudsons, 27 Sunderlands, 17 Londons, 9 Stranraers, 30 Vildebeests
Army Cooperation: 95 Lysanders, 9 Hectors, 46 Hinds (some with non-AC squadrons)

*A small number of Heyfords on charge were awaiting transfer to MUs

ROYAL NAVAL AIR STATION AND ROYAL AIR FORCE STATION, EAST FORTUNE

Strategically situated at the mouth of the Firth of Forth, 3 miles north-east of Haddington, East Fortune was commissioned as a Royal Naval Air Station on 23 August 1916. Since late in 1915, the site had been used as a sub-station of Dundee and in the first half of 1916 coastal patrols were flown with Avro 504s which were originally housed in a hired marquee. High winds made this an unsafe refuge and the aircraft were hangared at a large house nearby which was used as officers' quarters. An aircraft shed measuring 200 ft x 100 ft was, however, on order and a canvas shelter was supplied in February 1916.

The development of a network of airship patrols resulted in East Fortune being expanded into a major base and the construction of aircraft sheds was begun. The commissioning of the station coincided with the arrival of its first two non-rigid airships from Kingsnorth, Kent. C.15 and C.16 were Coastal class airships and were joined by C.20 on 23 September. C.25 arrived on 26 October and C.24 on 13 December, both by rail, being inflated on the station. C.16 lasted only five days, being wrecked out at sea with engine failure. C.15 was later used for towing trials with HMS Phaeton and was wrecked during these in July 1917.

The large North Sea class blimps first appeared on 22 July 1917 when N.S.3 arrived from Kingsnorth and four more were later received and the class served until after the Armistice. Smaller Coastal Stars supplemented the North Sea class and three Sea Scout Zeros were also allotted to East Fortune. With the Battle Cruiser Squadron and its attendant cruisers and destroyers based on the Forth, patrols over the approaches to the Forth and Tay were supplemented by the large flying boats based at Dundee. S.S.Z.3 undertook towing trials with submarine K.5, one of the large, ill-fated K-class steam submarines built for work with the Fleet.

East Fortunes large rigid airship shed was first used by R.9 which arrived on 6 August 1917 but left again on 13 August. R.24 was East Fortune's first rigid on strength, having arrived on 28 October 1917 from Beardmore's base at Inchinnan, followed by R.29 on 29 June 1918 from Howden.

On 1 April 1918, R.N.A.S.East Fortune became a Royal Air Force station. Plans for a torpedo attack on the German High Seas Fleet in its harbours resulted in a large programme of torpedo bomber training being opened. No.201 Training Squadron was set up to provide training facilities with Cuckoos and on 19 October 1918, No.185 Squadron was formed at East Fortune with Cuckoos for service in HMS Argus. The plan for a carrier force to attack the sea-shy German fleet in its bases was forestalled by the Armistice and when the High Seas Fleet did emerge from its harbours, it was to meet the Grand Fleet and surrender.

By the end of the war, East Fortune had been developed into a large base with a landing area measuring 4000 ft x 2700 ft of very good surface. A rigid airship shed measuring 700 ft x 180 ft x 110 ft and two blimp hangars 320 ft x 120 ft x 80 ft housed the lighter-then-air element and three hangars, one measuring 200 ft x 100 ft and two 120 ft x 100 ft, for the fixed wing aircraft were supplemented by eight Bessoneaux of 66 ft square. Aircraft complement was one rigid (R.29), two North Seas, three Coastal Stars, one Coastal and three Sea Scout Zeros, making East Fortune the most important operational airship base in the country. In addition were the Cuckoos of No.185 and 201 (T) Squadrons supplemented by various training types.

Rigid R.34 arrived at East Fortune on 30 May 1919 from Inchinnan and undertook a sixhour training flight on 15/16 June. On 17 June the airship left for a 56-hour cruise to the Baltic.

East Fortune's place in aviation history was secure when, in the early hours of 2 July 1919, R.34 was walked out of its shed by a ground party consisting of 400 RAF, 80 WRAF and 150 soldiers of the Black Watch. In low cloud and showers, the airship lifted off at 1.42 a.m. and flew up the Forth and across Glasgow before heading out into the Atlantic. With a crew of 28, two passengers, one stowaway and a cat, R.34 landed 108 hours later at Hazlehurst Field, Mineola, New York having completed the first east-west crossing of the Atlantic and the first non-stop flight between the UK and USA. On 9 July, R.34 left Mineola to return to East Fortune but, for reasons now obscure but probably political, was diverted to Pulham in the depths of Norfolk where its welcome home consisted of a few service and air ministry personnel. Landing at Pulham on 13 July, R.34 was held there until 1 August when it flew back to base.

On 4 February 1920, R.34 left East Fortune for Pulham for the last time, the station having been put up for disposal in December 1919. N.S.7 flew off to Howden at the same time and East Fortune closed down next day.

The domestic accomodation along the north side of the airfield became a sanatorium between the wars. With its large and well-surfaced area, it was inevitable that eyes were cast by the Air Ministry on East Fortune when the Second World War broke out. Drem, another First World War airfield nearby, was developed first as a fighter station and in June 1940 East Fortune was requisitioned as a satellite airfield. It was not, however, until 4 June 1941 that the ground personnel and aircraft of No.60 Operational Training Unit arrived from Leconfield. A night fighter OTU, No.60 was equipped mainly with Defiants (backed up by some Blenheims, Masters and Oxfords). In October 1941 it was designated a twin-engined night fighter training unit and re-equipped with Beaufighters and Blenheims. Coastal Command Beaufighter crews began to train at East Fortune from June 1942 and the station changed its function when No.60 OTU became No.132 OTU on 24 November 1942 in No.17 Group, Coastal Command. The station was devoted for the rest of the war to strike training with Beaufighters, Beauforts, Blenheims and Mosquitoes, Martinets providing target-towing facilities. In 1945, the arrival of Buckmasters heralded the replacement of Beaufighters by Brigands but the war ended before the type entered Coastal Command service. Mosquito training was detached to Haverfordwest from February 1945 to June 1945.

On the last day of 1945, No.132 OTU had 12 Beaufighter Xs, three Beaufort IIs, two Buckmasters, eight Mosquito IIIs, 33 Mosquito VIs, four Oxford IIs, three Spitfire Vs and five Martinets. The OTU disbanded on 15 May 1946. The empty airfield was transferred to Fighter Command on 30 September 1946 and closed down as an airfield. In February 1960, the Air Ministry disposed of the airfield which has now become the home of the aeronautical collection of the Royal Scottish Museum.

East Fortune Airships

R.9 Arr.6.8.17; left 13.8.17
R.24 Arr.28.10.17; left 22.5.18
R.29 Arr.29.6.18; SOC 24.10.19
R.34 Arr. 29.5.19; left 4.2.20
NS.1 Arr 6.9.17; SOC 22.2.18
NS.3 Arr.22.7.17; Wrecked 21.6.18
NS.4 Arr.15.10.17; left 16.6.18
NS.7 Arr.29.6.18; left 4.2.20
NS.8 Arr.29.7.18; last flown 9.19
C*.1 Arr.17.2.18; deflated 25.1.19
C*.3 Arr.4.2.18; deflated 25.1.19
C*.7 Arr.17.6.18; left 21.9.18
C*.8 Arr.11.8.18; deflated 25.1.19
C.5 Arr.29.10.18; left 1.19
C.15 Arr. 23.8.16; wrecked 16.7.17
C.16 Arr.23.8.16; wrecked 28.8.16
C.20 Arr.23.9.16; wrecked 22.12.17
C.24 First flew 13.12.16; SOC 4.4.18
C.25 Arr.26.10.16; missing 29.7.18
SSZ.3 Arr.17.7.18; deflated 7.12.18
SSZ.59 Arr.27.4.18; deflated 30.12.18
SSZ.60 Arr. 20.5.18; deflated 21.1.19

