

aeromilitaria

The AIR-BRITAIN Military Aviation Publication

Edited by James J. Halley and Peter M. Corbell

Editorial address: 5 Walnut Tree Road, Shepperton, Middlesex TW17 ORW

Issue 1/77

"AM" has entered its third year of publication, rather to the surprise of some people, including your editors. The concept of fall-apart fileable magazine was one fraught with possibilities but we have not heard a word against it from our readers. A surprising number have even commented favourably on it which is unusual in an association which for 28 years has been 95% mute. We always regarded silence as an accolade.

The content of AM has by now fallen into a mature pattern which pleases the majority of our readers. Or, put another way, it has got into a rut. We are quite happy to accept the latter verdict from any member who has renewed his subscription for 1977. Welcome to the rut.

For the benefit of new subscribers, a record number this year, we should explain that AM is intended to be split up for filing in any way which suits a member's filing system. Margins are provided for punching so that the pages can be rearranged as necessary. Single pages appear each issue continuing a theme, for example foreign military Tiger Moths and FAA second-line squadrons. These are not definitive and one of the purposes of AM is to produce what is known on a subject and hope for comment from the readers.

In the coming year, we will continue to produce as much material as possible within the limits of our budget. Meantime up will go the costs of paper, printing and postage and with them, doubtless, our blood pressure.

Roundabout this Issue

The Blenheim V takes up most of this issue and is the biggest thing we have tackled to date. There were great numbers of Blenheim Vs spread around the world, both literally and numerically, so it was about time it emerged from obscurity for a brief time.

Airfield of the Issue is Thorney Island, perhaps one of the most pleasant stations the RAF has ever had - apart from a short period in 1940/42.

Malcolm Fillmore carries on with his Tiger Moth saga. Any additions will be welcome but note new address as North Gates, The Mount, Ifield, West Sussex RH11 0LF.

We are still collecting additions to the 700-series FAA squadrons which are very badly documented. It is a pity that the Admiralty did not require Naval squadrons to keep the sort of records that RAF squadrons and, indeed, almost every unit and station, bequeathed to the historian. We do not vouch for anything in this series so anyone who can add some meat to the bones will do us all a service. Logbooks of FAA aircrew can be a fruitful source of locations, dates and types flown so hunt down your local web-footed aviators and report in.

Every type of aircraft has its story and our favourite one on the Blenheim V concerns the SAAF pilot who landed at a Middle East airfield to refuel both aircraft and self. Parking between a Liberator and a Marauder, he adjourned to the mess for a meal. Afterwards he walked back to his aircraft accompanied by a USAAF colonel whose acquaintance he had made over lunch. Rounding the sleek nose of the Marauder, the colonel was stopped in his tracks by a full frontal view of a Blenheim V nose. "Gawd" he said "did anyone get out of the wreck alive?"

Additions and Amendments

Some extra information to add to the article on Penrhos and Llandwrog has come to hand.

The unit mentioned in April 1937 was No.1 FTS Netheravon, not No.6 FTS. Residents also included: 4.12.39 to 6.41 C Flt, No.1 AACU with Henleys at Penrhos; 2.40 to 1.1.41 J Flt, No.1 AACU with Henleys at Penrhos. Organisation of Penrhos at various dates was as follows:

April 1940: A Flt - Wallace & Henley (target towing)
B Flt - Battle (bombing)
C Flt - Demon (gunnery)
D Flt - Harrow & Demon (gunnery)

October 1940 - All Henleys to 1 AACU; began to use Whitleys
A Flt - Battles & Wallaces (target towing)
B Flt - Battle (bombing)
C Flt - Battle (target towing and gunnery)
D Flt - Whitley (gunnery)

December 1940
A Flt - Battle (target towing)
B Flt - Battle & Whitley (bombing & gunnery)
C Flt - Battle (target towing and gunnery)
D Flt - Whitley (gunnery)

On 14.6.41 the establishment of No.9 AOS was 26 Ansons, 53 Blenheims and 12 TTs
On 17.11.43 it was 79 Ansons, 35 Martinets and then changed to 82 Ansons and 12 Martinets.

In January 1944 it was 82 Ansons and 9 Martinets.

Actual date of disbandment of No.9 (O) AFU was 14.6.45.

No.9 AGS Llandwrog was formed in No.25 Group on 7.7.41 with an establishment of 12 Whitleys and 9 Lysanders.

On 11.2.43, the navigation school moved from Penrhos to Llandwrog and the air gunners school moved in the opposite direction.

In the Tiger Moth section, a couple of amendments are required.

In 2/76 the Netherlands East Indies/RAAF impressments should have read A17-621 to 626 and not A17-620 to 625. The South African c/ns were in the 01 range, not OL.

Coronados

RAF Coronados were rare sights and unless one lived on the Clyde coast were seldom seen. Details of those delivered were:

JX470 to UK 16.4.43. MAEE 5.43-6.44; 45 Gp 6.45 to 30.8.45 when SOC

JX471 to UK 12.2.44. MAEE to 8.44. 45 Gp 6.45 to 18.10.45 when SOC

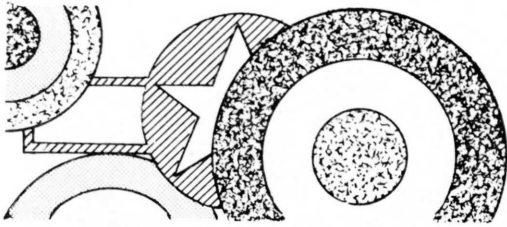
JX472 to UK 21.1.44. MAEE 4.44 to 9.44. Struck by Mariner JX111 while moored at Wig Bay 26.9.44 and SOC.

JX486, 490 and 494: All to 45 Gp 31.3.45. Scuttled 28.3.46 except JX490 SOC 30.8.45

JX495 dd.18.9.43 to MAEE until 1.44. SOC 7.8.45

JX496 dd.20.9.43. MAEE 1.44 to 3.44 then BOAC until 4.44. SOC 11.1.45

JX498 to 45 Gp 31.3.45 and JX501 to 45 Gp 15.2.44. Both scuttled 28.3.46.



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Issue 3/77

Summer is upon us, at least on this half of the Oblate Spheroid, and inevitably we have the Summer Sales. Not wishing to be left out, Air-Britain is making another half-price offer to the faithful readers of AM. It may not be as useful as the usual summer sales' catalogue of fur coats and snow shoes, but it is all we have.

Approaching publication with the awe-inspiring velocity of an arthritic tortoise is a sequel to "Royal Air Force Aircraft K1000 to K9999". As a result of a flash of dazzling inspiration, it will be called "Royal Air Force Aircraft N1000 to N9999 1937-1942 Production", a catchy title which will take two lines in anybody's bibliography.

Following the same format as the "Ks", it will list RAF aircraft which mainly came into service in the first year of the Second World War and which bore the brunt of the early battles. Record-keeping for this period had been more systemised than for the earlier K-aircraft so the details of units and fates of these aircraft are fuller than their predecessors. We hope for delivery in August and as previously done for the K-serials, we are inviting orders from current AM subscribers at a special pre-production price. Full price is £3.00 with a reduction to £2.00 for Air-Britain members and a special price of £1.50 to AM subscribers. Orders should be sent to the AM editorial office and are restricted to one copy per subscriber. Additional copies may be had at members' normal prices from the Sales Dept. Postage is included but outside Europe will be sent by small packet post. If delivery by airmail is required, £1.00 should be added.

For reasons which will be obvious to readers of AM, we have progressed from K to N but this does not rule out producing a similar volume in the future on L-serials which will incorporate all the additions which have come to hand as we have gradually worked our way through this series in AM over the last three years. We also hope to complete a list of additions and amendments to the K-serials which have resulted from additional research and from the contributions readers have kindly sent in. If we have missed acknowledging any of these, please accept our thanks. Checking these out takes time and research into military records cannot, like civil research, be done by one's fireside in such cases.

Roundabout this Issue

While progressing on through the L-serials, OTUs and Tiger Moths in continuation of earlier issues, we have selected two new subjects for research in this issue. The Catalina has not had a lot of publicity despite its far-flung operations, probably because it seldom did anything spectacular. The Sunderland always seemed to get the headlines, giving the impression that it was a daily event to take on half a Luftflotte and put it to flight. The Germans may have named the Sunderland "Fliegende Stachelschwein" but they are not recorded as having deigned to give a nickname to the Catalina. Station of the Issue is St. Mawgan which is definitely one of our favourite airfields. The sun always seems to shine even if there is a lengthy drop at the end of the runway.

The short item on odd aircraft used by the RAF in the Second World War has brought forth some comments from Jean-Pierre Dubois on the French aircraft mentioned.

The Latécoère at Malta was almost certainly a 298. Very few 29.0s survived as long as 1940 and the last were reportedly scuttled at Hourtin in June 1940 and it seems unlikely that any got away across the Mediterranean to North Africa. There were a number of 298 units in the area around the time the Latécoère is mentioned in RAF records. Esc.356 received 3 Late 298s at Aspretto, Corsica in June 1940 and transferred to Esc.3T and 4T in August. Esc.HB1 and HB2 were at Karouba and Oubeira Lake in Tunisia with nine 298s each by mid-July 1940 and Esc.1T and 2T at Arzew in Algeria also had Late 298s by June 1940. However, there seems to be no mention of any of the type escaping to Malta. Esc 1T sent 6 aircraft to Tripoli, Syria, where they were based from 4 to 12 July 1941 but 5 returned to Algeria and one was abandoned. In any case No.228 Squadron mentions using the Late in February 1941.

One more piece of obscurity comes from a 1964 book on the Free French which records the first French Navy pilot to join the British as a Premier Maitre (approximates to a CPO in the Royal Navy) named Duvauchelle who escaped from Tunisia in his torpedo plane to Malta where he flew with the Fighter Flight until shot down. The Late 298 carried a torpedo!

The Loire "120" recorded in Malta was, without doubt, a Loire 130 catapult flying boat. It was at Kalafrana at least between November 1940 and February 1941. Three known escapees were: one (No.15) from Tripoli to Cyprus on 18 February 1941, one from Martinique in February 1941 and one from Karouba to Malta in August 1940. It is fairly obvious which is the only candidate.

Some additions to the Kenyan K series have come to hand. K-2 was a Waco, K-3 Puss Moth, K-4 Rapide, K-5 Puss Moth, K-6 Leopard Moth, K-14 Dragonfly, K-15 Dragon, K-17 Puss Moth (which crashed on landing at Dar-es-Salaam on 15 December 1942), K-18 Vega Gull, K-21 Klemm, K-22 Gipsy Moth (crashed at Eastleigh 12 August 1940), K-25 Avro (Cadet?) which spun into the ground near Nairobi 17 October 1939 and which number appears duplicated by a SM.79, possibly by a mistyping of the original report. K-35 would seem more likely.

Returning to French affairs, Mr. V.E.Ferry has commented on the Free French Blenheims. The Mark Vs mentioned in AM.1/77 were delivered to two Groupes "Lorraine" and "Bretagne"- Detachement Permanent du Tchad. Both were referred to by the RAF as squadrons to bring them into line with British nomenclature. "Lorraine" served in the Middle East in 270 Wing (alongside Nos.11, 14, 45 and 84 Squadrons) and had 24 Blenheims on strength from August 1941 to March 1942. It left for Syria to reform and there had two flights "Nancy" and "Metz". BA324, BA326, BA394 and BA443 were attached to the latter flight.

"Alsace" was a fighter squadron flying Hurricanes in the Middle East at that time but appears as a Blenheim V unit in the article in AM.1/77. This should read Free French Groupe "Lorraine" and looking through the file on the Blenheim V it is not clear how Alsace got involved! "Picardie" also flew Blenheims in Syria from 1 July 1943 to 1 February 1944 but there is no record of Mark Vs in the records. Two placenames are incorrect; BA945 crash was at Tipasa and BB169 should read Relizane. The squadron records were written in ink (and sometimes pencil)....

In the Beaufighter IIF lists, there is an error in the dates for T3385 and V8162. These two aircraft collided on 6 December 1942 but reference to V8162 makes it appear that this aircraft took a long time to land. 6 December was the correct date.

In addition to the RAF Catalinas listed in this issue, there were Y-serial Catalinas operated by No.321 Squadron in Ceylon. These were part of the original Royal Netherlands Navy order which were in course of delivery in 1941. Those serving with the RAF were as follows

Y-45 c/n 298 Delivered September 1941. Service with GVT-17 and GVT-18 before joining 321 Sqn (Code A, later AA). To RAAF for special operations as A24-28

Y-49 c/n 308 Dd 10.41. To 321 Sqn as B Scrapped 1944

Y-55 c/n 336 Dd 11.41 Served GVT-16 To 321 Sqn as C Scrapped 1944

Y-56 c/n 340 Dd 11.41. Evacuated V/Adm.Helfrich from Java 2.3.42 To 321 Sqn as D, later DD Scrapped 2.45.

Y-57 c/n 344 Dd 11.41. To 321 Sqn as E/EE Scrapped 1946

Y-62 c/n 355 Dd 11.41. To 321 Sqn as F/FF. Crashed at Biak 18.10.45

Y-64 c/n 261 Dd 11.41. To 321 Sqn as G/GG. Scrapped 1945

Y-69 c/n 376 Dd 11.41. Was at Pearl Harbor during Japanese attack and taken over by USN. Refitted at San Diego and delivered to 321 Sqn as H/HH. Scrapped 1947

Y-71 c/n 381 Dd 12.41. Due for delivery to 321 Sqn but destroyed in crash 8.11.42.

Y-74 c/n 837 Dd 9.42. To 321 Sqn as J/JJ. Scrapped 1946

Y-75 c/n 838 Dd.9.42. Sank on arrival in Ceylon 5.1.43. Salvaged and to 321 Sqn as K/KK 10.43. Became P-75 15.7.46

Y-76 c/n 839 Dd 9.42 To 321 Sqn as L/LL. To P-76 15.7.46

Y-77 c/n 840 Dd.9.42. To 321 Sqn as M/MM. To P-77 15.7.46

Y-78 c/n 841 Dd 9.42. To 321 Sqn as N/NN. SOC 9 12.43

Y-79 c/n 842 Dd 9.42 To 321 Sqn as O/OO. To P-79 15.7.46

Y-80 c/n 843 Dd 9.42. To 321 Sqn as P/PP. Scrapped 1945

Y-82 c/n 845 Dd.9.42. To 321 Sqn as Q/QQ. To P-82 15.7.46

Y-83 c/n 846 Dd 9.42. To 321 Sqn as R/RR. To P-83 15.7.46

Y-84 c/n 847 Dd 9.42. To 321 Sqn as S Ditched 300m S of Cape Agulhas and abandoned 25.8.43

Y-85 c/n 848 Dd 11.42.To 321 Sqn as T/TT. To P-85 15.7.46

Y-86 c/n Dd 4.43. To 321 Sqn as U/UU. To P-86 15.7.46

Y-88 ex-JX315 To 321 Sqn as W/WW 5.44 Retd 2.45

Y-89 ex-JX313 To 321 Sqn as X/XX 5.44. Retd 2.45

Y-90 ex-JX294 To 321 Sqn as Y/YY 5.44. Retd 2.45

Y-91 ex-JX272 To 321 Sqn as Z/ZZ 7.44. Retd 2.45

Y-92 ex- To 321 Sqn as B 8.44. Retd 11.44

Y-93 ex- To 321 Sqn as N 8.44 Retd 11.44

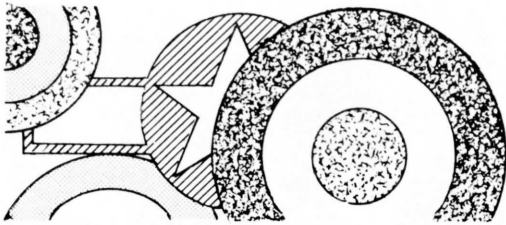
Either Y-92 or Y-93 was ex-JX365.

The above notes are not comprehensive and were kindly supplied by Paul Jackson. After some time has been expended on further research, they will doubtless be expanded. Any additions would be welcome

Postscript to Cranfield

Not mentioned in the item in AM.2/77 were the aircraft that originally formed the Cranfield museum. There were Liberator G-AKAG (439219), prototype Lincoln PW932, Corsair KD431 (E2-M), Tempest F.2 prototype LA601, Me 163B 191659, Saro A.1 G-12-1 (ex-TG263), Wyvern TF.1 prototype VR137, the Supermarine 545 airframe which never flew, B.P.111 VT935 and a Sikorsky R-4B. Some still survive in other museums, some are gone for ever.

Later arrivals included the Fairey Ultra-light helicopter G-APJm Seahawk WM994, a composite TSR-2 from XR222 and XR223, CF-100 18393, Flettner F1 282 100406 and the airframe of the unflown Planet Satellite. There was even a Vickers flying bomb!



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Issue 4/77

In 1978, there will be a New and Improved AM. The phrase will doubtless lift the consumers' spirits like a lead balloon since it is now standard verbiage in the image-maker business for "dearer". However, our readers may take heart since, non-conformist to the last, we actually mean that it will be "new" and "improved". Or so we hope.

The first change which will take place in 1978 will be that the annual subscription to AM will be collected with the normal subscription. This will provide an alternative selection of publications. For the basic subscription of £5.00 per annum, members may choose to have either "Digest" plus "AM" or "Digest" plus "AB News". For an extra £2.00 per annum he or she can have all three as at present. Please renew your subscription as soon as the form is received with "Digest" or, if not in the November issue, send your subscription direct to the Registrar at 208 Stock Road, Billericay, Essex CM12 0SH. The one exception is where members wish to have more than one copy for chopping-up purposes. Any extra copies should be ordered from the Editorial Office at £2.00 payable to Air-Britain. This arrangement should help those of our readers who wake up in June to the fact that they are bereft.

The general format of AM will change in that it will be in magazine form. Before we are inundated with protests from our busy filers, there will still be a fileable layout but the staple-extractors will have to be phased out of service and a pair of scissors (or a guillotine) introduced.

Due to the change in subscription methods, the first issue for 1978 is not likely to appear until February since we have to have some idea of how many copies will be required. This is a major reason for asking everyone to send in their subscriptions as soon as possible after receipt of the form.

The N-register

Our hopes to have this out at the end of August were blighted by the non-arrival of some photographs which would have left holes in the picture pages. This put the production back by a month. Particular thanks are due to "Flight International" for digging up some very interesting photographs from their archives. This was harder than one would think, mainly due to the fact that through some oversight, photographic libraries never file their negatives under the serial number of the aircraft with the result that every likely aircraft turns out, on minute inspection, to have a L- or P-serial!

We hope to be able to produce a combined K and N update sheet in due course so additions and corrections to the N-register would be most welcome.

Roundabout this Issue

For the main article in this issue, we have chosen the Master I. Since all the N-serial Masters have been listed in the N-register, these have not been repeated and only the T-serials have tabulated.

After a lot of initial publicity, the Master lost the limelight and after a relatively short career vanished from service. While the prototype looked very pretty, if not particularly practical for its task, the changes made to develop the Mk.1 altered its appearance for the worst. It never really looked quite right and, despite the efforts of the Miles publicity department, was regarded with some suspicion. Its tendency to lose a wing from time to time grew into a fixed belief that this was the rule rather than the exception. We were once asked not to tread too heavily on the wing walkway when getting into a Master, which did not inspire too much confidence at the time. Like most of these reputations based on word-of-mouth, the Master's was exaggerated.

The OTU listing has been concluded and a list of code letters for each unit appended. These are not extracted from official documents at first-hand so additions and confirmations are welcome. What is required is a comprehensive table of codes showing units and exact dates when they were carried but to date we have yet to locate these in the official records of the period.

Since the Jet Provost T.4 is now almost out of service and only a few are retained for non-operational purposes, we have included a survey of this mark. The dates of delivery are from the factory and not necessarily the exact date of their being taken on charge by the Royal Air Force. Those which have no fate shown can be assumed to have still been in service at the beginning of 1977 but not necessarily still with the final unit mentioned. The units which used these aircraft also require confirmation.

Flying-boat stations always seem to have more romance than masses of concrete. This issue contains a review of those in the United Kingdom and visitors to Pembroke Dock and Calshot can still see most of the land installations which supported the webfoot units. Personally, we always did prefer to fall into the water if one missed one's footing on the wing than to plunge 20 feet on to a concrete floor.

Both the L-serials and the overseas Tigers continue on their way. The end is in sight. Just!

Odd Men Out

In AM.2/77 we raised the question of some of the odd aircraft which served with the RAF outside the normal AM serial system. Tiger Moth Z-01 and Yale Z-32 were mentioned as two examples. The Tiger Moths seem to have been the survivors of the Belgian Volunteer Air Force which renumbered its aircraft with Z prefixes in March 1941 e.g. Tiger Moths Z-01 to Z-10 and a Moth Z-00. Where the Yale came from is obscure but it could have been a requisitioned Chinese-bound aircraft. The numbers were also quoted as Z0001, Z0002, etc. This is another mini air force which should be looked into.

Another odd type was the Dornier Do 22 seaplanes of No.2 (Yugoslav) Squadron which flew anti-submarine patrols from Aboukir. These acquired RAF serials as follows:

No.302	AX708	SOC	1.11.41
No.306	AX709	SOC	4.42
No.307	AX710	SOC	4.42
No.308	AX711	SOC	4.42
No.309	AX712	SOC	4.42
No.311	AX713	Ditched	26.8.41 and sank
No.312	AX714	Ditched	11.10.41 and sank
No.313	AX715	SOC	4.42

Also used was Rogojarski SIM-XIV-H No.157 which became AX716 with No.2 (Y) Sqn. It crashed in the sea on 2 February 1942 after running out of fuel.

Veterans

A surprising number of J-serial aircraft survived into the Second World War. Some examples were:

J7434	Virginia	13 MU para section	Crashed	4.9.41
J7710	Virginia	13 MU para section.	Wrecked in gale	6.12.40
J8062	Valentia	70 Sqn	Caught fire on ground,	LG.H3 19.9.42
J8063	Valentia	CF Heliopolis		
J8921	Valentia	70 Sqn	To SAAF	8.40
J9125	Gloster SS.19B	RAE	SOC	20.1.41
J9187	Overstrand	10 AOS	Wrecked in gale, Warmwell	4.12.39
J9393	Wapiti	1 SFTS	DBR	23.12.40 on ground
J9483	Wapiti	1 AAC Flt C/landed,	Patna	31.3.42
J9496	Wapiti	1 AAC Flt	DBR on ground	20.5.42
J9499	Wapiti	6 CD Flt/1 SFTS(I)/1 AACU(I)		
J9711	Wapiti	2 AACU(I)		
J9716	Wapiti	1 Arm.Trng Unit (I)		
J9731	Wapiti	2 AACU(I).	F/landed Madras	27.11.40
J9735	Wapiti	1 Sqn IAF C/landed,	Wana	27.11.40
J9742	Wapiti	4 Flt IAF	Ditched	28.3.42
J9746	Wapiti	27 Sqn C/landed,	Risalpur	23.9.40
J9751	Wapiti	1 ATU(I).	DBR in gale	21.4.43
J9754	Wapiti	2 Sqn IAF		
J9757	Wapiti	1 AACU(I)	Crashed	16.7.42
J9759	Wapiti	1 SFTS(I)	F/landed	28.3.41
J9760	Valentia	216 Sqn	SOC	8.8.41
J9762	Valentia	216 Sqn	SOC	31.1.43
J9764	Valentia	216 Sqn	SOC	11.10.39
J9833	H.P.51	RAE	SOC	30.5.40
J9854	Wapiti	1 Sqn IAF	Crashed,	Minali 8.8.40

No.44 Squadron History

To celebrate the Squadron's Diamond Jubilee, No.44 Squadron has published their history in a 76-page monograph. The author is Flt Lt A.N.White and one of our members has advised us that he can provide signed copies at a cost of £1.75 including postage. Please write direct to:

Mr. S.Stephenson, 9 Vauxhall Road, Bracebridge Heath, Lincoln LN4 2QQ.

Also available for philatelists is a limited edition of a postal cover produced to commemorate the 35th Anniversary of the Lancaster's entry into service and the autographed cover is illustrated by a colour photo of the "City of Lincoln" over Lincoln. Cost is £1.50 plus 10p postage if not ordered at the same time as the book.

Catalinas

Some notes kindly supplied by George Jenks add to the Cat article in AM.3/77. No.270 Squadron Cats were operating from Apapa by 9.7.43 although the squadron officially moved on 23 .7.43. Z2153 presents a problem. It is shown as having been written off in an accident on landing at Lough Erne on 3.12.41 but under the name "Odin" turns up again being ferried out to Koggala, Ceylon, between 25.2.42 and 10.3.42 for No.205 Squadron. The pilot who ferried it became operational with this boat on 7.4.42 and searched for the Japanese carrier force off Ceylon. On 30.4.42 a patrol was flown to cover the landings in Madagascar. Its presence with No.205 Squadron at this time reinforces the comment in the text about the squadron's boats operating at a time when it was officially disbanded. With communications over the ABDA area in a state of confusion consequent to the Japanese landings in the Dutch East Indies, there is little doubt that crews sent out from the UK to reinforce No.205 never heard of the disbandment and carried on flying from Ceylon under local command.

It was AH546 M/240 which located Bismarck on 26.5.41 after Z/209 lost contact. FP206 is recorded in a log-book as being with 131 OTU in April 1944 although not carried in Air Ministry records as an RAF aircraft. JX244 was at 131 OTU in July 1944.

Most RCAF Catalinas were used on the West Coast (as opposed to Cansos). Known units for ex-RAF contract aircraft were:

5 Sqn: W8431, Z2138; 116 Sqn: Z2134, Z2136, Z2140; 3 OTU: W8431, FP291, JX212.

Z2136 crashed 9.12.42; Z2139 crashed 9.9.41; Z2140 crashed 5.9.42; FP295 crashed 2.12.42; FP297 crashed 10.1.45; JX580 crashed 4.5.45.

W8430 was exchanged for DP202 SOC 17.5.46. This serial is not recorded in Air Min records.

BRISTOL BEAUFIGHTER IIF

When the Beaufighter began to arrive on operational night fighter stations in September 1940, the event marked a major change in the fortunes of air defence at night. Until then, night fighting had been an improvisation. Single-seat fighters had, for many years, been classed as "day and night fighters" and night flying was an integral part of normal training. To fly around and return to base in blackout conditions was a full-time job and when a pilot had also to seek out and destroy an enemy bomber somewhere in a three-dimensional cube of sky perhaps fifty miles square and five miles high it is not surprising that contacts were few and far between.

Since they were completely outclassed by enemy single-seat fighters, the night fighter task inevitably fell to the Blenheim fighters of Fighter Command. They could at least provide one or two extra pairs of eyes and in a few there were primitive radio sets reputed to be able to locate enemy bombers in complete darkness. Unfortunately the many-faceted nose of the Blenheim I was guaranteed to reflect every stray light several times over and the vision of the pilot through this was not of a standard that could locate the black shapes of enemy bombers. Something better was required.

Work had already been started on a fighter derivative of the Beaufort torpedo-bomber and the prototype of the Beaufighter made its first flight on 17 July 1939, only six months after design started. Both Bristol Hercules and Rolls-Royce Griffon engines were specified and the initial production aircraft received Hercules Is. The Griffon was never adopted for the Beaufighter as production of these engines was earmarked for the Fleet Air Arm. In its place, the ubiquitous Rolls-Royce Merlin was adopted.

The first four Beaufighters were distributed one apiece to Nos.25, 29, 219 and 604 Squadrons and made a marked impression on Blenheim crews. The view ahead was excellent, there was space for airborne radar and an operator and, best of all, there were four 20 mm cannon in place of the tray of Brownings on the Blenheim. When contact could be fleeting, fire-power was essential.

Early Beaufighter Is were underpowered as the definitive Hercules VI was not yet available but they were vastly superior to the Blenheim for the task at hand. Six machine guns in the wings increased the weight of metal that could be thrown at the enemy and as radar equipment and operators became more effective, the Luftwaffe night bombers began to discover a new menace in the skies over Britain.

Testing of two Beaufighter II prototypes had begun in July 1940, a third having been destroyed in an air raid on Filton before completion. Fitted with Merlin Xs, the longer nacelles of the Mark II caused an increase in the tendency of the Beaufighter to swing on take-off but the standard fitment of Merlin XX power-eggs gave a small increase in speed. Deliveries of Beaufighter IIFs began in March 1941 and No.600 Squadron and the Fighter Interception Unit received their first aircraft in April. Other night fighter squadrons re-equipped in their turn but the German night bomber raids began to fade out as night got shorter and losses from night fighters grew. By the time Beaufighter IIFs were available in numbers, the number of potential targets had decreased considerably.

Two Mark IIs were modified as Mark Vs with a four-gun Boulton-Paul BPA.1 turret mounted immediately behind the cockpit. Only two 20 mm cannon were retained from the forward-firing armament. The turret was cramped and obstructed the pilot's emergency hatch which was difficult to reach even under normal conditions. The modification was viewed with suspicion by pilots and gunners alike and was not proceeded with.

Two Coastal Command squadrons flew Beaufighter IIFs on anti-shipping sweeps and long-range escort duties but no specific Coastal aircraft were built and no Mark IIC existed. Beaufighter IIFs were phased out of operational squadrons by March 1943 but continued to fly at operational training units until replaced by Mosquitoes.

Units flying the Beaufighter IIF were:

No.96 Squadron at Wrexham replaced its Defiants with Beaufighter IIFs in May 1942 but re-equipped with Beaufighter VIs in September 1942, the last Mark IIF being replaced in October.

No.125 Squadron began conversion from Defiants at Colerne in February 1942 and was fully equipped in April. On 14 May 1942, the squadron moved to Fairwood Common where it re-equipped with Beaufighter VIs in September 1942.

No.141 Squadron, mainly equipped with Beaufighter VIs at Wittering received a few Mark IIs and flew these until the squadron re-equipped with Mosquitoes in February 1944, having moved to West Raynham on 4 December 1943.

No.143 Squadron replaced its Blenheim IVs with Beaufighter IIFs at North Coates in September 1942 and flew its first operational sorties with the type on 6 November 1942. The squadron re-equipped with Beaufighter XICs in March 1943.

No.233 Squadron operated a few FAA Beaufighters from time to time while acting as a general reconnaissance unit at Gibraltar.

No.235 Squadron flew three Mark IIs at intervals

No.255 Squadron converted from Defiants at Hibaldestow in July 1941 and moved to Coltishall on 20 September 1941. After a further move to High Ercall on 2 March 1942, it re-equipped with Mark VIs in April 1942.

No.287 Squadron flew one Beaufighter IIF on anti-aircraft cooperation duties between September and November 1944.

No.307 Squadron converted from Defiants at Exeter in August 1941 and re-equipped with Beaufighter VIs in May 1942.

No.404 Squadron began to receive Beaufighter IIFs in September 1942 at Sumburgh and completed conversion from Blenheim IVs in December. On 23 January 1943 it moved to Chivenor and re-equipped with Beaufighter XICs in March 1943.

No.406 Squadron converted from Blenheims at Acklington in July 1941 and moved to Ayr on 15 January 1942. On 16 June 1942 it moved to Scorton and converted to Beaufighter VIs.

No.409 Squadron converted from Defiants at Digby in August 1941, completing re-equipment in October. Although based at Digby, operations were carried out from nearby Coleby Grange. In June, the Mark IIFs were replaced by Beaufighter VIs.

No.410 Squadron began replacing its Defiants in April 1942, completing this in June at Drem. The squadron moved to Ayr on 16 June 1942, to Scorton on 1 September 1942 and to Acklington on 20 October 1942 where it began conversion to Mosquitoes in November. The last Beaufighter left in January 1943.

No.456 Squadron began conversion from Defiants in September 1941 at Valley, completing re-equipment in November. Beaufighter VIs were received in July 1942 but some Mark IIFs were retained until January 1943 when they were replaced by Mosquitoes.

No.488 Squadron was formed at Church Fenton on 25 June 1942 with Beaufighter IIFs and moved to Ayr on 1 September 1942. It converted to Beaufighter VIs in March 1943.

No.515 Squadron began to replace its Defiants at Hunsdon in June 1943 with Beaufighter IIFs, a process completed in December. Moving to Little Snoring on 15 December 1943, the squadron converted to Mosquitoes in February 1944 without having become operational on Beaufighters.

No.600 Squadron received some Mark IIFs to supplement its Mark IIF at Colerne in April 1941 but did not convert fully to IIFs.

No.604 Squadron flew some Mark IIFs for training only at Middle Wallop.

No.618 Squadron, training in the use of bouncing bombs for anti-shipping strikes and based at Skitten, flew a number of Beaufighter IIFs between April and June 1944 in addition to its Mosquitoes.

The Fighter Interception Unit at Ford was responsible for the development of night-fighter tactics and had a number of Mark IIFs in 1941 and early 1942

No.8 Operational Training Unit at Fraserburgh had a single Mark IIF in November and December 1942.

No.11 Operational Training Unit at Westcott had a Mark IIF on strength between October 1943 and January 1945.

No.51 Operational Training Unit at Cranfield flew some Beaufighter IIFs from June to October 1944, probably in connection with the unit's conversion to Mosquitoes in August 1944.

No.54 Operational Training Unit at Church Fenton received Beaufighter IIFs in August 1941 and flew this mark until February 1945. In May 1942, the unit moved in stages to Charterhall.

No.60 Operational Training Unit at East Fortune flew Mark IIFs from July 1942 until 24 November 1942 when it was renumbered as No.132 OTU.

No.63 Operational Training Unit was formed at Honiley on 17 August 1943 with an establishment of 36 Beaufighter IIFs and flew these until disbanded on 21 March 1944.

No.132 Operational Training Unit was formed on 24 November 1942 at East Fortune for Coastal Command training and took over No.60 OTU's establishment of 30 Beaufighter IIFs. These were replaced around August 1943 with Beaufighter Xs and Mosquito VIs.

Other units which flew Beaufighter IIFs in very small numbers were:

Telecommunications Flying Unit at Defford and Hurn for airborne radar trials,
Electronic Countermeasures Development Unit at Westcott in 1943
Empire Central Flying School at Hullavington
No.8 Group Calibration Flight and Calibration Flight, Blida and
Aeroplane and Armament Experimental Establishment, Royal Aircraft Establishment, both for test purposes.

Fleet Air Arm use

Ninety-five Beaufighter IIFs are confirmed as having been transferred to the Admiralty with possibly two more whose exact fate is unrecorded. Some of these were flown by RAF units in the Western Mediterranean but the bulk of those transferred were destined for Fleet Requirements Units.

Choice of the Mark IIF was logical since the Hercules engine was not a standard FAA power-plant while the Merlin was in large-scale use in Seafires, Fulmars, Sea Hurricanes and other naval types. Initially, these aircraft were shipped out to Gibraltar, South Africa and Ceylon but by the end of the war they had spread to East Africa and Australia. Squadrons flying Mark IIFs included:

No.721 Squadron, Schofields, Australia which had six aircraft between July and November 1945.

No.723 Squadron, Bankstown, Australia which was planned to have 12 aircraft for radar calibration and "throw-off" shoots, a slightly alarming exercise where flak aimed at the aircraft but fired on a fixed angle off target where the burst could be plotted by the aircraft and calculated as to the point of impact if the gun had been firing normally! It is not known whether this unit's aircraft ever arrived.

No.726 Squadron, Durban, South Africa had one aircraft between June and September 1944.

No.728 Squadron, Ta'Kali, Malta received one aircraft in February 1944 and more later and flew these until August 1945.

No.733 Squadron, China Bay, Ceylon flew Mark IIFs between March 1944 and July 1945.