N

EAST FORTUNE

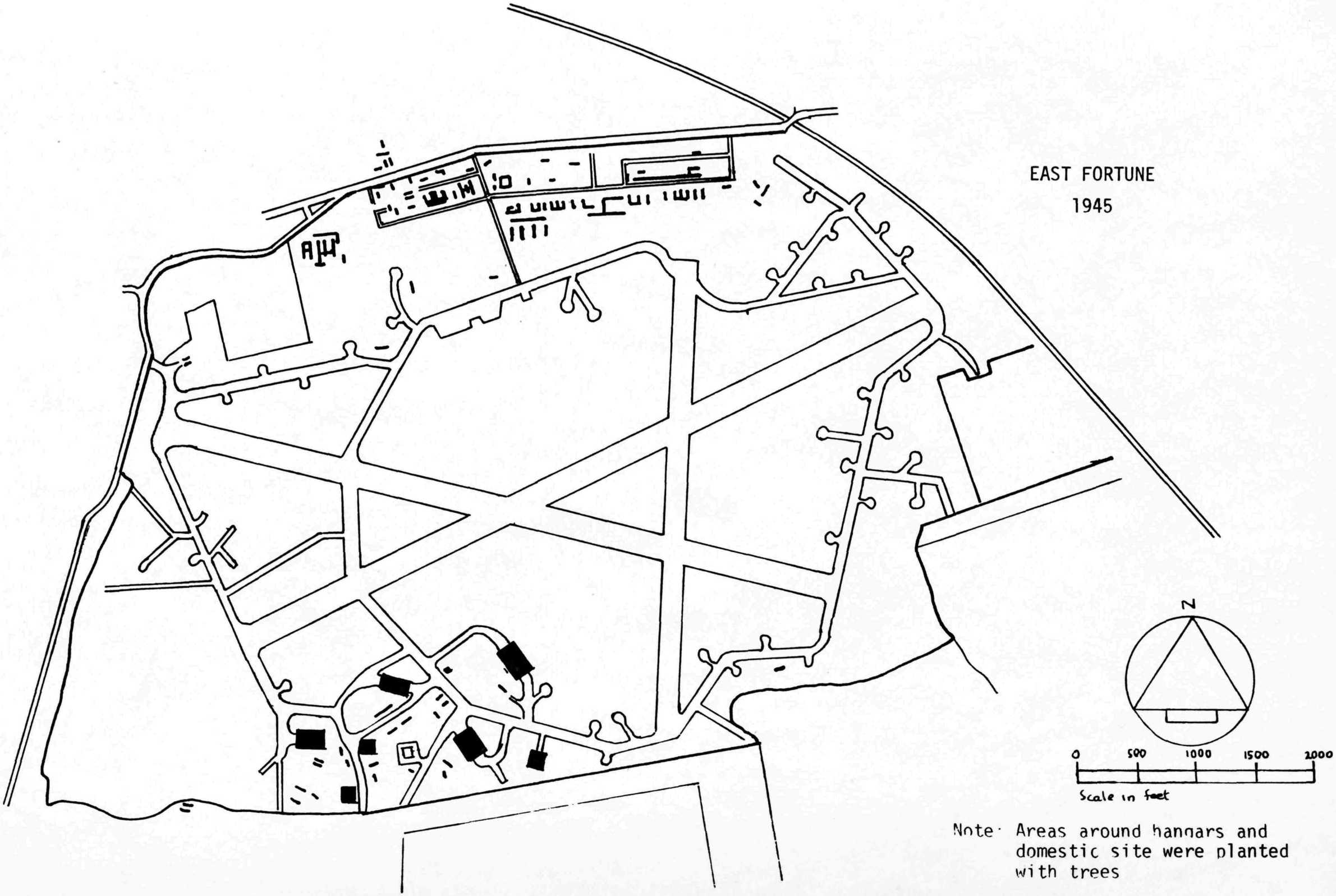
1918

0 500 1000 1500 2000

Scale in feet

EAST FORTUNE

1945



Note: Areas around hangars and domestic site were planted with trees

ROYAL AIR FORCE STATIONS PENRHOS AND LLANDWROG

In 1936 the construction of new airfields, schools and ranges to train and accommodate the expanding RAF met with strong and outspoken opposition wherever it was planned. In January of that year, the Air Ministry completed the purchase of some seven farms at Porth Neigl, in the Lleyn Peninsula and a farm of 250 acres near the village of Penrhos, about two miles from Pwllheli, where it was planned to build the aerodrome, instruction school and offices.

The Air Ministry had written to the Secretary of the Pwllheli Unemployment Bureau intimating that work on the provision of a training camp and landing ground at Porth Neigl would be starting in a few weeks and would provide employment for up to 500 men. It was anticipated that the work would cost some £250,000 and a contract was awarded to Messrs. Howeson Ltd of Glasgow.

One of the requirements for the new air base was a supply of 15,000 gallons of water daily. The local council agreed to go into the matter and proposed a charge of one shilling per 1,000 gallons. The Air Ministry continued with their plans and by February a total of 8,000 acres was ready for occupation, complete with a lease of the foreshore from Cilan Head to Rhiw Mountain, a distance of seven miles, for the erecting of targets. The work of excavating and levelling at Penrhos started on 21 February 1936. In the meantime, application had been made for a boat shed, with a suitable slipway, to be built in Pwllheli Harbour and permission sought for six mooring buoys to be laid.

The Welsh Nationalists had not been inactive and, in spite of a hostile reception from the local people who welcomed the opportunity for work which the air base would provide, the Blaid decided that it would present a wonderful chance to stage a political protest and one suggestion was that when the work startedthat members should throw themselves in front of the contractor's lorries and challenge the drivers to drive over them. While this did not happen, during the early hours of Tuesday, 8 September 1936, Mr.Saunders Lewis, the Rev.Lewis Valentine and Mr.David Williams, three of the leaders of the Party, set fire to the contractor's offices, workshops and timber required for the construction work. The blaze devastated some 50 square yards and 100 men were thrown out of work.

The arsonists walked into Pwllheli Police Station at 02.30 and gave themselves up. There was a great deal of publicity and controversy, especially when it was deemed necessary for the trial to be heard at the Old Bailey and not in the Caernarvon Crown Court. The three men were each sentenced to nine months imprisonment in the Second Division.

The station was due to open on 1 January 1937 but the work had been held up by bad weather. There was a second postponement before No.5 Armament Training Camp was formed at RAF Station Penrhos on 1 February 1937 with an aircraft establishment of six Wallaces and five patrol boats to operate from Pwllheli Harbour.

The establishment was divided into three sections:

(a) SHQ and the aerodrome at Penrhos
(b) the Marine Section on Pwllheli Harbour (personnel being accommodated in the nearby Victoria Hotel and
(c) the Hell's Mouth Ranges, 10 miles from Penrhos.

The first commanding officer was Wing Commander T.V.Lister.

Still the troubles were not over. The bad weather returned and swept away the targets which had to be relaid before the first Armament Training course was commenced on 3 April 1937 when a mass formation of some 34 aircraft flew in from No.10 FTS, Ternhill, with A/P/O "Pat"Pattle leading the fighter group of five Gauntlets.

Two weeks later came the aircraft of No.6 FTS, Netheravon and during this course came the first fatal accident on 23 April 1937 when Tutor K3425 crashed a quarter-mile off Port Merion Headland when attempting a practice forced landing on the sand in the estuary. Cpl.Walter Jackson of Withernsea, the pilot, was trapped in the front cockpit and burnt to death. The passenger, LAC Leonard Hobkirk of Carlisle escaped with injuries.

By July there was a serious shortage of water and "foul play" was suspected. A new four-mile length of water main had to be laid at a cost of a further £14,500. Then came complaints to the House of Commons about low flying in the vicinity of Abersoch and a plea to stop the bombing practice for the first two weeks in August as an extension of the official RAF break in training which came during the last two weeks of July. The protestors claimed that the bombing went on every day from 8 a.m. to 8 p.m. without a break. On 1 April 1938, Penrhos was redesignated No.5 Armament Training Station and became self-accounting six months later.

Came the War and on 9 September 1939 Penrhos became No.9 Air Observers School. On 13 October, Wing Cdr.Lister left on posting to Henlow and Wing Cdr. J.J.Williamson assumed command. Things began to warm up and on 23 October a duty pilot flying at first light spotted the conning tower of a submarine 2 miles south of St.Tudwals. A fishing boat was suspected of giving supplies to the submarine and so the number of the fishing boat was given to the Police Inspector, Pwllheli and HQ Coastal Command were informed that, when last seen, the submarine was proceeding in a southerly direction! Three days later the duty pilot reported the suspicious activities of the SS Eden Vale of Wexford, off Llanbedrog Head.

The station became No.9 Bombing and Gunnery School on 1 November 1939 and there were two fatal accidents during that month. Harrow K6939 crashed on the edge of the airfield after taking off on the 19th, killing both the pilot, Flying Officer K.Maconochie and the passenger Pilot Officer D.J.R. Paterson while on the 24th there was a mid-air collision between two Battles. Both aircraft were completely destroyed and crews all killed.

On 8 April 1940 came the first of many incidents which were to have far-reaching and practical effects, and ultimately the formation of the first RAF Mountain Rescue Team. On that day, Blenheim L9093 from No.13 OTU Bicester, was reported missing. Next day the aircraft was found completely wrecked on the summit of Carnedd Llewelyn at 3,000 feet. The Blenheim had apparently flown straight into the side of the mountain while in level flight. The crew of four was killed.

Work was in hand to improve facilities at Hell's Mouth and on 30 June 1940 the erection of Bellman hangars was completed while the rest of the work was nearly done on floors, aprons, the moving target range and the extension of the landing ground.

On 9 July 1940, a bomb-dropping mission by one enemy aircraft resulted in the death of two officers, both of whom received fatal wounds from fragment ation bombs. Three blocks of officers' quarters were destroyed, two Henleys of No.1 AACU (L3290 and L3359) wrecked and a hangar damaged. Shortly afterwards, the then Rt.Hon. and Mrs.Lloyd George visited the station from their home at Llanstumdwy just a few miles away. On 28 August the camouflaging of the station was started but was not very successful as five weeks later an enemy aircraft flew over at 200 feet, dropped its bombs and machine-gunned the camp injuring five airmen, demolishing the contractor's buildings, the AMWD office and some vehicles. On 3 October a stick of ten 50 kg bombs were dropped in the vicinity, possibly intended for the nearby Nefyn radar station and the following day the enemy was back at Penrhos when three aircraft delivered between 20 and 30 bombs and incendiaries on the camp

doing considerable damage although there were no casualties. Further enemy attacks came at dusk on 9 and 10 October, resulting in the arrival of six Spitfires of No.611 Squadron from Ternhill.