No.755 Squadron, Gibraltar flew Mark IIFs from May 1944 until November 1945, having moved to Dekheila, Egypt in July 1945.

No.779 Squadron, Gibraltar flew Mark IIFs from February 1944 until July 1945.

No.781 Squadron at Lee-on-Solent may have had one or two Mark IIFs for communications work in 1943.

No.788 Squadron, Kilindini, Kenya flew Mark IIFs between April 1944 and January 1945.

No.789 Squadron, Wingfield, South Africa flew Mark IIFs between September 1944 and December 1945.

The only known fate of a FAA Mark IIF was for R2284 which crashed on landing at Minneriya 17.2.44 while with No.733 Squadron.

Operational Losses

Only two losses due to direct enemy action have been traced.

T3014 of No.456 Squadron was drawing a bead on a Ju 88 over the Irish Sea on 20 June 1942 when an alert enemy rear gunner opened fire and knocked out one of the Beaufighter's engines. The crew were forced to ditch and were quickly recovered by an ASR Walrus.

T3423 and T3424, FAA aircraft flown by No.233 Squadron, came off second-best when they jumped a FW 200 Condor off the Portuguese coast. T3423 had to ditch and T3424 sustained sufficient damage for it to be cannibalised on return.

Accidents

The nature of a night-fighter squadron's operations meant that the chances of loss by flying accidents was far greater than the risk from the enemy. The following table shows the numbers disposed of.

Quarter	Accidents			
	OpI.Units	Trg.Units	SOC	Diverted
1/41	-	-	-	-
2/41	-	2	-	-
3/41	9	-	2	-
4/41	10	2	-	-
1/42	15	1	1	-
2/42	9	2	5	-
3/42	5	3	3	-
4/42	9	4	-	-
1/43	5	4	3	-
2/43	1	13	12	28
3/43	1	10	8	15
4/43	-	12	3	6
1/44	2	10	5	25
2/44	-	2	23	25
3/44	-	1	12	2
4/44	-	4	13	-
1/45	-	-	21	-
2/45	-	-	3	-

Disposals include transfers to FAA and back to makers.

Production

A total of 450 Beaufighter IIFs were built as part of two contracts. The R-serial aircraft were from 983771/39 and the remainder from 30264/39, both of which covered other marks of Beaufighter.

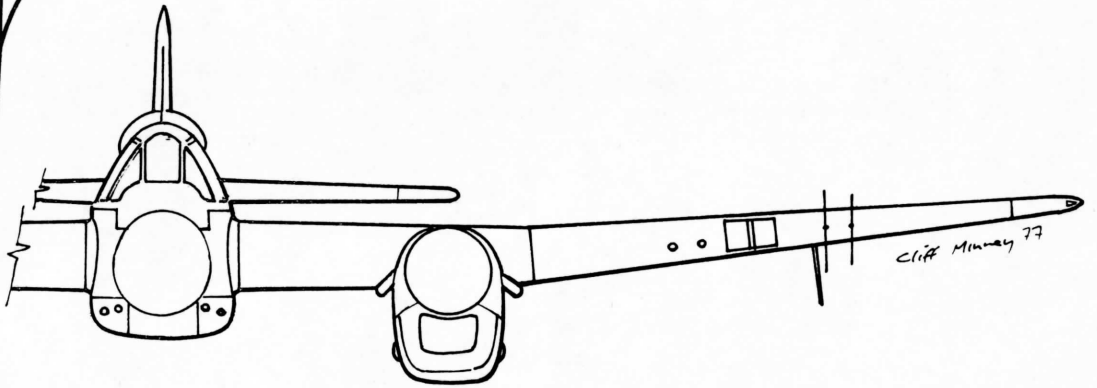
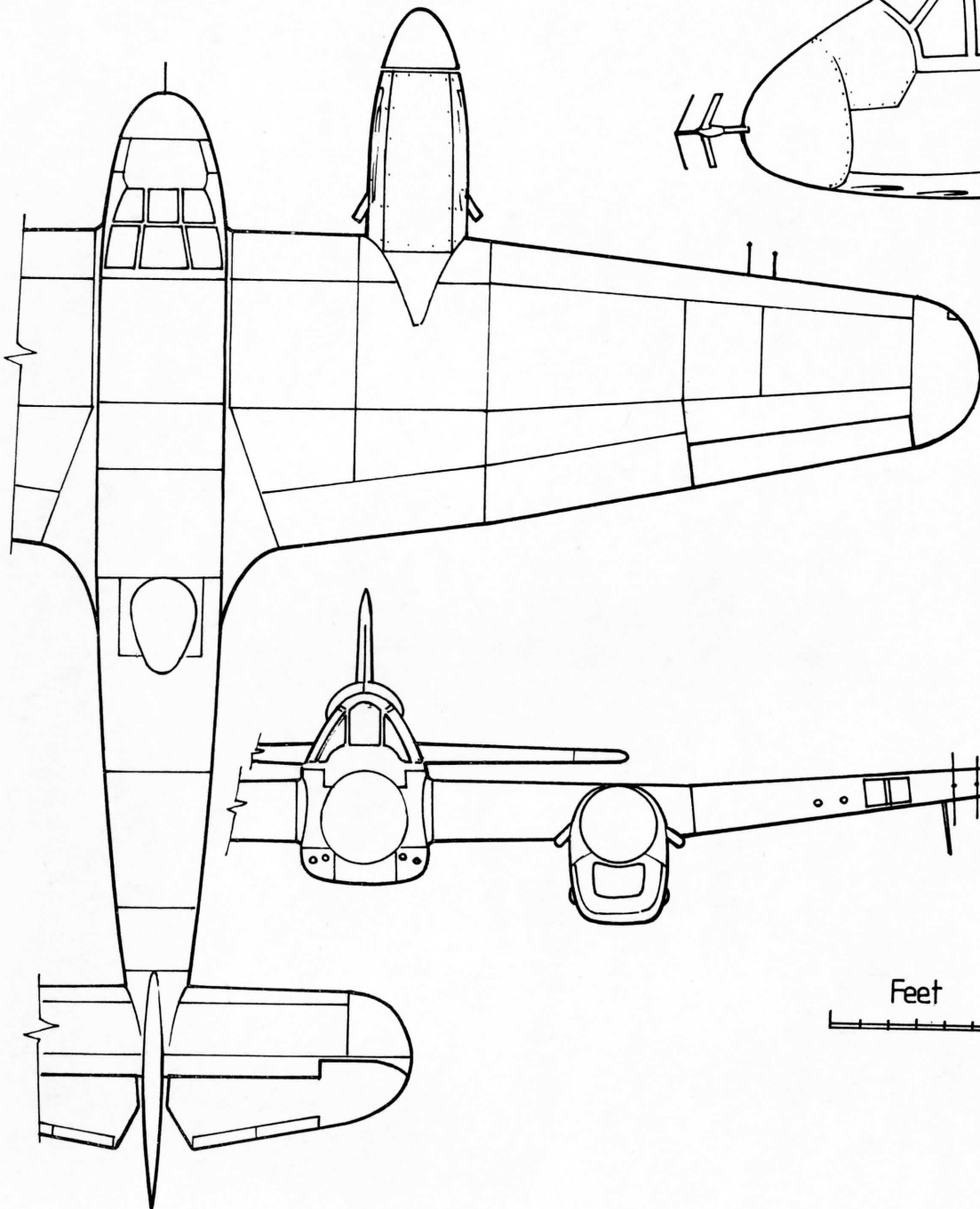
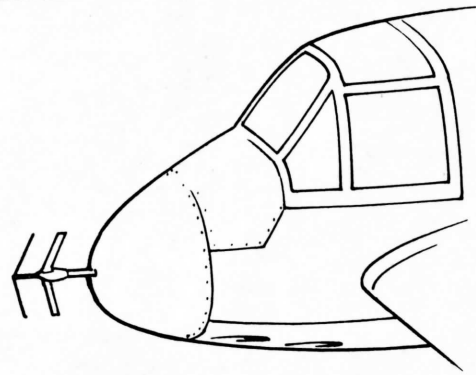
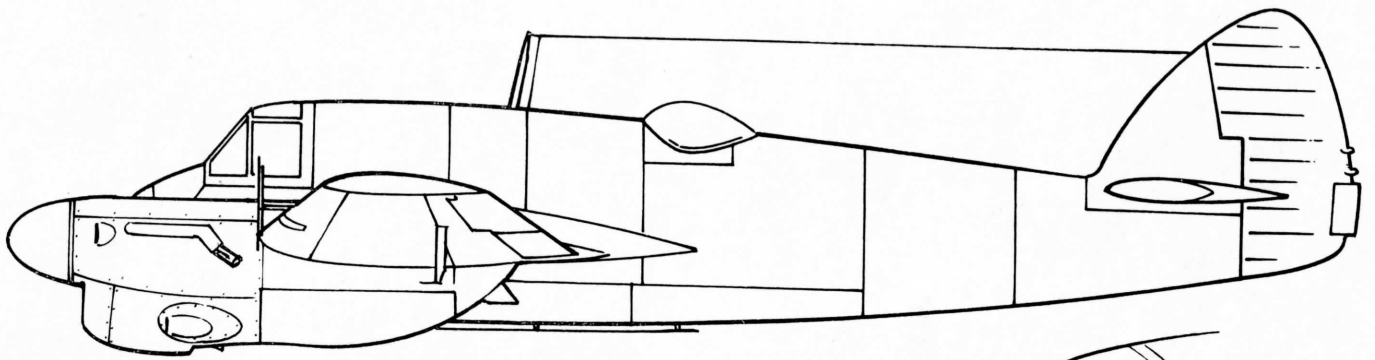
Prototypes R2058, R2061 and R2062 were part of the first contract and the two survivors were delivered in May and December 1940.

The 150 R-serial aircraft were delivered between March and August 1941

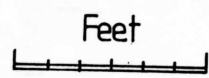
The 297 T- and V-serial aircraft were delivered between September 1941 and July 1942.

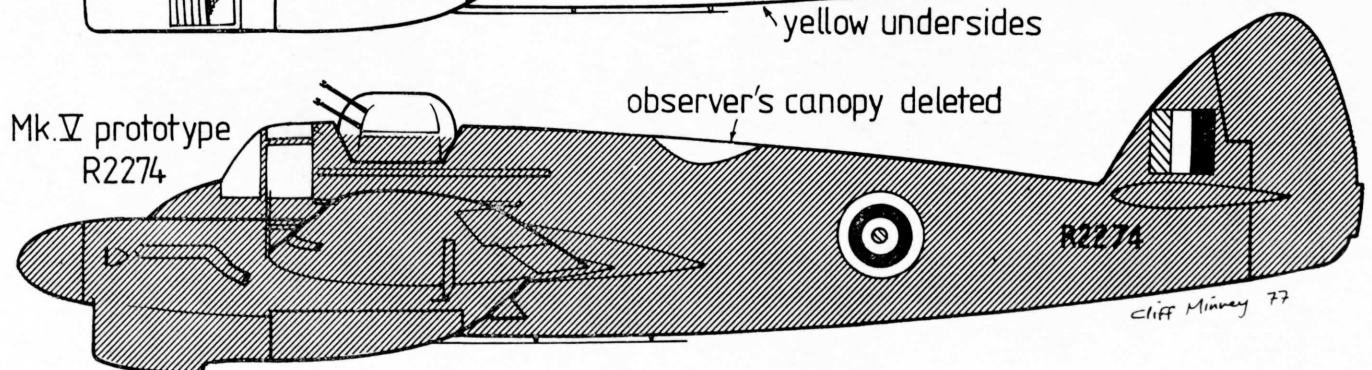
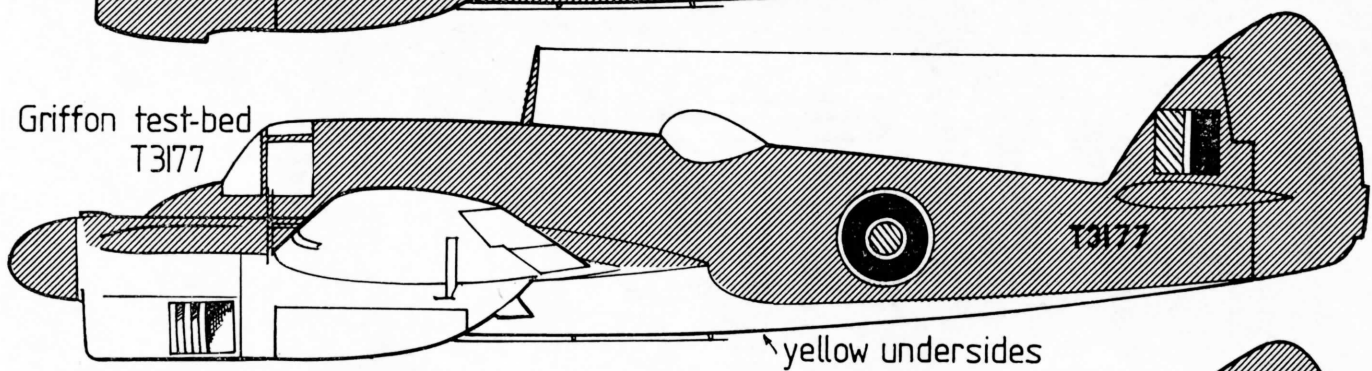
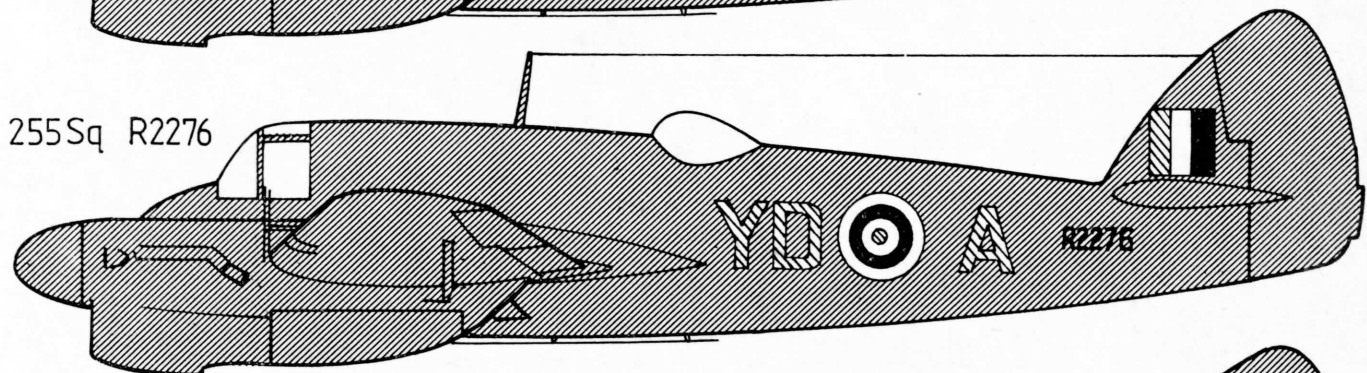
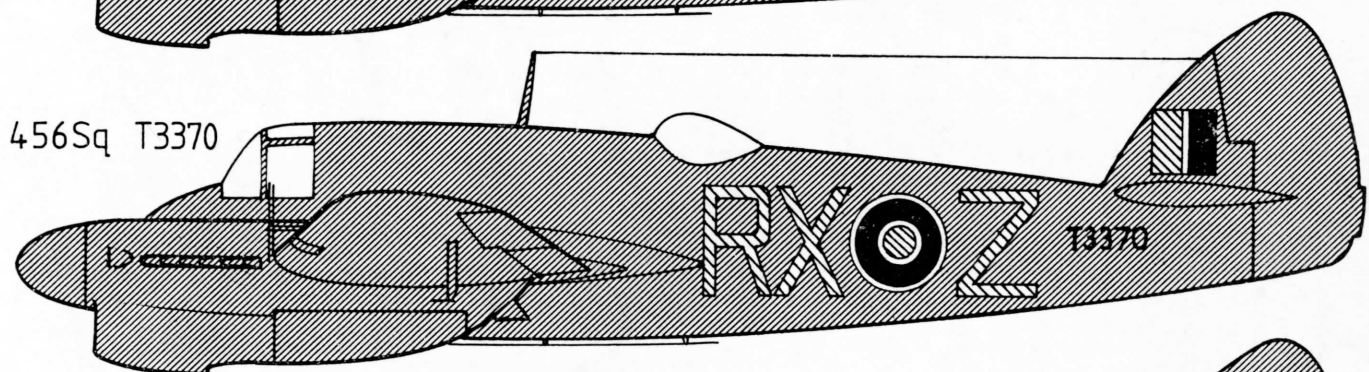
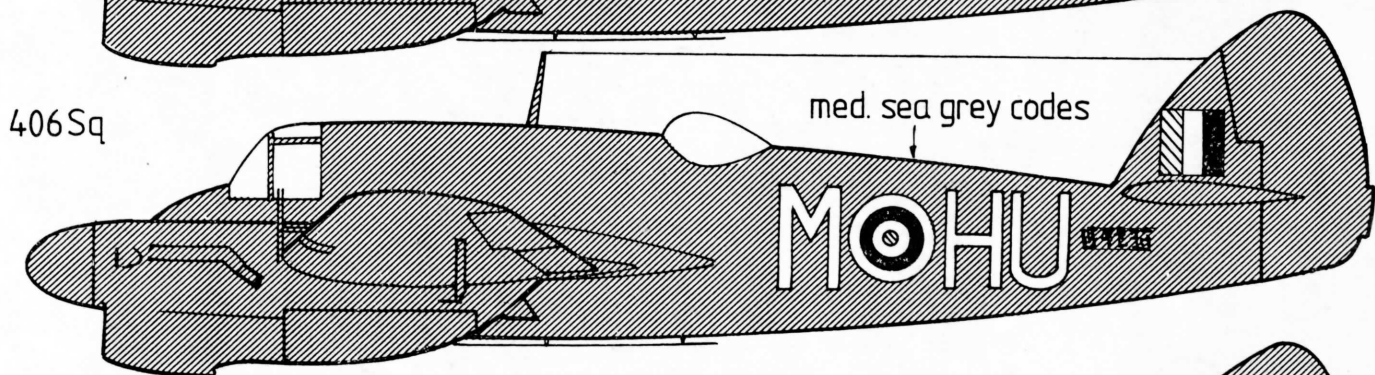
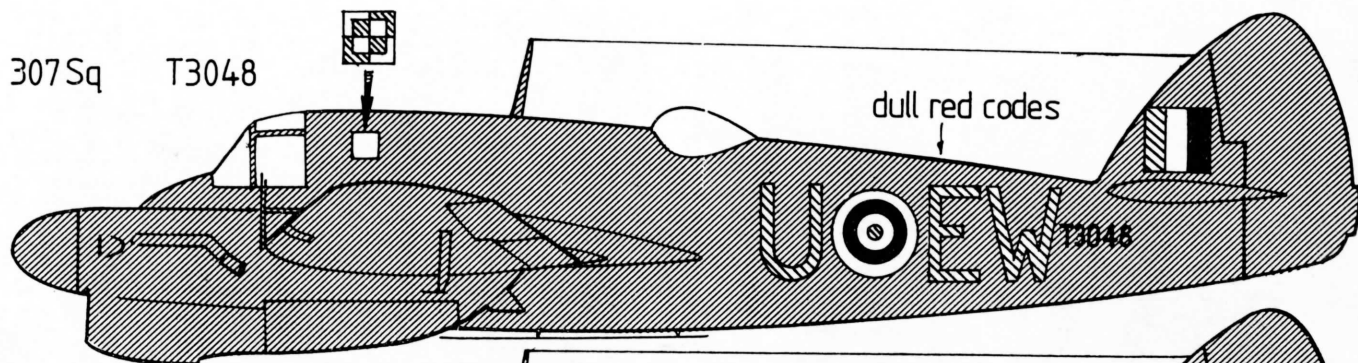
Two Mark Vs were converted from Mark II production and were T2274 and T2306. T3227 was converted to a Mark I.

Bristol Beaufighter NF. II



Cliff Minney 77





Production

R2058	RR & Mkrs/AAEE/RAE	To 3344M 9.42	R2335	FIU	Dived into ground 4m W of Ford 4.9.41
R2061	RR & AAEE	To 3599M 2.43	R2336	406	To Admiralty 21.4.43
R2062	-	Destroyed in air raid, Filton 13.10.40	R2337	600/125	Spun into ground after take-off, Colerne 16.5.42
R2270	Mkrs/AAEE/RAE/604/406	SOC 15.2.44	R2338	406/54 OTU	SOC 28.3.46
R2271	30 MU	Flew into ground, Bagillt, Flintshire 26.4.41	R2339	406/409/54 OTU	Crashed on take-off, Charterhall 17.9.43
R2272	600/ECDU/11 OTU	SOC 15.1.45	R2340	406/132 OTU	Crashed on overshoot, East Fortune 17.5.43
R2273	600	SOC 21.6.42	R2341	456/60 OTU/54 OTU	Hit hill in cloud near Leuchars 1.2.44
R2274	AAEE/FIU/406	Mod. as Mk.V; SOC 25.2.43	R2342	409/54 OTU	To 3860M 6.43
R2275	600	Flew into sea 18m NW of Lands End 1.12.41	R2343	456/54 OTU	SOC 21.10.44
R2276	600/255/409/132 OTU	SOC 7.6.44	R2344	456/54 OTU	Crashed on overshoot, Winfield 2.1.43
R2277	604/25/600/125/54 OTU	SOC 25.10.45	R2345	406	To 3350M 8.42
R2278	600/60 OTU/132 OTU/ECFS/132 OTU	Hit trees on overshoot, East Fortune	R2346	406/54 OTU/132 OTU/63 OTU	SOC 28.6.45
R2279	600/307/96/60 OTU/132 OTU/63 OTU	SOC 28.6.45	R2347	TFU/RAE	SOC 25.4.46
R2280	600	SOC 20.7.41	R2348	406/63 OTU	SOC 5.10.44
R2281	406	Crashed on take-off, Acklington 6.1.42	R2349	406/54 OTU	To synthetic trainer 9.41
R2282	600/125	SOC 27.9.45	R2370	255/54 OTU	SOC 27.9.45
R2283	406/60 OTU/132 OTU	Crashed on overshoot, East Fortune 28.5.43	R2371	456/132 OTU	SOC 7.6.44
R2284	600	To Admiralty 3.7.43	R2372	456/RAE	SOC 26.9.44
R2300	600	Crashed in sea after take-off, Predannack, 22.8.41	R2373	TFU/63 OTU	SOC 13.9.44
R2301	307	To Admiralty 11.12.43	R2374	600/125	SOC 28.6.45
R2302	600/125	SOC 28.6.45	R2375	RAE/FIU/219/409/54 OTU	Dived into ground on approach, Winfield 17.2.44
R2303	54 OTU	Hit by V8165 while parked, Charterhall 14.6.43	R2376	600/125/54 OTU	SOC 30.8.44
R2304	255/410/63 OTU	Abandoned after engine fire, Slimbridge, Glos. 1.1.44	R2377	255	Crashed in sea off Happisborough, Norfolk 16.10.41
R2305	600	SOC 25.10.45	R2378	406/54 OTU	Collided with T3359 and crashed near Polworth, Berwickshire 13.11.42
R2306	600	Spun into ground, Acton Turville, Glos. 28.9.41	R2379	54 OTU/307	Crashed on approach, Exeter 3.2.42
R2307	406/63 OTU	SOC 18.4.44	R2380	406/63 OTU	SOC 27.9.45
R2308	255/410/54 OTU	To 3861M 6.43	R2381	456	Crashed on take-off, Valley 3.5.42
R2309	255	Hit trees on approach, Coltishall 13.12.41	R2382	456/54 OTU	SOC 3.6.44
R2310	255/600/125/63 OTU	SOC 29.11.45	R2383	125/54 OTU	SOC 25.5.44
R2311	AAEE/RAE/AAEE	To Admiralty 26.7.43	R2384	406/8 OTU/132 OTU/63 OTU	SOC 19.5.44
R2312	600	Ditched 15.12.41	R2385	Mkrs/406	SOC 4.9.45
R2313	54 OTU	Crashed in bad weather, Reston, Berwick 24.10.42	R2386	406/60 OTU/132 OTU	To 4190M 9.43
R2314	54 OTU	SOC 17.12.44	R2387	406/54 OTU	Crashed on landing, Winfield 6.3.43
R2315	307	Crashed on take-off, Exeter 30.8.41	R2388	406/54 OTU	SOC 25.5.44
R2316	-	SOC 4.2.42	R2389	406	To Admiralty 14.12.43
R2317	600	Spun into ground, Goonhilly Downs, Mullion, Cornwall 12.7.41	R2390	FIU/307/96	SOC 25.4.46
R2318	600/125	Broke up in air and crashed, Park Mill, Glam. 17.6.42	R2391	RAE	Became static test aircraft
R2319	307/60 OTU/132 OTU	SOC 23.3.44	R2392	307/63 OTU	SOC 28.6.45
R2320	409/54 OTU/63 OTU	SOC 28.6.45	R2393	32 MU	Crashed on approach, St.Athan 23.11.41
R2321	409/54 OTU/51 OTU	To 4806M	R2394	456/63 OTU	Swung on take-off and hit T3052, Honiley 23.12.43
R2322	307/96/60 OTU/132 OTU	To 3960M 7.43	R2395	456/132 OTU	To 3788M 6.43
R2323	600	Abandoned in bad visibility 1½m E of Corsham, Wilts 20.9.41	R2396	600/125/54 OTU	SOC 26.2.45
R2324	32 OTU	Broke up in dive, Llanbethery, Glam. 29.5.41	R2397	255/96/63 OTU	SOC 25.10.45
R2325	600/125/456/54 OTU	SOC 26.2.45	R2398	255	Dived into ground, Hevingham, Norfolk 8.12.41
R2326	600/60 OTU/132 OTU	SOC 7.6.44	R2399	255/54 OTU	SOC 7.6.44
R2327	600/125/54 OTU	SOC 3.9.44	R2400	255/60 OTU/132 OTU	SOC 19.5.44
R2328	406/60 OTU/132 OTU/1 AAS	To 3683M	R2401	255/60 OTU/132 OTU/618/54 OTU	Hit by T3092 while parked, Charterhall 2.6.44
R2329	Mkrs/AAEE	To Admiralty 26.7.43	R2402	255/410/54 OTU	SOC 6.7.44
R2330	600/125/63 OTU	SOC 7.6.44	R2403	255	Spun into ground on approach, Coltishall 22.8.41
R2331	409/60 OTU/132 OTU	To 4171M 9.43	R2404	406	SOC 14.5.42
R2332	409/54 OTU	SOC 3.6.44	R2430	255/63 OTU	SOC 5.10.44
R2333	255	Caught fire in air and abandoned 28.2.42	R2431	255/54 OTU	SOC 12.7.45
R2334	456	Crashed on landing, Valley 18.11.41	R2432	255	SOC 14.5.42
			R2433	255/54 OTU	SOC 24.8.44
			R2434	54 OTU	SOC 14.2.45

R2435	406	Bellylanded at Acklington, 14.11.41	T3009	307/96/488	SOC 26.1.45
R2436	255/ 07/96/60 OTU	To 4021M 8.43	T3010	409/60 OTU/132 OTU	SOC 4.9.45
R2437	54 C U	Crashed in forced landing near Duns, Berwickshire 19.10.42	T3011	255/410/54 OTU	SOC 20.2.45
R2438	307	To Admiralty 1.5.43	T3012	456	Crashed on take-off, Valley 19.3.42
R2439	409	Crashed in circuit 1½ m NE of Coleby Grange 11.1.42	T3013	255/54 OTU	To 3607M
R2440	54 C U/307/409/ 54 C U	Flew into ground in bad weather 1m SE of Duns, Berwickshire 23.7.42	T3014	456	Damaged by Ju 88 and ditched in Irish Sea 20.6.42
R2441	307/96/60 OTU/ 132 OTU	SOC 27.9.45	T3015	409	Crashed after engine caught fire, N.Thoresby, Lincs 28.2.42
R2442	54 OTU/307	Flew into high ground in bad visibility near Widecombe, Devon 27.9.41	T3016	255/410/404	SOC 28.6.45
R2443	307/60 OTU/ 132 OTU/235	SOC 26.7.45	T3017	456/54 OTU/63 OTU	SOC 27.9.45
R2444	307/54 OTU	Crashed on landing, Church Fenton 18.2.42	T3018	255/410	Abandoned after engine fire 20m W of Hartlepool, Co.Durham 1.10.42
R2445	307	Hit tree low flying near Exeter 14.2.42	T3019	307/2 Del Flt	Crashed in forced landing, Longformacus, Berwick 11.6.42
R2446	307	Crashed on approach, Exeter 13.2.42	T3020	600	Dived into sea on approach, Predannack 19.10.41
R2447	307	Caught fire refuelling, Exeter 23.3.42	T3021	456/54 OTU	SOC 19.5.44
R2448	406/255	Crashed on approach, Cowstock, Norfolk 15.1.42	T3022	456/60 OTU/ 132 OTU	Crashed on take-off, East Fortune 27.4.43
R2449	307	Hit trees after take-off and crashed, Exminster, Devon 3.4.42	T3023	255	Crashed in forced landing, Wood Bastwick, Norfolk 25.2.42
R2450	307	To 3351M 8.42	T3024	456/63 OTU	Crashed on landing, Chedworth 6.12.43
R2451	600/125	SOC 28.6.45	T3025	307	Crashed on emergency approach, Exeter 23.10.41
R2452	307/409/54 OTU	Dived into sea off St.Abbs Head, Berwickshire 30.3.44	T3026	456/307/125/54 OTU	SOC 2.11.44
R2453	307/600/60 OTU/ 63 OTU	SOC 31.5.45	T3027	456/132 OTU/63 OTU	SOC 27.9.45
R2454	FIU/157/132 OTU	SOC 25.10.45	T3028	456/54 OTU	SOC 11.2.45
R2455	54 OTU	Crashed on landing, Charterhall 8.6.43	T3029	125	To Admiralty 11.9.43
R2456	54 OTU	Crashed on landing, Charterhall 18.2.43	T3030	307/96	To 3633M 3.43
R2457	307	Flew into sea at night 1m S of Beer Head, Devon 12.4.42	T3031	AAEE/GRU	SOC 19.5.44
R2458	307/96/60 OTU/ 132 OTU/618	SOC 25.10.45	T3032	Mkrs/FIU/AAEE/RAE	SOC 27.9.45
R2459	409/60 OTU/ 132 OTU/235	To 3789M 7.43	T3033	406/60 OTU/132 OTU	To 4678M 3.44
R2460	255	Crashed on take-off, Shawbury 2.4.42	T3034	409/60 OTU/ 132 OTU/618	To 3862M 6.43
R2461	406/60 OTU/ 132 OTU	Dived into ground in bad weather, Redditch, Worcs. 15.11.43	T3035	307	Hit tree on approach, Exeter 11.2.42
R2462	409	To Admiralty 22.4.43	T3036	456/60 OTU/ 132 OTU/63 OTU	SOC 28.6.45
R2463	307	Overshot landing at Exeter 9.12.41	T3037	406	Spun into ground, Widdington, Northumberland 8.1.42
R2464	409/54 OTU	SOC 23.8.44	T3038	406/54 OTU	Crashed in forced landing, Hutton, Berwickshire 4.1.43
R2465	409/60 OTU/132 OTU	SOC 9.6.44	T3039	FIU/600/125	Hit huts on take-off, Fairwood Common 29.8.42
R2466	409/60 OTU/132 OTU/ 54 OTU	SOC 14.2.45	T3040	255/410/54 OTU	SOC 14.2.45
R2467	409/54 OTU	SOC 15.3.45	T3041	307	To Admiralty 21.4.43
R2468	409	SOC 14.5.42	T3042	456/60 OTU	To 3639M 3.43
R2469	409	Stalled at low altitude, Metheringham, Lincs. 2.9.41	T3043	406/54 OTU	SOC 23.8.44
R2470	255/3 Del Flt	Crashed on take-off, High Ercall 28.8.42	T3044	600/307/96	SOC 4.9.45
R2471	409	SOC 14.5.42	T3045	2 FPP	Stalled and crashed ½ m S of Atcham 28.10.41
R2472	409/54 OTU	Crashed on take-off, Winfield 24.6.42	T3046	307/96	DBR 6.9.42 and SOC 13.9.42
R2473	406	Crashed on approach 3m SW of Acklington 14.9.41	T3047	456/63 OTU	SOC 26.9.44
R2474	456	Spun into sea on approach, Valley 5.1.42	T3048	307/96	To Admiralty 11.9.43
R2475	409	Stalled and dived into ground Potter Hanworth, Lincs. 19.1.42	T3049	51 MU	Crashed after flap failure, Yoxall, Staffs 5.4.43
R2476	409/456	Crashed on approach at Trewan Sands, Valley 5.1.42	T3050	-	To Admiralty 1.5.43
R2477	FIU/600/2 OAPU/ 301 FTU/2 OAPU	SOC 28.6.45	T3051	-	To Admiralty 19.3.44
R2478	406/54 OTU	SOC 21.4.43	T3052	63 OTU	SOC 28.12.44
R2479	409	Crashed on approach, Holdingham, Lincs. 3.6.42	T3053	RAE	SOC 19.5.44
			T3054	ECFS/515	Undershot landing at Little Snoring 20.1.44
			T3055	54 OTU	SOC 27.9.45
			T3070	-	To Admiralty 13.12.43
			T3071	-	To Admiralty 21.4.43
			T3072	-	To Admiralty 19.3.44
			T3073	-	To Admiralty 19.3.44
			T3074	-	To Admiralty 22.3.44
			T3075	-	To Admiralty 19.3.44
			T3076	-	To Admiralty 10.5.44
			T3077	-	To Admiralty 19.3.44
			T3078	to	
			T3082	-	To Admiralty 21.2.44
			T3083	-	To Admiralty 24.6.44
			T3084	-	To Admiralty 11.9.43
			T3085	54 OTU	SOC 14.2.45
			T3086	-	SOC 27.11.44

T3087	-	To Admiralty 5.5.43	T3210	-	To Admiralty 21.2.44
T3088	143/63 OTU	Crashed on take-off, Honiley 2.1.44	T3211	-	To Admiralty 21.2.44
T3089	-	To Admiralty 11.8.43	T3212	-	To Admiralty 5.3.44
T3090	54 OTU	SOC 3.45	T3213	to	All delivered for
T3091	488/54 OTU	SOC 24.8.44	T3217	RR	reduction to spares
T3092	488/54 OTU/ 4 Del Flt	Swung on take-off and hit R2401, Charterhall 2.6.44	T3218	488/54 OTU	Stalled attacking drogue and crashed in sea near Eye-mouth, Berwickshire 12.10.43
T3093	-	To Admiralty 19.3.44	T3219	54 OTU	SOC 29.11.45
T3094	-	To Admiralty 1.5.43	T3220	488	To Admiralty 24.6.44
T3095	-	To Admiralty 17.9.43	T3221	410	Stalled on approach 8m N of Ayr, 1.9.42
T3096	-	To Admiralty 19.3.44	T3222	410/54 OTU	Crashed on overshoot, Charterhall 21.12.43
T3097	-	To Admiralty 1.5.43	T3223	-	To Admiralty 21.4.43
T3098	-		T3224	54 OTU	SOC 30.12.44
T3099	-	To Admiralty 19.6.44	T3225	-	To Admiralty 24.6.44
T3100	-	To Admiralty 31.5.44	T3226	-	To Admiralty 21.4.43
T3101	-	To Admiralty 19.3.44	T3227	Mkrs	Cv to Mk.I
T3102	-	To Admiralty 19.3.44		4 OAPU/1 OADU/ME	
T3103	404/63 OTU	SOC 4.9.45	T3356	TFU/54 OTU	SOC 2.11.44
T3104	404/63 OTU	SOC 25.10.45	T3357	406/60 OTU	SOC 4.9.45
T3105	-	To Admiralty 21.4.43	T3358	307/125/54 OTU	SOC 3.45
T3106	-	To Admiralty 19.3.44	T3359	406/54 OTU	Dived into ground on take-off, Winfield 21.11.42
T3107	-	To Admiralty 18.12.43	T3360	406/54 OTU	SOC 30.5.46
T3137	-	To Admiralty 26.3.44	T3361	488/54 OTU	Caught fire in air and crashed near Duns, Berwickshire 19.9.43
T3138	-	To Admiralty 24.6.44	T3362	406/54 OTU	Crashed into high ground in low cloud 4m NE of Longformacus, Berwickshire 17.2.44
T3139	-	To Admiralty 21.2.44			To 3470M 8.43
T3140	-		T3363	410	To Admiralty 24.11.43
T3141	-	To Admiralty 21.2.44	T3364	96	To Admiralty 24.6.44
T3142	409	Spun into ground, Leverton, Lincs. 27.3.43	T3365	410	Swung in take-off and hit obstruction, Honiley 29.12.43
T3143	255/410/409	Overshot landing at Acklington 9.7.43	T3366	410/515/63 OTU	SOC 3.6.44
T3144	Rotol	To Admiralty 8.9.43	T3367	307/96/488/54 OTU	SOC 27.9.45
T3145	409/456/60 OTU/ 132 OTU/54 OTU	Crashed on take-off, Charterhall 25.9.43	T3368	456/410/54 OTU/515	To Admiralty 6.10.43
T3146	600/RR/63 OTU	SOC 22.5.45	T3369	96	Abandoned after engine fire over Berwickshire 31.7.43
T3147	125	To Admiralty 14.5.43	T3370	456/54 OTU	SOC 26.7.45
T3148	125	To Admiralty 5.5.43	T3371	456/54 OTU	SOC 27.9.45
T3149	125	Crashed in forced landing near Swansea 26.5.42	T3372	125/54 OTU	Caught fire on landing, Charterhall 30.11.43
T3150	406/132 OTU/235/ 132 OTU	To 3793M 6.43	T3373	488/54 OTU	Retd. to mkrs 10.4.44
T3151	456/132 OTU		T3374	410/54 OTU/515	SOC 27.9.45
T3152	410/54 OTU	Crashed on take-off, Charterhall 26.11.43	T3375	307/96	Crashed on landing, Charterhall 13.12.44
T3153	255/410/488/54 OTU	SOC 18.12.44	T3376	488/63 OTU/54 OTU	Overshot emergency landing, Craill 27.9.43
T3154	307	Swung on take-off and hit Lysander T1702, Exeter 8.4.42	T3377	125/54 OTU	To Admiralty 5.5.43
T3155	404	Stalled and dived into ground, St.Eval 28.3.43	T3378	96	SOC 19.5.44
T3156	125/54 OTU	SOC 26.7.45	T3379	456/54 OTU/63 OTU	SOC 30.5.46
T3157	307	To Admiralty 5.5.43	T3380	125/60 OTU	SOC 13.9.44
T3158	54 OTU		T3381	410/54 OTU	SOC 26.7.45
T3159	410/63 OTU	SOC 3.9.44	T3382	307/96/54 OTU	SOC 30.5.46
T3160	96/63 OTU	SOC 27.9.45	T3383	456/63 OTU	Iced up and crashed in sea 23.11.43
T3161	96	SOC 4.9.45	T3384	410/54 OTU	Collided with V8162 and crashed near Heathfield, Ayr, 6.12.42
T3162	404	SOC 28.6.45			SOC 4.9.45
T3163	-	SOC 26.1.45	T3385	488	SOC 27.9.45
T3164	-	To Admiralty 26.4.44			SOC 7.6.44
T3165	-	To Admiralty 5.5.43	T3386	410/54 OTU	SOC 21.10.44
T3166	-	To Admiralty 24.6.44	T3387	410/63 OTU	SOC 30.1.45
T3167	19 MU	Destroyed in hangar fire, St.Athan 3.2.44	T3388	125/132 OTU	SOC 27.9.45
T3168	-	To Admiralty 21.4.43	T3389	255/410/54 OTU	SOC 27.9.45
T3169	404/63 OTU	SOC 3.9.44	T3410	488/54 OTU	Flew into ground in bad weather 5m E of Ayr 7.8.42
T3170	-	To Admiralty 27.4.44	T3411	488/515/63 OTU	To 3313M 8.42
T3171	-	To Admiralty 11.8.43	T3412	410	Crashed on take-off, Wrexham 20.6.42
T3172	-	To Admiralty 5.5.44			SOC 4.9.45
T3173	-	To Admiralty 30.4.44	T3413	-	SOC 27.9.45
T3174	-	To Admiralty 15.6.44	T3414	96	To Admiralty 5.5.43
T3175	-	To Admiralty 5.3.44			Hit blister hangar on take-off, Charterhall 27.7.43
T3176	-	To Admiralty 19.3.44	T3420	143	To 3790M 6.43
T3177	RR & Mkrs	Griffon IIB tests; to 4539M 2.44	T3421	143	To 4246M 1.45
T3178	410/54 OTU	SOC 23.11.44			
T3179	54 OTU/63 OTU	SOC 19.5.44			
T3180	ECFS	SOC 28.6.45			
T3181	456/54 OTU	Spun into ground out of cloud 2m W of Charterhall 22.2.44			
T3182	-	To Admiralty 22.2.44			
T3183	-	To Admiralty 21.2.44			

T3422	54 OTU	Crashed on landing, Winfield 4.4.43	V8154	143	SOC 27.9.45
T3423	FAA/233	Shot down by FW200 off Cape Sardao, Portugal 7.9.43	V8155	488/54 OTU/515	SOC 28.6.45
T3424	FAA/233	Damaged in action 7.9.43 and SOC	V8156	-	To Admiralty 24.6.44
T3425	54 OTU	SOC 29.10.44	V8157	143/404	Dived into ground near Dyce 5.12.42
T3426	54 OTU	SOC 28.2.46	V8158	54 OTU	Crashed on take-off, Charterhall 5.4.43
T3427	143	To 4245M 10.43	V8159	143/287	SOC 15.11.44
T3428	410/488/54 OTU	Flew into woods in circuit near Greenlaw, Berwicks 18.10.43	V8160	488/54 OTU	SOC 15.2.45
T3429	54 OTU	To Admiralty 26.7.43	V8161	-	To Admiralty 24.6.44
T3430	600/404/63 OTU	Crashed on overshoot, Honiley 14.1.44	V8162	488	Collided with T3385 and crashed, Heathfield, Lincs. 31.12.42
T3431	404	To Admiralty 8.9.43	V8163	488/54 OTU	Spun into ground near Leitholme, Berwickshire 9.6.43
T3432	143	To 4248M 10.43	V8164	488/54 OTU	SOC 30.1.45
T3433	-	To Admiralty 6.5.43	V8165	488/54 OTU	Swung on take-off and hit R2203, Charterhall 14.6.43
T3434	143	Crashed in sea, Tetney Haven, Lincs. 7.11.42	V8166	404	Crashed 26.10.42
T3435	-	To Admiralty 6.5.43	V8167	-	To Admiralty 5.5.43
T3436	404/54 OTU	SOC 3.45	V8168	404/63 OTU	SOC 28.6.45
T3437	143	To 4247M 10.43	V8169	-	To Admiralty 5.5.43
T3438	-	To Admiralty 26.4.43	V8170	488/54 OTU	Crashed in sea 3m off St.Abbs Head, Berwickshire 21.12.44
T3439	-	To Admiralty 6.5.43	V8184	96/63 OTU/51 OTU	SOC 21.6.47
T3440	404	Crashed on emergency approach, Chivenor 18.2.43	V8185	-	To Admiralty 5.5.43
T3441	-	To Admiralty 26.4.43	V8186	-	To Admiralty 5.5.43
T3442	-	To Admiralty 11.8.43	V8187	FAA/255/Cal Flt Blida	Shot down by USAAF Spitfires 5m E of Scapella, Sicily 27.8.43
T3443	-	To Admiralty 11.8.43	V8188	600/125	To 4679M 3.44
T3444	ECFS	SOC 7.6.44	V8189	404	SOC 28.6.45
T3445	30 MU	Spun into ground 3m E of Shawbury 8.9.42	V8190	-	To Admiralty 6.5.43
T3446	143	SOC 7.7.45	V8191	404/515	Retd. to mkrs 6.4.44
T3447	143	Dived into ground, Aylesby, Lincs. 27.1.43	V8192	FAA/Cal Flt Blida	DBR 9.43
V8131	404/8 OTU/404/ 54 OTU	SOC 22.5.45	V8193	307/488/54 OTU	Crashed in forced landing near Reston, Berwickshire 15.9.43
V8132	410	Crashed in forced landing, Symington, Ayrshire 5.7.42	V8194	404/63 OTU	SOC 25.10.45
V8133	456/54 OTU	Crashed on overshoot, Charterhall 16.8.43	V8195	143/515	Retd. to mkrs. 6.4.44
V8134	96	To Admiralty 26.7.43	V8196	404/Hunsdon	Retd. to mkrs. 11.5.44
V8135	125/54 OTU/125/ 54 OTU	Pres. crashed in sea off Farne Islands 31.12.43	V8197	143	SOC 27.9.45
V8136	125/54 OTU	SOC 26.7.45	V8198	143	Crashed on take-off, Donna Nook 1.12.42
V8137	307/125/54 OTU	Dived into ground near Kelso, Roxburghshire 24.3.44	V8199	143	SOC 28.6.45
V8138	96/125/63 OTU	SOC 25.10.45	V8200	54 OTU	SOC 30.1.45
V8139	488/63 OTU/51 OTU		V8201	-	To Admiralty 24.6.44
V8140	125/54 OTU	Dived into ground, Lark Hill, Crocketford, Kirkcudbright, 20.10.43	V8202	404/54 OTU	Hit by ND222 while parked, Charterhall 26.11.44
V8141	125/63 OTU	SOC 25.10.45	V8203	404/515	Retd. to mkrs. 6.4.44
V8142	410/54 OTU	SOC 30.5.46	V8204	143	To 4460M 1.44
V8143	96/488/54 OTU	SOC 14.2.45	V8205	404/Hunsdon	Retd to mkrs
V8144	404/FAA/54 OTU	Crashed on take-off, Charterhall 3.8.44	V8206	54 OTU	Abandoned near Selkirk 14.4.43
V8145	143	SOC 25.10.45	V8207	143/63 OTU	SOC 28.6.45
V8146	404/63 OTU	SOC 25.10.45	V8208	54 OTU	Crashed on take-off, Charterhall 20.11.44
V8147	143	SOC 2.6.47	V8209	409	To Admiralty 24.6.44
V8148	143/404/488/515	Crashed in forced landing on beach, Orfordness 1.2.44	V8210	488/54 OTU	SOC 26.7.45
V8149	143	To 3791M 6.43	V8211	404	Dived into ground, Buchaburn, Aberdeenshire 7.12.42
V8150	143	Undershot landing at North Coates 4.12.42	V8212	404/141	SOC 4.9.45
V8151	143	To 3792M 6.43	V8213	125/63 OTU	SOC 29.11.45
V8152	404	SOC 4.9.45	V8214	404/8 Gp CF	To 5560M 8.45
V8153	143	SOC 9.6.44	V8215	143	SOC 25.10.45
			V8216	143	SOC 19.5.44
			V8217	410/54 OTU	Crashed in sea off Farne Islands 15.9.43
			V8218	54 OTU	Crashed in forced landing, E. Lowland Farm, Berwick 12.6.43

THE BRISTOL BLENHEIM V

The final development of the Bristol Blenheim was built to Specification B.6/40 as a tactical bomber for Army support. The Battle of France had been an excellent example of tactical air support, unfortunately by the enemy, and it was natural for the British Army to call for similar support in any future campaign. Existing aircraft for the role remained the Blenheim IV and the surviving Battle light bombers, the latter having suffered heavily in its attempts to carry out these tasks. The Blenheim had also suffered its share of losses but was the obvious basis for an improved ground-attack aircraft. Type 160 was proposed by Bristols as a two-seat ground-attack aircraft mounting four Browning 0.303in machine guns in a solid nose and provided with considerable armour protection for the crew. The name Bisley was suggested as appropriate after the famous shooting ranges in Surrey. Two prototypes were built to this configuration, AD657 and AD661, the former making its first flight at Filton on 24 February 1941.

An alternative nose section had been designed so that the mark could be used as a normal high-level bomber. This was similar to that on the Blenheim IV and was fitted with a chin turret for rearward defence. An increase of about 20% in all-up weight over the Blenheim IV required a strengthened undercarriage but an increase of only 30 hp between the Mercury XV of the Mark IV and the Bisley's Mercury 25 or 30 resulted in the later type being relatively underpowered. It was slower and shorter-ranged than its predecessor but was better protected.

By the time the prototype flew, many changes in both the Army's and RAF's thinking on the subject of army support had come about. The Battle of Britain had seen the end of the Ju 87 as the Army's ideal concept for ground attack. Complete air superiority could not be guaranteed for years to come and any close-support aircraft was obviously going to have to be able to take care of itself. So the Hurricane acquired bomb racks and the idea of flying armoured Blenheims through walls of light flak was not one which filled the Air Ministry with enthusiasm. If they had known what was contemplated, the future aircrews would have been equally alarmed.

Having abandoned the ground-attack version, the Air Ministry was faced with the prospect of 1,195 Blenheims rolling off the production line so the contract was amended to one for glass-nosed bombers to follow on from Blenheim IV production at the Rootes Group shadow factory at Blythe Bridge, Staffordshire. The number was reduced to 940 later. Two prototype bombers were also built before production began. The name Bisley was dropped in favour of Blenheim V but continued to appear in operational records well into 1943. Deliveries began in September 1941 but it was the following summer before squadrons and operational training units began to receive Mark Vs. First equipped were several squadrons trained in army support duties and already flying Blenheim IVs but these flew no operations from the UK with Mark Vs. Training on the type was undertaken by the light bomber OTU (No.13) at Bicester and the army cooperation OTU (No.42) at Andover. Later the Blenheim V went to night fighter and coastal OTUs and sundry training units in the UK.

The major part of the Blenheim Vs operational flying took place during Operation "Torch" which involved landings by British and American troops in French North Africa with the purpose of taking the German forces in Libya from the rear as they fell back from their defeat at El Alamein. With the Eighth Army following them through the desert, the Afrika Korps and the remnants of the Italian Army would be met by the British First Army and US Second Corps advancing through Tunisia. At least that was the original idea but like most military campaigns, it did not work out quite like that.

The Allied landings began on 8 November 1942 against resistance from the Vichy French regime in Algiers and Casablanca with the British First Army in the east and the US Army in the west of Algeria, while more US troops landed in Morocco. After a few days the French command gave up and within a relatively short time French Army

and Air Force were engaged against the Germans in Tunisia.

On 11 November, Blenheim Vs of No.18 Squadron began to arrive at Blida near Algiers, having flown out from Britain. Within days Nos.13, 114 and 614 Squadrons had joined it and three of the four squadrons moved forward to Canrobert, on the Constantine-Tebessa railway, while No.114 based itself on Setif, about 80 miles further west. The Germans, in the meantime, had been flying troops and equipment into the Tunis airfields and FW 190 and Bf 109 units were transferred from Sicily and Italy. Blenheim raids by day on enemy airfields and transport targets in Tunisia were covered by Spitfire squadrons based on forward airstrips but bad weather often rendered these almost unusable for long periods. As a result the Blenheim squadrons often found themselves without the promised fighter escort and on several occasions this proved costly. No.18 Squadron lost four out of twelve aircraft and had several others damaged during a daylight raid on 17 November. The same squadron had even worse luck on 4 December when a large number of enemy fighters evaded the outnumbered escort and it lost half its 12 aircraft on the way in to the target. Wing Commander Malcolm, CO of No.18, pressed on with the remaining Blenheims and four of these were lost on the return flight. One of the original 12 had crashlanded with engine failure and the last survivor crashlanded at Souk-el-Khemis. Only four crews got back to base minus their aircraft. Two of the aircraft were from 614 Squadron.

Since the defending fighters were operating from permanent all-weather airfields to a great extent, local air superiority was always a matter of weather. It was obvious that Blenheims were no longer suitable for day bombing, even if promised an escort. No.326 Wing was given a new task and for the next few months the squadrons were engaged in night intruder missions, attacking enemy transport and airfields under cover of darkness. More Allied fighter-bomber squadrons took over daylight operations but Blenheim Vs continued to fly intruder sorties and coastal reconnaissance missions until the end of the campaign in May 1943 with the total surrender of the Axis forces in North Africa.

In the Western Desert, Blenheim IV squadrons were being reequipped with Baltimores and Bostons but a few received Blenheim Vs, notably No.15 Squadron SAAF; Reequipped in July and August 1942, it flew anti-shiping and ground attack missions. After the German retreat westwards, the squadron took on anti-submarine and air-sea rescue patrol until converted to Baltimores. The majority of Blenheim Vs in the Middle East were used for patrol work over the Mediterranean and Indian Ocean apart from those destined for OTUs in Egypt and East Africa. Others were used for calibration and communications duties and at the end of the war were still flying with No.79 OTU in Cyprus.

In India, three squadrons flew Blenheim Vs operationally over Burma in 1943 and others were used by training and calibration units. Without its operational equipment, the aircraft became much more amenable. Flying from dusty airfields in high temperatures had caused many casualties among the laden but underpowered bombers and patrol aircraft. The Arabian and East African-based squadrons suffered many losses without ever sighting an enemy aircraft.

Numbers of Blenheim Vs were delivered to the Middle East and India as reserves for the operational units. Since the type's active service was brief, about 18 months in all, many of these saw no service and were struck off charge in 1944 to make room for more modern aircraft. Delivery by air was in the hands of the Overseas Aircraft Delivery Units after crews had been trained at Ferry Training Units. With full loads of fuel, these long flights were hazardous and the numbers lost in this activity were not unduly high in the circumstances.

Units flying the Blenheim V were:

No.8 Squadron, Khormaksar, Aden.

Equipped with Blenheim Vs for anti-submarine patrols between September 1942 and January 1944 when replaced by Wellington XIIIs.

No.13 Squadron, Macmerry, Scotland.

Equipped with Blenheim Vs in September 1942. Aircraft flown to Blida, Algeria via Gibraltar 18.11.42. Later moves were to Canrobert 5.12.42; Oulmene 8.2.43; Blida 22.5.43; Protville 4.9.43; Sidi Ahmed 12.10.43; Sidi Amor 26.10.43. To Kabrit, Egypt 19.12.43 to reequip with Baltimores.

No.18 Squadron, West Raynham, England

Reequipped with Blenheim Vs in September 1942. Aircraft flown to Blida 11.11.42. Later moves were to Canrobert 30.11.42; Setif 5.12.42; Canrobert 17.12.42; Oulmene 7.3.43. Began to reequip with Bostons in March 1943, completed in April.

No.34 Squadron, Ondal, India.

Reequipped from Blenheim IVs in January 1943. Moved to Jessore 30.1.43; Silchar 7.3.43; Kumbhirgram 18.3.43; St.Thomas Mount 3.5.43 for conversion to Hurricane IICs in August 1943.

No.42 Squadron, Yelahanka, India.

Reequipped from Beauforts in February 1943. Moved to Rajyeshwarpur 12.3.43; Kumbhirgram 1.5.43; To Yelahanka in October 1943 for conversion to Hurricane IICs.

No.113 Squadron, Asansol, India.

Converted from Blenheim IVs October 1942. Moved to Jessore 19.12.42; Feni 21.1.43; Chandina 28.2.43; Comilla 4.5.43; Feni 27.6.43; Khargpur 28.8.43; To Yelahanka for conversion to Hurricane IICs.

No.114 Squadron, West Raynham, England

Converted from Blenheim IVs September 1942. Moved to Blida 15.11.42; Setif 5.12.42; Canrobert 12.2.43; Began converting to Bostons March 1943 and completed reequipment in April.

No.139 Squadron, Horsham St.Faith, England

Reformed 8 June 1942 with Blenheim Vs. Moved to Oulton 15.6.42; Horsham St.Faith 20.6.42; Marham 29.9.42 to convert to Mosquito IVs; reequipment completed in October.

No.162 Squadron, Bilbeis, Egypt

Partly equipped with Blenheim Vs in July 1942 for calibration duties in the Middle East. Moved to Benina 4.4.43; LG.91 27.8.43. Replaced by Baltimores in October 1943. The above were squadron headquarters locations. Most Blenheims were dispersed in ones and twos throughout the Middle East for most of the time.

No.203 Squadron, LG.101, Western Desert.

Received some Blenheim Vs to supplement Blenheim IVs in October 1942 but converted entirely to Baltimores in November 1942.

No.244 Squadron, Sharjah, Persian Gulf.

Received Blenheim Vs in October 1942 for anti-submarine patrols. Moved to Masirah 17.3.44 and converted to Wellington XIIIs.

No.454 Squadron RAAF, Aqir, Egypt.

Formed on 30 September 1942 and moved to Qaiyara, Iran, 18.10.42 where it received Blenheim Vs in November. These were left behind when the squadron moved to Egypt in January 1943.

No.515 Squadron, Heston, England

A few Blenheims were on strength for non-operational purposes while the squadron was engaged in ECM duties.

No.614 Squadron, Macmerry, Scotland.

Converted from Blenheim IVs in August 1942. Moved to Odiham 26.8.42; Blida 17.11.42; Canrobert 5.12.42; Oulmene 7.2.43; Tafaraoui 22.1.43; Bo Rizzo 28.8.43. Disbanded in February 1944.

No.15 Squadron SAAF, El Ballah, Egypt.

Received first seven Blenheim Vs on 1 July 1942. Moved to Mariut 31.7.42; LG.91 6.5.43. Began to convert to Baltimores in May 1943 and reequipment completed in July.

No.16 Squadron SAAF, Kilifi, Kenya.

Received Blenheim Vs in November 1942 for anti-submarine patrols over the Indian Ocean. Aircraft flown to Egypt 14.4.43 and A/S patrols began from LG.91 on 21.5.43. Converted to Beauforts June 1943.

No.17 Squadron SAAF, Little Aden*, Aden Protectorate
Arrived from South Africa 23.1.43 and equipped with Blenheim Vs for anti-submarine patrols. Aircraft flown to Egypt in May 1943 for disposal and squadron reequipped with Ventura Vs.

*Little Aden was renamed Hiswan in April 1943.

No.13(Hellenic) Squadron, LG.227, Western Desert
Manned by Greek personnel and received Blenheim at Gaza East in October 1942 before moving them to its operational base at LG.227 on 8.11.42. Moved to LG.07 11.1.43; Gambut 4.8.43. Began conversion to Baltimores in August 1943 and last Blenheim operation flown on 16.9.43. Engaged in anti-submarine and convoy escort patrols.

No.70 Operational Training Unit, Nakuru, Kenya

Received Blenheim Vs to supplement Marks I and IV in August 1942. Moved to Shandur May 1943 and began conversion of Blenheim element to Baltimores in August 1943.

No.72 Operational Training Unit, Nanyuki, Kenya

Received its first Blenheim V on 10.7.42 and disbanded on 14 May 1943

No.75 Operational Training Unit, Gianacis, Egypt

Received Blenheim Vs for general reconnaissance training in January 1943 alongside Ansons, Hudsons, Baltimores, etc. Disbanded 25.6.45.

No.79 Operational Training Unit, Nicosia, Cyprus

Formed on 1 February 1944 for general reconnaissance training and received Blenheim Vs alongside Ansons and Beaufighters. Disbanded on 30 July 1945.

No.2 Operational Training Unit, Catfoss, England

Flew a number of Mark Vs alongside Mark IVs and Ansons

No.13 Operational Training Unit, Bicester, England

Received Blenheim Vs to supplement earlier marks in June 1942 and continued to fly them in reduced numbers after January 1943 until April 1944.

No.42 Operational Training Unit, Andover, England

Received some Blenheim Vs to supplement Mark IVs for army cooperation training. Moved to Ashbourne 24.10.42 and Blenheims disposed of in July 1943.

No.51 Operational Training Unit, Cranfield, England

A few Blenheim Vs were on strength in 1942/43 for night fighter training.

No.54 Operational Training Unit, Charterhall, Scotland

Blenheim Vs supplemented Beaufighters for night fighter training between January 1943 and July 1944.

No.60 Operational Training Unit, East Fortune, Scotland
Received Blenheim Vs to supplement Blenheim IVs and Beaufighters for night fighter training in April 1942. Disbanded on 24 November 1942 and passed aircraft to No.132 OTU..

No.63 Operational Training Unit, Honiley, England
Two Blenheim Vs were on this unit's establishment when it was formed on 1 September 1943.

No.132 Operational Training Unit, East Fortune, Scotland
Formed on 24 November 1942, No.132 OTU flew Blenheim Vs alongside Beauforts and Beaufighters for Coastal Command strike training until October 1943.

No.152 Operational Training Unit, Peshawar, India
Formed on 25 November 1942, No.152 OTU flew Blenheim Vs until it was absorbed by No.151 OTU on 12 March 1944.

No.1442 (Ferry Training) Flight, Lyneham, England
Had some Blenheim Vs on strength from about June 1942 until it disbanded on 1 August 1942.

No.1482 (Target Towing) Flight, West Raynham, England
Had Blenheim Vs on strength between about August 1942 and April 1943.

No.1580 (Calibration) Flight, Yelahanka, India
Received its first Blenheim V on 24.10.43 and flew three or four alongside Vengeances until May 1944 when it completed conversion to Vengeances.

No.1581 (Calibration) Flight, Alipore, India
Formed on 25 August 1943 with four Blenheim Vs and reequipped with Vengeances in March 1944.

No.1582 (Calibration) Flight, Kumbhirgram, India
Formed on 25 August 1943 with Blenheim Vs. Moved to Silchar West 24.3.44 and converted to Vengeances in May 1944. Last Blenheim left in June.

Air Sea Rescue Flight, Middle East, Berka, Western Desert
Flew a number of Blenheim Vs on ASR missions until replacing them with Wellington ICs.

Free French Flight "Alsace", Rayak, Syria
Formed on 26 July 1942 and received Blenheim Vs in mid-August. Ceased operations 4.9.42 for transfer to UK.

No.1655 Mosquito Training Unit, Horsham St.Faith, England
Formed in June 1942 and had Blenheim Vs on strength until about October 1942.

No.1 (Middle East) Check and Conversion Unit, Bilbeis, Egypt
Formed on 1 June 1943 and had a few Blenheim Vs on strength for the next year.

No.1 Middle East Training School, El Ballah, Egypt
Received Blenheim Vs in September 1942; became RAF(ME) Central Gunnery School on 31.3.43 and continued to fly Blenheims until June 1943.

No.3 Middle East Training School, Amman, Transjordan
Had three Blenheim Vs on strength for ground training only.

No.5 Middle East Training School, Shallufa, Egypt
had a few Blenheim Vs on strength in 1943.

No.1 Air Gunnery School (India), Bairagarh
A number of Blenheim Vs were in service between about July 1943 and March 1945.

No.17 Service Flying Training School, Cranwell, England
Formed on 20 March 1944 with Blenheim Is, IVs, and Vs. Moved to Spittlegate 1.5.45 (satellite Harlaxton) and flew Blenheims until July 1945.

No.9 (Pilots) Advanced Flying Unit, Errol, Scotland
No.12 (Pilots) Advanced Flying Unit, Spittlegate, England
Both flew Blenheim Vs between January 1943 and May 1945.

No.301 Ferry Training Unit, Lyneham, England
No.307 Ferry Training Unit, Fimere, England
Both received Blenheim Vs and crews prior to ferrying overseas for ferry training.

Empire Central Flying School, Hullavington, England
Had a small number of Blenheim Vs as part of its wide variety of aircraft

Communications Flights
Blenheim Vs were issued to Comm.Flights in the Western Desert, Air Command South East Asia, Iraq, Sudan and at Heliopolis and probably a number of Group Communications Flights in India and the Middle East.

North Africa Practice Flight, Setif, Algeria
Had a few Blenheim Vs among other types for refresher training.

A number of squadrons and other units had single Blenheim Vs on strength as "hacks" and these appear in the production tables.

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A quantity of Blenheim Vs were transferred to the Turkish Air Force in March 1943 from Middle East stocks to supplement earlier deliveries of Mark IVs, crew training being carried out at Nos.70, 72 and 75 OTUs.

Free French Air Force Blenheim Vs were flown by the "Bretagne" and "Chad" groupes. The US Army Air Force in North Africa received several Blenheim Vs but the reason remains obscure.

Portugal obtained some Blenheim Vs through forced landings at Portuguese airfields of aircraft in transit to North Africa. Under an agreement between Britain and Portugal, servicable aircraft were taken over by the Portuguese Air Force and spares were provided to keep them operational. Deliveries by air staged from Cornwall to Gibraltar and were subject to interception by German aircraft from Western France. The distance involved required aircraft to take-off at full load and since the "Torch" flights had no guaranteed base beyond Gibraltar, spares and operational equipment added to the weight. Aircraft in this condition were no match for Ju 88s. On arrival at Gibraltar crews were faced with a single runway surrounded by semi-hostile territory and straying from the landing pattern could bring aircraft under fire from Spanish batteries. From the records of North Front, Gibraltar, however it would seem that the enthusiasm of the Spanish gunners waned after literally thousands of aircraft flowed through Gibraltar to North Africa. Presumably November 1942 started them wondering if they had really picked the right side to back.

Only the Blenheim V's disasters appear to have found a place in the history books but the type put in many hours of patrol work as an integral part of the war against the U-boats. The squadrons that took them into action should have been flying Buckinghams in order to carry out the tasks undertaken but these were far from ready for service and in the event never flew on operations. Given its fairly indefensible state in daylight, the Blenheim suffered few losses when adequate escort was provided. However, it was already obsolescent when production began and must be regarded as a stop-gap tagged on to the end of a long and successful production line of Blenheims.

Production

The main contract for Blenheim Vs was given to Rootes Securities Ltd for 1195 aircraft under No.B.1485/39.

Two prototypes AD657 and AD661 were built by Bristols and delivered in July 1941 and January 1942. These were close support versions.

Two bomber versions were delivered in September 1941, DJ702 and DJ707 as Type 160HA.

Production aircraft began to be delivered to RAF units in November 1941 and continued until June 1943.

The following table lists all aircraft produced, 944.