In December, a detachment of Hurricanes arrived from Speke and on New Year's Day 1941 the Polish airmen were visited by Air Marshal Sholto Douglas. Having defended Penrhos against the possibility of further intruders, No.312 Squadron departed for Valley but not before their C.O., Flt.Lt.Dawbarn, was reported missing from an afternoon patrol on 3 April. A detachment from No. 258 Squadron took over for a couple of days before they too departed.

By the end of April, the extension to the landing ground at Hell's Mouth was completed and work was nearing completion on the gym and chapel at Penrhos. On 14 June 1941, Penrhos ceased to be known as No.9 B & GS and became No.9 AOS again. On 20 October, a special armament course began for 15 air observers who had been trained in the USA.

Twenty miles away near Caernarvon, a new RAF station was about to be opened and the training of air gunners was to be transferred from Penrhos to No.9 Air Gunners School Llandwrog. On 21 January 1942, men and aircraft were sent from Penrhos to Llandwrog, six Ansons by air and the rest by road, to maintain a permanent night flying detachment. On the last day of February 1942, Penrhos was once again redesignated and became No.9 (Observers) Advanced Flying Unit when No.1 AFU(O) course began, the first under the Empire Air Training Scheme.

It is interesting to note that No.9 AGS supplied three aircraft, three pilots and three W.Op/AGs (from the instructional staff) for the 1,000 bomber raid when on 28 May 1942 Whitleys N1345 (P/O D.G.Box and Sgt.K.Houldcroft), T4155 (F/Sgt K.R.Rees and Sgt W.H.Orman) and N1428 (P/O J.W.Croudis and Sgt. A.J.Harvey) were detached to Driffield for one week for operations. On 1 June, Box and Houldcroft were reported missing. The others returned to Llandwrog but Sgt.Harvey died on 15 March 1943 from injuries received when Blenheim V6127 struck another Blenheim while taking off from Penrhos and P/O Croudis was killed at Llanwrog when Anson EJ129 crashed during a night navex on 1 March 1943.

The Air Ministry policy makers were still at work and on 13 June 1942 No.9 AGS ceased to exist, Llandwrog becoming a satellite of No.9 (O) AFU with subsequent changes in command. Group Captain L.T.N.Gould took over as CO and Wing Cdr. R.S.Bruce MBE was posted from Penrhos to assume command of Llandwrog where, on 30 August 1942, 41 u/t air gunners out of 46 passed out successfully from No.1 Air Gunners Course. It is also interesting to note that Llandwrog thought fit to report in their ORB that their WAAF section opened on 12 September 1942 whereas Penrhos made no reference to the arrival of their "Partners in Blue", possibly due to the fact that No.3 (WAAF) MT School had been operating at Pwllheli since 11 September 1941. In August 1942, No.51 ASR Marine Craft Unit had been formed at Pwllheli and was administered and accounted for by Penrhos.

The loss of men and machines in the Snowdonia area had been increasing to such and extent that on 29 November 1942, the senior medical officer at Llandwrog wrote "During the past five months there have been 10 major crashes in the area from the Conway Valley to the Rival Mountains which this SSQ has attended, over an area of 40 by 30 miles. Time taken varies from one to three days in the mountains, according to the degree of accessibility. Total time away from the station 15 days, total number of dead 40, total number of injuredremoved to hospital 8".

At 21.00 on 14 January 1943, Anson EG110 crashed while on a night navex to Shrewsbury and back. Next day a telephone message was received stating that the pilot had made his way to a farmhouse. The SMO and a party then set

out to search for the aircraft while both Llandwrog and Valley made an air search. The search party gave up at 02.00 on the 16th owing to the moon setting and bad conditions on the mountain where the Anson had crashed. At dawn the search party set out again and located the wreck at 11.00 by which time two of the crew were dead and the New Zealander navigator who was seriously injured had been lying in the aircraft for 39 hours. This incident led to a conference on mountain crashes being held at SSQ Llandwrog when it was decided to allocate a Humber ambulance and a jeep for hill trials with radio equipment in the area from Tal-y-bont, Conway to the Mellyn Llyn hut and on Carnedd Llewelyn.

Meanwhile a party of USAAF airmen had arrived at Penrhos to carry out a series of ground exercises and training on moving targets at Hell's Mouth. The air gunners and air bombers AFU courses continued and in addition to their own aircraft accidents, Llandwrog in particular was increasingly occupied in searching for aircraft of other units which had crashed in the mountains. In May 1943, the personnel strength of the satellite exceeded that of the parent station, with 103 officers and 935 other ranks, all the night flying being done from Llandwrog.

The MO deemed it necessary to report the high percentage of air sickness among Dominion personnel which he attributed to two factors (i) lack of acclimatisation during preliminary training overseas and who, even after 100 flying hours had not been grounded overseas, thus resulting in a major waste of time and manpower and (ii) the natural loss of acclimatisation to flying casued by many months elapsing before departure from overseas flying training units and arrival at an AFU in Britain. With all these problems and more besides, colour hoisting parade still took place at 08.30 every morning!

In August, Wing Commander Ruffell Smith arrived at Llandwrog from HQ Flying Training Command to ascertain the progress being made with the Mountain Rescue Service, this being the first official reference to it by name. With him came Flg.Offr.Richwhite of the RNZAF to learn the organisation of the Llandwrog MRS so that he could initiate a similar service in New Zealand on his return. In October, the AOC-in-C, Flying Training Command, Air Marshal Sir Philip Babington visited the station, inspecting the SSQ and the MR unit which was drawn up outside with its full crew. The necessity for an establishment for this unit was agreed and it was proposed to submit this to Air Ministry for approval. It was even agreed to paint the roof of the Humber in black and yellow bands to help ground parties to "home" by day and to indicate its position to cooperating aircraft. From such small beginnings history was made and on 3 November 1943 SSQ Llandwrog was visited by reporters and photographers of the press for interviews and a demonstration by the MRS crew, reports and pictures appearing in the national newspapers six days later.

Equipment trials were speeded up and a week later a Bergen rucksack and Mk.III Everest cradle arrived and soon came the opportunity to put the new equipment to the test. At 12.30 on 1 December 1943, information was received that Anson "J3" from Jurby had crashed near the summit of Foel Grach the previous evening. Two members of the crew had walked down the mountains to Bethesda where they were met and questioned by the MO about the location of the wreck but they were vague about its position. The MRS searched Carnedd Llewelyn until dark and returned next day to climb Carnedd Dafydd. A phone message was received from the Humber ambulance at 11.00 to say that a third member of the crew had arrived at Bethesda and suggested that Carnedd Dafydd was not the right place. The search party returned and set off again up the track near Melyn Llyn and Llyn Dulyn and eventually found the fourth crew member at 16.30 still alive in the turret suffering from dehydration, starvation and a fractured foot. He was conveyed on a stretcher down the mountainside in darkness and taken to SSQ. Although all the crew were injured, they were saved.

On 4 January, the MRS were out again to collect the remains of the 7 crew killed when Halifax DJ626 of No.1658 HCU Riccall crashed near Pentrevoelas in Denbighshire and agin on 7 January when USAAF Liberator 299991 crashed near Llanfairfechan. Three bodies were recovered and eight injured airmen were taken to hospital in Bangor.

Also on 4 January, Flt.Lt.Simpkins, a signals officer from the RAE, arrived and was taken to the summit of Foel Grach (3,195 feet) where a "balloon squeaker" was placed, with another on Cwm Silyn, to help prevent aircraft accidents in those areas. Next day a party of officers from Montrose arrived on a visit to inspect MRS equipment and methods. There was always a shortage of MOs between the two stations as they built up the MRS. At this time there were four, S/Ldr.A.Collins, F/Lt.Graham and Lloyd and F/O Scudamore. While the normal routine work of a flying training station went on, the work of the MRS continued to expand and in April it was considered necessary and practical to start a two-week course in mountaineering. Sgt. Pick of the 52nd Mountain Division arrived to give lectures and practical exercises on rock climbing, cross-country marching and the evacuation of casualties. The US Army sent Sgt.Saul Levett to collect material for a story about the MRS for the US. Army magazine "Yank".

In June, a new type of stretcher designed by Dr.Duff of Denbigh was tried out on Cwm Silyn. It was a great improvement on the General Service stretcher but was found to need modifications to lighten it and include crosspieces at each end to prevent it from folding up with the patient in it. In August, Dr.Duff was present when further trials were carried out on the scree on the west face of Tryfan when two types of stretcher were demonstrated, one an all-steel collapsible type with a detachable wheel and the other a light metal framework designed to clamp over a wooden GS stretcher thereby converting it to a sledge stretcher. The main advantages of the stretchers were their lightness and a good craftsman using Dr.Duff's principles could make a useful stretcher for MRS work. About this time, the SMO of RAF Station Madley came to Llandwrog to examine the equipment of the MRS before starting a similar service there.