AD657	AAEE & Mkrs	SOC 13.7.42	AZ932	308 MU	Crashed on take-off,
AD661	Mkrs & AAEE/ 12 PAFU	Bellylanded at Harlaxton, 23.11.44	AZ933	70 OTU	Drigh Road 21.1.43
AZ861	Mkrs & AAEE/2 OTU/ 12 PAFU	Crashed on approach, Harlaxton 29.3.43	AZ934	54 OTU	Crashed on take-off,
AZ862	Mkrs & AAEE/8	SOC 27.7.44	AZ935	60 OTU/51 OTU/ 12 PAFU	Shandur 12.8.43
AZ863	8	SOC 27.7.44	AZ936	60 OTU/132 OTU	SOC 6.4.45
AZ864	113	Crashed on landing, Asansol 16.11.42	AZ937	60 OTU/51 OTU/ 12 PAFU/17 SFTS	Crashed on take-off, East Fortune 12.4.43
AZ865	176	Crashed on take-off, Baigachi 8.8.44	AZ938	ME	Bellylanded at Cranwell, 20.4.45
AZ866	12 PAFU/51 OTU/ 12 PAFU	SOC 5.4.45	AZ939	60 OTU	SOC 29.8.46
AZ867	AFTU	SOC 30.4.44	AZ940	162	Crashed into trees on take-off, E.Fortune 11.9.42
AZ868	60 OTU/132 OTU	Hit by Blenheim Z6261 while parked, East Fortune 7.1.43	AZ941	54 OTU/12 PAFU	SOC 27.7.44
AZ869	2 OTU/12 PAFU	SOC 11.5.45	AZ942	326 MU	Crashed after take-off at Poynton Heath, Lincs 2.12.41
AZ870	2 OTU	SOC 19.11.43	AZ943	15 SAAF	Crashed in forced landing 7m SW of Jessore 25.8.43
AZ871	India	SOC 19.10.44	AZ944	51 OTU	Crashed on landing, Gambut 22.3.43
AZ872	42	SOC 30.4.44	AZ945	2 OTU/42 OTU/ 13 OTU/12 PAFU/ 17 SFTS	Crashed in forced landing, Kilmington near Bath 26.1.44
AZ873	8/17 SAAF	SOC 31.8.44	AZ946	139/12 PAFU	SOC 13.7.45
AZ874	-	SOC 13.2.43	AZ947	139/1655 MTU/ 12 PAFU	Collided with Lancaster NG198 and abandoned near Spittle- gate 6.10.44
AZ875	162	SOC 28.12.44	AZ948	139/1655 MTU/ 12 PAFU	Hit by AZ960 while parked, Harlaxton 3.1.45
AZ876	1482 Ft/307 FTU/ 42 OTU	Dived into ground 3m W of Belper, Derbyshire 9.7.43	AZ949	13(H)	Crashed on landing, Woodvale 20.4.44
AZ877	301 FTU/12 PAFU	SOC 23.3.45	AZ950	139/1655 MTU/139/ 307 FTU/12 PAFU	SOC 27.7.44
AZ878	-	Crashed in forced landing near Takoradi 12.12.41	AZ951	2 OTU/12 PAFU	SOC 11.5.45
AZ879	60 OTU/132 OTU/ 12 PAFU	SOC 23.3.45	AZ952	139/1655 MTU/ 12 PAFU	SOC 11.5.45
AZ880	8		AZ953	139/307 FTU/ 12 PAFU	Crashed on landing, Grimsby 15.9.43
AZ881	54 OTU/12 PAFU	SOC 12.3.45	AZ954	51 OTU/12 PAFU/ 17 SFTS	Bellylanded at Spittlegate 2.12.44
AZ882	India	SOC 14.10.44	AZ955	139/1655 MTU/ 12 PAFU	SOC 13.7.45
AZ883	139/1655 MTU	SOC 18.6.43	AZ956	113	SOC 11.5.45
AZ884	13 OTU	SOC 12.3.45	AZ957	139/1655 MTU/ 139/307 FTU/12 PAFU	SOC 30.4.44
AZ885	-	Crashed near Ibadan, Nigeria 14.2.43	AZ958	54 OTU	Crashed on take-off, Woodvale 30.6.44
AZ886	Mkrs/AAEE/51 OTU/ 12 PAFU	SOC 5.4.45	AZ959	54 OTU/12 PAFU	SOC 18.6.43
AZ887	113/ATPS Poona	Flap jammed and aircraft crashed lm W of Poona 5.11.43	AZ960	60 OTU/54 OTU/ 12 PAFU/17 SFTS	SOC 11.5.45
AZ888	Mkrs/AAEE/12 PAFU	SOC 6.5.45	AZ961	139/1655 MTU	SOC 13.7.45
AZ889	13 OTU/12 PAFU	SOC 29.3.45	AZ962	54 OTU	Crashed in forced landing, Parke, Norfolk 26.1.43
AZ890	139/12 PAFU	Flew into ground at night near Wymondsham, Leics 19.8.44	AZ963	8/17 SFTS	SOC 18.6.43
AZ891	113	SOC 30.4.44	AZ964	54 OTU/12 PAFU	SOC 27.7.44
AZ892	FTU/12 PAFU/17 SFTS	SOC 13.7.45	AZ965	139/307 FTU/12 PAFU	SOC 9.4.44
AZ893	139	SOC 28.5.46	AZ966	139/307 FTU/12 PAFU	SOC 5.4.45
AZ894	139	SOC 28.5.46	AZ967	139/307 FTU/ 12 PAFU/17 SFTS	Crashed on overshoot, Spittlegate 19.3.44
AZ895	60 OTU/132 OTU	Overshot emergency landing East Fortune 18.5.43	AZ968	113	SOC 13.7.45
AZ896	8	SOC 27.7.44	AZ969	139/1655 MTU/ 13 OTU/12 PAFU	SOC 31.8.44
AZ897	51 OTU/60 OTU/ 63 OTU/12 PAFU/ 17 SFTS	SOC 13.7.45	AZ970	139/307 FTU/ 12 PAFU/17 SFTS	SOC 19.4.45
AZ898	60 OTU/132 OTU/ 12 PAFU	Hit by AZ877 while parked, Spittlegate 26.9.44	AZ971	75 OTU	SOC 13.7.45
AZ899	60 OTU/54 OTU/ 12 PAFU	SOC 14.6.45	AZ984	ECFS/12 PAFU	Crashed on landing, Gianacelis 4.8.43
AZ900	FTU/12 PAFU	SOC 23.3.45	AZ985	139	SOC 12.3.45
AZ901	60 OTU/54 OTU/ 12 PAFU/17 SFTS	SOC 13.7.45	AZ986	139/1655 MTU/ 42 OTU/301 FTU	SOC 28.5.46
AZ902	139/307 FTU	SOC 28.5.46	AZ987	139/301 FTU	To Portugal 30.8.43
AZ903	42 OTU/54 OTU	SOC 28.5.46	AZ988	ECFS/12 PAFU	To Portugal 15.9.43
AZ904	13 OTU/12 PAFU/ 17 SFTS	SOC 13.7.45	AZ989	60 OTU/12 PAFU/ 17 SFTS	SOC 14.5.45
AZ905	12 PAFU/17 SFTS	SOC 13.7.45	AZ990	60 OTU	SOC 13.7.45
AZ922	139/1655 MTU/ 12 PAFU	Crashed in forced landing, Bottesford 26.12.43	AZ991	60 OTU/12 PAFU/ 17 SFTS	Crashed on take-off, East Fortune 13.10.42
AZ923	AAEE/72 OTU/70 OTU	SOC 1.3.44	AZ992	12 PAFU	Damaged in collision with BA146 10.5.45 and not rep'd
AZ924	301 FTU/12 PAFU	SOC 12.3.45			SOC 23.3.45
AZ925	34	SOC 27.11.44			
AZ926	70 OTU	Crashed on landing, Nakuru 17.4.43			
AZ927	79 OTU	Caught fire on take-off and crashlanded, Nicosia 11.6.45			
AZ928	ME	SOC 27.7.44			
AZ929	OADU	Hit by BA388 while parked, Takoradi 25.7.42			
AZ930	AAEE/42 OTU/13 OTU/ 12 PAFU	SOC 11.9.44			
AZ931	India	SOC 11.5.45			

AZ993	ECFS/9 PAFU/ 12 PAFU	Hit tree on approach. Spittlegate 5.1.45	BA161	72 OTU	SOC 1.3.44
AZ994	ME		BA162	ADU	Hit trees low flying, Kano, Nigeria 20.10.42
AZ995	42/1583 Flt	SOC 30.4.44	BA163	244	SOC 1.3.44
AZ996	ECFS & 9 PAFU/ 12 PAFU	Crashed on landing, Spittlegate 8.9.43	BA164	51 OTU/12 PAFU	SOC 27.3.45
AZ997	42/1583 Flt/ Bengal Cal Flt		BA165	13(H)/79 OTU	Collided with BA933 on approach, Lakatamia 19.4.45
AZ998	244/119 MU	SOC 5.11.43 Crashed on take-off, Abadan 8.6.43	BA166	34	SOC 30.4.44
AZ999	ECFS & 9 PAFU/ 12 PAFU		BA167	13(H)	Crashed on approach, Gambut 3, 18.2.43
BA100	51 OTU	SOC 5.11.44	BA168	60 OTU/51 OTU/515	SOC 21.3.44
BA101	244	SOC 22.1.44 Crashed in forced landing 35m NE of Sharjah 1.2.43	BA169	42	Destroyed by enemy on ground, Agartala 6.4.43
BA102	60 OTU/51 OTU/ 12 PAFU	SOC 11.5.45	BA170	60 OTU	Undershot landing at East Fortune 15.6.42
BA103	34/113/42	Crashed on take-off, Kumbhirgram 12.9.43	BA171	India	SOC 30.11.45
BA104	60 OTU/132 OTU/ 12 PAFU	Bellylanded at Woodvale 14.8.44 and DBR	BA172	70 OTU	SOC 21.1.43
BA105	16 SAAF/79 OTU	SOC 31.5.45	BA191	42/1582 Flt/ 170 Wg	Crashed on approach, Palel 25.6.44
BA106	13(H)/75 OTU	To 4387M 1.44	BA192	54 OTU	Hit tree on take-off, Charterhall 14.8.42
BA107	60 OTU/132 OTU	Crashed in forced landing near Athelstaneford, East Lothian 14.3.43	BA193	72 OTU	Crashed on landing, Nanyuki 12.11.42
BA108	8	SOC 27.7.44	BA194	54 OTU	Spiralled into ground while orbiting beacon, Duns, Berwickshire 8.1.43
BA109	1 RAP	Crashed on take-off, Asansol 24.5.43	BA195	34	SOC 16.10.44
BA110	70 OTU/72 OTU	SOC	BA196	70 OTU	SOC 1.3.44
BA111	54 OTU	Spun into ground near Charterhall 10.11.42	BA197	75 OTU	Crashed on approach, Nakuru 4.4.43
BA112	15 SAAF	SOC 20.9.45	BA198	72 OTU	SOC 1.9.43
BA113	ME	SOC 27.7.44	BA199	72 OTU	Crashed in forced landing 3m S of Nanyuki 2.11.42
BA114	79 OTU	Crashed in forced landing, Nicosia 16.8.44	BA200	42	SOC 11.5.45
BA115	ME	SOC 27.7.44	BA201	60 OTU/132 OTU	Flew into hill, Barney Main Farm.E.Loathian 28.3.43
BA116	2 ADU	Crashed on take-off, LG.209 25.1.43	BA202	70 OTU/72 OTU	Crashed on landing, Nanyuki 4.3.43
BA117	72 OTU/75 OTU	Crashed in forced landing near Cairo 3.6.43	BA203	244	SOC 27.7.44
BA118	ME	SOC 27.7.44	BA204	72 OTU	SOC 29.3.45
BA133	51 OTU/54 OTU/ 12 PAFU	SOC 18.4.45	BA205	162	Crashed in forced landing, Heliopolis 15.1.43
BA134	51 OTU/12 PAFU	SOC 11.5.45	BA206	308 MU	Hit obstruction on approach, Karachi 4.12.42
BA135	79 OTU	SOC 31.5.45	BA207	34	SOC 14.10.44
BA136	CF Sudan	Crashed on take-off, Carthago 25.3.43	BA208	244	SOC 27.7.44
BA137	113	To Turkish AF 28.2.43	BA209	60 OTU/51 OTU/ 12 PAFU	Crashed on take-off, Spittlegate 7.10.43
BA138	51 OTU/12 PAFU	SOC 5.4.45	BA210	16(SAAF)	
BA139	113/42	SOC 30.11.44	BA211	16(SAAF)	Crashed in forced landing 5m N of Castel Benito 4.6.43
BA140	113	SOC 27.12.44	BA212	60 OTU/54 OTU/ 12 PAFU/17 SFTS	SOC 3.8.45
BA141	244	Crashed on take-off, Sharjah 19.1.43	BA213	51 OTU/12 PAFU	SOC 23.3.45
BA142	60 OTU	Stalled and dived into ground while circling beacon, E.Linton E.Loathian 29.9.42	BA214	ME	
BA143	1 ADU	SOC 10.8.44	BA215	51 OTU	SOC 18.4.45
BA144	India	SOC 11.5.44	BA228	13(H)	SOC 27.7.44
BA145	70 OTU	Crashed on take-off, Nakuru 27.3.43	BA229	51 OTU/54 OTU	SOC 4.9.46
BA146	12 PAFU/17 SFTS	Collided with AZ991 and not repaired 10.5.45	BA230	India	SOC 12.3.45
BA147	9 PAFU/ECFS/ 12 PAFU	Crashed on overshoot, Grantham 27.9.44	BA231	17 OTU/54 OTU	SOC 30.7.44
BA148	70 OTU	Crashed on take-off, Nakuru 6.8.42	BA232	162	SOC 27.7.44
BA149	15 SAAF	Crashed on landing, Mariut 28.8.42	BA233	15 SAAF	Crashed on take-off, LG.08 21.11.42
BA150	ME	SOC 29.3.45	BA234	15 SAAF	Missing from anti-shipping strike 26.10.42
BA151	16 SAAF		BA235	60 OTU/132 OTU	Stalled and dived into ground at night 4m SE of Dunbar, East Lothian 3.1.43
BA152	72 OTU	SOC 1.3.44	BA236	16 SAAF	SOC 27.7.44
BA153	283 Wg	Crashed on take-off 8.1.43	BA237	12 PAFU	Bellylanded at Harlaxton 29.11.44
BA154	ME	SOC 1.1.44	BA238	17 OTU/54 OTU/ 12 PAFU	Crashed on night approach in Staffordshire 13.3.45
BA155	42	SOC 30.11.44	BA239	15 SAAF	Ditched in E.Mediterranean 3.9.42
BA156	51 OTU/60 OTU/ 63 OTU/12 PAFU/ 17 SFTS		BA240	70 OTU	Collided with AZ926 and crashed 30m NE of Nakuru 8.1.43
BA157	244	SOC 13.7.45	BA241	17 OTU/54 OTU/ 12 PAFU	SOC 19.2.45
BA158	16 SAAF	SOC 1.8.43 Crashed in forced landing, Kilifi, Kenya 30.12.42	BA242	51 OTU/12 PAFU	SOC 15.1.45
BA159	34	SOC 31.7.44	BA243	70 OTU	Crashed on emergency approach, Nanyuki 6.1.43
BA160	72 OTU	Crashed on approach, Nanyuki 19.3.43	BA244	17 OTU/54 OTU/ 12 PAFU	SOC 15.1.45
			BA245	1482 Flt/307 FTU/ 12 PAFU	SOC 5.4.45

BA246	ECFS/12 PAFU	Flew into hill at night, Beasdale Moor, Lancs.9.8.44	BA328	1442 Flt/13 OTU/ 72 OTU	Crashed 26.11.42
BA247	72 OTU/70 OTU	SOC 19.12.43	BA329	13 OTU/India	SOC 14.10.44
BA248	AAEE/12 PAFU	SOC 19.4.45	BA330	OADU/15 SAAF	Crashed on landing, Mariut 15.3.43
BA249	51 OTU	Flew into ground in circuit at night, Cranfield 3.1.43	BA331	OADU/15 SAAF	Crashed in forced landing 1.2.43
BA250	70 OTU	Crashed on approach, Nakuru 8.5.43	BA332	OADU/15 SAAF	SOC 27.7.44
BA251	ME	SOC 29.3.45	BA333	8	SOC 27.7.44
BA252	1580 Flt	SOC 14.10.44	BA334	113/3 RFU	Hit ground low flying 10m E of Poona 1.7.44
BA253	113	SOC 30.4.44	BA335	15 SAAF	Crashed in forced landing near Kufra 24.10.42
BA254	162	SOC 27.7.44	BA336	15 SAAF	SOC 27.7.44
BA255	8	Bellylanded while making practice low-level attack, Jiggigga, Somaliland 30.8.43	BA365	1442 Flt/OADU	Ditched on take-off, Gibraltar 21.5.42
BA256	113	SOC 14.10.44	BA366	1442 Flt/OADU/ 12 PAFU	SOC 23.3.45
BA257	2 MEFC/16 SAAF	SOC 29.3.45	BA367	1442 Flt/OADU/ 15 SAAF	Crashed on landing, El Ballah 30.6.42
BA258	72 OTU/70 OTU/ 79 OTU	SOC 31.5.45	BA368	OADU/15 SAAF	Hit tanker's mast during attack and ditched 26.10.42
BA259	8	SOC 27.7.44	BA369	8	SOC 8.1.44
BA260	ME	SOC 27.7.44	BA370	13 OTU/301 FTU/ OADU/614	SOC 31.8.44
BA261	ME	SOC 27.7.44	BA371	OADU	Ditched on take-off, Gibraltar 24.5.42
BA262	70 OTU	Crashed in emergency landing, Nakuru 4.2.43	BA372	1442 Flt/13 OTU	Crashed on take-off, Chivenor 14.5.42
BA287	AAEE/34	SOC 14.10.44	BA373	1442 Flt/OADU/ 15 SAAF	Undercarriage collapsed on landing LG.116, 26.6.42
BA288	1442 Flt/OADU	Crashed in forced landing, Portella, Lisbon 21.6.42	BA374	3 METS	Crashed 6.7.43
BA289	308 MU	Crashed on emergency approach, Karachi 18.1.43	BA375	1442 Flt/OADU/ 244	Crashed in forced landing on shore, Aden 20.2.43
BA290	OADU/13(H)	Crashed on take-off, Gambut 13.9.43	BA376	1442 Flt/OADU	Crashed on landing, Gibraltar 17.5.42
BA291	70 OTU	Crashed on take-off, Nakuru 11.3.43	BA377	1442 Flt/OADU	Missing between Gibraltar and Malta 21.6.42
BA292	-	To Turkish AF 31.3.43	BA378	1442 Flt/OADU/ 15 SAAF	Crashed in forced landing 6m SW of Mariut 9.12.42
BA293	2 FC	Crashed in forced landing 26m SW of Malakal 29.5.43	BA379	70 OTU	SOC 1.3.44
BA294	13(H)	Crashed on landing, Gambut 3, 13.8.43	BA380	OADU/15 SAAF/162/ 244	Ditched off Sharjah, 23.12.43
BA295	70 OTU/72 OTU/ 75 OTU	SOC 31.5.45	BA381	272	Bellylanded at Idku 25.11.42
BA296	2 ADU	Crashed on approach 25.4.43	BA382	5 METS	Crashed on take-off, Shallufa 28.8.44
BA297	ME	SOC 27.4.44	BA383	OADU	Crashed on take-off, Maidaguru 15.7.42
BA298	113	SOC 1.1.44	BA384	13(H)	SOC 27.6.46
BA299	CF Khartoum	SOC 29.3.45	BA385	70 OTU	Bellylanded at Nakuru 12.1.43
BA300	79 OTU	SOC 29.8.46	BA386	8	SOC 25.5.44
BA301	113	SOC 16.12.44	BA387	ME	SOC 27.7.44
BA302	70 OTU	SOC 1.3.44	BA388	OADU	Hit AZ929 on take-off, Takoradi 25.7.42
BA303	70 OTU	SOC 1.3.44	BA389	162	SOC 27.7.44
BA304	13(H)	Bellylanded at LG.07, 11.1.43	BA390	244	Crashed on landing, Masirah 26.8.43
BA305	17 OTU/54 OTU/ 12 PAFU/17 SFTS	SOC 13.7.45	BA391	72 OTU	SOC 1.3.44
BA306	-	To FFAF 28.2.46	BA392	ME	SOC 1.12.43
BA307	79 OTU	Crashed on overshoot, Lakatamia 8.3.45	BA393	15 SAAF/13(H)	SOC 29.3.45
BA308	75 OTU	Crashed on landing, Gianaclis 8.6.43	BA394	"Nancy"	To FFAF 1.11.42
BA309	244		BA395	13(H)	Crashed on take-off, LG.07 4.2.43
BA310	ME	SOC 29.8.46	BA396	113	Crashed on landing, Dum Dum 18.11.42
BA311	15 SAAF/79 OTU	SOC 31.5.45	BA397	244	Crashed on take-off, Ras-el-Hadd 18.1.43
BA312	244	SOC 1.8.43	BA398	113	SOC 30.4.44
BA313	244	Crashed on take-off, Salalah 26.11.42	BA399	13(H)/79 OTU	SOC 31.5.45
BA314	15 SAAF	Crashed on take-off, LG.99 7.7.42	BA400	454	SOC 27.7.44
BA315	162	Crashed in sea 3m off Saida, Lebanon 29.1.43	BA401	42/1582 Flt	SOC 31.8.44
BA316	162	SOC 31.8.44	BA402	16 SAAF	Crashed on take-off, Kosti, Sudan 17.4.43
BA317	162/CF Iraq/162	Crashed on take-off, Habbaniya 13.8.42	BA403	13(H)/1 MECCU	SOC 27.4.44
BA318	15 SAAF	Bellylanded at Aboukir 5.4.43	BA404	70 OTU	SOC 27.4.44
BA319	15 SAAF/75 OTU	Bellylanded at Gianaclis 7.2.43	BA405	244	Crashed on overshoot, Sharjah 25.10.42
BA320	CFWD	Crashed in forced landing, Wadi Seidna 9.3.43	BA406	8	SOC 27.7.44
BA321	15 SAAF	Crashed in forced landing in Nile Delta 10.9.42	BA407	ME	SOC 24.9.42
BA322	8	Collided with BA477 and crashed, Socotra 28.10.42	BA408	244	SOC 5.3.45
BA323	162/13(H)	Crashed in forced landing 25m SSW of Gambut 8.8.43	BA409	70 OTU	SOC 1.3.44
BA324	13(H)/"Nancy"	SOC 27.7.44	BA424	244	Overshot landing at Basrah 6.3.43
BA325	15 SAAF	Bellylanded at LG.97 7.7.42	BA425	244	SOC 27.7.44
BA326	"Nancy"	To FFAF 1.11.42			
BA327	162				

BA426	244	Crashed on approach, Sharjah 4.6.43	BA497	OADU/15 SAAF	Shot down by gunner of Ju.52/3m over Western Desert 12.10.42
BA427	1 METS	Crashed on take-off, El Ballah 28.1.43	BA498	162	SOC 27.7.44
BA428	244	SOC 1.1.44	BA499	1 METS	Bellylanded at Abu Sueir 16.2.43
BA429	13(H)/16 SAAF/CFWD	SOC 30.8.44	BA500	244	Hit ground on approach, Masirah 15.7.43
BA430	244	Lost prop and forced landed, Shinas, Oman 30.4.43	BA501	34	SOC 31.8.44
BA431	8/17 SAAF	SOC 20.9.45	BA502	79 OTU	Engine caught fire running up, Lakatamia 26.3.45
BA432	ADU	Crashed in forced landing, Bara, Sudan 13.1.43	BA503	42	SOC 30.4.44
BA433	8/17 SAAF	SOC 27.7.44	BA504	244/3 METS/135 MU	Crashed on landing, Aboukir 2.10.43
BA434	162	SOC 27.7.44	BA505	ME	SOC 27.7.44
BA435	8	Crashed on take-off, Khormaksar 16.2.43	BA522	42	SOC
BA436	ME	SOC 31.8.44	BA523	India	SOC 11.5.43
BA437	244	Bellylanded at Sharjah 27.10.43	BA524	244	Crashed in forced landing 40m E of Jask 1.7.43
BA438	16 SAAF	SOC 27.7.44	BA525	244	To FFAF 1.11.42
BA439	Rootes/12 PAFU	SOC 3.5.45	BA526	16 SAAF	Crashed on take-off, Kilifi 2.3.43
BA440	OADU/15 SAAF	Crashed on landing, El Ballah 30.6.42	BA527	34	SOC 31.8.44
BA441	16 SAAF	SOC 27.7.44	BA528	72 OTU	Crashed in forced landing 17m NE of Eldore 26.11.42
BA442	15 SAAF	Bellylanded at Helwan 21.7.42	BA529	203	SOC 1.12.43
BA443	"Nancy"	To FFAF 1.11.42	BA530	ADU	Crashed near Takoradi 7.8.42
BA444	162	SOC 29.3.45	BA531	ADU	Spun into ground out of cloud 3m W of Saltponds, Gold Coast 28.8.42
BA445	OADU	Missing between Portreath and Gibraltar 18.6.42	BA532	ME	SOC 31.1.43
BA446	OADU	Crashed in Mediterranean off Derna 21.6.42	BA533	75 OTU	Crashed on landing, Gianacelis 10.3.43
BA447	8	Hit seawall on night approach, Khormaksar 14.1.43	BA534	244	Crashed on emergency approach Sharjah 8.4.43
BA448	OADU/ME	SOC 27.7.44	BA535	244	SOC 28.10.44
BA449	15 SAAF	SOC 27.7.44	BA536	OADU/8/614	SOC 31.8.44
BA450	16 SAAF	Caught fire after landing, Renk ELG, Sudan 15.4.43	BA537	16 SAAF	SOC 27.7.44
BA451	42	Hit water and ditched in lake 3m S of Badapur 26.8.43	BA538	OADU/162	Crashed on take-off, LG.207 14.6.43
BA452	113	Crashed on landing, Feni 10.2.43	BA539	OADU/ME	SOC 27.7.44
BA453	152 OTU	Crashed in emergency landing Peshawar 8.3.43	BA540	244	SOC 27.7.44
BA454	13(H)	Crashed on take-off LG.07,2.3.43	BA541	OADU/162	Crashed on take-off, Lydda 1.9.42
BA455	ADU	Crashed on take-off, Fort Lamy, Chad 19.10.42	BA542	OADU	Missing on ferry flight 16.7.42
BA456	113/326 MU	Crashed in forced landing, Gaya, India 9.10.43	BA543	109 MU	Crashed on take-off, Abu Sueir 23.1.43
BA457	244	Undercarriage collapsed while taxiing, Sharjah 20.5.43	BA544	13(H)	SOC 27.7.44
BA458	34/162	Crashed on landing LG.207, 14.6.43	BA545	OADU/162	Crashed on landing, Bilbeis 8.8.42
BA471	ME	SOC 27.7.44	BA546	34	Crashed on take-off, Bairagarh 17.5.43
BA472	16 SAAF/72 OTU/75 OTU	SOC 1.2.44	BA575	ME	SOC 27.7.44
BA473	113/45	Bellylanded at Yelahanka 23.2.44	BA576	34	SOC 14.10.44
BA474	108 MU	Crashed on take-off, Wadi Sharia, Palestine 16.10.42	BA577	ME	SOC 29.3.45
BA475	ME	SOC 29.8.46	BA578	113	Crashed on landing, Dum Dum 18.11.42
BA476	113	SOC 14.10.44	BA579	34	SOC 30.4.44
BA477	8	Collided with BA322 and crashed, Socotra 28.10.42	BA580	13(H)	SOC 27.7.44
BA478	113	Crashed in forced landing 1m N of Feni 20.5.43	BA581	13(H)/79 OTU	Crashed on take-off, Lakatamia 7.5.45
BA479	1 METS	Crashed on landing, El Ballah 13.2.43	BA582	42/1583 Flt	SOC 31.8.44
BA480	244	SOC 27.7.44	BA583	72 OTU/75 OTU	Crashed on landing, Gianacelis 12.11.43
BA481	244	SOC 27.7.44	BA584	75 OTU	Bellylanded at Gianacelis 6.10.43
BA482	8	Crashed in forced landing on beach, Bargal, Somaliland 8.7.43	BA585	162	Crashed on take-off, Habbaniya 14.8.42
BA483	34	SOC 31.3.44	BA586	15 SAAF/162	SOC 20.9.45
BA484	244	SOC 27.7.44	BA587	ADU	Crashed in forced landing, Khotance 30.12.42
BA485	108 MU	Crashed on take-off 1.7.42	BA588	70 OTU/75 OTU	Caught fire on ground, Gianacelis 4.8.43
BA486	15 SAAF	Collided with Beaufort and crashed 26.10.42	BA589	ADU	Bellylanded at Takoradi 14.8.42
BA487	OADU/13(H)	Crashed on take-off, Gazala 16.9.43	BA590	113	Crashed on landing, Comilla 12.6.43
BA488	OADU/4 FC/244	SOC 27.7.44	BA591	-	To Turkish AF 28.2.43
BA489	16 SAAF	SOC 31.8.44	BA592	113/AHQ India CU	SOC 11.10.44
BA490	8	SOC	BA593	13(H)/15 SAAF/13(H)	SOC 1.12.43
BA491	OADU/162	SOC 29.3.45	BA594	8	Ditched 1m off Salalah 29.11.43
BA492	OADU/ME	SOC 27.7.44	BA595	India	SOC 14.10.44
BA493	OADU/108 MU	Bellylanded at LG.222 16.9.43	BA596	-	To FFAF 31.12.43
BA494	OADU/113	Missing 25.5.43	BA597	ADU	Spun into ground 7m N of Ogomosho, Gold Coast 19.8.42
BA495	-	To Turkish AF 31.3.43	BA598	113	SOC 11.10.44
BA496	1442 Flt/OADU/1 METS	Crashed on take-off, El Ballah 12.2.43			

BA599	162	Crashed in forced landing near Homs 5.6.43	BA682	152 OTU/3 RFU	Crashed on landing, Poona 8.6.44
BA600	ME	SOC 27.7.44	BA683	42/152 OTU	Crashed on take-off, Risalpur 7.5.43
BA601	34/113	SOC 14.10.44	BA684	42	Lost 22.3.43
BA602	283 Wg/79 OTU	Crashed on overshoot Nicosia 29.8.44	BA685	8	SOC 27.7.44
BA603	244	Crashed in forced landing on beach near Masirah 31.5.43	BA686	ADU	Crashed on landing, Wadi Seidna 2.10.42
BA604	India	SOC 14.10.44	BA687	113	SOC 14.10.44
BA605	India	SOC 11.5.45	BA688	1 AGS(I)	SOC 11.5.45
BA606	454/244	Crashed on landing, Sharjah 24.8.43	BA689	India	SOC 7.12.44
BA607	113	Hit sea and crashlanded on beach 23.6.43	BA690	114	Hit parked Beaufighter on approach, Blida 1.12.42
BA608	8	SOC 28.5.44	BA691	42	Crashed 26.10.42
BA609	113	SOC 14.10.44	BA708	8	Crashed on take-off and DCs blew up, Scuisuiban 23.1.43
BA610	173	Crashed in forced landing in desert near Agedabia, Libya 27.1.43	BA709	113/1 AGS(I)	SOC 30.11.44
BA611	113	SOC 30.11.44	BA710	113	SOC 30.4.44
BA612	ME	SOC 31.8.44	BA711	34/82	Crashed on landing, Kolar 27.7.44
BA613	-	To Turkish AF 31.3.43	BA712	113/134 RSU	Crashed on take-off, Alipore 1.9.44
BA614	-	To Turkish AF 31.3.43	BA713	-	To Turkish AF 31.3.43
BA615	70 OTU	Crashed on take-off, Nakuru 28.12.42	BA714	India	SOC 30.4.44
BA616	34/1 AGS(I)	SOC 14.10.44	BA715	34	SOC 31.7.44
BA617	34	Stalled off turn and crashed 2 1/2 m E of Kekmirgral 15.3.43	BA716	42	SOC 14.10.44
BA618	India	SOC 3.1.45	BA717	113	SOC 3.1.45
BA619	8	SOC 27.7.44	BA718	8	Bellylanded at Khormaksar 15.8.43
BA620	8	SOC 1.3.44	BA719	34	SOC 30.1.45
BA621	34	SOC 14.10.44	BA720	614/Blen.Flt/42 OTU/13 OTU/12 PAFU	SOC 12.3.45
BA622	113	Shot down by flak, Magwe 20.12.42	BA721	114	Crashed on landing, Canrobert 12.1.43
BA623	16 SAAF/108 MU	SOC 27.7.44	BA722	70 OTU	SOC 27.7.44
BA624	42	SOC 30.4.45	BA723	India	SOC 30.11.44
BA647	8	SOC 31.8.44	BA724	614	Hit tree on approach at Kentford, Cambs 12.10.42
BA648	ME	SOC 27.7.44	BA725	18	Collided with BA815 and crashed, Cap Serrat 17.11.42
BA649	113/16 SAAF	SOC 30.4.44	BA726	614	Damaged by enemy action 19.11.42 and SOC
BA650	34	Crashed on landing, Kumbhirgram 12.4.43	BA727	614/114/13	Missing 19.4.43
BA651	75 OTU	Bellylanded at Gianacelis 24.9.43	BA728	-	Lost at sea in SS Primrose Hill 16.10.42
BA652	113	SOC 31.8.44	BA729	114	
BA653	ME	SOC 27.7.44	BA730	13/18	Crashed at Jfa el Mizan, Algeria 30.11.42
BA654	India	SOC 14.10.44	BA731	614	Missing (Tunis) 7.1.43
BA655	42	Crashed on landing, Rajyeshwarpur 19.3.43	BA732	614	Crashed on take-off, Canrobert 17.12.42
BA656	OADU/244	Ditched off Um Rasus, Oman 9.6.43	BA733	614/13/156 MU	Crashed on take-off, Blida 11.10.43
BA657	152 OTU	SOC 3.1.45	BA734	614	Crashlanded with flak damage, Souk-el-Khemis 4.12.42
BA658	22 AACU	Crashed on landing, Bairagarh 24.9.44	BA735	18/12 PAFU	SOC 11.5.45
BA659	16 SAAF/614	SOC 31.8.44	BA736	18	Crashed in forced landing, Rouina, Algeria 16.11.42
BA660	India	SOC 11.6.45	BA737	13/Blen Flt/12 PAFU/17 SFTS	SOC 13.7.45
BA661	42	SOC 30.4.44	BA738	18	Lost by enemy action 20.11.42
BA662	42	SOC 30.4.44	BA739	18	Crashed on take-off, Blida 30.11.42
BA663	42	Crashed on take-off, Yelahanka 22.2.43	BA740	18/1482 Flt/307 FTU/12 PAFU/17 SFTS	SOC 13.7.45
BA664	India	SOC 31.8.44	BA741	13/Blen Flt/42 OTU	Flew into hills in cloud near Peebles 5.4.43
BA665	162	SOC 29.3.45	BA742	614/114	Undercarriage jammed; crashed 10m S of Canrobert 15.12.42
BA666	70 OTU	Crashed on take-off, Nakuru 7.5.43	BA743	614/Blen Flt/42 OTU/12 PAFU	SOC 11.5.45
BA667	113	SOC 28.4.45	BA744	114	Undercarriage collapsed on landing, Canrobert 20.1.43
BA668	8	Crashed on landing, Giggiga, 22.9.43	BA745	13	Hit tree on take-off, Blida 29.11.42
BA669	244	SOC 27.7.44	BA746	114/13 OTU/307 FTU/12 PAFU	To 4444M 12.43
BA670	34	SOC 30.4.44	BA747	13	Crashed on take-off, Canrobert 14.12.42
BA671	16 SAAF	SOC 27.7.44	BA748	614	Hit by another aircraft while parked, Blida 29.11.42
BA672	16 SAAF	Crashed in forced landing, Port Reitz 15.1.43	BA749	13/42 OTU/12 PAFU	SOC 6.4.45
BA673	70 OTU	SOC 27.7.44			
BA674	113	SOC 31.3.44			
BA675	113	Crashed on landing and bombs exploded, Chittagong 25.5.43			
BA676	8	Dived into sea off Khormaksar 22.2.43			
BA677	454/244	SOC 27.7.44			
BA678	454	Crashed on landing, Qaiyara, Iraq 29.11.42			
BA679	70 OTU	Crashed in forced landing 1m S of Majuru 7.5.43			
BA680	42/1581 Flt	Crashed on landing, Baigachi 19.5.44			
BA681	8/17 SAAF	SOC 27.7.44			

BA750	114	Forcelanded near Tangier and interned 14.11.42	BA819	18	Bellylanded at Canrobert 17.11.42
BA751	114/614/114	Crashed on landing, Canrobert 16.1.43	BA820	18	Damaged by fighters and crashlanded, Beja 4.12.42
BA752	614/42 OTU/12 PAFU		BA821	18/614	Damaged by enemy action 24.11.42 and SOC
BA753	614/Blen Flt/42 OTU/13 OTU/12 PAFU	Crashed on landing, Woodvale 6.7.44	BA822	114/18	Crashed on take-off, Souk-el-Arba 22.12.42
BA754	114/18	Crashed in forced landing, Tizi Ouso, Algeria 17.11.42	BA823	614/13/114/614	SOC 31.8.44
BA755	13	Damaged by FW.190s and crashlanded, Bone 30.11.42	BA824	114/18	Crashed in forced landing 3½ m E of Canrobert 3.12.42
BA756	614/42 OTU	Crashed on landing, Ashbourne 25.4.43	BA825	614/18/614	Crashed on landing, LG.219 16.2.43
BA757	13/Res.A/c Pool	Overshot landing, Le Kef 5.5.43	BA826	114	Forcelanded near Tangier and interned 14.11.42
BA780	18	Damaged by fighters and crashlanded, Djidjelli 17.11.42	BA827	-	To Turkish AF 31.3.43
BA781	18/614	Crashed on landing, Canrobert 23.1.43	BA828	114/18	Shot down by Bf 109s near Bizerta 17.11.42
BA782	114/13	SOC 31.8.43	BA829	614	Forcelanded in Portugal and interned 17.11.42
BA783	614	Crashed on take-off, Oulmene 22.1.43	BA844	42/21 FC	Bellylanded at Allahabad 24.2.44
BA784	614/18	Hit by own AA and bellylanded, Bangouch 29.12.40	BA845	132 MU	Crashed on landing LG.219 16.2.43
BA785	13	Missing (Bizerta) 18.12.42	BA846	ME	SOC 27.7.44
BA786	13	Crashed on take-off, Canrobert 1.1.43	BA847	13(H)	SOC 25.5.44
BA787	614/12 PAFU	Crashed in forced landing, Poynton, Cheshire 9.2.44	BA848	13(H)	SOC 27.7.44
BA788	13	Crashed on take-off, Bone 1.5.43	BA849	"Bretagne"	Crashed in sea off Tunisian coast 23.4.43
BA789	114/1482 Flt/307 FTU/42 OTU/13 OTU/12 PAFU		BA850	13(H)	SOC 1.11.43
BA790	13	SOC 30.11.44	BA851	42/1583 Flt	SOC 14.10.44
BA791	114	Damaged by enemy action 4.12.42 and SOC	BA852	India	SOC 14.10.44
BA792	18/13/18	Abandoned at night, Rebeval, Algeria 5.12.42	BA853	-	Lost at sea in SS Primrose Hill 16.10.42
BA793	301 FTU/1 OADU/79 OTU	Crashed on landing, Canrobert 23.2.43	BA854	-	To Turkish AF 31.3.43
BA794	18/614/18		BA855	-	To Turkish AF 31.3.43
BA795	18	SOC 31.5.45	BA856	3 METS/162/1 CCU	Crashed on landing, Bilbeis 11.12.43; to 4386M
BA796	13/18	Shot down by Bf 109 off Cap Ben Sekka 17.11.42	BA857	72 OTU/75 OTU	Crashed on approach, Gianacelis 28.10.42
BA797	18	Damaged by fighters and crashlanded at Beja 4.12.42	BA858	ME	SOC 27.6.46
BA798	114	Missing (Chouigui) 4.12.42	BA859	162	SOC 27.7.44
BA799	114	Hit by bomb, Canrobert 28.11.42	BA860	-	Lost at sea in SS Primrose Hill 16.10.42
BA800	614	Lost 28.2.43	BA861	614	SOC 31.8.44
BA801	13	Missing (Sidi Ahmed) 23.11.42	BA862	244	SOC 21.7.44
BA802	13	Missing (Chouigui) 4.12.42	BA863	-	Lost at sea in SS Primrose Hill 16.10.42
BA803	18	Crashed on landing, Canrobert 25.11.42	BA864	CF Dum Dum	Overshot landing at Dum Dum 20.7.43
BA804	114	Crashed after take-off, Souk-el-Arba 4.12.42	BA865	15 SAAF	Crashed into lake on take-off, Mariut 1.5.43
BA805	18	Crashed in forced landing, Little Downham, Cambs. 27.9.42	BA866	-	To FFAF 31.1.43
BA806	13	Missing 20.3.43	BA867	18/12 PAFU	SOC 5.4.45
BA807	13	Abandoned over Spain 17.11.42	BA868	-	Damaged aboard ship and SOC 2.2.43
BA808	13	Crashed into lake on take-off, Garael Guellif, Algeria 15.12.42	BA869	614	Crashed near Beja 4.12.42
BA809	614	Crashlanded on beach near Bougie 11.1.43	BA870	18	Damaged by enemy action 11.11.42 and SOC
BA810	614/162 MU	Crashed on take-off, Setif 30.8.43	BA871	113/315 MU	Crashed in forced landing, Chunda 15.9.43
BA811	18	Crashed in forced landing, Sidi Moussa, Algeria 11.11.42	BA872	614	Missing (Tunis) 2.12.42
BA812	114/614	Forcelanded in desert, Aine Tukha 28.1.43	BA873	1 FTU/301 FTU/13/156 MU	Crashed on landing, Blida 8.10.43
BA813	13	Crashed 6.11.42	BA874	8	SOC
BA814	13/18	Crashed after engine caught fire on take-off, Canrobert 16.12.42	BA875	114/18	Missing (Chouigui) 4.12.42
BA815	18	Collided with BA725 and crashed, Cap Serrat 17.11.42	BA876	301 FTU/328 Wg/13	SOC 31.8.44
BA816	614	Crashed on take-off, Canrobert 16.1.43	BA877	42	SOC 30.4.44
BA817	114	Flew into hillock on approach, Canrobert 27.12.42	BA878	301 FTU/1 OADU/13	SOC 29.2.44
BA818	18	Dived into ground near Newton Toney, Wilts 6.11.42	BA879	ME	SOC
			BA880	1580 Flt/1581 Flt	Crashed on approach, Baigachi 19.5.44
			BA881	72 OTU/75 OTU	SOC 27.7.44
			BA882	114/13(H)	Forcelanded in sandstorm near Sidi Haneish 8.5.43
			BA883	-	Lost at sea 18.1.43
			BA884	8	Crashed in forced landing 6m from Bandar Kassim 15.4.43
			BA885	8	Crashed on take-off, Khormaksar 15.2.43
			BA886	-	Lost at sea 18.1.43
			BA887	-	To Turkish AF 31.3.43
			BA888	5 FC	Damaged 16.2.43 and SOC
			BA907	-	Lost at sea 18.1.43
			BA908	1582 Flt	SOC 14.10.44

BA909	ME	SOC 29.8.46	BA999	307 FTU/114	Bellylanded at Canrobert 23.2.43
BA910	-	To Turkish AF 31.3.43	BB100	301 FTU/1 OADU/614	SOC 31.8.44
BA911	ASR Flt	Crashed on approach, Berka 3, 22.4.43	BB101	301 FTU/1 OADU	Missing on ferry flight 26.2.43
BA912	13(H)	SOC 29.3.45	BB102	301 FTU/1 OADU/ 18/614	Flew into Mediterranean on ASR search 13.9.43
BA913	113	SOC 14.10.44	BB135	12 PAFU	SOC 6.5.45
BA914	ME	Crashed 23.2.44	BB136	ME	SOC 29.3.45
BA915	1 ADU	SOC 27.7.44	BB137	India	SOC 14.10.44
BA916	113	Crashed on overshoot, Womnaiy 6.6.43	BB138	India	SOC 30.11.44
BA917	India	Destroyed 6.6.43	BB139	301 FTU/1 OADU/13	Hit tent on take-off, Oulmene 25.2.43
BA918	ME	SOC 31.8.44	BB140	301 FTU/1 OADU/ 614/18	SOC 31.8.44
BA919	162	SOC 27.7.44	BB141	301 FTU/1 OADU/18	SOC 31.8.44
BA920	113	Crashed on approach 20.5.43	BB142	307 FTU/1 OADU/ 614/114	SOC 31.8.44
BA921	India	SOC 27.7.44	BB143	301 FTU/1 OADU/ 13/18	SOC 30.11.44
BA922	-	To Turkish AF 31.3.43	BB144	244/SEAC CF	Crashed on take-off, Sigiriya 8.5.44
BA923	42	Crashlanded at Jagi Road after raid on Kalewa 9.6.43	BB145	ME	SOC
BA924	ME	SOC 27.7.44	BB146	162	SOC 27.7.44
BA925	-	To Turkish AF 31.3.43	BB147	301 FTU/1 OADU/ 18/614	Crashed on take-off and blew up, Canrobert 30.1.43
BA926	113	SOC 25.10.44	BB148	307 FTU/1 OADU/NA	SOC
BA927	8	Dived into water on approach, Khormaksar 20.5.43	BB149	307 FTU/1 OADU/13	SOC 31.8.44
BA928	113	SOC 14.10.44	BB150	301 FTU/1 OADU	SOC 30.4.44
BA929	15 SAAF/13(H)	SOC 29.8.46	BB151	301 FTU/1 OADU/614	SOC 31.8.44
BA930	-	Lost at sea 18.1.43	BB152	India	SOC 30.11.44
BA931	319 ASU	Hit bird and crashlanded 5m SE of Jodhpur 28.3.43	BB153	-	Written off at Takoradi 13.2.43
BA932	India	SOC 30.11.44	BB154	244	Overshot landing at Ras el Hadd and ran into sea 26.10.43
BA933	162/79 OTU	Collided with BA165 on approach, Lakatamia 19.4.45	BB155	-	Written off at Takoradi 13.2.43
BA934	13(H)	SOC 27.7.44	BB156	Bengal-Burma CS	Tipped up while ground running, Comilla 30.11.44
BA935	ME	Crashed 4.2.44	BA157	India	SOC 30.11.44
BA936	244	SOC 29.3.45	BB158	307 FTU/1 OADU/ 18/13	Crashed on take-off, Oulmene 23.4.43
BA937	13(H)	Hit pole on approach, LG.07 1.5.43	BB159	301 FTU/1 OADU/614	SOC 31.8.44
BA938	244	To FFAF 27.4.43	BB160	307 FTU/1 OADU/ 114/614	SOC 31.8.44
BA939	India	SOC 31.8.44	BB161	301 FTU/1 OADU/614	Crashed on landing, Oulmene 15.2.43
BA940	ME	SOC 27.7.44	BB162	301 FTU/1 OADU/614/ 114	SOC 31.8.44
BA941	to		BB163	307 FTU/1 OADU/13	SOC 31.8.44
BA943	-	Lost at sea 18.1.43	BB164	301 FTU/1 OADU/614	Crashed on take-off, Oulmene 11.4.43
BA944	244	Bellylanded at Ras-el-Hadd 2.12.43	BB165	301 FTU/1 OADU/ 13/614	SOC 31.8.44
BA945	301 FTU/328 Wg	Crashed in forced landing 1m E of Tipasia, Algeria 26.1.43	BB166	301 FTU/1 OADU	Crashed in forced landing in Portugal 24.1.43
BA946	301 FTU/13	Crashed on take-off, Oulmene 22.2.43	BB167	301 FTU/1 OADU/614	SOC 29.2.44
BA947	301 FTU/18/87	SOC 31.8.44	BB168	307 FTU/1 OADU/ 18/13/614	SOC 31.8.44
BA948	13(H)/55 RSU	Crashed on take-off, Gambut 3.10.43	BB169	307 FTU/1 OADU/614	Crashed in forced landing, Delizane East 27.6.43
BA949	ME	SOC 27.6.46	BB170	301 FTU/1 OADU/614	SOC 30.11.44
BA950	301 FTU/1 OADU/614	Crashed on take-off, Bo Rizzo 21.12.43	BB171	1 OADU/614	Crashed in forced landing 5m SW of Canrobert 2.5.43
BA951	301 FTU/1 OADU/18	Crashed on landing, Oulmene 26.3.43	BB172	1 OADU/13	SOC 31.8.44
BA978	301 FTU/1 OADU/ 13/614	SOC 31.8.44	BB173	307 FTU/1 OADU/614	SOC 31.8.44
BA979	India	SOC 14.10.44	BB174	307 FTU/1 OADU/13	Crashed in night landing, Oulmene 7.4.43
BA980	162	SOC 29.3.45	BB175	301 FTU/1 OADU/614	SOC 31.8.44
BA981	301 FTU/1 OADU/114	Lost 28.2.43	BB176	307 FTU/1 OADU/13	Missing (Tebaga) 20.3.43
BA982	301 FTU/1 OADU/ 114/10 SP	Crashed on take-off, Ras-el-Ma 25.5.43	BB177	301 FTU/1 OADU/ 614/18/13	SOC 31.8.44
BA983	301 FTU/1 OADU/114	Crashed on take-off, Ain Tucker 18.1.43	BB178	301 FTU/1 OADU/ 614	Lost prop and crashed, Terra- nova Pausania, Sardinia 30.9.43
BA984	162	SOC 1.4.44	BB179	307 FTU/1 OADU/614	To USAAF 1.10.43
BA985	244	SOC 27.6.46	BB180	1 OADU/114/614	SOC 31.8.44
BA986	1 FTU/OADU/ NA Practice Flt	SOC 31.5.44	BB181	301 FTU/1 OADU/ 18/13	Crashed on landing, Blida 11.6.43
BA987	307 FTU/1 OADU/13	SOC	BB182	301 FTU/1 OADU/ 614	Crashed on take-off, Bo Rizzo 13.9.43
BA988	301 FTU/1 OADU/18	Missing from intruder operation, Tunis 19.1.43	BB183	301 FTU/1 OADU/18	SOC 29.2.44
BA989	ME	SOC 29.3.45	BB184	301 FTU/1 OADU/13	Crashed on landing, Bo Rizzo 18.9.43
BA990	India	SOC 7.10.44	DJ702	AAEE/12 PAFU/ 17 SFTS	Crashed on take-off, Cranwell 19.4.45
BA991	301 FTU/1 OADU/114	Missing from night intruder operation 20.1.43	DJ707	Mkrs	To 3289M 7.42
BA992	301 FTU/1 OADU/614	SOC 31.7.46			
BA993	301 FTU/1 OADU/614	SOC 31.8.44			
BA994	16 SAAF/162	To FFAF 27.4.44			
BA995	ME	SOC 31.8.44			
BA996	301 FTU/1 OADU/13	DBR taxiing, Oulmene 19.3.43			
BA997	301 FTU/1 OADU/ 18/13	SOC 31.8.44			
BA998	13	Crashed on take-off, Protville 19.1.43			

EH310	301 FTU/1 OADU/ 79 OTU	SOC 31.5.45	EH379	301 FTU/1 OADU/ AFTU	Hit vulture near Lucknow 5.9.44 and DBR
EH311	301 FTU/1 OADU/13	SOC 31.8.43	EH380	301 FTU/1 OADU/ 319 MU	Crashed in forced landing, Degana, India 20.7.43
EH312	301 FTU/1 OADU/ 18/13	SOC	EH381	301 FTU/1 OADU/42/ 1580 Flt/23 FC	Crashed on take-off, Santa Cruz 21.6.44
EH313	301 FTU/1 OADU/ 18/13	Crashed in forced landing 3m E of Ain Beida 19.3.43	EH382	301 FTU/1 OADU/NA	SOC 31.8.44
EH314	1 OADU	Damaged 12.3.43 and SOC	EH383	301 FTU/1 OADU/ 162 MU	Bellylanded at Setif 13.8.43
EH315	301 FTU/1 OADU	SOC 31.5.45	EH384	301 FTU/1 OADU/ India	SOC 11.10.44
EH316	307 FTU/1 OADU/ 13(H)/162	SOC 29.3.45	EH385	301 FTU/1 OADU/ 1580 Flt	SOC 30.11.44
EH317	301 FTU/1 OADU	Crashed on landing, Blida 26.2.43	EH386	301 FTU/1 OADU/ India	SOC 14.10.44
EH318	301 FTU/1 OADU/18	Crashed on take-off, Oulmene 30.3.43	EH387	301 FTU/1 OADU/ India	SOC 25.10.44
EH319	301 FTU/1 OADU/ 13(H)/3 METS	SOC 27.7.44	EH388	1 OADU/244/79 OTU	SOC 20.9.45
EH320	301 FTU/1 OADU	To Turkish AF 31.3.43	EH389	301 FTU/1 OADU/ India	SOC 14.10.44
EH321	301 FTU/1 OADU/ME	SOC 29.8.46	EH390	301 FTU/1 OADU/ 79 OTU	Crashed in forced landing, Haifa 21.6.45
EH322	301 FTU/1 OADU/ 114/13	SOC 31.7.44	EH391	301 FTU/1 OADU/ 79 OTU	Crashed on take-off, Lakatamia 1.5.45
EH323	301 FTU/1 OADU/ 114/13	Crashed on landing, Bone 13.4.43	EH392	301 FTU/1 OADU/614	SOC 31.8.44
EH324	301 FTU/1 OADU/ 1 MEFC	Crashed in forced landing, LG.224 21.3.43	EH393	301 FTU/1 OADU/NA	SOC 31.8.44
EH325	301 FTU/1 OADU/ Cal Flt Blida	Crashed 22.2.44	EH394	301 FTU/1 OADU/ 1582 Flt	SOC 6.10.44
EH326	301 FTU/1 OADU	To Turkish AF 31.3.43	EH395	301 FTU/1 OADU/NA	SOC 31.8.44
EH327	301 FTU/1 OADU/162	SOC 29.8.46	EH396	301 FTU/1 OADU/NA	SOC 29.2.44
EH328	301 FTU/1 OADU/13	Crashed on take-off, Oulmene 16.4.43	EH397	301 FTU/1 OADU/614	SOC 31.7.44
EH329	301 FTU/1 OADU/614	SOC 31.7.44	EH398	301 FTU/1 OADU/ India	SOC 14.10.44
EH330	301 FTU/1 OADU	SOC 31.8.44	EH399	301 FTU/1 OADU/42/ 1582 Flt	SOC 31.12.44
EH331	1 OADU	Missing between UK and Gibraltar 27.6.43	EH400	301 FTU/1 OADU/ 1582 Flt	SOC 30.11.44
EH332	301 FTU/1 OADU	Crashed on ferry flight 15.3.43	EH401	301 FTU/1 OADU/ India	SOC 14.10.44
EH333	301 FTU/1 OADU/13	Crashed in emergency landing, Blida 19.7.43	EH402	301 FTU/1 OADU/NA	SOC 31.8.44
EH334	1 OADU/614	SOC 31.8.44	EH403	301 FTU/1 OADU/NA	SOC 31.8.44
EH335	301 FTU/1 OADU/13	Crashed on landing, Oulmene 9.5.43	EH404	305 FTU/244	SOC
EH336	301 FTU/1 OADU/ 13(H)/2 ADU	Bellylanded at Mellaha, Tripolitania 25.10.43	EH405	301 FTU/13(H)	SOC 27.7.44
EH337	301 FTU/1 OADU	Crashed 28.3.44	EH406	301 FTU/244	SOC 27.7.44
EH338	301 FTU/1 OADU/ 15 SAAF/13(H)/ 1438 Flt	Crashed on landing, Habbaniya 4.4.43	EH407	301 FTU/1 OADU/ 3 ADU	Bellylanded at Biskra 10.9.43
EH339	301 FTU/1 OADU/614	SOC 31.8.44	EH408	301 FTU/1 OADU/ India	SOC 30.11.44
EH340	301 FTU/1 OADU/614	SOC 31.8.44	EH409	301 FTU/1 OADU/ 9 FU	Crashed on take-off, Nagpur 25.10.44
EH341	301 FTU/1 OADU	To Turkish AF 31.3.43	EH410	301 FTU/1 OADU/ India/ME	SOC
EH342	301 FTU/1 OADU/ME	SOC	EH411	301 FTU/1 OADU/ME	SOC 31.8.44
EH343	301 FTU/1 OADU/ME	SOC 31.5.44	EH412	301 FTU/1 OADU/ 162/79 OTU	SOC 31.5.45
EH344	301 FTU/1 OADU/ 1582 Flt	SOC 14.10.44	EH413	301 FTU/1 OADU/ 79 OTU	Damaged in storm, Nicosia 16.10.44 and not repaired
EH345	301 FTU/1 OADU/ 614/3 ADU	Undercarriage collapsed taxy- ing at Setif, 13.6.44	EH414	301 FTU/1 OADU/ 162/79 OTU	Crashed on landing, Lakatamia 22.2.45
EH346	301 FTU/1 OADU/ME	SOC 31.8.44	EH415	301 FTU/1 OADU/ India	SOC 14.10.44
EH347	301 FTU/1 OADU/13	To USAAF 1.10.43	EH416	301 FTU/1 OADU/ India	SOC 14.10.44
EH348	301 FTU/1 OADU/244	SOC 29.3.45	EH417	301 FTU/1 OADU/ India	SOC 30.11.44
EH349	301 FTU/1 OADU/ME	SOC 31.8.44	EH418	301 FTU/1 OADU/ 21 FC	Bellylanded at Mauripur 30.3.44
EH350	301 FTU/1 OADU/13	SOC 31.8.44	EH419	301 FTU/1 OADU/ 22 FC	SOC 30.11.44
EH351	301 FTU/1 OADU/ 1 AGS(I)/315 MU	Crashed in forced landing, Khandra, India 3.10.43	EH420	301 FTU/1 OADU/ India	SOC 17.7.44
EH352	301 FTU/1 OADU/ 13/79 OTU	Overshot landing at Lakatamia 26.2.45	EH438	301 FTU/1 OADU	Overshot landing at Jiwani 22.10.43
EH353	301 FTU/1 OADU/ 13/614	SOC 31.8.44	EH439	301 FTU/1 OADU/ India	SOC 15.6.45
EH354	301 FTU/1 OADU/ India	SOC 15.4.45	EH440	301 FTU/1 OADU/ 79 OTU	SOC 20.9.45
EH355	301 FTU/1 OADU/ 1 ADU	Flew into sea in cloud, 10.8.43	EH441	301 FTU/1 OADU/ 244/79 OTU	Crashed on landing, Nicosia 27.12.44
EH371	301 FTU/1 OADU/ 75 OTU	Bellylanded at Gianaclis 4.9.43	EH442	301 FTU/1 OADU/ India	SOC 14.10.44
EH372	301 FTU/1 OADU	To Turkish AF 31.3.43	EH443	301 FTU/1 OADU/ME	To USAAF 1.10.43
EH373	301 FTU/1 OADU/ 79 OTU	SOC 31.5.45	EH444	301 FTU/1 OADU/ India	SOC 9.8.45
EH374	301 FTU/1 OADU/ME	Destroyed 16.4.43			
EH375	301 FTU/1 OADU/ 79 OTU	SOC 31.5.45			
EH376	301 FTU/1 OADU/ME	SOC 1.1.47			
EH377	301 FTU/1 OADU/614	SOC 31.7.44			
EH378	301 FTU/1 OADU/ 1 AGS(I)	SOC 30.11.44			

EH445	301 FTU/1 OADU/ 1582 Flt	SOC 6.10.44	EH492	301 FTU/1 OADU/ Cal Flt Blida	Crashed on landing, Blida 5.12.43
EH446	301 FTU/1 OADU/ India	SOC 11.10.44	EH493	301 FTU/1 OADU/ 614	SOC 31.8.44
EH447	301 FTU/1 OADU/ 1 AGS(I)	SOC 30.11.44	EH494	301 FTU/1 OADU/NA	SOC 30.4.44
EH448	301 FTU/1 OADU/ 226 MU	Overshot landing at Asansol 16.7.43	EH495	301 FTU/1 OADU/NA	SOC 28.9.44
EH449	301 FTU/1 OADU/ India	SOC 17.7.44	EH496	301 FTU/1 OADU/ 79 OTU	SOC 20.9.45
EH450	301 FTU/1 OADU/ India	SOC 14.10.44	EH497	301 FTU/1 OADU/NA	SOC 4.9.44
EH451	301 FTU/1 OADU/ 1579 Flt	Crashed in forced landing in lake, Mamaduwatank, Ceylon 23.2.44	EH498	301 FTU/1 OADU/NA	SOC 27.7.44
EH452	301 FTU/1 OADU/ 1 AGS(I)	SOC 30.11.44	EH499	301 FTU/1 OADU/ India	SOC 30.4.44
EH453	301 FTU/1 OADU/ India	SOC 14.10.44	EH500	301 FTU/1 OADU/ AFTU	SOC 16.10.44
EH454	301 FTU/1 OADU/ 1580 Flt	Crashed on take-off, Yelahanka 16.11.43	EH501	-	SOC 23.9.46
EH455	301 FTU/1 OADU/13	SOC 31.8.44	EH502	301 FTU/1 OADU/ 1 AGS(I)	SOC 30.11.44
EH456	301 FTU/1 OADU/ India	SOC 30.7.44	EH503	301 FTU/1 OADU/ India	SOC 14.10.44
EH457	301 FTU/1 OADU/ India	SOC 14.10.44	EH504	311 FTU/1 OADU/NA	Bellylanded at Ratmalana 22.1.44
EH458	301 FTU/1 OADU/13	To USAAF 1.10.43	EH505	301 FTU/1 OADU/ 1579 Flt	Both
EH459	301 FTU/1 OADU	Missing on ferry flight 29.5.43	EH506	301 FTU/1 OADU/ India	SOC 14.10.44
EH460	301 FTU/1 OADU/ 113	Crashed in forced landing in River Sone, India 24.8.43	EH507	301 FTU/1 OADU/ 22 APC	Bellylanded at Amarda Road, 15.2.44
EH461	301 FTU/1 OADU/113	SOC 30.11.44	EH508	301 FTU/1 OADU/ 249 Wg	Undercarriage collapsed on landing, LG.237, 8.12.43
EH462	301 FTU/1 OADU/ 1573 Flt	Bellylanded at Amarda Road, 1.2.44	EH509	301 FTU/1 OADU/ India	SOC 31.7.44
EH463	301 FTU/1 OADU/13	SOC 31.8.44	EH510	301 FTU/1 OADU/ME	SOC 24.12.44
EH464	1 OADU	Missing on ferry flight, UK-Gibraltar 20.5.43	EH511	301 FTU/12 PAFU	Hit house on overshoot, Spittlegate 8.9.44
EH465	301 FTU/1 OADU/ India	SOC 14.10.44	EH512	301 FTU/12 PAFU	SOC 11.5.45
EH466	301 FTU/1 OADU/13	SOC 31.8.44	EH513	301 FTU	SOC 25.9.46
EH467	301 FTU/1 OADU/13	SOC 31.8.44	EH514	301 FTU/1 OADU/ 79 OTU	SOC 29.3.45
EH468	301 FTU/1 OADU	Bellylanded at Mauripur 2.10.43	EH515	301 FTU/12 PAFU	SOC 12.3.45
EH469	301 FTU/1 OADU/ India	SOC 14.10.44	EH516	301 FTU/1 OADU/ 79 OTU	SOC 31.5.45
EH470	301 FTU/1 OADU/ 79 OTU	Crashed on landing, Nicosia 31.5.44	EH517	Cancelled	
EH471	301 FTU/1 OADU/ India	SOC 14.10.44	EH518	Cancelled	
EH472	301 FTU/1 OADU/ 1 FC	Crashed in forced landing, LG.22 15.9.43	EH519	Cancelled	
EH473	301 FTU/1 OADU/13	SOC 28.9.44	EH520	Cancelled	
EH474	301 FTU/1 OADU/614	SOC 31.8.44	EH521	Cancelled	
EH491	301 FTU/1 OADU/ India	SOC 11.5.45	EH522	Cancelled	

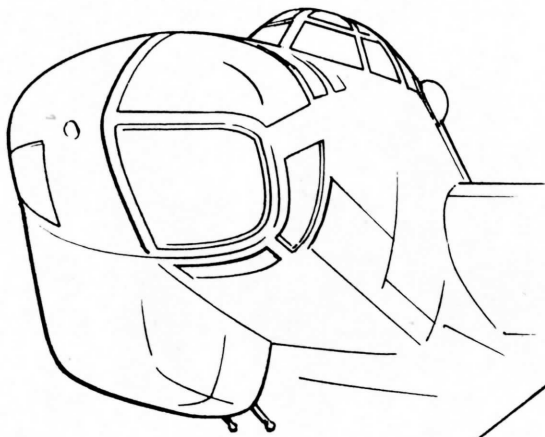
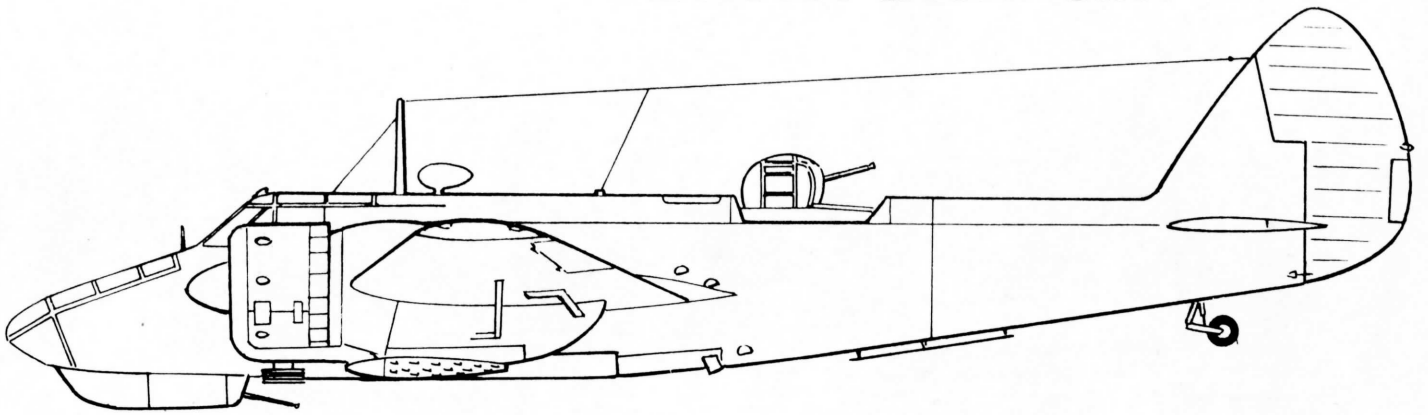
Abbreviations:

FTU:Ferry Training Unit; OADU:Overseas Aircraft Delivery Unit (originally Flight); AGS(I):Air Gunnery School (India)
 Cal Flt: Calibration Flight; NA: North Africa; ADU: Aircraft Delivery Unit; FC: Ferry Control; SP: Staging Post;
 MU: Maintenance Unit; RSU: Repair and Salvage Unit; AFTU: Advanced Flying Training Unit; FFAF: Free French Air Force;
 Wg: Wing; DBR: Damaged beyond repair; RFU: Refresher Flying Unit; AHQ: Air Headquarters; LG: Landing Ground;
 For other abbreviations not shown above, see list of units in main text.

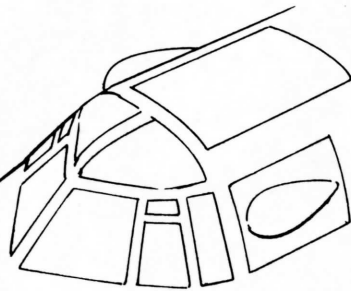
The use of the symbol "&" between units implies that the aircraft was shared or that it was frequently transferred between the two.

Although the majority of aircraft shown as not being operated by a flying unit can be assumed to have been taken into storage as a reserve, there may have been cases where these were issued for a period and the omission of a unit is the result of shortcomings in official records.

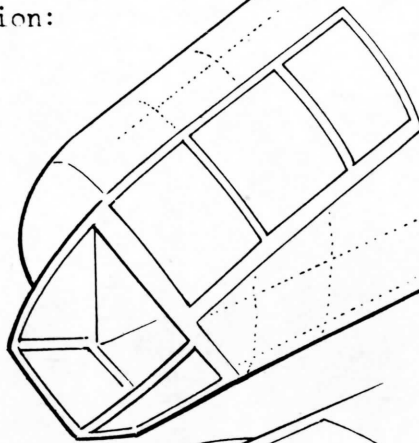
Bristol Blenheim V



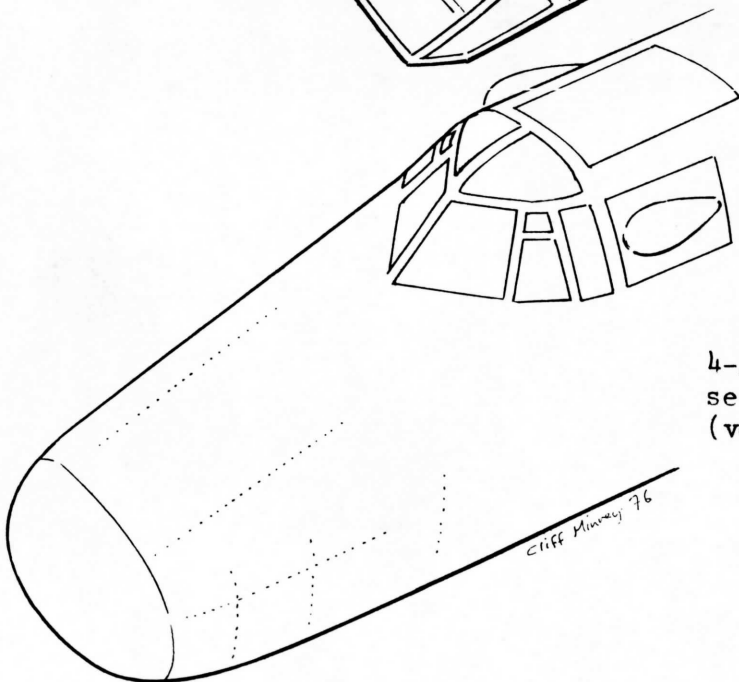
Ventral gun position:
2 rearward-firing
Browning guns



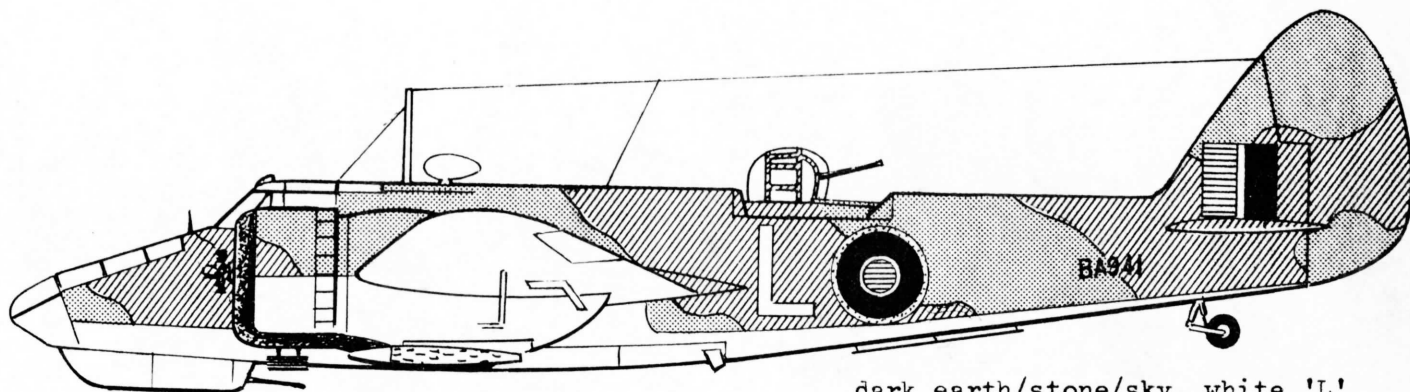
Standard nose, with offset
navigator's position



4-gun nose fitted to
second prototype
(ventral guns deleted)

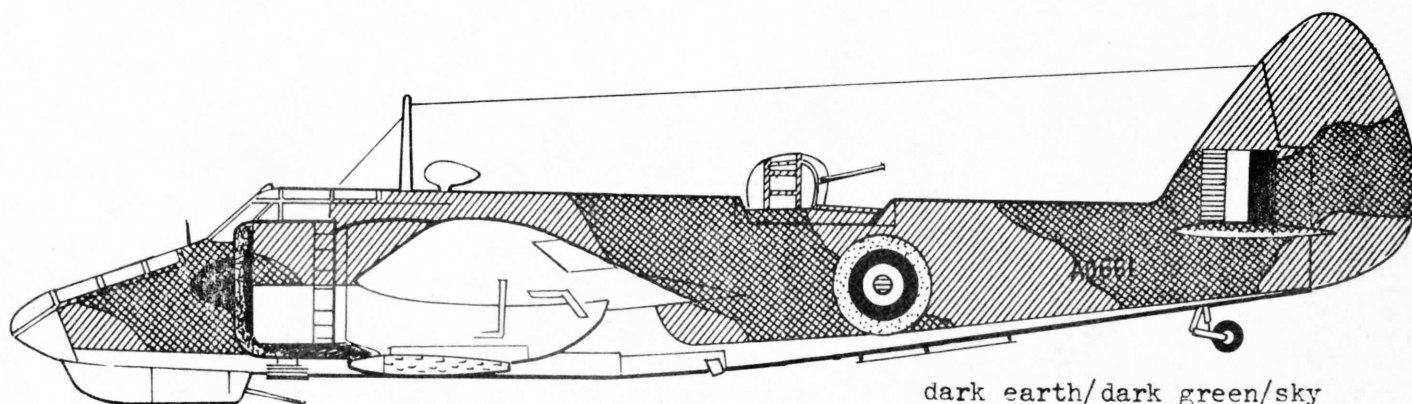


Cliff Minney 76



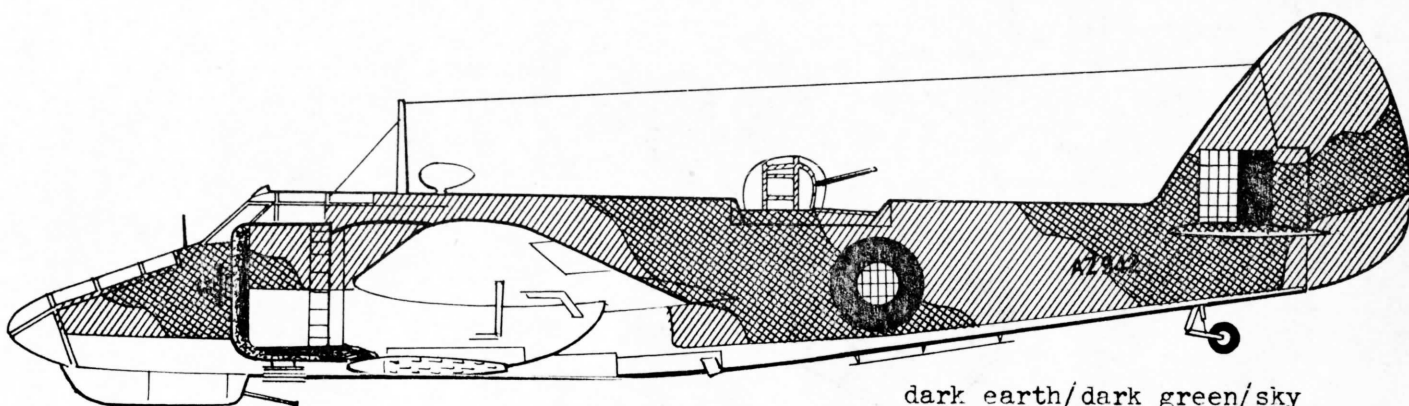
BA941, Egypt 1943

dark earth/stone/sky white 'L'



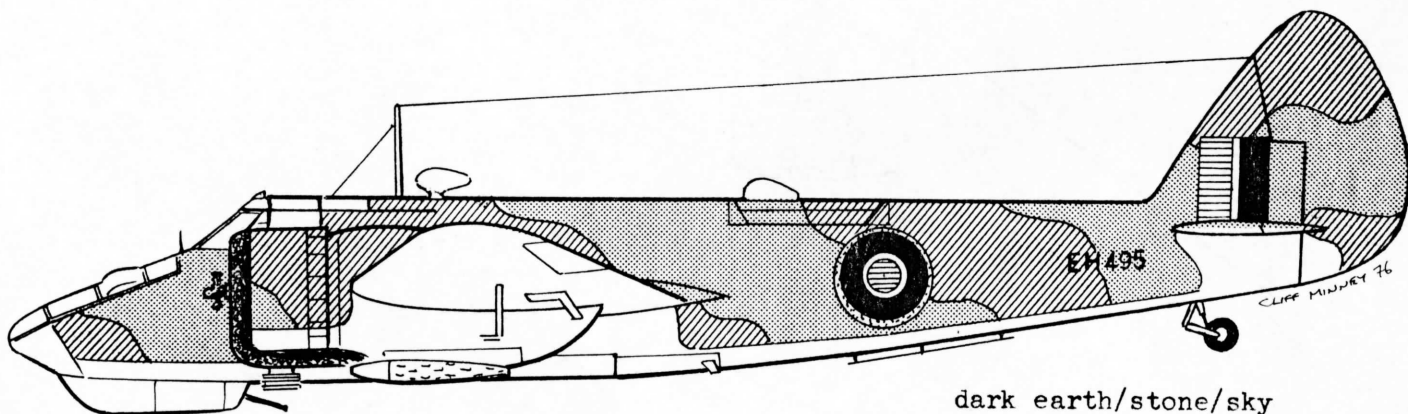
AD661, Prototype

dark earth/dark green/sky



AZ942, Burma 1943

dark earth/dark green/sky
dark blue/light blue roundels



EH495, Foggia 1943

dark earth/stone/sky

British interest in the Consolidated PBV flying boat originated during a tour of the American aircraft industry by a British Purchasing Commission which culminated in orders being placed for training and general reconnaissance aircraft. While the Hudson was selected for the latter role, the PBV had been looked at for the same land-based role, Consolidated having suggested the fitment of an amphibious landing gear to the current flying boat version. The Commission were not impressed with the PBV in general. Its flying characteristics were judged below the standards of the RAF and its ability to survive operationally in war was doubted. Its long range was an asset over the wide reaches of the Pacific and off the American coast but the RAF had to fly its boats within range of the enemy and what was required was a Sunderland and, later, the smaller Lerwick with their power-operated turrets. The idea of hanging a heavy land undercarriage on to the PBV so that it could operate from land bases was not thought practicable at the time and, in fact, the PBV could never have carried out the Hudson's role in Coastal Command.