But it was not all mountain rescue. On 16 October 1944, Anson DJ621 ditched in the Irish Sea and the pilot, F/O J.Stephenson and his crew were picked up by a passing aircraft carrier!

The end of the war was in sight and on 25 November 1944 No.60 Air Gunners Course, the last to be trained at Penrhos, passed out. There were still seekers after knowledge, however, and the RNZAF sent S/Ldr.Adams to see a demonstration of the new sledge stretcher. As part of a well-earned reward, on 7 January 1945, Cpl.G.McTigue, Nursing Orderly, was awarded the BEM for mountain rescue work at Llandwrog. Stranger things were happening - in January 1945 the Station Warrant Officer was posted overseas after 4½ years at Penrhos!

In March 1945, F/Lt.Gill of the Directorate of Air Sea Rescue and Mountain Rescue Service arrived with F/Lt.Crichton, MO of RAF Harpur Hill. HQ FTS had authorised a demonstration of a "Casualty Bag" and near the summit of Cwm Silyn, F/Lt.Gill was placed in a casualty bag and carried down towards base. The inner lining of the bag was electrically heated but the MRS considered this to be an unnecessary refinement. The bag was easy to carry on the Everest carrier and as efficient as blankets for keeping a patient warm. Mountain rescue trials of one sort or another continued. Volunteers received the benefit of instruction from Sgt.Pick in map reading and mountain navigation and in April S/Ldr.Warwick of HQ RCAF arrived to find out what it was all about before the MRS was transferred to RAF Llanbedr immediately prior to the disbandment of RAF Llandwrog. SSQ finally closed down on 29 June 1945 and the station placed on a care and maintenance basis.

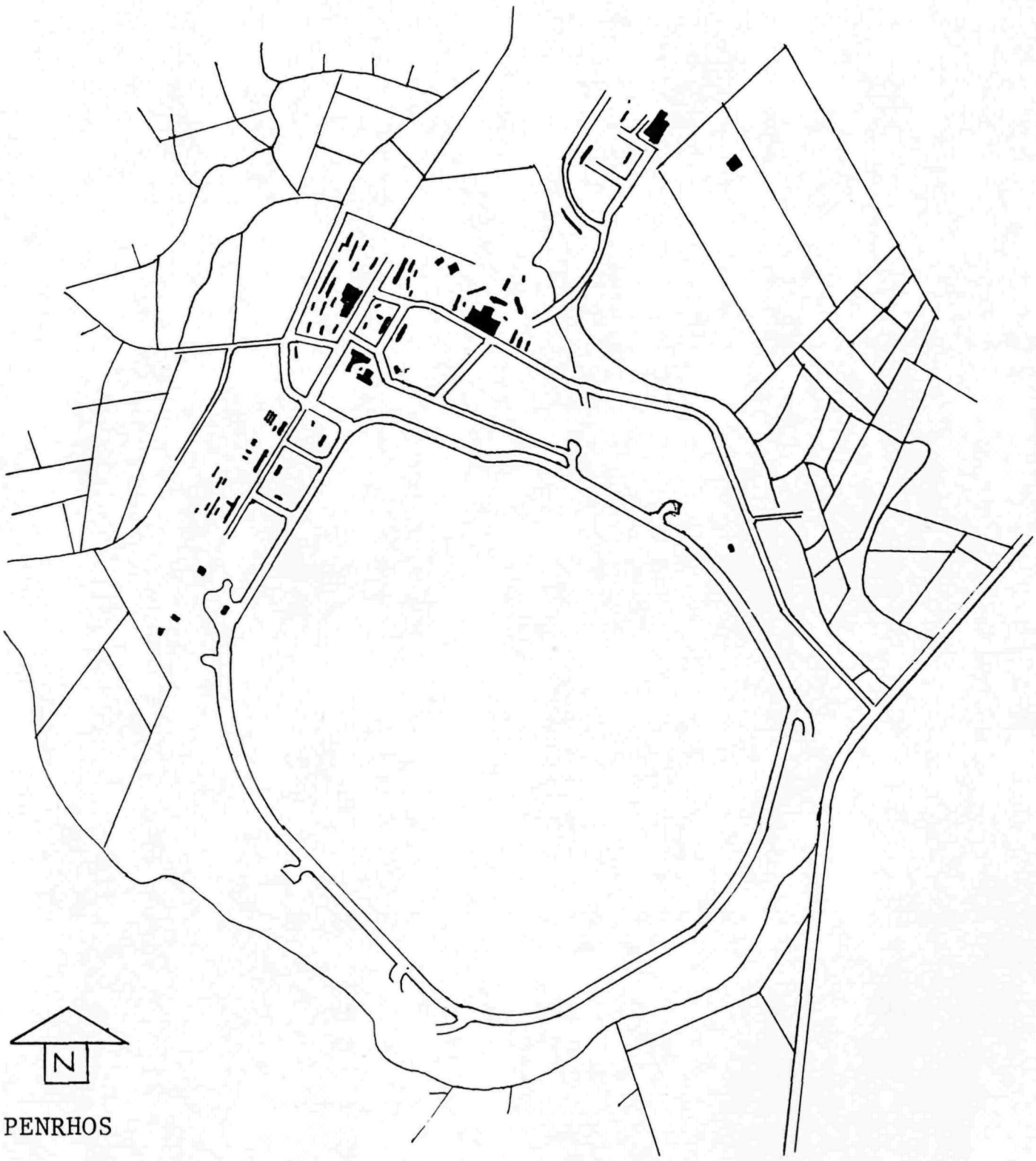
FLEET AIR ARM SECOND-LINE SQUADRONS 1939 to 1945

Squadron Nos.700 to 799 were allocated to second-line Fleet Air Arm units although several of these were operational during the Second World War. Whereas the Royal Air Force designated its training units according to function - flying training schools, air gunners schools, radio schools, etc. - the Royal Navy gave similar units squadron numbers in the 700 series. Details of these are sparse, the Navy not having a system similar to the Royal Air Force's Operations Record Books which were maintained by all RAF units and stations. The following tables show what details are known and we hope that additional information will come in from other sources. The aircraft column does not relate to the date column which shows the date of arrival at the location. The information given is provisional; there has been no opportunity to check it from primary sources and although much of it has come from official sources there is no way of judging how the facts were arrived at and from what documents.

Sqn No	Role	Date	Location	Aircraft Used
700	Catapult unit	21.1.40	Battleships and cruisers	Walrus Seafox Swordfish
		24.3.44	Disbanded	
701	Catapult unit	9.39	1st B.Sqn	Walrus
		21.1.40	to 700 Sqn	
	Coastal patrol	5.40	Harstad Reykjavik Stornoway Shetlands	Walrus
		8.6.41	Disbanded	
	Antisub patrol	10.42	East Med	Walrus
		10.43	Disbanded	
	Communications	5.45	Heston	Oxford
		12.46	Disbanded	
702	Catapult unit	9.39	HMS Rodney	1 Walrus
		21.1.40	to 700 Sqn	
		12.40	Armed merchant cruisers	Seafox Kingfishers
		7.43	Disbanded	
	Initial training unit	5.45	Hinstock	Swordfish
		8.45	Disbanded	
703	Catapult unit	3.41	Cruisers	Kingfisher
		3.44	Disbanded	
	ASWDU	4.45	Thorney Island	Barracuda
		7.48	to Service Trials Unit	Avenger
704	Operational Trg Unit	4.45	Zeals Thorney Island	Mosquito
		9.45	Ford	
		2.12.45	Halesworth	
705	Catapult unit	9.39	Battlecruiser Squadron	Swordfish
		21.1.40	to 700 Sqn	

No.9 (O) AFU ceased to exist on 16 June 1945 and No.2 Aircrew Holding Unit was formed at Penrhos, under Gp.Capt.G.W.Bentley DFC. The strength of the Holding Unit was some 960, being dealt with by the Reallocation Boards for Nos.25 and 29 Groups.

On 1 October 1945, No.54 Group assumed responsibility for Penrhos from No.25 Group. The station took part in the local Thanksgiving Week, 2 to 11 November, with its carnival, dances, fair, bonfires, etc. In February 1946 when there were still 133 officers and 432 other ranks on the strength, the station cinema closed down but during March there were massive postings and on 31 March 1946 No.2 ACHU officially disbanded and RAF Station Penrhos passed into history.