Flight tests of the Lerwick early in 1939 were not entirely free from problems and it soon became evident that the Lerwick would not be available for service as planned. Some insurance was required and one Consolidated 28-5 (equivalent to the PBV-4) was purchased and delivered for trials. As a result an order was placed for higher-powered PBV-5s for long-range ocean patrols, the heavily-armed Sunderlands undertaking those closer to enemy bases. The first Catalina I was received by No.240 Squadron at Stranraer on 5 March 1941 and others were delivered to Manila in the Philippines for collection by No.205 Squadron in Singapore. The first of these arrived at Seletar on 23 March 1941 (AH540). No.202 Squadron at Gibraltar began collecting Catalinas in the UK during April 1941 and the first of these reached Gibraltar on 6 May. Both 209 and 210 Squadrons began converting during April, the former from the unfortunate Lerwick. Based at Castle Archdale in Ulster, No.209 exchanged its boats with little reluctance. Operating over the Atlantic well clear of enemy fighters, the squadron crews had little need of heavy defensive armament and welcomed more tractable aircraft.

The Catalina first made news when one of No.209's boats located the German battleship Bismarck in the Atlantic, a sighting report which eventually led to the ship's destruction by the Home Fleet. Less lucky were the Catalinas of No.205 Squadron when war broke out in the Far East. Two boats had been lost prior to 7 December 1941 and the day before the Japanese attack on Pearl Harbor a squadron Catalina sighted a Japanese convoy approaching the Gulf of Siam but failed to return to base. A relief aircraft also vanished and the war had obviously started for No.205 ahead of time. The surviving Catalinas continued to fly patrols but all were eventually lost. On 3 March 1942, two RAF Catalinas were among a number of flying boats destroyed in a Japanese air raid on Broome in Australia and it seems probable that these were the last of No.205's boats as the squadron's survivors were officially based at Broome from 1 March until the squadron was disbanded on 31 March 1942.

The approach of a Japanese carrier force for an attack on Ceylon resulted in the loss of three searching Catalinas, one of which was apparently being operated by a No.205 Squadron crew despite the squadron's official disbandment in Australia. Despite the fitment of twin machine guns in each blister by the RAF, Catalinas were no match for enemy fighters and few survived the sighting of an enemy naval force which had air cover. Close to the truth was the apocryphal story of the coded signal from a searching PBV which turned out to read "Sighted enemy naval force; please inform next of kin".

Many RAF Catalinas were diverted before delivery and a number were lost during delivery flights. In Ceylon, the RAF was reinforced by Dutch-ordered Catalinas which were flown by No.321 Squadron for the rest of the war.

Delivery of Catalinas continued under Lend-Lease and among these were 12 Catalina IIIs, the equivalent of the PBV-5A amphibian. Most accounts of the Catalina quote the number of Mark IIIs as eleven, the twelfth having been delivered to No.45 Group RAF in Canada and presumably treated as though it had been sent to the RCAF. There were also two Cansos delivered to No.45 Group. The total appears to have been 578 delivered to the RAF from The USA and Canada plus one GST from Russia.

The latter delivery was not premeditated. On 22 November 1941 a Russian Navy Catalina landed at Morphou Bay, Cyprus piloted by a Russian sailor who had never before flown an aircraft. He had taken off from Sevastopol in the Crimea and had flown over the Black Sea and Turkey to reach Cyprus. The flying boat was given the serial HK850 in a miscellaneous batch of captured and impressed aircraft but appears to have remained unused at Aboukir until blown ashore in a gale on 23 February 1943.

Catalinas were also active in both West and East Africa and in the Indian Ocean were operated widely. Few remained at the nominal squadron base for long and were detached to many advanced bases throughout the area. Many Catalinas were delivered as reserve aircraft and were moored at Redhills Lake, Koggala and Korangi Creek awaiting issue to squadrons. Since operational losses were not high in the Indian Ocean, a number of these remained in reserve and were never flown operationally.

At home, Catalinas flew long patrols over the Atlantic and between July and September 1942 boats of Nos.210 and other UK-based units flew transit patrols to Lake Lachla near Archangel to help provide cover for Arctic convoys taking war supplies to Russia. After refuelling, the Catalinas would make a sweep in the reverse direction. There would not seem to be any substance in statements that RAF Catalina units were actually based in North Russia and no squadron records setting up house there.

Training of Catalina crews was undertaken by Nos.4 and 131 Operational Training Units. A third training unit was No.302 Ferry Training Unit which trained squadron crews in ferrying aircraft over long distances. These were then flown out to join their squadrons in Africa and India. This system explains the appearance of overseas squadron numbers in the tables followed by a UK-based unit. Many overseas Catalinas were allotted to their squadrons in the UK and flown out by squadron crews.

Catalinas were phased out of service rapidly at the end of the war, there being a surfeit of Sunderlands by then. Few were flown during 1946 and those which survived that year were disposed of as scrap in March 1947. Under the terms of Lend-Lease, aircraft supplied by the USA were to be returned at the end of the war if not lost in the meantime. Faced with an over-abundance of aircraft, most operational types were disposed of locally by the US Field Commissioners and only a few RAF Catalinas escaped the axe.

Units which flew the Catalina were as follows:

No.119 Squadron, flying converted "C" and "G" class boats converted for military use, received its first Catalina in June 1941 but those received were passed on to No.413 Squadron after a few weeks. No.119 moved to Pembroke Dock on 4 August 1941 and became non-operational in November. It was reactivated at Lough Erne on 14 April 1942 and received Catalinas in May. In August, 11 crews were detached to Canada to collect Catalinas, taking over the first five at Montreal on 24 August. These left for Gander on 27 August for the UK followed by five more on 1 September. On 4 September 1942, the squadron's ground personnel left for Pembroke Dock where the squadron re-equipped with Sunderlands.

No.190 Squadron formed at Sullom Voe on 1 March 1943 with nine Catalinas and began patrols on 7 March. The squadron remained at Sullom Voe until disbanded on 31 December 1943 when crews and aircraft were transferred to No.210 Squadron.

No.191 Squadron was formed at Korangi Creek, Karachi, on 17 May 1943 with nine Catalinas and began patrols on 21 May. Detachments were frequently stationed around the Indian coast and on 17 November 1944 the squadron began to move to Redhills Lake, Madras, the change of base being completed on 30 November. On 27 April 1945, No.191's aircraft were flown to Koggala where the squadron disbanded on 15 June 1945.

No.202 Squadron at Gibraltar received its first Catalinas in April 1941 to replace Londons and was fully re-equipped in June. Between December 1941 and September 1942, the squadron also flew Sunderlands. On 3 September 1944, the squadron began to move to Castle Archdale, the ground echelon arriving there on 19 September 1944. Patrols ended on 2 June 1945 and the squadron was disbanded on 12 June 1945.

No.205 Squadron at Seletar received its first Catalinas in April 1941 and complete replacement of its Singapores came in October. After losses during the Japanese attack on Singapore, the squadron was dispersed to various locations in the Dutch East Indies and the residue of No.205 arrived at Broome, Australia, on 1 March 1942 where it was disbanded on 31 March 1942. Some personnel also reached Ceylon where the squadron was reformed on 23 July 1942 at Koggala. In June 1945, re-equipment with Sunderlands began and was completed in September.

No.209 Squadron at Castle Archdale, Lough Erne, replaced its Lerwicks with Catalinas in April 1941 and moved to Pembroke Dock on 10 October 1941. On 30 March 1942, the squadron left for overseas and arrived at Mombasa on 31 May. The ground echelon embarked in the RAF depot ship "Manela" to establish an operational base at Kipevu while a maintenance base was set up at Kisumu on Lake Victoria. Detachments were based at places as far apart as Aden and Masirah in Arabia and Congella in South Africa. In February 1945, conversion to Sunderlands began and the last Catalina left in April.

No.210 Squadron at Oban re-equipped with Catalinas in April 1941, flying its first Catalina patrol on 19 April. On 25 February 1942, the squadron began to move to Sullom Voe, change of base being completed on 3 March. On 4 October 1942, the squadron moved to Pembroke Dock and detached aircraft frequently to Gibraltar. A further move was made to Hamworthy on 21 April 1943, the Gibraltar detachment having been transferred to No.202 Squadron on 18 December 1942. At the end of 1943, all Hamworthy-based aircraft were disposed of and on 1 January 1944, No.190 Squadron at Sullom Voe became No.210 Squadron. Catalinas were flown until disbandment on 4 June 1945.

No.212 Squadron reformed at Korangi Creek on 22 October 1942 on paper but it was not until 30 November 1942 that various detachments of ground personnel occupied the base at Korangi. Two Catalinas arrived on 11 December 1942 and patrols began on 20 December. Between 1 and 15 May 1945 the squadron moved to Redhills Lake where it was renumbered 240 Squadron on 1 July 1945.

No.240 Squadron converted from Stranraers in March 1941 at Stranraer and moved to Lough Erne on 28 March. The ground echelon left on 29 March 1942 for the Far East and arrived at Redhills Lake on 4 July 1942. The first Catalina arrived on 10 July and the squadron flew reconnaissance, meteorological and special duties missions until disbanded on 1 July 1945. On the same day, No.212 Squadron and the SD Flight of No.240 became a new No.240 Squadron at Redhills Lake and began converting to Sunderlands in August, replacement being complete by December.

No.259 Squadron reformed at Kipevu, Kenya on 16 February 1943 with Catalinas, moving to Dar-es-Salaam in Tanganyika between 14 and 27 September 1943. Conversion to Sunderlands began in March 1945 but was suspended and the squadron disbanded on 30 April 1945.

No.262 Squadron assembled at Liverpool on 29 September 1942 and sailed for South Africa. On 12 November 1942, the squadron occupied its base at Congella, Durban and received its first Catalina in February. On 26 February patrols began over the Indian Ocean. Substitution of RAF personnel by SAAF members began on 27 November 1943 and on 15 February 1945 the squadron became No.35 Squadron, SAAF.

No.265 Squadron formed at Mombasa on 11 March 1943 and set up its base at Diego Suarez, Madagascar, where its first Catalina arrived on 25 April. Patrols ended on 12 April 1945 and the squadron disbanded on 30 April 1945.

No.270 Squadron was formed at Jui, Gambia, on 12 November 1942 with Catalinas, moving on 23 July 1943 to Apapa, Nigeria. Conversion to Sunderlands began in December 1943, being completed in May 1944.

No.321 Squadron was formed on 15 August 1942 at China Bay, Ceylon from a Netherlands Navy unit which had been evacuated from Java and had arrived at Koggala on 2 March 1942. Other Catalinas later arrived from Australia and the squadron remained based in Ceylon until it returned to Java in October 1945. During this time, detachments operated as far afield as Socotra and Capetown. From December 1944 the squadron also flew Liberators. On 8 December 1945, No.321 was formally transferred to the Royal Netherlands Air Force.

No.330 Squadron at Reykjavik received a few Catalinas in June 1942 to supplement its declining stock of Northrop N3-PBs. These were discarded in January 1943 when the squadron moved to Oban to re-equip with Sunderlands.

No.333 Squadron was formed from No.1477 (Norwegian) Flight at Leuchars on 10 May 1943 with a mixed complement of Mosquitoes and Catalinas. The latter operated from Woodhaven on patrols and SD missions off the Norwegian coast. The squadron moved to Stavanger in June 1945 and passed formally to the control of the Royal Norwegian Air Force on 21 November 1945.

No.357 Squadron was formed from No.1576 (Special Duties) Flight at Digri on 1 February and included in its establishment were four Catalinas for B Flight at Redhills Lake. This flight became No.628 Squadron on 21 March 1944 and it is not known whether any Catalinas were delivered to No.357 before this happened.

No.413 Squadron, Royal Canadian Air Force, was formed at Stranraer on 1 July 1941 with Catalinas and moved to Sullom Voe on 2 October 1941. Patrols ended on 26 February 1942 and on 1 March 1942, the squadron's ground echelon left for Ceylon. Aircraft began to arrive at Koggala on 27 March 1942. No.413 stationed detachments around the Indian Ocean until 21 January 1945 when the squadron's personnel embarked for the UK where it was disbanded on arrival on 23 February 1945.

No.422 Squadron, Royal Canadian Air Force received Catalinas and Lerwicks in July 1942 at Lough Erne for training purposes but was assigned to ferrying duties in October 1942.

No.490 Squadron, Royal New Zealand Air Force at Jui, Gambia received Catalinas in June 1943 and began patrols on 2 July. Conversion to Sunderlands began in May 1944 and was completed in July.

No.628 Squadron was formed at Redhills Lake on 21 March 1944 from B Flight, No.357 Squadron. The squadron flew meteorological and ASR missions until disbanded on 1 October 1944.

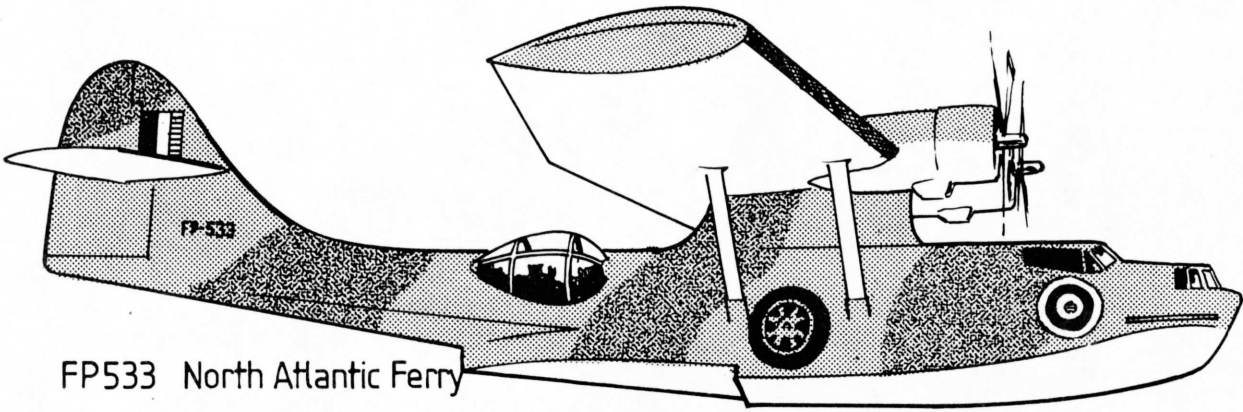
No.4 Operational Training Unit was formed at Stranraer on 16 March 1941 from the Flying Boat Training Squadron and received its first Catalina before the end of the month. Between 15 and 21 June 1941, the unit moved to Invergordon/Alness. Catalina training was transferred to No.131 OTU in October 1943.

No.131 Operational Training Unit was formed at Killadeas on Lough Erne on 20 July 1942 and received Catalinas in September. The OTU operated Catalinas and Sunderlands until disbanded on 28 June 1945.

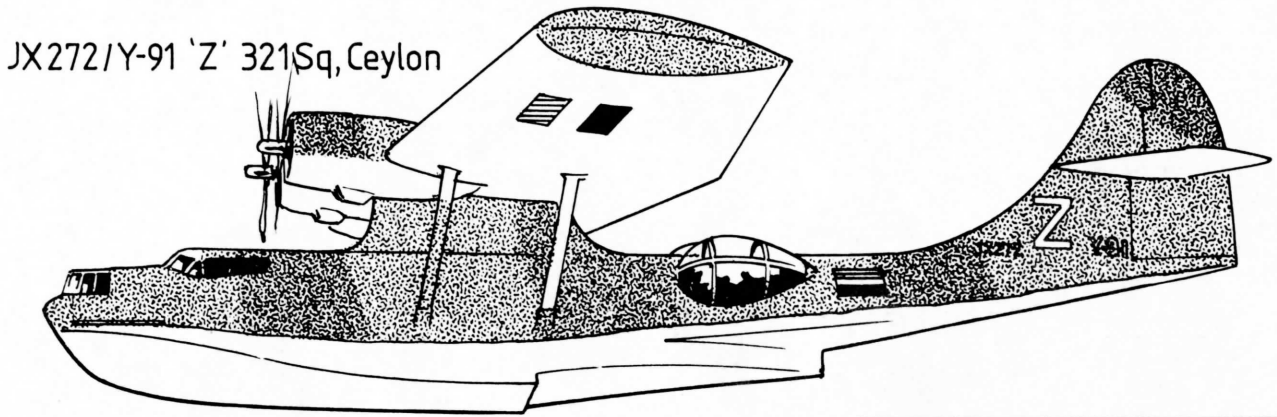
No.302 Ferry Training Unit was formed at Castle Archdale on 30 September 1942 and moved to Stranraer on 1 December 1942. A further move was made to Oban on 21 July 1943. With the impending closure of Oban, No.308 FTU moved to Killadeas on 16 April 1945, its aircraft following during the next few days. The unit ceased operations in July 1945.

Other units which flew Catalinas were No.1477 Flight formed 17 February 1943 at Woodhaven with three Catalinas which became No.333 Squadron, No.231 Squadron which flew No.45 Group's Catalinas for communications purposes and Coastal Command Development Unit, Marine Aircraft Experimental Establishment and Air-Sea Warfare Development Unit.

CATALINA

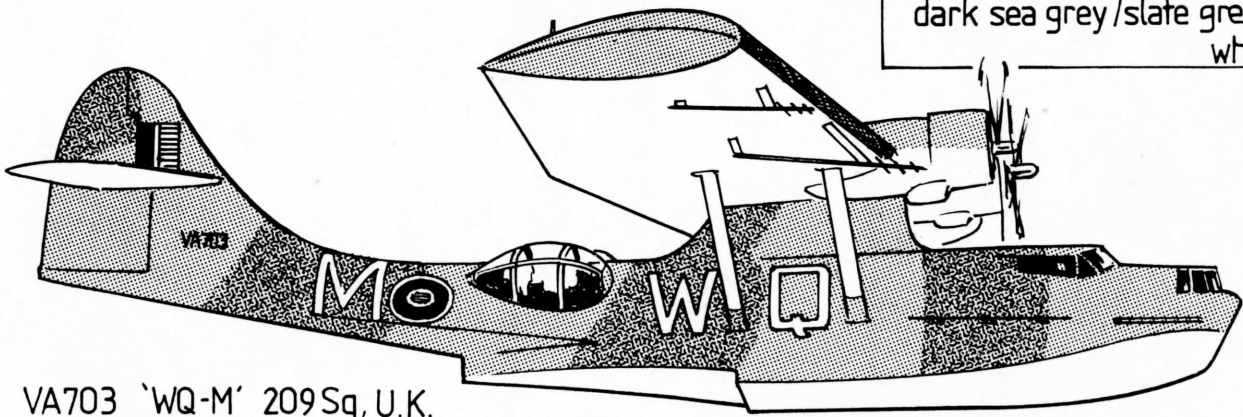


FP533 North Atlantic Ferry

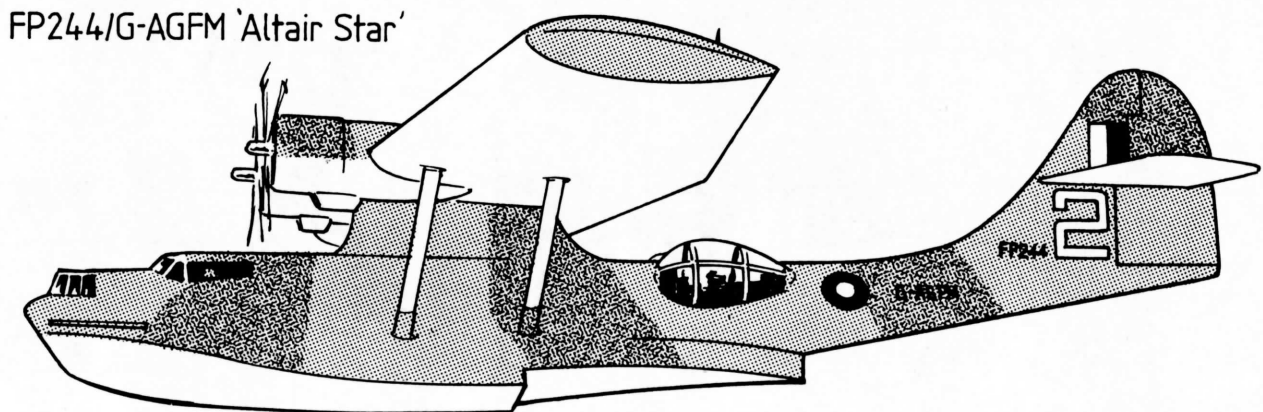


JX272/Y-91 'Z' 321Sq, Ceylon

early aircraft:
dark green / dark earth / sky
later aircraft:
dark sea grey / slate grey /
white



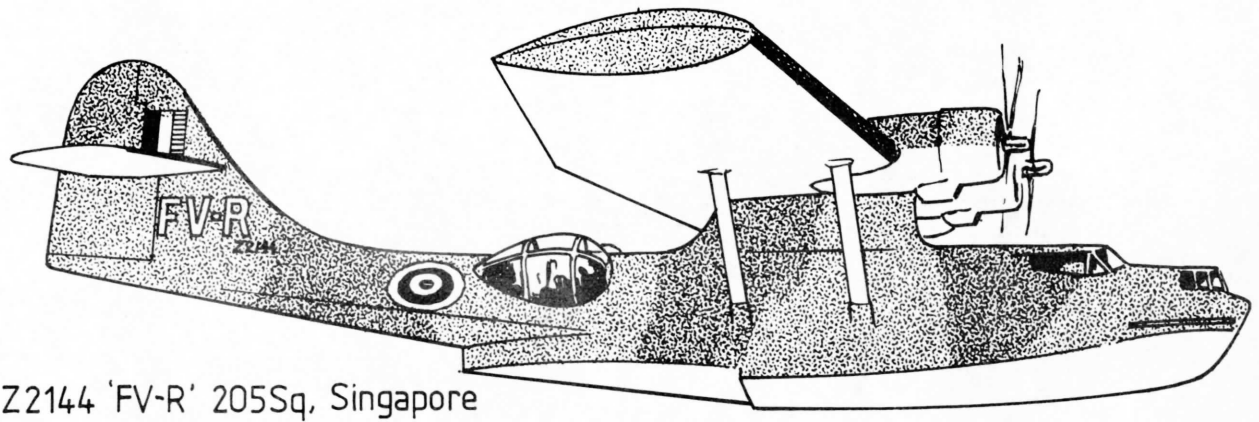
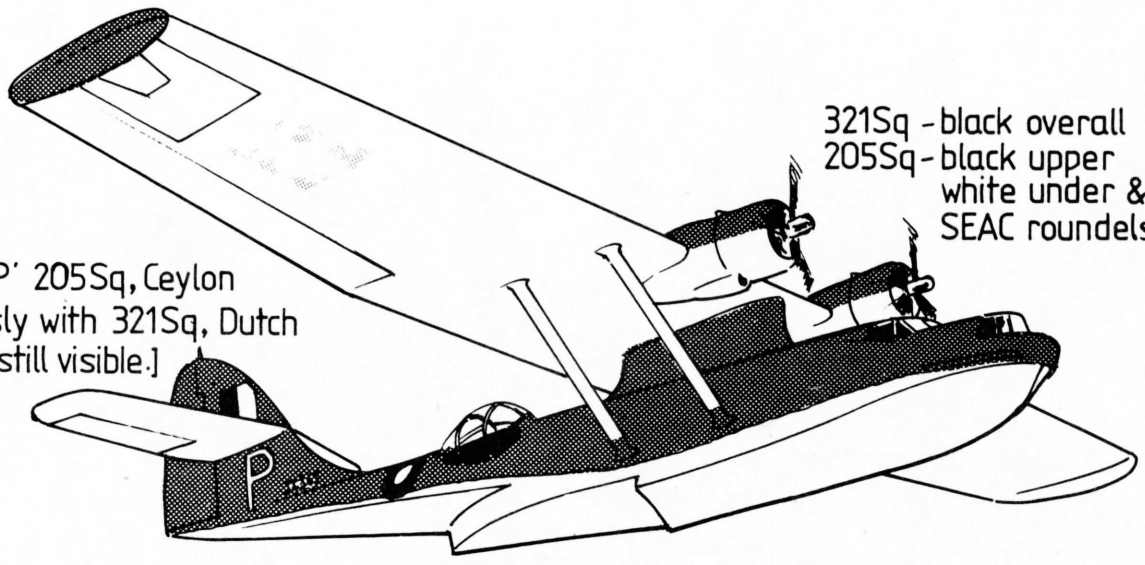
VA703 'WQ-M' 209Sq, U.K.



FP244/G-AGFM 'Altair Star'

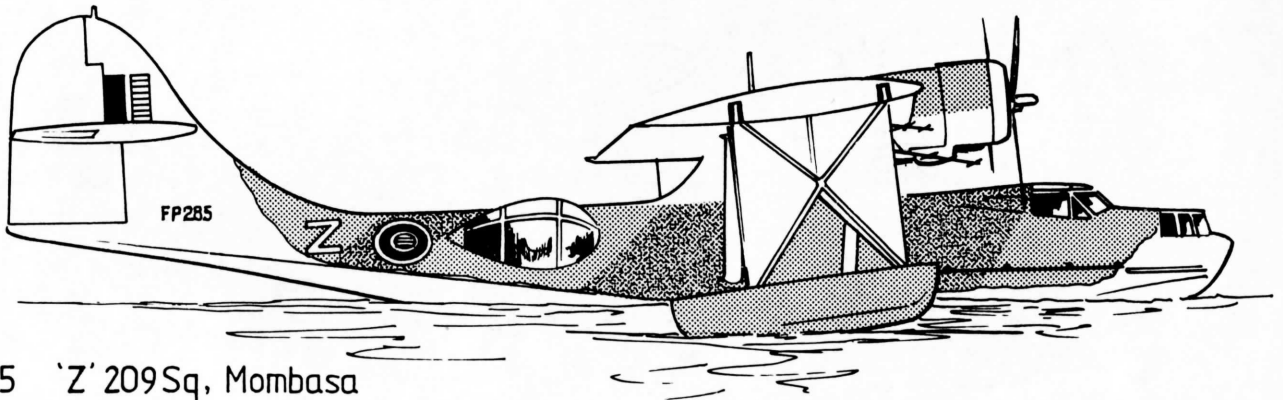
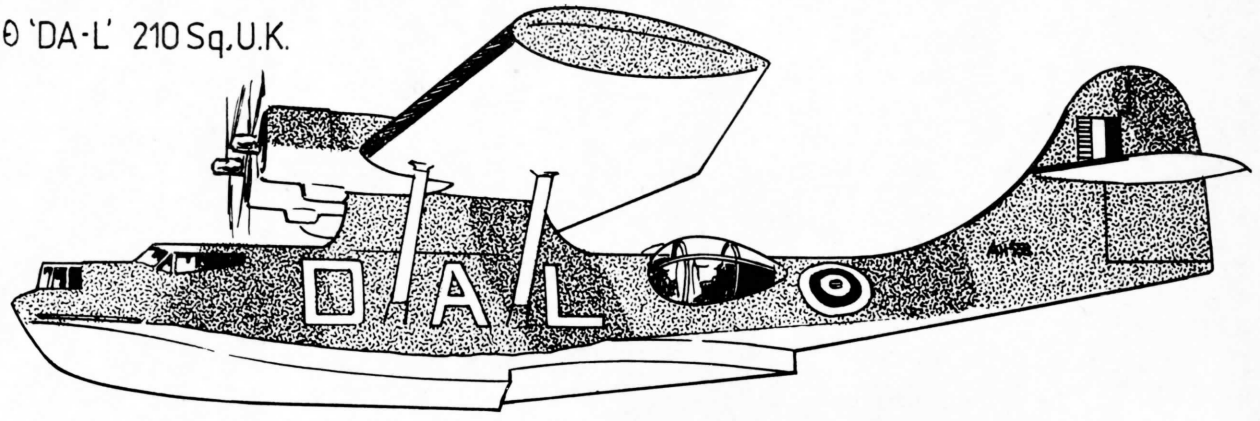
321Sq - black overall
205Sq - black upper
white under & codes
SEAC roundels

JX365 'P' 205Sq, Ceylon
[previously with 321Sq, Dutch
insignia still visible.]



Z2144 'FV-R' 205Sq, Singapore

AH550 'DA-L' 210 Sq. U.K.