PENRHOS

Sqn No	Role	Date	Location	Aircraft
705(cont)	Replacement Crew Trg Unit	3.45	Ronaldsway	
		6.45	Disbanded	
706	Pool Sqn	3.45	Sydney NSW	
		3.46	Disbanded	
707	Radar trials unit	3.45	Burscough	Swordfish
		8.45	Disbanded	Barracuda
708	Tactical trials unit	10.44	Lee-on-Solent	Barracuda
		12.44	Gosport	Firebrand
		12.45	Fearn	
		3.46	Disbanded	
709	Grd attack school	9.44	St.Merryn	
		1.46	Disbanded	
710	Anti-sub patrol	23.8.39	Lee-on-Solent	Walrus
		31.8.39	Albatross	
		18.9.39	arr.Freetown SL	
		27.11.42	Durban	
		4.3.43	Albatross	
		8.8.43	No aircraft	
		14.10.43	Disbanded	
	Torpedo development unit	10.44	Ronaldsway	Barracude II
		12.45	Disbanded	
711	Catapult unit	9.39	Ist Cruiser Sqn (Med)	Walrus
		21.1.40	to 700 Sqn	
	Torpedo trg unit	9.44	Crail	Avenger
		12.45	Disbanded	Barracuda
712	Catapult unit	9.39	18th Cruiser Sqn	Walrus
		21.1.40	to 700 Sqn	
	Communications	8.44	Hatston	Dominie
		8.45	Disbanded	Expediter
713	Catapult unit	9.39	3rd Cruiser Sqn (Med)	Walrus Seafox
		21.1.40	to 700 Sqn	
	TBR training	8.44	Ronaldsway	Barracuda
		12.45	Disbanded	
714	Catapult unit	9.39	4th Cruiser Sqn (East Indies)	Walrus Seafox
		21.1.40	to 700 Sqn	
	TBR training	8.44	Fearn	Barracuda
		10.44	Rattray	
		11.45	Disbanded	
715	Catapult unit	9.39	5th Cruiser Sqn (China)	Walrus
		21.1.40	to 700 Sqn	
	School of air combat	9.44	St.Merryn	Seafire Master
		1.46	Disbanded	

FAA Second-line Squadrons

Sqn No	Role	Date	Location	Aircraft used
716	Catapult unit	9.39	6th CS (S.Atlantic)	Walrus, Seafox
		21.1.40	to 700 Sqn	
	Safety Equ.Trg	7.44	Eastleigh	Barracuda
		8.45	Disbanded	Wellington
717	TBR Training	7.44	Fearn	Barracuda
		10.44	Rattray	
		3.46	Disbanded	
718	Catapult unit	9.39	8th CS (W.Indies)	Walrus, Seafox
		21.1.40	to 700 Sqn	
	Army Coop Trg	5.6.44	Henstridge	Seafire, Corsair
		8.45	Ballyhalbert	Harvard
		11.45	Disbanded	
719	Adv Flg Trg	15.6.44	St.Merryn	Spitfire, Master
		12.44	To 794 Sqn	
720	Catapult unit	9.39	NZ Division	Walrus
		21.1.40	To 700 Sqn	
	Photo School	1.8.45	Ford	Anson
			cont. post-war	
721	Fleet Req.Unit	3.45	HMS Begum	Corsair, Avenger
		5.45	Ponan	Beaufighter
		1.46	Kai Tak	Vengeance
		12.47	Disbanded	
722	Fleet Req.Unit	4.44	Tambaram	Swordfish, Wildcat
		3.45	det Santa Cruz	Reliant, Martinet
		10.45	Cochin	
		20.10.45	Disbanded	
723	Fleet Req.Unit	10.44	Nowra	Corsair, Anson
		4.46	Disbanded	Martinet
724	Communications	1.45	Bankstown	Anson, Dominie,
		4.46	Disbanded	Expediter, Swordfish
725	Fleet Req.Unit	27.8.43	Eglinton	Anson, Martinet,
		24.9.45	St.Merryn	Traveller
		1.46	Disbanded	
726	Fleet Req.Unit	6.43	Durban	Swordfish, Kingfisher,
		12.45	Disbanded	Defiant, Martinet
727	Fleet Req.Unit	5.43	Gibraltar	Swordfish, Defiant
		4.44	det Blida	
		9.44	Hal Far	
		12.44	Disbanded	
728	Fleet Req.Unit	1.5.43	Gibraltar	Swordfish, Defiant,
		7.43	Dekheila	Martinet, Beaufighter
		12.43	Hal Far	
			Cont post-war	

FAA Second-line Squadrons

Sqn No	Role	Date	Location	Aircraft used
742	Communications	12.43	Sulur (+ dets)	Expediter, Anson, Reliant, Swordfish
		7.46	Disbanded	
743	TAG Trg Unit	1.3.43	Yarmouth NS	Swordfish, Walrus
		4.45	Disbanded	
744	TAG Trg Unit	1.3.43	Yarmouth NS	Seamew
		2.44	Disbanded	
	MAC Trg Unit	6.3.44	Maydown	Swordfish
	A/S Trg Unit	11.45	Eglinton (cont.post-war)	Barracuda
745	TAG Trg Unit	1.3.43	Yarmouth NS	Anson
		30.3.45	Disbanded	
746	Ftr Interceptor Trg Unit	1.12.42	Ford	All fighter types
		6.44	Wittering	
		10.44	Ford	
		3.45	Premier/Searcher/ Pursuer	
		10.5.45	Ford	
		25.8.45	W.Raynham	
		1.46	Disbanded	
747	OTU	22.3.43	Fearn	Barracuda, Swordfish, Anson
		8.6.43	Inskip	
		1.3.44	Fearn	
		10.44	Ronaldsway	
		11.45	Crail	
		12.45	Disbanded	
748	Fighter Pool	12.10.42	St.Merryn	Seafire, Fulmar, Hurricane, Martlet, Reliant
		3.44	Yeovilton	
		10.44	Dale	
		9.45	St.Merryn	
		3.46	Disbanded	
749	Observer Trg Unit	1.1.41	Piarco, Trinidad	Walrus, Goose, Kingfisher
		11.45	Disbanded	
750	Observer Trg Unit	9.39	Ford	Swordfish, Shark, Osprey Albacore
		5.40	Yeovilton	
		12.10.40	Piarco, Trinidad	
		10.45	Disbanded	
751	Observer Trg Unit	9.39	Ford	Walrus
		12.40	Arbroath	
		1.44	Dundee	
		5.44	Disbanded	
752	Observer Trg Unit	9.39	Ford	Swordfish, Reliant Albacore, Proctor
		5.40	Yeovilton	
		12.10.40	Piarco, Trinidad	
		10.45	Disbanded	
753	Observer Trg Unit	9.39	Lee-on Solent	Seafox, Shark, Seal, Walrus, Swordfish Barracuda
		9.40	Arbroath	
		15.10.45	Rattray	
		8.46	Disbanded	

Sqn No	Role	Date	Location	Aircraft used
729		1.1.45	Hinstock	Harvard
		5.45	Katukurunda	
		4.46	Disbanded	
730	Communications	17.4.44	Abbotsinch	Swordfish, Sea Otter,
		7.44	Ayr	Traveller, Q-6
		8.45	Disbanded	
731	DLCO Trg Unit	5.12.43	Easthaven	Swordfish, Seafire
		11.45	Disbanded	Firefly
732	OTU	11.43	Brunswick	Corsair
		7.44	Disbanded	
	Nt.Ftr Trg Unit	15.5.45	Drem	Firefly, Hellcat
		12.45	Disbanded	Anson
733	Fleet Req.Unit	3.44	Trincomalee	Barracuda, Defiant
		12.47	Disbanded	Swordfish, Avenger, Martinet
734	Engine Hdlg Unit	14.2.44	Worthy Down	Whitley
		9.45	Hinstock	
		2.46	Disbanded	
735		9.41		
		6.42	Disbanded	
		23.3.43	Inskip	Barracuda, Anson
		18.3.44	Burscough	
		5.46	Disbanded	
736	School of Air Combat later School of Naval Air Warfare	5.43	Yeovilton	Seafire, Barracuda, Master
		9.43	St.Merryn cont.post-war	Corsair, Avenger, Wellington
737	ABR Trg	2.43	Dunino	Walrus
		9.43	Disbanded	
	ASV Trg Unit	4.44	Inskip	Swordfish, Anson
		28.8.44	Arbroath	Barracuda
		5.45	Burscough	
		11.45	Disbanded	
738	Pilot Trg Unit	3.43	Quonset	Corsair, Avenger
		8.43	Lewistown	Harvard, Wildcat
		1.45	Brunswick	
		7.45	Disbanded	
739	Blind App Dev	15.12.42	Lee-on-Solent	Oxford, Swordfish
		2.43	Hinstock	Anson, Fulmar
		14.9.43	Worthy Down	
		10.44	Donibristle	
		3.45	Disbanded	
740	Obs Trg Unit	4.5.43	Arbroath	Swordfish, Walrus
		9.43	Disbanded	
	Communications	30.12.43	Machrihanish	Dominie, Walrus
		9.45	Disbanded	
741	Obs Trg Unit	3.43	Arbroath	Swordfish
		3.45	Disbanded	

754	Observer Trg	9.39	Lee-on-Solent	Seafox, Walrus, Shark
	Unit	11.40	Arbroath	Roc, Lysander
		3.44	Disbanded	
	TAG Trg Unit	10.44	Yarmouth NS	Swordfish, Albacore
		5.45	Disbanded	
755	TAG Trg Unit	9.39	Worthy Down	Walrus, Shark, Seamew,
		10.44	Disbanded	Proctor. Lysander
	Communications	4.45	Colombo	Expediter
		12.45	Disbanded	
756	TAG Trg Unit	9.39	Worthy Down	Shark, Proctor, Lysander
		.43	Disbanded	
		13.12.43	Katukurunda	Swordfish, Avenger
		12.45	Disbanded	
757	TAG Trg Unit	9.39	Worthy Down	Shark, Walrus, Osprey,
		.43	Disbanded	Nimrod
	Fighter Pool	12.43	Puttalam	Corsair
		2.46	Disbanded	
758	TAG Trg Unit	9.39	Eastleigh	Shark, Osprey, Swordfish
		10.40	Arbroath	
		2.41	Disbanded	
	Instr.Flg Trg	6.42	Hinstock	Oxford, Anson, Tiger Moth,
	Unit	4.46	Disbanded	Reliant, Harvard
759	Fighter School	1.11.39	Eastleigh	All fighter types
		16.9.40	Yeovilton	
		3.46	Disbanded	
760	Fighter Pool	1.4.40	Eastleigh	Skua, Roc, Sea Gladiator,
		16.9.40	Yeovilton	Buffalo, Hurricane, Fulmar,
		12.42	Disbanded	Master
	A/S Trg Unit	1.5.44	Inskip	Barracuda
		10.44	Disbanded	
	Corsair Famil-	10.4.45	Zeals	Corsair, Harvard
	iarisation Unit	10.45	Lee-on-Solent	Hellcat
		1.46	Disbanded	
761	Adv Flg School	1.8.41	Yeovilton	All fighter types
		4.43	Henstridge	
		3.46	Disbanded	
762		3.42	St.Merryn	Fulmar, Martlet
		3.9.42	Yeovilton	
		4.43	Disbanded	
	Twin Conv Unit	1.4.44	Dale	Beaufort, Beaufighter,
		12.45	Halesworth	Wellington, Oxford
		2.46	Ford	Mosquito, Anson
			(cont post-war)	
763	TSR Pool	15.12.39	Worthy Down	Swordfish, Albacore
		6.40	Lee-on-Solent	
		10.40	Arbroath	
		2.41	Worthy Down	
		7.41	Disbanded	
	Seaplane Trg	4.42	Pegasus	Kingfisher, Walrus, Swordfish,
	Unit	2.44	Disbanded	
	A/S Trg Unit	14.4.44	Inskip	Anson, Avenger
		8.45	Disbanded	

De HAVILLAND D.H.82 TIGER MOTH

OVERSEAS MILITARY USE

Probably the most famous training aeroplane ever, the Tiger Moth has seen service in a large number of overseas air forces both large and small. As is often the case, details on foreign usage is difficult to come by and it is hoped that by chronicling known facts further useful information will emerge.

This series will deal with the Tiger Moth in countries by alphabetical order. It would be very helpful if comments and additional information is sent direct to Malcolm P. Fillmore, Wychwood, Western Road, Jarvis Brook, Crowborough, Sussex.

ADEN

Although this country did not have its own air force, three Tiger Moths were despatched there pre-war and their final fates are unrecorded:

K4253 (c/n 3249) Allocated to Singapore 19.2.36 and sent to Aden for No.8 Squadron 6.6.37 as replacement for D.H.60M K1895. SOC 1.6.43

N6583 (c/n 3877) To No.8 Squadron Aden 13.3.39: SOC in Middle East 1.3.44

N6584 (c/n 3878) To No.8 Squadron Aden 13.3.39; SOC in Middle East 22.2.45

AFGHANISTAN

Eight Tiger Moths were sold from Indian sources to the Afghan Government on 25.4.46. No individual histories are known, or whether survivors exist, but in view of the Hinds found at Kabul the probability must be high.

DE572 (85539)	EM780 (85997)	EM986 (86169)	NL727 (86210)
NL944 (86387)	NL962 (86394)	NL963 (86395)	NL964 (86396)

AUSTRALIA

The RAAF operated a total of 861 Tiger Moths from the following sources:

RAF (New aircraft)	100
D.H.Hatfield (new)	20
Civil purchases	3
Civil impressments	18
D.H.A.Bankstown RAAF production	632
Netherlands East Indies impressments	6
South African production diverted	80
US Army Air Corps	2
	861

Dealing with each of these in turn we have:

RAF (New aircraft)

100 aircraft despatched from RAF maintenance units without prior service use. All were used in the Empire Air Training Scheme with RAF serials. No RAAF "A17" serials allocated.

N6882, 6900, 6901, 6903, 6905, 6906	C/ns 82137/8, 82145/7/9/50
N9129, 9130, 9135, 9136, 9139, 9140, 9173	C/ns 82248/9, 82254/5/8/9, 82284
N9257, 9258, 9259, 9260, 9261, 9263, 9264, 9266, 9269, 9270	C/n 82358/9, 82360/1/2/4/5/7/ 82370/1
N9376 to N9403	C/ns 82446 to 82473 (despatched from 36 MU 27.12.39; TOC 2.40

VH-UYL (3600)	from Royal Aero Club of New South Wales:	to A17-688 18.8.40
VH-AAJ (3690)	from Royal Aero Club of New South Wales:	to A17-689 19.8.40
VH-ACP (3561)	from Royal Aero Club of New South Wales: (ex-G-AETO)	to A17-690 19.8.40
VH-UVZ (3508)	from Air Flite Pty Ltd	to A17-691 19.8.40

Many returned postwar to civilian life including:

A17-676/VH-CCE; 677/VH-PCF; 678/VH-AAR; 680/VH-ADH; 682/VH-ABM; 684/VH-BIN; 687/VH-UYK; 689/VH-AQG; 690/VH-BIM/VH-SSF; 691/VH-BBP/VH-PCD.

DHA Bankstown RAAF production

632 produced being A17-24 to A17-620, A17-725 to A17-759

First delivery A17-24 20.6.40; Last delivery A17-759 5.2.45

Known constructor's numbers as follows:

A17-24 to 142: c/n 21 to 139
A17-143 to 145: Unknown (in gap 140-146)
A17-146 to 235: c/n 147 to 236
A17-236 to 341: c/n 255 to 360
A17-342 to 374: c/n 377 to 409
A17-375 to 390: c/n 416 to 431
A17-391 to 394: c/n 433 to 436
A17-395 to 404: c/n 439 to 448
A17-405 c/n 566
A17-406 c/n 569
A17-407 to 425: c/n 582 to 600
A17-426 to 454: c/n 607 to 663 (odd numbers only)
A17-455 to 484: c/n 872 to 901
A17-485 to 530: c/n 908 to 953
A17-531 to 620: c/n 966 to 1055
A17-725 to 759: c/n 1056 to 1090

Many postwar survivors, including large numbers rebuilt by DHA with known c/ns in the range T111 to T330 (which has led to considerable confusion regarding c/ns).

Netherlands East Indies Impressments

Six of the sixty Bankstown-built Tigers which were delivered to the Dutch East Indies were recovered and impressed on 7 March 1942 as A17-620 to 625. Previous identities were PK-VVQ to VVV but no c/ns are known (or of any NEI Tigers).

South African Production Diverted

The last 80 of the "DX"Tigers were not completed for the South Africans but were taken over by the RAAF, reconditioned by DHA (and given new c/ns in the range oL to 080) and taken on charge as A17-627 to 673, 692 to 724 between July and November 1943. Known tie-ups include:

A17-627 to 641	Original c/n 857 to 871	ex-DX814/5; 6 unknown; DX833/5; 4 unknown
A17-642 to 673	Original c/n 792 to 823	ex-8 unknown; DX743/757; 7 unknown; DX779/780
A17-692 to 724	Original c/n 824 to 856	ex-DX781 to 813

R4835 to R4844	C/ns 82767 to 82776
R4879 to R4893	C/ns 82796 to 82810 Despatched from 4 MU on 6.3.40 in SS Port Halifax or 22.3.40 in SS Waimarama; TOC by RAAF 1.6.40
R5181 to R5186	C/ns 83043 to 83048
R5256 to R5265	C/ns 83115 to 83124
T5360, 5361	C/ns 83125 and 83126
T5384	C/n 83151
T5409 to T5413	C/ns 83152 to 83156
T5458 to T5463	C/ns 83183 to 83188
T5482 to T5487	C/ns 83215 to 83220
T5525 to T5531	C/ns 83244 to 83250
T5555 to T5561	C/ns 83274 to 83280
	Above 50 despatched from 4 MU 14.5.40 and taken on RAAF charge 19.7.40 or 9.9.40

D.H.Hatfield (new)

A17-1 to A17-20 (c/ns 82555 to 82574) taken on RAAF charge May to October 1939

Civil Purchases

Three were purchased as follows:

VH-AAI (3689) from Spencers Gulf Aero Club; to A17-21 4.1.40

VH-UXC (3515) from Spencers Gulf Aero Club; to A17-22 4.1.40

VH-AAK (3746) from Broken Hill Aero Club; to A17-23 12.1.40

A17-22 was restored as VH-UXC in April 1946 but was destroyed by fire at Maryborough, Queensland on 11.8.46

Civil Impressments

Eighteen were impressed as follows:

VH-UZV (3635) from Queensland Aero Club; to A17-674 8.7.40

VH-UTD (3320) from Newcastle Aero Club; to A17-675 22.7.40

VH-UYQ (3623) from Newcastle Aero Club; to A17-676 22.7.40

VH-UZT (3632) from Newcastle Aero Club; to A17-677 22.7.40

VH-AAR (3704) from Newcastle Aero Club; to A17-678 22.7.40

VH-AAP (3723) from Newcastle Aero Club; to A17-679 22.7.40

VH-ADH (82348) from Newcastle Aero Club: to A17-680 22.7.40

VH-ADK (3688) from Newcastle Aero Club; to A17-681 22.7.40 formerly F-AQOX and G-AGAP

VH-ABM (3703) from W.Australia Aero Club; to A17-682 22.7.40

VH-ADI (82349) from S.Australia Aero Club; to A17-683 22.7.40

VH-ADO (82186) from Victorian and Inter-state Airways to A17-684 22.7.40 formerly G-AFNM

VH-UYR (3621) from Victorian Aero Club; to A17-685 6.8.40

VH-UYJ (3593) from Royal Aero Club of New South Wales: to A17-686 19.8.40

VH-UYK (3598) from Royal Aero Club of New South Wales: to A17-687 19.8.40

U.S.Army Air Corps

It is believed that up to 20 Bankstown-built Tigers were sold to the USAAC but to date no confirmed information has been found. Two Tigers were taken on charge by the RAAF, apparently from USAAC sources.