FP285 'Z' 209Sq, Mombasa

Aircraft delivered to RAF

			AH537	202	Missing en route, UK-Gibraltar 5.6.41
P9630	MAEE/228/240/MAEE/210/MAEE	Crashed on landing, Dunbarton 10.2.40 and sank	AH538	202/131 OTU/202/131 OTU	Allotted 5251M but SOC 26.9.45
W8405	240/205/240	SOC 28.2.46	AH539	210/131 OTU	Damaged in heavy landing, Oban 9.1.45 and SOC
W8406	4 OTU/210/202/205	SOC 31.12.44			Lost 30.12.41
W8407	202	Crashed on landing and sank, Gibraltar 7.6.41	AH540	205	Crashed on night take-off, Lough Erne 17.4.44
W8408	4 OTU/131 OTU	Hit water after take-off and beached, Killadeas 8.11.43	AH541	4 OTU/131 OTU	
W8409	202/205	Missing 12.1.42	AH542	209/413/209/210/202/210/4 OTU/302 FTU	SOC 8.43
W8410	202/4 OTU/131 OTU	To 4889M 10.44			Ditched in storm and abandoned 5m N of Lourenco Marques, Port. East Africa 13.10.42
W8411	205	Missing from patrol off Chagos Archipelago 21.9.41	AH543	209/210/209	
W8412	202/413	SOC 29.12.44			
W8413	205	Caught fire on ramp, Seletar 9.1.42 and abandoned	AH544	209/202/4 OTU/302 FTU/4 OTU/131 OTU/302 FTU	SOC 15.9.44
W8414	210/131 OTU	Crashed on landing, Castle Archdale 26.5.43	AH545	209/210/119	Lost 15.7.42
W8415	210/202/413/202/209	SOC 28.9.44	AH546	240/205	SOC 31.7.44
W8416	209/210/202/210	Missing from patrol off Moroccan coast 11.11.42	AH547	210	Crashed on take-off, Oban 11.1.42
W8417	205	Missing 7.12.41	AH548	240/209/265	Grounded while taxiing, Victoria Harbour, Seychelles 1.11.44 and DBR
W8418	210/202/210/240	Crashed on landing and sank, Pembroke Dock 23.12.41	AH549	240/209/240/413	SOC 31.12.44
W8419	119/413	DBR 15.12.41 and SOC	AH550	210/413/212	SOC 5.7.45
W8420	210/202/210/131 OTU	SOC 10.44	AH551	210/413/210/202/210/4 OTU/131 OTU	Spun into hill, Ballinamallard, Fermanagh 16.10.43
W8421	202/413	Missing 8.4.42	AH552	209	To instr. airframe 27.8.41
W8422	413	Sank 10.11.41	AH553	209/240/205	SOC 30.11.43
W8423	205	Missing 7.12.41	AH554	202	Both destroyed in air raid, Greenock 7.5.41
W8424	202/413/210/330/210/1477 Flt/333/131 OTU	SOC 6.11.44	AH555	202	Crashed on take-off, Loch Ryan 23.8.41
W8425	202	Crashed on landing, Gibraltar 11.8.41	AH556	413	Beached after landing damage, Afiordur, Iceland 1.7.41; DBR
W8426	205	Crashed in sea 6m NE of Port Victoria, Seychelles 23.7.41	AH557	209	Crashed on take-off, Pembroke Dock 22.2.42
W8427	240/413/209	SOC 1.4.44	AH558	209	Crashed on take-off and sank, Gibraltar 4.11.42
W8428	413/209/265	Crashed on landing and sank, Kisumu 1.8.44	AH559	4 OTU/210	Presumed ditched off Portuguese coast 23.5.41
W8429	205	Damaged in action 17.1.42 and abandoned	AH560	OADF	Missing 25.6.42
W8430	RCAF/45 Gp	Held at Bermuda. Crashed 7.10.44	AH561	119/413	Sank in gale, Alness 1.3.43
W8433	205	Lost in evacuation Feb 1942	AH562	202/4 OTU/202/210/4 OTU	To BOAC 22.6.41 as G-AGDA
W8434	413	Hit mast on take-off and dived into sea, Sullom Voe 2.1.42	AH563	240	SS 10.3.47
Z2135	240/413/205/240	SOC 28.2.46	AH564	MAEE/Saro/MAEE/131 OTU	Blown ashore in gale and wrecked, Akranes, Iceland 22.9.41
Z2141	413	Sank 10.11.41	AH565	209	Missing (Tromso) 19.10.41
Z2142	209	SOC 28.9.44	AH566	413	Swung on take-off and ran ashore, Koggala 19.5.44
Z2143	240/4 OTU/131 OTU	SOC 15.9.44	AH567	209/240/413	Sank in gale, Alness 7.4.43
Z2144	205	Shot down by Japanese carrier aircraft over Bay of Bengal 5.4.42	AH568	4 OTU	SOC as spares 15.12.41
Z2145	4 OTU/210/202/210/4 OTU	Sank after heavy landing, Alness 16.5.43	AH569	413/209/413	Lost in Far East Feb 1942
Z2146	240	SOC 18.12.44	AJ154	202/205	Shot down by Japanese carrier aircraft over Bay of Bengal 4.4.42
Z2147	202/4 OTU/131 OTU/302 FTU/131 OTU	Crashed on landing, Killadeas 9.1.44	AJ155	413/205/202/413	Dived into sea on take-off, Pamanzi, Comoros Is. 18.12.42
Z2148	240	Hit high ground on Yell on approach to Sullom Voe 19.1.42	AJ156	413/202/240/209/205	Flew into hill in bad visibility 3m NE of Carnero Point, Spain 21.1.42
Z2149	MAEE/413/209/413/202/413	SOC 5.10.44	AJ157	202	Attacked by French fighters and ditched 10m off Oran 18.5.42
Z2150	210/4 OTU	Hit by AH562 in gale, Alness 1.3.43	AJ158	413/202/413/202	Crashed on take-off, Kelai, Ceylon 1.2.44
Z2151	413/205	DBR 19.1.42 and abandoned	AJ159	202/4 OTU/131 OTU	Missing 11.9.42
Z2152	MAEE/302 FTU/131 OTU	Crashed on landing and beached, Killadeas 20.8.44	AJ160	209/202/205	See SM706
Z2153	240	Crashed on landing, Lough Erne 3.12.41	AJ161	202/205	To 3435M 11.42
AH530	209	Hit drifter on take-off and dived into sea, Pembroke Dock 14.12.41	AJ162	240/202	Crashed at Kinlough, Eire 21.3.41
AH531	210/4 OTU	Sank in gale, Invergordon 5.9.42	AM258	-	Hit buoy taxiing at Killadeas, 3.3.44 and DBR
AH532	210	Missing 20.4.41	AM264	MAEE/240/4 OTU	SOC 10.44
AH533	210	Hit hill in bad weather, Jura 15.7.41	AM265	240	SOC 15.5.43
AH535	210	Missing 17.5.42	AM266	240/MAEE/4 OTU/131 OTU	Crashed on night take-off, Stranraer 15.8.42
AH536	240	Crashed on landing and sank, Lough Erne 7.5.41	AM267	240/4 OTU/131 OTU	
			AM268	240/4 OTU	
			AM269	240/4 OTU	
			AM270	240/4 OTU/131 OTU/4 OTU/131 OTU	SOC 15.9.44

FP100	302 FTU	Ran ashore in gale, Stranraer 29.12.42; DBR	FP181	202/190/302 FTU/ 202/131 OTU	SOC 7.11.44
FP101	210/202/210/131 OTU	Hit ground on night approach, Duross Pt., Lough Erne 7.8.43	FP182	212/202/190/ 302 FTU/240	SOC 28.2.46
FP102	210/190/302 FTU	SOC 28.12.44	FP183	210/190/210/333	SOC 23.12.44
FP103	422	Crashed on landing off Whalsey, Shetlands 8.9.42	FP184	131 OTU	Flew into hill in bad visibility 3m SE of Ballantrae, Ayrshire 30.12.42
FP104	210/204/210/302 FTU/ 265/209	SOC 22.8.44	FP185	210/302 FTU/262	SOC 12.7.46
FP105	422/131 OTU	SOC 7.11.44	FP191	131 OTU/302 FTU/628	Crashed on landing, Redhills Lake 16.5.44
FP106	422/131 OTU	SOC 30.12.45	FP192	302 FTU/270/265	Caught fire at moorings, Dar-es-Salaam 18.2.45
FP107	210/202/302 FTU/209	SOC 27.7.44	FP193	4 OTU/131 OTU	Hit water recovering from diving turn and caught fire, Lough Erne 9.1.44
FP108	302 FTU/490	SOC 26.10.44	FP194	212/302 FTU/131 OTU	Crashed on landing, Killadeas 10.5.43
FP109	210/190/302 FTU	Hit by drifting destroyer, Gibraltar 27.12.43; DBR	FP195	4 OTU/131 OTU	SOC 12.1.45
FP110	119/202/131 OTU	Crashed on approach off Inismakill, Lough Erne 24.5.43	FP201	302 FTU/212	SOC 26.10.44
FP111	202/302 FTU/202/259	SOC 29.8.46	FP202	302 FTU/212	SOC 26.10.44
FP112	210/190/302 FTU/ 490	Crashed while low flying off Jui, Sierra Leone 18.11.43	FP203	4 OTU/131 OTU	Undershot landing at Killadeas 16.8.44
FP113	210/190/302 FTU/209	SOC 29.8.46	FP204	302 FTU/209	SOC 29.8.46
FP114	202/190/302 FTU/ 202	Missing en route Lough Erne- Gibraltar 3.8.43	FP205	4 OTU/131 OTU	SOC 12.1.45
FP115	210/190/210/ 302 FTU/209/Cat Ferry Flt	Crashed on landing, Kisumu 8.7.45	FP209	-	Crashed in sea, Straits of Canso, Nova Scotia 12.11.42
FP116	OADU	Crashed on landing, Bermuda 13.3.43	FP211	4 OTU/131 OTU	SS 10.3.47
FP117	202/302 FTU/191	Crashed on take-off, Korangi Creek 3.10.43	FP212	202/131 OTU	SOC 26.10.44
FP118	202/302 FTU/490/262	SOC 12.7.46	FP213	202/302 FTU/210/ 202/302 FTU/131 OTU	SOC 4.2.45
FP119	202	Lost 25.9.42	FP214	202	Flew into high ground at night near Algeciras, Spain 9.6.43
FP120	4 OTU/131 OTU	Missing 3.11.43	FP215	210/190/302 FTU/240	SOC 19.10.44
FP121	202/210/1477 Flt/ 333	DBR 17.5.44	FP221	-	To BOAC 27.10.42 as G-AGFL
FP122	202/302 FTU/202/ 302 FTU	Crashed on landing, Bathurst 11.11.43	FP222	202/190/210/ 302 FTU/333	To 5023M 1.45
FP123	202/302 FTU/270	Crashed on take-off, Apapa 31.1.44	FP223	202/302 FTU/202/205	SOC 26.4.45
FP124	210/202	Lost 3.11.42	FP224	302 FTU/270	Engine caught fire; ditched off Liberia 27.4.43
FP125	210/190/302 FTU/ 190	Crashed on landing, Sullom Voe 4.9.43	FP225	302 FTU/270/240/628	SOC 28.2.46
FP126	302 FTU/259	SOC 29.3.45	FP226	302 FTU/262	To SAAF 15.2.45
FP127	-	Broke away from moorings and foundered in Irish Sea 20.12.42	FP227	131 OTU/209/265	SOC 31.5.45
FP129	302 FTU/262	SOC 12.7.46	FP228	202	Broke adrift in gale, collided with Sunderland W6004 and sank 29.12.42
FP131	210/302 FTU/205	Ran on to rock taxing at Koggala 4.7.44 and DBR	FP229	302 FTU/270/205	SOC 28.9.44
FP133	302 FTU/259/191/209	SOC 29.8.46	FP230	202/302 FTU/191	
FP134	131 OTU/302 FTU/628	SOC 26.10.44	FP231	302 FTU/212	Hit houses on take-off, Trombay 27.6.44
FP135	-	Lost on delivery flight 18.12.42	FP232	210	Lost 13.6.43
FP136	302 FTU/259	Crashed on take-off, Aden 21.11.43	FP233	202/302 FTU/240	SOC 31.5.45
FP138	-	Missing off French coast on ferry flight from Bermuda 7.4.43	FP234	302 FTU/212/240	SOC 29.3.45
FP151	-	Lost on delivery flight 12.1.43	FP235	302 FTU/259	SOC 29.8.46
FP152	212/131 OTU/302 FTU/ 212/270/628	SOC 30.8.45	FP236	302 FTU/270	SOC 24.3.44
FP153	202	Shot down by AA fire from Allied convoy 20.11.42	FP237	210/202	Hit by drifting destroyer Gibraltar 27.12.43 and DBR
FP154	212/210	Crashed in sea off Sagres, Portugal 22.3.43	FP238	131 OTU	SOC 28.11.44
FP155	210	Missing 10.7.43	FP239	131 OTU	Flew into hill in bad visibility 1 m NW of Omagh, Co.Tyrone 30.12.42
FP159	MAEE/302 FTU/413/ 262	SOC 12.7.46	FP240	131 OTU	Missing on training flight 22.11.43
FP160	212/302 FTU/212/270		FP241	202/302 FTU/202/ 302 FTU/205	SOC 5.10.44
FP161	212/270	Missing on ferry flight, Redhills Lake - China Bay 4.3.44	FP242	210/190/302 FTU/490	SOC 25.4.45
FP162	212/302 FTU/212	SOC 31.8.44	FP243	131 OTU	SOC 30.12.45
FP163	212/302 FTU/212	SOC 28.2.46	FP244	-	To BOAC 27.10.42 as G-AGFM
FP164	202	To 3634M 1.43	FP245	131 OTU	SOC 12.1.45
FP165	212/302 FTU/212/240	SOC 31.5.45	FP246	302 FTU/212	Collided with boat on night take-off, Korangi Creek 14.4.43
FP171	212/302 FTU/265	Crashed on take-off, Gibraltar 8.4.43	FP247	302 FTU/259/209	Crashed on take-off and beached Seychelles 15.3.45
FP172	202/302 FTU/490	SOC 1.5.46	FP248	302 FTU/270	Crashed on take-off, Bunce River, Sierra Leone 13.3.43
FP173	212/302 FTU/270	Crashed on take-off, Bunce River, Sierra Leone 10.2.43	FP249	210/202/131 OTU	SS 10.3.47
FP174	210/302 FTU/262	SOC 12.7.46	FP250	302 FTU	Sank in gale, Greenock 6.2.43
FP175	212/302 FTU/212	Crashed on landing in open sea 30m SSW of Masirah 6.6.43	FP251	302 FTU/262	SOC 12.7.46
FP180	202/210/202/ 302 FTU/191/628	Crashed on landing while delivering agents and supplies on special operation 4.10.44	FP252	210/302 FTU/FE	SOC 19.7.45
			FP253	302 FTU/270/262/212	SOC 12.7.46
			FP254	210/302 FTU/262	Ditched in Indian Ocean 11.6.43
			FP255	MAEE/202/302 FTU/ 265/205	SOC 30.11.44
			FP256	302 FTU/259	To SAAF 15.2.45
			FP257	302 FTU/262	

FP258	302 FTU/490	SS 10.3.47	FP525	330	Lost 21.9.42
FP259	302 FTU/210/202/ 131 OTU	SOC 12.1.45	FP526	330/4 OTU/131 OTU/ MAEE	SOC 24.1.45
FP260	MAEE/302 FTU/260/ 259	SOC 29.8.46	FP527	330/131 OTU	SOC 1.8.44
FP261	302 FTU/E.Africa	SOC 29.8.46	FP528	119/330/131 OTU	SOC 3.8.44
FP262	210/302 FTU/EA	SOC 29.8.46	FP529	119/330/119/330/ 131 OTU	SOC 1.8.44
FP263	302 FTU/265	SOC 29.8.46	FP530	45 Gp	To USA 13.12.45
FP264	210	Damaged by flak and sank on landing, Hamworthy 30.5.43	FP531	330/4 OTU/131 OTU/ 302 FTU	SOC 3.8.44
FP265	302 FTU/262	Crashed on take-off, St.Lucia, Natal 25.6.43	FP532	45 Gp	To USA 13.12.45
FP266	-	Missing on delivery flight 25.12.42	FP533	119/330/4 OTU/ 131 OTU	SOC 3.8.44
FP267	190/210/302 FTU/259	SOC 29.8.46	FP534	MAEE/330/VP-72/ Northolt	To US Navy
FP268	202/302 FTU/EA	SOC 29.8.46	FP535	330	Missing 5.11.42
FP269	190	Flew into hill at night, Faroe Is. 23.4.43	FP536	210/330/131 OTU/ 302 FTU/131 OTU	SOC 3.8.44
FP270	302 FTU/262	To SAAF 15.2.45	FT998	45 Gp	SOC 30.5.46
FP271	210	Ditched out of fuel 7m W of Cape Finisterre 17.4.43	FT999	45 Gp	SOC 8.11.45
FP272	202/302 FTU/265	SOC 29.8.46	HK850	-	Broke adrift in gale and ran ashore, Aboukir 23.2.43
FP273	302 FTU/209/259	SOC 16.8.45	JV925	131 OTU	SOC 26.3.47
FP274	302 FTU/262	SOC 12.7.46	JV926	202	SOC 26.3.47
FP275	302 FTU/205/259	Crashed on approach, St.Lucia, Natal 7.6.43	JV927	-	Retd to USA 29.7.47
FP276	302 FTU/205	SOC 18.12.44	JV928	210	Lost 18.7.44
FP277	210/202/302 FTU/265	SOC 27.6.46	JV929	210	DBR 19.7.44
FP278	302 FTU/490	SS 10.3.47	JV930	210	SOC 26.3.47
FP279	302 FTU/262	SOC 12.7.46	JV931	210	SOC 26.3.47
FP280	202/190	Ditched off Shetlands; hit by ASR launch and foundered 12.10.43	JV932	202	SOC 26.3.47
FP281	302 FTU/259/209	SOC 29.8.46	JV933	333	SS 10.3.47
FP282	302 FTU/413	SOC 5.10.44	JV934	131 OTU	SOC 26.3.47
FP283	302 FTU/259	SOC 29.3.45	JV935	131 OTU	SOC 26.3.47
FP284	302 FTU/212/262	SOC 30.11.44	JX200	202/131 OTU	SOC 30.11.45
FP285	302 FTU/202/302 FTU/ 202/190/302 FTU/ 209/259	SOC 25.7.46	JX201	202	Hit hill near Carnero Point after night take-off, Gibraltar 18.8.44
FP286	210	Landed out of fuel at Santa Rita, Portugal 31.3.43 and interned	JX202	MAEE/190/210/202	SOC 26.3.47
FP287	210	Crashed on overshoot, Hamworthy 24.8.43	JX203	190/210	Crashed on take-off, Sullom Voe 11.1.45
FP288	302 FTU/262	SOC 12.7.46	JX204	202/210/202	SOC 26.3.47
FP289	302 FTU/209	Ran aground landing in heavy seas, Tombeau Bay, Mauritius 12.5.43	JX205	302 FTU/202	SOC 26.3.47
FP298	302 FTU/191	SOC 28.12.44	JX208	202	Crashed into hill at night, Castlegregory near Tralee, Eire 19.12.44
FP299	USN/302 FTU/490	Damaged in gale while picketed at Scar Point, Wig Bay 17.11.44 and SOC	JX210	190/210	Dived into ground out of cloud, Sullom Voe 25.3.44
FP300	302 FTU/191/265	SOC 29.8.46	JX214	202	SOC 26.3.47
FP301	302 FTU/205	SOC 12.10.44	JX215	MAEE	SS 10.3.47
FP302	302 FTU/209	Hit sea during practice attack, Mombasa 20.8.43	JX216	4 OTU/131 OTU	SOC 14.6.45
FP303	-	Beached in Spain on ferry flight Released. SOC 31.8.44	JX218	4 OTU/131 OTU	SOC 6.11.47
FP304	302 FTU/270/240	SOC 28.2.46	JX220	202/131 OTU	SOC 6.11.47
FP305	302 FTU/265	Ditched and beached at Bandar Kassim 12.12.43; DBR	JX221	202	SOC 26.3.47
FP306	302 FTU/413	SOC 26.4.45	JX222	MAEE/190/210/202	Sold 19.4.47
FP307	302 FTU/191/262	SOC 12.7.46	JX223	190/210/202	SOC 26.3.47
FP308	202/190/210/ 302 FTU/209	SOC 29.8.46	JX224	MAEE/190/210/202/ 333	Crashed in forced landing 1½ SW of Oakington 14.8.45
FP309	-	Missing on delivery flight, 7.2.43	JX225	202	Crashed on landing, Gibraltar 7.8.44
FP310	302 FTU/191/265/259	SOC 29.8.46	JX226	202/131 OTU	SOC 10.3.47
FP311	210/190/302 FTU/265	SOC 29.8.46	JX227	202	SOC 10.3.47
FP312	190	DBR 2.1.44	JX229	202	SOC 31.5.46
FP313	302 FTU/191/265	SOC 29.8.46	JX240	231	SOC 30.8.45
FP314	1477 Flt/333	SOC 20.12.44	JX241	131 OTU	SS 10.3.47
FP315	302 FTU/191/262	SOC 26.10.44	JX242	MAEE/202	Crashed into hill at night, Church Hill, Fermanagh 20.11.44
FP316	202	Damaged on take-off and sank, Gibraltar 15.6.43	JX243	190/210	SOC 26.3.47
FP317	202/302 FTU/202	Crashed on approach, Gibraltar 19.10.43	JX244	202	SOC 26.3.47
FP318	202/210/302 FTU/209	SOC 29.8.46	JX245	-	SS 10.3.47
FP319	302 FTU/191	SOC 5.10.44	JX246	190/210	SOC 26.3.47
FP320	302 FTU/191	Collided with JX332 while landing, Korangi Creek 29.7.44	JX247	210	SS 10.3.47
FP321	4 FPP	DBR 22.4.43	JX248	131 OTU	SS 10.3.47
FP322	202/302 FTU/262	SOC 12.7.46	JX249	210	SOC 26.3.47
FP323	302 FTU/413/265	SOC 19.7.45	JX250	202	SOC 26.3.47
FP324	190/302 FTU/490	SOC 26.10.44	JX251	131 OTU	SS 10.3.47
			JX252	131 OTU	Crashed Im S of Ely Lodge, Lough Erne 26.11.44
			JX253	210	SS 10.3.47
			JX254	210	SOC 26.3.47
			JX255	210/202/131 OTU/202	SOC 26.3.47
			JX256	202/259/202	SOC 26.3.47
			JX257	210	Missing from patrol 3.4.45
			JX258	202	Flew into high ground near Melilla, Spanish Morocco 15.6.44

JX259	210	Ditched after engine fire 10m N. of Durness 12.1.45	JX332	302 FTU/191	SOC 29.11.45
JX260	202/210/202	SOC 26.3.47	JX333	302 FTU/413	SOC 27.12.45
JX261	302 FTU/202	Sold 28.6.47	JX334	628/240	SOC 16.8.45
JX262	210	SOC 26.3.47	JX335	302 FTU/212	SOC
JX263	210	SOC 26.3.47	JX336	302 FTU/FE	SOC 28.6.45
JX264	210	SOC 10.3.47	JX337	302 FTU/FE	To SAAF 1.10.45
JX265	333	SOC 14.6.45	JX338	302 FTU/FE	Missing 31.10.44
JX266	210	Flew into sea in bad visibility off Orkneys 16.11.44	JX339	302 FTU/413/212	SOC 16.8.45
JX267	190/210/202	To USA 6.8.47	JX340	131 OTU	SOC 26.3.47
JX268	210	SS 10.3.47	JX341	302 FTU/212/240	Damaged hull landing at Pegu, Burma 31.7.45; SOC
JX269	302 FTU/202	SOC 26.3.47	JX342	302 FTU/212	SOC 27.12.45
JX270	302 FTU/191	SOC 28.6.45	JX343	302 FTU/191	SOC 5.7.45
JX271	302 FTU/212	SOC 21.6.45	JX344	302 FTU/FE	SOC 23.8.45
JX272	302 FTU/321	SOC 21.6.45	JX345	-	SS 10.3.47
JX273	302 FTU	Flew into hill at night, Vatersay, Argyll 12.5.44	JX346	302 FTU/191	SOC 9.8.45
JX274	131 OTU	SOC 26.3.47	JX347	302 FTU/191/262/628	SOC 29.11.45
JX276	302 FTU	To Netherlands 25.7.46	JX348	302 FTU/262	To SAAF 1.10.45
JX277	-	SOC 29.12.43	JX349	302 FTU/FE	SOC 29.11.45
JX278	302 FTU/240	SOC 12.7.45	JX350	302 FTU/191	SOC 9.8.45
JX279	302 FTU/FE	SOC 28.6.45	JX351	302 FTU/FE	SOC 26.7.45
JX280	302 FTU/FE	SOC 28.2.46	JX352	302 FTU/205	SOC 29.11.45
JX281	302 FTU/413	Crashed on take-off, Koggala 19.5.44	JX353	302 FTU/262	To SAAF 15.2.45
JX282	302 FTU/FE	SOC 27.12.45	JX354	302 FTU/FE	To Netherlands 25.7.46
JX283	-	SOC 18.9.45	JX355	302 FTU/191	SOC 9.8.45
JX284	302 FTU/262	To SAAF 15.2.45	JX356	-	To Norway 21.12.45
JX285	302 FTU/FE	SOC	JX357	302 FTU/FE	SOC 9.8.45
JX286	CCDU/302 FTU/205	SS 10.3.47	JX358	302 FTU/FE	SOC 16.8.45
JX287	-	To BOAC as G-AGKS 16.3.44	JX359	302 FTU/FE	To Netherlands 25.7.46
JX288	302 FTU/FE	To Netherlands 25.7.46	JX360	302 FTU/FE	SOC 26.7.45
JX289	302 FTU/413	To Netherlands 25.7.46	JX361	-	SS 10.3.47
JX290	302 FTU/205	SOC 27.12.41	JX362	302 FTU/262	To SAAF 15.2.45
JX291	302 FTU	Crashed on landing, Oban 15.4.44	JX363	-	SS 10.3.47
JX292	302 FTU/240	SOC 16.8.45	JX364	-	SS 10.3.47
JX293	302 FTU/FE	SOC 26.4.45	JX365	302 FTU/321/205	SOC 29.11.45
JX294	302 FTU/321	SOC 31.5.45	JX366	302 FTU/212	SOC 29.11.45
JX295	-	SS 10.3.47	JX367	302 FTU/262	Crashed on landing, Umsingazi Lake, Natal 1.45
JX296	302 FTU/191	SOC 28.6.45	JX368	-	SS 10.3.47
JX297	-	SS 10.3.47	JX369	302 FTU/191	Broke adrift in gale and wrecked, Redhills Lake 26.10.44
JX298	302 FTU/628/240	To Netherlands 25.7.46	JX370	302 FTU	SS 10.3.47
JX299	302 FTU/FE	SOC 27.12.45	JX371	302 FTU	SS 10.3.47
JX300	302 FTU/212	Wrecked in gale, Redhills Lake 26.10.44	JX372	-	To Norway 27.2.46
JX301	302 FTU/FE	SOC 12.7.45	JX373	302 FTU	SS 10.3.47
JX302	131 OTU	SOC 26.3.47	JX374	302 FTU/191	SOC 16.8.45
JX303	302 FTU/240	SOC 29.11.45	JX375	302 FTU/191	SOC 16.8.45
JX304	-	SS 10.3.47	JX376	302 FTU/205	SOC 29.11.45
JX305	131 OTU	SOC 26.3.47	JX377	302 FTU	SS 10.3.47
JX306	302 FTU/FE	SOC 21.6.45	JX378	-	To Norway 28.4.47
JX307	302 FTU/240	SOC 12.7.45	JX379	131 OTU	SOC 26.3.47
JX308	302 FTU/212	SOC 29.11.45	JX380	131 OTU	SS 10.3.47
JX309	131 OTU	SOC 26.3.47	JX381	-	To Norway 10.5.47
JX310	302 FTU/191	SOC 12.7.45	JX382	302 FTU/333	SS 10.3.47
JX311	302 FTU/240	SOC 28.6.45	JX383	131 OTU	SOC 26.3.47
JX312	240	SOC 26.4.45	JX384	-	SS 10.3.47
JX313	302 FTU/321	SOC 21.6.45	JX385	131 OTU	SOC 26.3.47
JX314	302 FTU/212	Sank in gale, Redhills Lake 25.10.44	JX386	MAEE/302 FTU	SS 10.3.47
JX315	302 FTU/321	SOC	JX387	302 FTU	SS 10.3.47
JX316	302 FTU/205	SOC 9.8.45	JX388	-	SS 10.3.47
JX317	302 FTU/240	SOC 27.12.45	JX389	131 OTU	SOC 26.3.47
JX318	302 FTU/FE	SOC 28.6.45	JX390	-	SS 10.3.47
JX319	262	To SAAF 15.2.45	JX391	-	SS 10.3.47
JX320	302 FTU/FE	SOC 28.2.46	JX392	302 FTU/MAEE	SOC 26.3.47
JX321	302 FTU/FE	SOC 31.5.45	JX393	-	SOC 10.3.47
JX322	302 FTU/FE	SOC 7.5.47	JX394	302 FTU	To Norway 21.12.45
JX323	-	SS 10.3.47	JX395	302 FTU	To Norway 17.2.46
JX324	302 FTU/212	SOC 29.11.45	JX396	302 FTU	SS 10.3.47
JX325	302 FTU/212	SOC 21.6.45	JX397	302 FTU	SS 10.3.47
JX326	302 FTU/240	SOC 26.4.45	JX398	-	To Norway 4.2.46
JX327	302 FTU/FE	SOC 26.8.44	JX399	MAEE	SS 10.3.47
JX328	-	Broke adrift in gale and wrecked, Redhills Lake 26.10.44	JX400	302 FTU	To Norway 6.2.46
JX329	-	SS 10.3.47	JX401	302 FTU	SS 10.3.47
JX330	302 FTU/FE	SOC 26.7.45	JX402	302 FTU/FE	SOC 26.9.46
JX331	302 FTU/FE	SOC 26.7.45	JX403	to	
JX332	302 FTU/191	SOC 29.11.45	JX408	-	SS 10.3.47
			JX409	MAEE	SS 10.3.47
			JX410	302 FTU	To Norway 4.2.46
			JX411	-	To Norway 6.2.46
			JX412	-	To Norway 21.12.45
			JX413	302 FTU/FE	SOC 27.12.45

JX414 to		JX602 302 FTU/FE	SOC 28.2.46
JX418 -	SOC 10.3.47	JX603 -	Nose caved in while taxiing and
JX419 302 FTU	To Norway 1.4.47		and beached, Wig Bay 14.12.44
JX420 -	SS 10.3.47	JX604 210/ASWDU	SS 10.3.47
JX421 131 OTU	SOC 26.3.47	JX605 302 FTU/FE	SOC 26.9.46
JX422 131 OTU	SOC 25.10.45	JX606 -	SS 10.3.47
JX423 302 FTU	Missing en route to	JX607 302 FTU/FE	SOC 27.12.45
	Gibraltar 13.1.45	JX608 302 FTU	Flew into high ground at night,
JX424 131 OTU	SOC 26.3.47		Sedjenane, Tunisia 6.3.45
JX425 131 OTU	SOC 26.3.47	JX609 302 FTU/FE	SOC 29.11.45
JX426 302 FTU/FE	SOC 29.11.45	JX610 302 FTU/FE	SOC 27.12.45
JX427 131 OTU	SOC 26.3.47	JX628 45 Gp	Returned to USA
JX428 302 FTU/FE	SOC 29.11.45	JX629 45 Gp	22.2.45
JX429 302 FTU/205	SOC 29.11.45	JX630 -	
JX430 302 FTU/205	SOC 29.11.45	JX632 MAEE	
JX431 302 FTU/205	SOC 29.11.45	JX634 45 Gp	Hit buoy taxiing,
JX432 302 FTU/205	SOC 29.11.45		Wig Bay 27.2.45
JX433 302 FTU/FE	SOC 26.9.46	JX635 45 Gp	Returned to USA
JX434 302 FTU/FE	SOC 29.11.45	SM706 209	Ex-NC777 and AM259.
JX435 302 FTU/240	Crashed on landing,		To BOAC 10.12.40 as G-AGBJ
	Cocos Is. 27.6.45	VA703 209	Ran ashore in gale and DBR,
JX436 302 FTU/205	SOC 27.12.45		Madagascar 14.7.43
JX437 302 FTU/205	SOC 27.12.45	VA712 45 Gp	Returned to USA
JX570 202	SOC 26.3.47	VA713 209	Crashed on take-off,
JX573 4 OTU/131 OTU/333	SS 10.3.47		Pamanzi 8.9.42
JX574 190/210	Missing 9.6.44	VA714 240	SOC 31.8.44
JX575 -	To BOAC 13.7.43 as G-AGID	VA715 209	SOC 4.8.44
JX576 190/210/4 OTU/	Ran on to rock taxiing at	VA716 240/212/240	Crashed on landing,
131 OTU	night, Killadeas 20.7.44		Redhills Lake 25.7.44
JX577 -	To BOAC 13.7.43 as G-AGIE	VA717 240	SOC 12.10.44
JX578 131 OTU	SOC 6.11.47	VA718 240	Driven ashore in gale,
JX581 210	Overshot landing and hit		Diego Suarez 16.9.44
	rocks, Sullom Voe 5.5.44	VA719 -	Lost before delivery
JX582 333	To Norway 21.11.45	VA720 240/204/240	SOC 11.12.44
JX583 202/210/333/210	SOC 6.11.47	VA721 -	Damaged in forced landing and
JX584 4 OTU/131 OTU	SOC 26.3.47		founded near Malin Head,
JX585 202	Hit submerged obstruction on	VA722 210/4 OTU/131 OTU	Donegal 6.3.42
	take-off and beached,	VA723 240	SOC 17.8.44
	Gibraltar 30.5.44	VA724 -	SOC 20.9.45
JX586 302 FTU/205	SOC 29.11.45	VA725 MAEE/210	Lost before delivery
JX587 302 FTU/205	SOC 29.11.45	VA726 240	Lost 3.7.43
JX588 302 FTU/FE	SOC 29.11.45		Crashed in forced landing on
JX589 -	SS 10.3.47		land 6 m from Redhills Lake,
JX590 -	To Norway 15.5.47		20.10.42
JX591 302 FTU/205	SOC 30.5.46	VA727 209	Depth charge exploded; aircraft
JX592 302 FTU/FE	SOC 27.12.45		blew up and sank, Mombasa,
JX593 302 FTU/205	Missing over Bay of		2.9.42
	Bengal 27.5.45	VA728 210/4 OTU/302 FTU/	Crashed on landing,
JX594 302 FTU/205	SOC 27.12.45	4 OTU/302 FTU	Oban 4.11.43
JX595 302 FTU/205	SOC 28.2.46	VA729 240/210	Missing 13.6.43
JX596 302 FTU	Crashed on take-off,	VA731 240/131 OTU	SOC 11.9.44
	Oban 12.4.45	VA732 240	Damaged by AA fire from
JX597 302 FTU/FE	SOC 29.11.45		Allied ship and beached
JX598 302 FTU/FE	SOC 27.12.45		on return to base
JX598 302 FTU/FE	SOC 27.12.45		16.8.44.
JX599 302 FTU/FE	SOC 27.12.45		
JX600 302 FTU/FE	SOC 27.12.45		
JX601 302 FTU/FE	SOC 29.11.45		

SS = Sold as scrap; DBR = Damaged beyond repair;
FE = Far East; EA = East Africa; SOC = Struck off charge

Summary of Deliveries

Mark	Equivalent	Quantity	Serial range	Delivered	Remarks
I	PBY-4	1	P9630	July 1939	Trials aircraft
I	PBY-5	28	W8405-W8434	March 1941 to July 1941	1 retained by RCAF to Nov 1941
I	PBY-5	15	Z2134-Z2153	June 1941 to November 1941	
I	PBY-5	39	AH530-AH569	March 1941 to July 1941	
I	PBY-5	9	AJ154-AJ162	November 1941 to January 1942	
II	PBY-5	7	AM264-AM270	January 1941 to April 1941	
IB	PBY-5B	170	FP100-FP324	July 1942 to February 1943	
III	PBY-5A	12	FP525-FP536	April 1942 to May 1942	
-	Canso	2	FT998-FT999	June 1945	Boeing (Canada) built.
IVA	PBY-5B	11	JV925-JV935	September 1943 to November 1943	
IVA	PBY-5B	51	JX200-JX269	May 1943 to	
IVB	PB2B-1	211	JX270-JX635	January 1945	
-	Model 28	1	SM706	October 1940	Commercial model
IIA	PBY-5	21	VA703-VA732	February 1942 to May 1942	
-	GST	1	HK850	November 1941	Impressed aircraft

Aircraft on hand

<u>Month</u>	<u>Delivered</u>	<u>Lost on Ops</u>	<u>Op'l Unit Accidents</u>	<u>Trng Unit Accidents</u>	<u>SOC</u>	<u>On Hand</u>
Pre-March 1941	3			1	1	1
March 1941	5		1			5
April 1941	19	1				23
May 1941	21	2	1	1		40
June 1941	18		2			56
July 1941	15		3			68
August 1941	3		2		1	68
September 1941	2	1	1			68
October 1941			1			67
November 1941	7		2			72
December 1941	3	3	4		1	67
January 1942	1	3	5	1		59
February 1942	1	1	1			58
March 1942	8					66
April 1942	5	3				68
May 1942	2	2				68
June 1942		1				67
July 1942	7	1				73
August 1942	23			1		95
September 1942	29	2	4	1		117
October 1942	22		2			137
November 1942	18	4	1		1	149
December 1942	24	1	2	4		166
January 1943	20	1			1	184
February 1943	14		1	1		196
March 1943	4		3	2		195
April 1943	7		5	2		195
May 1943	26	1	1	4	2	213
June 1943	7	1	6		1	212
July 1943	1	2	1			210
August 1943	3		3	1	1	208
September 1943	25		2			231
October 1943	11		3	1		238
November 1943	11		2	5	1	241
December 1943	3		1	1	1	241
January 1944	5		1	2	1	242
February 1944	8		1			249
March 1944	18	1	1	2	1	262
April 1944	38			2	1	297
May 1944	16	1	5	1		306
June 1944	18	1	2			321
July 1944	16	2	2	1	2	330
August 1944	16	1	5	2	12	326
September 1944	33		1		7	351
October 1944	9	1	4	1	17	337
November 1944	1		3	1	6	328
December 1944	9		2	2	10	323
January 1945	2	1	3	1	6	314
February 1945			1	1	8	304
March 1945	1		1	1	3	300
April 1945	1			1	6	294
May 1945		1			5	288
June 1945			1		12	275
July 1945			2	1	12	260
August 1945			1		16	243

Notes:

The numbers delivered reflect actual receipts and does not cover aircraft lost on delivery flights or retained in North America.

Lost on Ops includes aircraft lost by enemy action (including air raids) and those reported missing on operational flights.

Accidents on operational units are those lost by squadrons in circumstances not due to enemy action and include non-flying accidents.

Training units include any other non-squadron aircraft lost in accidents.

The total on hand includes aircraft under repair or in reserve.

THE JET PROVOST T.4

For nearly twenty years, the Jet Provost has been the standard basic trainer of the Royal Air Force. After initial trials with a small batch of T.Mk.1s, the T.Mk.3 became the first mark to see service in large numbers, first at the Central Flying School from June 1959 and later in the year at No.2 FTS, Syerston.