A17-760 taken on charge ex-USAAF 26 August 1945. RAAF record card states "received direct from de Havillands by USAAF under Lend-Lease arrangements. Aircraft now at 5 Communications Unit for disposal." The engine number given as 790 indicates one of Australian manufacture. A17-760 was sold to B.Brown c/o H.E.Steel, CDC Townsville on 17 December 1945 - no registration known.

A17-964 taken on charge on 7 August 1943 "on loan from USAAF". Record card shows "to be returned immediately to 5th Air Force - 29.2.44" and "returned 3.3.44". The "one-off" nature of the serial might hide its identity - there is a possibility that the "A17" part was a fiction since this has been deleted on the card and c/n 964 is not otherwise identified.

For much of the above, we are grateful to Melv Davies and information produced from AAHS sources by him.

BELGIUM

Thirty-one aircraft were delivered from surplus RAF stocks in 1946 and 1947. First fourteen delivered January to April 1946 continued using RAF serials before being renumbered ETA-17 to ETA-30 in May 1947, following delivery of a second batch in November 1946 totalling sixteen. The second batch was allotted serials in the range ETA-1 to ETA-16 and all thirty were changed to T-1 to T-30 around June 1947. Final aircraft delivered on 24 June 1947.

No.	Delivered	Formerly	C/No	Remarks
T-1	19.11.46	DF124	85873	to OO-EVA in 1958
T-2	19.11.46	DF152	85901	Crashed, Casteau 5.8.56
T-3	19.11.46	NL926	86369	Crashed, Casteau 27.7.56
T-4	19.11.46	NL934	86377	SOC 31.8.54
T-5	19.11.46	NL916	86359	Crashed 28.4.52
T-6	19.11.46	NL933	86376	Crashed, Nivelles 15.8.51
T-7	19.11.46	DF179	85915	Crashed 5.8.55
T-8	19.11.46	DF198	85934	To OO-EVB in 1958
T-9	19.11.46	DF151	85900	To OO-EVK in 1958
T-10	19.11.46	*	*	To Admin of Demesne 1957
T-11	19.11.46	*	*	Crashed, Nivelles 10.6.50
T-12	19.11.46	*	*	To Admin of Demesne 1957
T-13	19.11.46	DF178	85914	To OO-EVF in 1958
T-14	19.11.46	*	*	Crashed, Wevelghem 3.12.53
T-15	19.11.46	NL891	86338	To OO-EVG in 1958
T-16	19.11.46	*	*	Crashed 26.11.52
T-17	7.1.46	DE721	85651	To OO-EVC in 1958
T-18	7.3.46	NM194	86502	To OO-EVL in 1958
T-19	11.3.46	NM199	86507	To OO-EVM in 1958
T-20	6.3.46	DF201	85937	To Saffraenberg Technical School in 1952
T-21	7.3.46	NM207	86515	To OO-EVP in 1958
T-22	6.3.46	NM209	86517	To OO-EVD in 1958
T-23	7.3.46	DF212	85948	To OO-EVO in 1958
T-24	8.3.46	PG614	86523	SOC .55 (crashed 11.1.54?)
T-25	7.3.46	EM722	85953	To OO-EVE in 1958
T-26	20.3.46	EM744	85975	Crashed, Chievres 29.6.53 and SOC 6.9.56

T-27	7.3.46	DE972	85832	To OO-EVH in 1958
T-28	1.4.46	EM738	85969	To OO-EVI in 1958
T-29	1.4.46	R4771	82712	To OO-EVJ in 1958
T-30	1.4.46	DF135	85884	SOC 9.11.50
T-31	24.6.47	DF126	85875	To OO-EVR in 1958

* Individual identifications not known but consisted of the following: DE418 (85426), DE776 (85690), DF208 (85944), NL932 (86375), NL972 (86404).

Logically, T-10 and T-12 should have been registered in the OO-EV block but there is no evidence to suppose this happened so they were probably used for spares.

BRAZIL

Seventeen aircraft were delivered new to the Brazilian Air Force in 1932 and 1935. The first five (serials not known) were c/ns 3143 to 3147: the second twelve had c/n 3324 to 3335 (serials 2-1-5 to 2-1-16).

Subsequently 2-1-10 became PP-DLL and 2-1-14 became PP-DTK

BURMA

Three Tiger Moths were sold to Burma from RAF stocks at 52 MU Cardiff on 8.7.40. Serials were N6917 (82161), N6950 (82200) and N6951 (82201).

Four Tiger Moths were impressed from Burmese civilian sources as Z-01 to Z-04 in 1942 (see "Impressments Log"). These presumably comprised the two ex-UK specimens XY-AAB and XY-AAC (c/ns 82874/5) exported in 1940 and two Australian-built aircraft whose identities have not been traced. All four were destroyed in 1942/43 as follows:

Z-01 Cox's Bazaar LG 3.6.43; Z-02 Asansol 6.9.42
Z-03 Dum Dum 6.7.42: Z-04 Dum Dum 20.9.42

Thirteen were delivered to the Burmese National Air Force in 1947/48.

N6741, N6802, N9496 and N9498 shipped on 4.10.47 from Birkenhead on SS Martaban (arrived 13.11.47).

N6973 (6473M) and DE343 on SS Salween on 10.12.47 from Birkenhead

N9203, R5138, DE431 and EM980 on SS Kansi on 12.1.48

DE672 on 11.2.48

N9188 and DE463 on SS Prome on 2.3.48

CANADA

The first Tiger Moth to reach Canada was CF-AVG (3348) in August 1935. This was demonstrated to civilian clubs and the the Department of National Defence and a contract was obtained from the latter dated 12.3.37 for 26 aircraft, including CF-AVG which became RCAF 238.

Initial production of 25 aircraft (D.H.82A(Can)) built at Toronto:

RCAF 239 - 258 c/ns DHC 301-320; RCAF 275 - 279 c/ns DHC 322-326

239 was first flown on 21.12.37; batch delivered January to March 1938
Second batch delivered March and April 1938.

Modified version D.H.82C

RCAF 4001 - 4404	c/n DHC 331-734	Deld 10.4.40 to 4.3.41	
RCAF 4935 - 4944	DHC 735-744	16.5.41 to 12.6.41	(note 1)
RCAF 4946 - 5175	DHC 745-974	18.4.41 to 23.9.41	

May 1944 (2); DE832 (85730), DE833 (85731)

June 1944 (8); DE777 (85691), DE999 (85859), NL887 (86334), NL888 (86335), NL889 (86336), NL977 (86409), NL987 (86419), NL988 (86420).

June 1945 (24); DE810 (85708), DE830 (85728), DE831 (85729), DE855 (85753), DE949 (85820), DE950 (85821)*, DE976 (85836), DE995 (85855), DF130 (85879), DF197 (85933), NL840 (86299), NL843 (86302), NL864 (86311), NL874 (86321), NL882 (86329), NL885 (86332), NL892 (86339), NL895 (86342), NL931 (86374), NL935 (86378), NL974 (86406), NM125 (86445), NM134 (86454), NM136 (86456).

July 1945 (14); DE991 (85851), DE992 (85852), DF121 (85870), DF122 (85871), DF136 (85885), DF140 (85889), DF175 (85911), DF176 (85912), DF189 (85925), DF199 (85935), EM739 (85970), NL872 (86319), NL919 (86362), PG691 (86588).

Aug 1945 (41); DF174 (85910), NL845 (86304), NL862 (86309), NL877 (86324), NL878 (86325), NL890 (86337), NL893 (86340), NL896 (86343), NL903 (86346), NL904 (86347), NL909 (86352), NL917 (86360), NL920 (86363), NL921 (86364), NL924 (86367), NM124 (86444), NM127 (86447), PG646 (86555), PG648 (86557), PG651 (86560), PG693 (86590), PG694 to PG710 (86591 to 86607), PG728 (86614), PG731 (86617), PG735 (86621), PG736 (86622).

Sept 1945 (2); NL875 (86322), NL918 (86361).

Jan 1946 (2); NM178 (86486), NM180 (86488).

Feb 1946 (5); T7390 (83711), NL706 (86189), NL707 (86190), NL709 (86192), NL711 (86194).

March 1946 (42); DE617 (85571), DE939 (85810), DE989 (85849), DF195 (85931), DF196 (85932), DF210 (85946), EM725 (85956), EM740 (85971), EM743 (85974), EM777 (85994), EM794 (86011), EM862 (86064), EM950 (86133), EM974 (86157), EM976 (86159), NL863 (86310), NM172 (86480), NM179 (86487), NM181 (86489), NM186 (86494), NM191 (86499), NM192 (86500), NM193 (86501), NM206 (86514), NM208 (86516), NM210 (86518), NM212 (86520), NM214 (86522), PG615 (86524), PG617 (86526), PG620 (86529), PG622 (86531), PG625 (86534), PG644 (86553), PG645 (86554), PG647 (86556), PG652 (86561), PG672 (86569), PG673 (86570), PG674 (86571), PG679 (86576), PG680 (86577),

April 1946(43); DE940 (85811), DE971 (85831), DE988 (85848), DF144 (85893), DF193 (85929),* DF214 (85950), EM720 (85951), EM721 (85952), EM724 (85955), EM728 (85959), EM730 (85961), EM731 (85962), EM736 (85967), EM747 (85978), EM752 (85983), EM776 (85993), EM778 (85995), EM783 (86000), EM983 (86166), NL907 (86350), NM130 (86450), NM177 (86485), NM189 (86497), NM196 (86504), NM197 (86505), NM201 (86509), PG616 (86525), PG618 (86527), PG621 (86530), PG626 (86535), PG636 (86545), PG643 (86552), PG649 (86558), PG650 (86559), PG654 (86563), PG655 (86564), PG656 (86565), PG657 (86566), PG658 (86567), PG671 (86568), PG676 (86573), PG713 (86610), PG714 (86611)

May 1946 (9); NL846 (86305), NL908 (86351), NM158 (86478), PG623 (86532), PG687 (86584), PG715 (86612), PG732 (86618), PG733 (86619), PG744 (86630).

* crashed on delivery

GERMANY

Probably small numbers were operated by the Luftwaffe in the early stages of World War Two, either impressed German civil aircraft or captured in Poland, France and the Low Countries, including possibly RAF aircraft (especially from No.81 Squadron which used numerous Tiger Moths for communications in France). Any evidence would be welcome.

GREECE

Twenty-four were delivered to the Royal Hellenic Air Force post-war from RAF stocks.

RCAF 5800 - 5824	DHC 975-999	Deld 30.9.41 to 8.10.41	
RCAF 4810 & 4945 RCAF 4812 - 4830	DHC 1000-1020	21.1.41 to 19.3.41	(Note 2)
RCAF 4811 RCAF 4831 - 4933	DHC 1021-1124	2.2.41 to 29.7.41	(Note 2)
RCAF 4934	DHC 1127	12.6.41	(Note 2)
RCAF 5825 - 5999	DHC 1128-1302	9.10.41 to 16.12.41	
RCAF 1100 - 1299	DHC 1303-1502	17.12.41 to 18.4.42	(Note 3)
RCAF 3842 - 3991	DHC 1503-1652	26.2.42 to 26.5.42	
RCAF 8851 - 8999	DHC 1653 - 1801	27.5.42 to 20.8.42	
RCAF 9645 - 9668	DHC 1802 - 1825	20.8.42 to 28.8.42	
RCAF 9669 - 9695	DHC 1827 - 1853	28.8.42 to 30.9.42	

Notes: 1 Type D.H.82C2 Menasco Moth
2 Type D.H.82C4 Menasco Moth wireless trainer
3 Also allotted RAF serials FE100-266; FH618-650 and USAAF serials 42-964 to 1163 (Type PT-24)

For the above information I am indebted wholly to an article by C.D.Long in the CAHS Journal of Winter 1969.

DENMARK

Fifteen aircraft were supplied pre-war to the Danish Army.

Serials S-1 to S-15 were c/ns 3170-3174; 3196-3199; 3209-3211;3317; 3336 and 3611.

Note: S-14 (3336) is presumed correct; it has also been quoted as OY-DOK but this allocation was not taken up.

ETHIOPIA

Two delivered direct from RAF sources in November 1945.

EM857 (86059) delivered 22.11.45; EM858 (86060) delivered 15.11.45

Two delivered via de Havillands on 6.11.46 and overhauled at Witney

T7338 (83864) and BB675 (ex-G-ADOI) (3402).

At least T7338 is known to have been civilianised as ET-T-28 (others quoted as ET-P-3 and ET-T127). Service in the Imperial Ethiopian Air Force cannot be confirmed although the likelihood is strong.

FINLAND

It is reported that a Tiger Moth was flown from Norway during World War Two and was taken over by the Finnish Air Force as MO-159

FRANCE

A total of 242 Tiger Moths were delivered between April 1944 and May 1946 from RAF stocks. The majority were civilianised 1950/53 for use by State flying clubs. Complete list as follows by month:

April 1944 (50); DE612 (85566), DE740 (85670), DE741 (85671), DE742 (85672), DE778 (85692),DE973 (85833), DE980 (85840), DE981 (85841), DE983 (85843), DE984 (85844),DE985 (85845), DE986 (85846), DE987 (85847), DE993 (85853), DF111 (85860), DF114 (85863), DF147 (85896), DF148 (85897), EM788 (86005), EM839 (86041), EM860 (86062), EM869 (86071), EM914 (86108), EM916 (86110), EM921 (86115), EM946 (86129), EM947 (86130), EM965 (86148), EM982 (86165), NL759 (86230), NL831 (86290), NL832 (86291), NL835 (86294), NL836 (86295), NL837 (86296), NL838 (86297), NL839 (86298), NL859 (86306), NL860 (86307), NL866 (86313), NL867 (86314), NL868 (86315), NL869 (86316), NL870 (86317), NL876 (86323), NL894 (86341), NL975 (86407), NM114 (86434), NM116 (86436), NM117 (86437).

February 1947 (12); DF145 (85894), EM732 (85963), NM183 (86491), NM184 (86492), NM188 (86496), PG630 (86539), PG632 (86541), PG633 (86542), PG634 (86543), PG635 (86544), PG638 (86547), PG642 (86551).

December 1947 (2); EM912 (86106), NL930 (86373).

February 1948 (2); DF190 (85926), PG631 (86540).

July 1949 (2); T6776 (85063), DE203 (85260).

August 1949 (2); R5171 (83033), T6314 (84729).

September 1949 (4); T6990 (85199), T7840 (84205), T8198 (84490), DE449 (85445).

One, at least, survives in the Hellenic Air Force museum in Athens unmarked.

HONG KONG

Two Tiger Moth seaplanes were delivered on 23 June 1934 for use at Kai Tak.

K2589 (1761) Scrapped 27.8.37 and SOC 24.10.38
K2592 (1764) Transferred to RAF Station Tengah and crashed at Kranji, Singapore 16.12.40

INDIA

Tiger moths were delivered to India from various sources. Prior to the war, a number came on the civil register as a result of new and second-hand purchases in the UK and many of these were impressed into the RAF and IAF locally. In mid-1940, the Bristol E&RFTS aircraft were imported, again initially registered as civil aircraft and in the following year a batch of Australian-built Tigers followed suit, together with a few RAF machines (at least one of which was strangely immediately civilianised).

The bulk of Indian military Tigers were, however, either RAF aircraft delivered in 1943/44 or SAAF aircraft delivered, apparently, in July 1946. All the SAAF aircraft (totalling 100) are recorded as having been sold to Hindustan Aircraft Company on 27.11.47 and it is presumed they were overhauled and put into service with the RIAF.

Of the RAF aircraft (208 known shipments plus impressments), one (DE238) was lost at sea in March 1943 and the others disposed of as follows:

SOC 1943	1	Presumed SOC 1.1.47	12
SOC 1944	33	Presumed SOC 7.5.47	6
SOC 1945	52	RIAF 25.9.47	27
SOC 1946	18	RIAF 30.10.47	14
SOC 1947	13	RPAF 25.9.47	7
No fate	15	Afghan Govt	8
Hindustan	1	Total	207

It may be presumed that all aircraft SOC were in fact destroyed (and the necessary paperwork connected with accidents, etc did not reach the Air Ministry section dealing with aircraft movements and disposals), were used for spares or advised on accident reports as being beyond repair. The dates quoted for "PSOC" are merely accounting dates when authority was given for further enquiry as to the aircraft's fate to be abandoned as not worthwhile. However, one turned up in the Royal Navy (NL750 acquired in Ceylon) and several others appeared on the civil register, including EM846 which became VT-ARP and is now G-BDVI. The Afghan and Pakistani aircraft are dealt with in the appropriate sections; the others are as follows:

Transfers to RIAF 25.9.47: T6876 (85123), DE251 (85297), EM751 (85982), EM793 (86010), EM845 (86047), EM856 (86058), EM864 (86066), EM875 (86077), EM894 (86088), EM896 (86090), EM953 (86136), EM961 (86144), EM978 (86161), NL705 (86188), NL717 (86200), NL724 (86207), NL749 (86220), NL754 (86225), NL758 (86229), NL807 (86266), NL808 (86267), NL818 (86277), NL821 (86280), NL940 (86383), NL941 (86384), NL945 (86388), NL946 (86389).