The T.Mk.4 entered service in November 1961 and differed mainly from the T.Mk.3 by having a 2,500 lb ST Viper ASV.11 in place of the earlier 1,750 lb ST Viper ASV.8. Both types were flown side-by-side at flying training schools, the higher-powered T.4s being used for high-altitude training. Its speed also increased by about 90 mph due to the higher thrust.

With the arrival in service of the T.Mk.5, a much-advanced version of the Jet Provost, the T.4s began to be phased out of service, leaving T.3s for basic training and T.5s for more advanced work. As a result most T.4s had been replaced by 1977.

Many were scrapped and a number were transferred to Schools of Technical Training for ground instructional use. These were allotted "M" numbers as shown in the table but there is good reason to believe that these became garbled when applied to airframes so that the M-serial shown did not exactly tie up with the original serial. Since such aircraft were delivered in a dismantled condition, wings and fuselages were not always assembled in the original order and this could explain discrepancies.

Units which flew the T.4 were:

- Central Flying School, Little Rissington
- No.1 Flying Training School, Linton-on-Ouse
- No.2 Flying Training School, Syerston
- No.3 Flying Training School, Leeming
- No.4 Flying Training School, Valley (few only)
- No.6 Flying Training School, Acklington and Finningley
- No.7 Flying Training School, Church Fenton
- The Royal Air Force College, Cranwell
- The College of Air Warfare, Manby
- The Central Air Traffic Control School, Shawbury.

Jet Provost T.4s were also used by the Tactical Weapons Unit, Brawdy, which flew a small number in camouflage; No.3/4 Civil Anti-Aircraft Cooperation Unit, Exeter; the Jet Provost Trials Unit which was attached to No.20 Squadron, Singapore for tropical trials leading up to the introduction of Strikemasters in various air forces; Nos.5 and 27 Maintenance Units at Kemble and Shawbury both had Mk.4s as unit hacks. The largest user of T.4s at the beginning of 1977 was the School of Refresher Flying.

A total of 185 Jet Provost T.4s went into service. Two T.3s were converted to T.4 prototypes while the final two T.4s became prototypes of the T.5 and the BAC.166.

Other users were the Sudanese Air Force (Serials 124,139,143, 157, 162, 173, 175, 180,181,185,190,195); Kuwait Air Force (Serials 101-106); Venezuelan Air Force (Serials E040-E053); Iraqi Air Force (Serials 600-619); South Yemen Air Force (Serials 101-108); Ceylon Air Force (Serials CJ701-CJ712).

Three were given civil registrations as company demonstrators: G-AOBU and G-AOHD with G-AOUS which was evaluated by the Portuguese Air Force as No.001. G-23-1 was allotted to the aircraft which went to the Royal Australian Air Force as A99-1.

The following table lists the Royal Air Force Jet Provost T.4s and those for which fates are not shown may be assumed to have still been on charge at the beginning of 1977.

Aircraft delivered

<u>Serial</u>	<u>D/Dly</u>	<u>Units</u>	<u>Fate</u>
XN467	Ex-Mk.3	Mkrs & AAEE/CFS	
XN468	Ex-Mk.3	BSE/1 FTS/RAFC/CFS	
XP547	25.10.61	Hdlg Sqn/RAFC/TWU	
XP548	25.10.61	Hdlg Sqn/RAFC/6 FTS	To 8404M 25.1.74
XP549	23.11.61	CFS/CAW	SS 22.11.68
XP550	23.11.61	CFS/2 FTS	SS 22.11.68
XP551	5.12.61	CFS/CAW	SS 22.11.68
XP552	5.12.61	CFS/3 FTS	SOC 1.10.71
XP553	7.12.61	CFS	SS 22.11.68
XP554	5.12.61	CFS	SS 22.11.68
XP555	1.12.61	RAFC	SOC 1.10.71
XP556	14.12.61	RAFC/6 FTS/SRF	SOC 30.4.70
XP557	12.1.62	RAFC/6 FTS	To 8494M 30.6.76
XP558	25.1.62	RAFC/3 CAACU/CAW	To FAA 13.5.74 as Instr. airframe
XP559	30.1.62	RAFC	SOC 16.1.70; to Bomb Disposal School
XP560	30.1.62	RAFC/6 FTS	SOC 22.12.75
XP561	30.1.62	RAFC/1 FTS	Crashed at Wetherby 21.2.68
XP562	22.2.62	RAFC/3 FTS	SS 18.12.70
XP563	30.1.62	RAFC/SRF	
XP564	30.1.62	RAFC/3 FTS/CATCS/TWU	
XP565	31.1.62	RAFC	SOC 14.8.72
XP566	2.2.62	RAFC	Crashed 2m NE of Cranwell 30.4.70
XP567	22.2.62	RAFC/6 FTS/CATCS	
XP568	19.2.62	RAFC	SOC 1.10.71
XP569	2.3.62	RAFC/2 FTS	Crashed at East Drayton, Leics. 30.12.66
XP570	2.3.62	CFS/RAFC/6 FTS	SS 22.11.68
XP571	2.3.62	CFS/6 FTS	SS 22.11.68
XP572	12.3.62	CFS	SS 22.11.68
XP573	12.3.62	CFS/1 FTS/BSE	To 8239M 9.8.73
XP574	3.4.62	3 FTS	SS 17.2.70
XP575	12.3.62	CFS/RAFC/CAW	SS 11.11.69
XP576	27.3.62	3 FTS	Crashed at Leeming 16.3.70
XP577	27.3.62	3 FTS	SS 18.12.70
XP578	21.3.62	3 FTS	SS 17.2.70
XP579	2.4.62	3 FTS	SS 13.5.69
XP580	5.4.62	3 FTS/1 FTS/CAW	SOC 7.1.69
XP581	2.4.62	3 FTS	SS 11.11.69
XP582	3.4.62	3 FTS	SS 22.11.68
XP583	3.4.62	RAFC/6 FTS/CAW/4 FTS	To 8400M 11.1.74
XP584	3.4.62	RAFC	SOC 1.10.71
XP585	3.4.62	RAFC/6 FTS/RAFC	To 8407M 7.10.74
XP586	3.4.62	RAFC	SS 14.8.72
XP587	10.4.62	3 FTS	SS 13.5.69
XP588	26.4.62	CFS	Crashed near Cirencester, Glos. 2.5.63
XP589	2.5.62	1 FTS	SS 18.12.70
XP614	2.5.62	2 FTS	SS 18.12.70
XP615	27.4.62	1 FTS	SS 15.2.71
XP616	3.5.62	1 FTS	Crashed into hill, Newgate Bank 14.9.66
XP617	1.5.62	3 FTS/7 FTS/2 FTS	SS 18.12.70
XP618	2.5.62	3 FTS	SS 15.2.71
XP619	1.5.62	2 FTS	SS 17.2.70
XP620	18.5.62	2 FTS	SOC 1.10.71
XP621	24.5.62	1 FTS/3 FTS	Crashed 15.11.65
XP622	18.5.62	2 FTS	Crashed 23.9.63
XP623	18.5.62	2 FTS	Abandoned near Thrusington, Leics. 19.4.63
XP624	23.5.62	2 FTS/RAFC/2 FTS	SS 15.2.71
XP625	23.5.62	2 FTS/CAW	Crashed after engine failure near North Frodingham, Yorks 27.7.66
XP626	31.5.62	1 FTS	SS 15.2.71
XP627	31.5.62	1 FTS/3 FTS	SOC 1.10.71
XP628	1.6.62	2 FTS	SS 18.12.70
XP629	13.6.62	2 FTS/CAW/SRF	
XP630	1.6.62	2 FTS	SOC 1.10.71
XP631	15.6.62	2 FTS	Collided with XM384 over Woodborough, Notts. 26.5.66

XP632	27.6.62	CFS/CAW	SOC 8.5.72	XR664	18.4.63	6 FTS	Crashed near Jedburgh, Rox. 30.9.64
XP633	9.7.62	1 FTS	SS 17.8.71				
XP634	27.6.62	6 FTS/1 FTS	SS 17.8.71	XR665	2.5.63	1 FTS	SS 15.2.71
XP635	2.7.62	6 FTS	Crashed at Witton Shields 18.4.63	XR666	2.5.63	6 FTS/1 FTS	SS 17.8.71
XP636	5.7.62	6 FTS/3 FTS	SS 15.2.71	XR667	2.5.63	2 FTS/3 FTS/CATCS/ CAW/6 FTS	SOC 12.12.73
XP637	9.7.62	1 FTS	SS 17.2.70	XR668	7.6.63	1 FTS	SS 22.11.68
XP638	4.7.62	6 FTS/CAW/CATCS		XR669	29.5.63	Mkrs	To 8062M 26.11.69
XP639	21.7.62	CFS/Hdlg Sqn/CFS	Collided with XR670 Moreton-in-the- Marsh, Glos. 12.3.64	XR670	30.5.63	CFS/7 FTS/2 FTS/1 FTS/ 3 FTS/CATCS/SRF	To 8498M 30.7.76
XP640	24.7.62	3 FTS/CFS/CAW/ 6 FTS/CATCS	SOC 13.9.76	XR671	30.5.63	CFS/2 FTS/CFS	SS 18.12.70
XP641	20.7.62	CFS/2 FTS	SS 15.2.71	XR672	26.6.63	1 FTS/3 FTS/CATCS/ CAW/6 FTS/SRF	To 8495M 14.6.76
XP642	20.7.62	CFS/2 FTS	SS 14.8.72	XR673	26.6.63	2 FTS/RAF/C6 FTS/SRF	
XP661	20.7.62	6 FTS	To 7819M 4.6.63	XR674	6.6.63	1 FTS/6 FTS/CATCS	
XP662	20.7.62	6 FTS/1 FTS/2 FTS/ 1 FTS	SS 15.2.71	XR675	21.6.63	6 FTS/3 FTS/RAF/C	SS 17.8.71
XP663	20.8.62	3 FTS	SOC 1.10.71	XR676	24.6.63	7 FTS/3 FTS	SS 17.8.71
XP664	20.8.42	2 FTS	SOC 1.10.71	XR677	26.6.63	3 FTS	SS 17.8.71
XP665	31.8.62	2 FTS	SS 17.8.71	XR678	3.7.63	CFS	SS 11.11.64
XP666	18.9.62	7 FTS	Sold 30.8.67; To T.52 G-27-92	XR679	2.7.63	RAF/C/CAW/3 CAACU/ CAW/SRF	
XP667	17.9.62	3 FTS/RAF/C	SS 15.2.71	XR680	9.7.63	6 FTS/CFS	SOC 8.5.72
XP668	12.9.62	7 FTS/RAF/C/1 FTS	SS 17.8.71	XR681	19.7.63	RAF/C/6 FTS/CATCS	SOC 1.10.71
XP669	17.9.62	2 FTS	SOC 14.8.72	XR697	19.7.63	3 FTS	SS 18.12.70
XP670	10.9.62	7 FTS	Spun into ground near Ch.Fenton 5.4.66	XR698	7.8.63	3 FTS	Crashed on landing, Leeming 3.1.64
XP671	24.9.72	RAF/C/1 FTS	SS 17.8.71	XR699	1.8.63	1 FTS	SS 15.2.71
XP672	2.10.62	2 FTS/CAW/CATCS/ CAW/SRF	SOC 15.1.76	XR700	7.8.63	1 FTS/3 FTS/CATCS	SOC 1.10.71
XP673	22.9.62	2 FTS/RAF/C	SS 18.12.70	XR701	29.8.63	1 FTS/27 MU/SRF	
XP674	2.10.62	6 FTS/3 FTS	SS 15.2.71	XR702	4.9.63	3 FTS	SS 18.12.70
XP675	3.10.62	7 FTS/CFS	SS 22.11.68	XR703	5.9.63	3 FTS	SS 15.2.71
XP676	17.10.62	6 FTS/3 FTS	SS 15.2.71	XR704	12.9.63	CFS/CAW	
XP677	12.10.62	2 FTS	SOC 1.10.71	XR705	13.9.63	CFS/CAW	SOC 17.10.73
XP678	18.10.62	7 FTS/1 FTS	SS 17.8.71	XR706	25.9.63	6 FTS/2 FTS/CFS	SOC 1.10.71
XP679	24.10.62	7 FTS/CFS/1 FTS/ 3 FTS	SS 17.8.71	XR707	2.10.63	2 FTS/RAF/C	SOC 1.10.71
XP680	5.11.62	6 FTS/CAW	To 8460M 30.12.75	XS175	7.10.63	7 FTS/CFS	Sold 7.7.71
XP681	5.11.62	7 FTS/1 FTS	SS 15.2.71	XS176	2.10.63	2 FTS/3 FTS/CATCS	
XP682	12.11.62	7 FTS	Crashed at Scother, Lincs 27.7.64	XS177	8.11.63	RAF/C/2 FTS/3 FTS/ CATCS/TWU	
XP683	10.12.62	6 FTS/1 FTS	SS 14.8.72	XS178	20.11.63	CFS/7 FTS/RAF/C/CATCS	
XP684	29.11.62	7 FTS	Sold 30.8.67 Cv to T.52 G-27-93	XS179	5.11.63	RAF/C/CAW	To 8238M 9.8.73
XP685	29.11.62	7 FTS/2 FTS	SS 14.8.72	XS180	8.11.63	6 FTS/CAW	To 8236M 6.8.73
XP686	18.12.62	3 FTS/CAW/CATCS/CAW/ 6 FTS/CATCS	SOC 23.9.76	XS181	8.11.63	3 FTS/RAF/C/CATCS	
XP687	10.12.62	3 FTS	SS 15.2.71	XS182	5.2.64	CFS/RAF/C/6 FTS/ 2 FTS/3 FTS	SOC 1.10.71
XP688	10.12.62	RAF/C/CAW/CATCS		XS183	3.1.64	2 FTS	SOC 1.10.71
XR643	22.1.63	6 FTS/RAF/C/3 CAACU/ 5 MU		XS184	10.1.64	3 FTS	SOC 1.10.71
XR644	23.1.63	6 FTS/2 FTS	SOC 1.10.71	XS185	16.1.64	3 FTS/RAF/C	SS 15.2.71
XR645	18.1.63	7 FTS	Crashed at Stelling- fleet 4.10.66	XS186	4.2.64	CAW	To 8408M 7.10.74
XR646	15.1.63	7 FTS/6 FTS/3 FTS/ 6 FTS	SOC 1.10.71	XS209	4.2.64	CAW	To 8409M 7.10.74
XR647	29.1.63	2 FTS/CAW/6 FTS	Crashed near Bor- oughbridge 7.5.73	XS210	7.2.64	CAW	To 8237M 6.8.73
XR648	29.1.63	2 FTS	SS 18.12.70	XS211	7.2.64	CAW/CATCS/SRF	Crashed 13.2.76
XR649	2.63	6 FTS/CAW	SOC 14.3.72	XS212	3.3.64	CAW/CFS	SS 18.12.70
XR650	14.3.63	7 FTS/CAW/3 FTS/ CATCS/CAW/SRF	SOC 21.1.76	XS213	4.3.64	CAW/CFS	To Kenya AF as G.I. airframe 18.6.70
XR651	14.3.63	7 FTS/3 FTS/CATCS/ CAW/SRF	To 8431M 17.1.73	XS214	3.3.64	CAW	SOC 11.3.74
XR652	14.3.63	6 FTS	Sold 30.8.67; Cv to T.52 G-27-94	XS215	4.3.64	CAW/SRF	
XR653	14.3.63	7 FTS/CAW/CATCS		XS216	17.3.64	CAW/6 FTS	SOC 5.6.73
XR654	2.4.63	6 FTS/RAF/C/3 FTS/CAW	SOC 25.11.71	XS217	2.4.64	RAF/C/CFS/CATCS	
XR655	28.3.63	7 FTS/1 FTS	SOC 1.10.71	XS218	2.4.64	3 FTS/27 MU/SRF	
XR656	2.4.63	6 FTS/RAF/C	SOC 1.10.71	XS219	16.4.64	CAW/CATCS/SRF	
XR657	1.4.63	7 FTS/1 FTS	SS 15.2.71	XS220	7.4.64	3 FTS	SS 18.12.70
XR658	2.4.63	7 FTS/CAW/6 FTS	To 8192M 1.1.72	XS221	24.4.64	JP Trials Unit	Crashed in Malaya 10.2.66
XR659	3.4.63	6 FTS/3 FTS	SS 17.8.71	XS222	12.5.64	RAF/C/CFS	SOC 1.10.71
XR660	3.4.63	6 FTS/CAW/CATCS/ 4 FTS	SOC 17.8.72	XS223	4.5.62	JPTU	Sold 13.1.67; Cv to T.52 G-27-4
XR661	2.4.63	7 FTS/3 FTS	Sold 30.8.67; Cv to T.52 G-27-95	XS224	26.5.64	JPTU	Sold 16.1.67; Cv to T.52 G-27-5
XR662	23.4.63	7 FTS/6 FTS/CAW/RAF/C/ CATCS/CAW/SRF	To 8410M 6.6.74	XS225	4.6.64	1 FTS/CFS	SOC 1.10.71
XR663	23.4.63	6 FTS	SOC 6.12.68	XS226	4.6.64	CAW/CFS	SOC 1.10.71
				XS227	3.7.64	3 FTS	Sold 18.1.67; Cv to T.52 G-27-6
				XS228	3.7.64	-	Sold 18.1.67; Cv to T.52 G-27-7
				XS229	7.7.64	3 FTS/CFS	Collided with XP675 and crashed, Little Rissington 26.2.68
				XS230	28.9.64	MoA	Cv to T.5 prototype
				XS231	11.1.65	-	Cv to BAC 166 prototype

Abbreviations: SS = Sold as scrap; GI = ground instruction;
BSE = Bristol-Siddeley Engines. All sales were to BAC.

THE MILES MASTER I IN ROYAL AIR FORCE SERVICE

Fighter pilots of the Royal Air Force trained during the Second World War inevitably graduated from either the Miles Master or North American Harvard, a contrasting pair of advanced trainers which provided large numbers of trained pilots for the operational squadrons.

The two types were very different in concept. The Master was a typical product of the small Miles factory at Reading which had previously restricted itself to light wooden aircraft. Its first high-performance aircraft was naturally also of wooden construction. North American went for an all-metal aircraft which remains in service to the present day, over three decades after the Master disappeared.

Nevertheless, both types were needed by the rapidly-expanding Royal Air Force. The Master did not take up any of the manufacturing capacity of the factories producing operational aircraft while the embryonic American aircraft industry was still too small to produce enough aircraft to meet British and French training requirements. The handling characteristics of the Master were similar to those of operational fighters and this fact offset its unfortunate liability to structural failure.

Prototype of the Master was the sleek Miles M.9 Kestrel. Powered by a 745 h.p. Rolls-Royce Kestrel XVI, the M.9 first flew on 3 June 1937. Because of its light construction and relatively powerful engine, the top speed was just under 300 mph. However, the production version had a lower-powered Kestrel 30 and the addition of service equipment and fitment of a more practical cockpit canopy reduced the top speed by nearly 100 mph. The first production Master I (N7408) made its first flight on 31 March 1939. An initial contract for 500 was followed by a further one for 400, a further 625 later being amended to Master IIs. Six were delivered before the outbreak of war, by which time about 150 Harvards were in service, and by the end of 1939 70 had been taken on charge. No.5 Flying Training School was the first to be equipped with the Master.

Many Master Is were issued in ones and twos to a wide variety of units, including operational squadrons. In the absence of two-seat trainer versions of operational types, as later became common in the Meteor/Vampire/Hunter era, a Master was provided for training and communications purposes. To guard against any shortage of Spitfires and Hurricanes during the Battle of Britain, provision was made for Masters to be produced as single-seaters armed with six Browning machine-guns. Twenty-six were so armed but fortunately no need arose for their services. Fighter operational training units also received Masters for conversion training in fair numbers.

Although the Master, unlike the Harvard, was never used on operational missions, some were lost to enemy action since No.8 FTS at Montrose carried out its training programme with nothing but sea between it and the enemy. German bombers attacked this coastal airfield and destroyed several Masters, doubtless reporting them as Spitfires! One exception to the rule might be made for No.54 Squadron's Master N7681 which found itself involved in a dogfight with Bf 109Es over Calais while picking up a downed pilot from Calais airfield.

Casualties in the training units were high. At least 19 Master Is are known to have broken up in flight and many others which crashed for unknown reasons may have been victims of structural failure. Many other accidents were the result of transition from docile Tiger Moths and Magisters to a much more advanced type.

Three Master Is were re-engined. N7422 received a Bristol Mercury XX and was similar to the prototype Master II N7447. Similarly N7994 received a Pratt & Whitney Wasp Junior as forerunner of the Master III.

Kestrels were elderly when the Master entered service and production of the Mark I ceased in April 1941, being followed by 2,162 Mark IIs with Mercury engines. Few Masters outlasted the war and none have been preserved.

Service Use

Major users: (Mark I only)

No.5 Service Flying Training School, Sealand received its first Master in September 1939, moving to Ternhill on 16 November 1940. It became No.5 (Pilots) Advanced Flying Unit on 11 April 1942 and flew Master Is until December 1944.

No.8 Service Flying Training School, Montrose received Masters in May 1940 and flew them until January 1942

No.9 Service Flying Training School, Hullavington received some Masters in December 1939 but had them re-allotted to No.5 SFTS. Full equipment with Masters began in November 1940 and the unit became No.9 (Pilots) Advanced Flying Unit on 14 February 1942 which flew the type until August 1944.

No.14 Service Flying Training School, Cranfield re-equipped with Masters in June 1940 but replaced them by September.

No.15 Service Flying Training School, Middle Wallop, received Masters in April 1940 but replaced them with Harvards in June

No.5 (Pilots) Advanced Flying Unit - see under 5SFTS

No.7 (Pilots) Advanced Flying Unit, Peterborough was formed on 1 June 1942 and flew Masters until November 1944

No.9 (Pilots) Advanced Flying Unit - see No.9 SFTS

No.17 (Pilots) Advanced Flying Unit was formed at Watton on 29 January 1942 and moved to Bodney on 6 November 1942. Flew Masters until disbanded on 1 February 1944.

No.22 Elementary Flying Training School, Cambridge flew Masters between May 1943 and February 1944

No.2 Flying Instructors School formed at Montrose on 5 January 1942 and flew Masters until July 1942

No.4 Flying Instructors School, Cambridge, flew Masters between May 1941 and 1 May 1943 when it closed.

No.10 Flying Instructors School was formed at Woodley on 22 July 1942 and flew Masters until February 1944

Operational Training Units equipped with Masters were

No.5 (later 55) OTU, Aston Down, Usworth and Annan

No.6 (later 56) OTU, Sutton Bridge and Tealing

No.7 (later 57) OTU, Hawarden and Eshott

No.52 OTU, Debden and Aston Down

No.53 OTU, Heston and Llandow

No.54 OTU, Church Fenton

No.58 OTU, Grangemouth

No.59 OTU, Crosby

No.60 OTU, Leconfield and East Fortune

No.61 OTU, Heston and Rednal

Royal Air Force College, Cranwell flew Masters between June 1942 and February 1944

No.6 Anti-Aircraft Cooperation Unit, Cark between May 1942 and July 1943

No.7 Anti-Aircraft Cooperation Unit, Ringway between May 1942 and April 1943

No.8 Anti-Aircraft Cooperation Unit, Cardiff between June 1942 and August 1943

Central Flying School, Upavon between April 1940 and September 1941

Minor users:

No.1 Service Flying Training School, Netheravon (1941/2)

No.16 (Polish) Service Flying Training School, Newton (1941/2 and 1944)

No.5 Flying Instructors School, Perth (1942/3)

No.6 Flying Instructors School, Worcester (1942)

No.8 (Coastal) Operational Training Unit, Fraserburgh (1942/3)

No.41 Operational Training Unit, Hawarden (1942/44)

No.63 Operational Training Unit, Honiley (1942)

Central Gunnery School, Warmwell (1940)

Central Navigation School, Cranage (1942/43)

No.1 Air Armament School, Manby (1940/42)

No.7 Air Gunners School, Stormy Down (1941/2)

Refresher Flying Training School, Kirknewton (1942)

Staff Pilot Training Unit, Cark (1943)

No.2 Ferry Training Unit, Lyneham (1942)

No.1 Ant-Aircraft Cooperation Unit, Farnborough (1942)

No.1 School of Army Cooperation, Old Sarum (1941)

School of Air Navigation, St.Athan (1940)

No.2 School of Air Navigation, Cranage (1942/3)

No.1 Tactical Exercise Unit, Tealing (1943/4)

No.2 Tactical Exercise Unit, Balado Bridge (1943/4)

No.3 RAF Regiment School, Ronaldsway (1942)

No.11 Armament Practice Camp, Fairwood Common (1944/5)

Service Ferry Squadron, Kemble (1941/42)

No.1401 (Met) Flight, Bircham Newton (1942)

No.1406 (Met) Flight, Wick (1942/3)

No.1491 (TT & G) Flight, Skeabrae (1942)

No.1601 (AAC) Flight, Weston Zoyland (1942/3)

No.9 Group Communications Flight, Barton (1942)

No.12 Group Communications Flight, Hucknall (1942 and 1944)

No.81 Group Communications Flight, Worcester (1942/3)

No.82 Group Communications Flight, Newtownards (1942)

Coastal Command Communications Flight, Northolt (1942)

RAF Northern Ireland Communications Flight, Newtownards (1942/3)

Flying Training Command Practice Flight, Woodley (1940)

Operational Squadrons: 4, 16, 26, 85, 87, 105, 152, 168, 219, 222, 225, 238, 239, 242, 245, 249, 253, 257, 264, 266, 414 (RCAF), 460 (RAAF), 504, 519, 521, 607, 610, 615, 616

Station Flights:

Andreas, Aston Down, Atcham, Ayr, Ballyhalbert, Castle Bromwich, Castletown, Catterick, Church Fenton, Clifton, Debden, Digby, Drem, Duxford, Eglinton, Elmdon, Errol, Fraserburgh, Honiley, Hornchurch, Hutton Cranswick, Ibsley, Kenley, Kirton-in-Lindsey, Leconfield, Middle Wallop, Northolt, North Weald, Old Sarum, Ouston, Peterhead, Portreath, Skeabrae, Tain, Tangmere, Tealing, Ternhill, Turnhouse, Usworth, Warmwell, Wittering, Woodvale.

Note: It should be remembered that all dates relate to Master Is. Attrition in training units was normally replaced by Master IIs and the number of Mark Is on strength naturally tended to decrease in later years. A few Master Is may have remained on strength after the mark had been effectively replaced for training purposes.

Specification:

Engine: Rolls-Royce Kestrel 30 715 hp

Span: 39 ft

Length: 30 ft 5 in

Height: 10 ft

Wing area: 235 sq ft

Weights: Empty 4,156 lb Loaded 5,352 lb

Production

Specification 16/38

Contract 779602/38 500 N-series

Contract B44440/39 400 T-series.

Three aircraft diverted to experimental purposes N7422 and N7447 for Mercury tests; N7794 for Wasp Junior tests. N7438 to N7441 originally intended for Estonia.

Strength

<u>Month</u>	<u>Accidents</u>	<u>SOC</u>	<u>Diverted</u>	<u>On Hand</u>
by				
Sep 1939			1	13
Oct 1939	1			24
Nov 1939	1			41
Dec 1939	1			64
Jan 1940	1			89
Feb 1940			2	123
Mar 1940				143
Apr 1940	5			188
May 1940	12		2	226
Jun 1940	11		2	269
Jul 1940	9	1		324
Aug 1940	12	1		381
Sep 1940	18	1	2	418
Oct 1940	15		1	453
Nov 1940	8	1	2	504
Dec 1940	8	1	2	548
Jan 1941	4			590
Feb 1941	11	1		659
Mar 1941	24	1		703
Apr 1941	23	2		706
May 1941	13			693
Jun 1941	14		2	677
Jul 1941	22	1		654
Aug 1941	21	2		631
Sep 1941	15			616
Oct 1941	17	1	2	596
Nov 1941	7	1		588
Dec 1941	8	2		578
Jan 1942	11	1	1	565
Feb 1942	5	4		556
Mar 1942	4	2		550
Apr 1942	3	10	9	528
May 1942	6	1		521
Jun 1942	8			513
Jul 1942	5	1		507
Aug 1942	5	1		501
Sep 1942	3	1		497
Oct 1942	6	1	4	486
Nov 1942	4	1		481
Dec 1942	4	10		467
Jan 1943	3		11	453
Feb 1943	3		4	446
Mar 1943	10	10		426
Apr 1943	5	10	4	407
May 1943	9	20	2	376
Jun 1943	10	10	3	353
Jul 1943	9	16	4	324
Aug 1943	11	14	3	296
Sep 1943	8	15	1	272
Oct 1943	5	15	1	251
Nov 1943	5	5	2	239
Dec 1943	4	9		226
Jan 1944	5	21	1	199
Feb 1944	1	38	1	159
Mar 1944	3	20	1	135
Apr 1944		13		122
May 1944	1	9		117
Jun 1944		7		105
Jul 1944	2	16		87
Aug 1944		7		80
Sep 1944	1	4		75
Oct 1944	1	10		64
Nov 1944		2		62
Dec 1944		3		59
Jan 1945		1		58
Feb 1945				58
Mar 1945		1		57
Apr 1945		23		34
May 1945		5		29

Note: Accidents includes 9 lost to enemy action
Diversions - all but one to Admiralty.

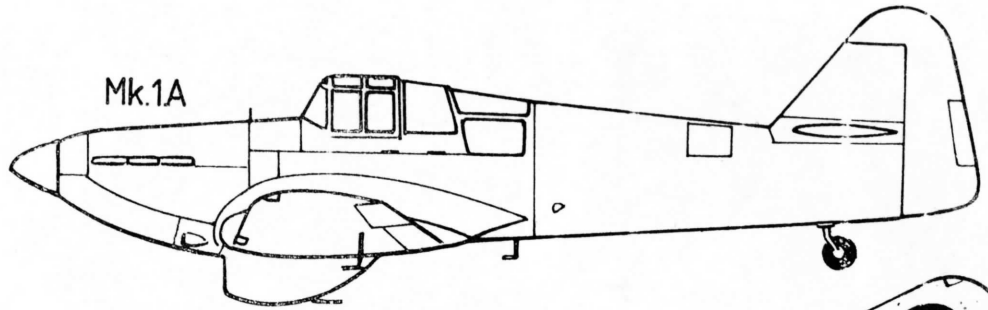
400 Miles Master Is delivered between September 1940 and
April 1941

T8268	9 FTS/9 PAFU/5 PAFU	SOC 16.7.43	T8348	CFS/5 FTS/7 AACU 5 PAFU	SOC 30.7.43
T8269	9 FTS/9 PAFU/5 PAFU	Stalled at low altitude and crashed near Market Drayton, Salop 21.7.43	T8349	CFS/9 FTS	SOC 24.3.43
T8270	9 FTS/9 PAFU/5 PAFU	SOC 31.3.44	T8350	58 OTU/9 FTS/7 AACU	To Admiralty 18.8.43
T8271	ATA	To 3643M 3.43	T8351	58 OTU/61 OTU	SOC 3.12.44
T8272	8 FTS	SOC 30.4.45	T8364	58 OTU/57 OTU	Crashed in forced landing near Shrewsbury, Salop 5.4.42
T8274	5 PAFU	Hit plough landing at Ternhill 21.5.43	T8365	58 OTU/57 OTU/62 OTU	SOC 19.1.44
T8275	RAFC	Ran into Blenheim L8660 while taxying, Cranwell 18.11.43	T8366	8 FTS/5 PAFU	To Admiralty 26.8.43
T8276	9 FTS/Errorl	To 3636M 3.43	T8367	8 FTS/9 FTS	Overshot and hit wall, Tetbury, Glos. 28.8.41
T8277	8 AACU	SOC 17.7.45	T8368	8 FTS/9 FTS/ 7 PAFU/5 PAFU	SOC 15.2.44
T8278	-	To Admiralty 25.4.42	T8369	8 FTS/59 OTU/9 PAFU	SOC 20.12.43
T8279	9 FTS	To 3837M	T8370	8 FTS/5 PAFU	SOC 9.2.44
T8280	7 PAFU	SOC 12.1.44	T8371	8 FTS/2 FIS/ 7 AACU/9 PAFU	SOC 1.11.45
T8281	-	To Admiralty 1.1.43	T8372	9 FTS/5 PAFU	SOC 15.6.43
T8282	7 PAFU/22 EFTS	SOC 11.8.44	T8373	9 FTS/SFPP/Tangmere	SOC 30.1.45
T8283	-	To Admiralty 19.6.41	T8374	9 FTS	Spun into ground near Babdown Farm 18.3.41
T8284	-	To Admiralty 19.6.41	T8375	9 FTS	SOC 30.4.45
T8285	9 FTS/9 PAFU	Crashed on take-off, Castle Combe 23.6.42	T8376	9 FTS	Dived into ground at Kingston St. Michael, Wilts 19.9.41
T8286	56 OTU/5 PAFU	To Admiralty 10.11.43	T8377	9 FTS/9 PAFU/5 PAFU	SOC 27.8.43
T8287	56 OTU/9 FTS/5 PAFU	Crashed on take-off, Ternhill 14.5.43	T8378	9 FTS	Crashed 12.8.41
T8288	105	SOC 27.8.43	T8379	9 FTS	Crashed 28.8.41
T8289	58 OTU/57 OTU/ 58 OTU	Undershot landing at Eshott 26.3.43	T8380	9 FTS/9 PAFU	Crashed on landing, Errol 20.9.43
T8290	-	To Admiralty 7.12.40	T8381	9 FTS/5 FTS	Caught fire in air and abandoned over Crudgington, Salop 18.7.41
T8291	-	To Admiralty 28.11.40	T8382	9 FTS/7 AACU	Abandoned after port wing broke off over Hampshire 19.10.42
T8292	-	To Admiralty 27.11.40	T8383	9 FTS/8 FTS	Flew into Pinderachy Hill, Angus, in low cloud 1.10.41
T8317	9 FTS	Crashed on approach at night, Babdown Farm 16.10.41	T8384	9 FTS/10 FIS	SOC 25.2.44
T8318	9 FTS	Dived into ground near Castle Combe 9.1.42	T8385	9 FTS/57 OTU	SOC 4.10.44
T8319	9 FTS/9 PAFU	To 3673M 5.43	T8386	9 FTS/8 AACU	SOC 30.5.44
T8320	9 FTS/9 PAFU	Hit obstruction on landing, Castle Combe 12.6.42	T8387	9 FTS/8 FTS/RAFC	Ran away and hit DM883, Cranwell 5.11.42
T8321	8 FTS/2 SAN	SOC 3.7.45	T8388	9 FTS/57 OTU	SOC 29.9.43
T8322	5 PAFU	SOC 26.6.43	T8389	9 FTS/5 FTS/Skeabrae/ 5 PAFU/9 PAFU	SOC 11.10.44
T8323	5 FTS/57 OTU/7 AACU	To Admiralty 21.4.43	T8390	9 FTS	Crashed in forced landing Illston-on-the-Hill, Leics 22.11.41
T8324	5 FTS	Flew into high ground near Hathersage, Derbyshire 25.3.41	T8391	9 FTS/57 OTU	Crashed on landing, Eshott 26.3.43
T8325	5 FTS/9 FTS/9 PAFU/ 5 PAFU	SOC 10.10.43	T8392	9 FTS	Crashed 6.12.43
T8326	5 FTS	Stalled while low flying and crashed near Mold, Flint 12.12.40	T8393	9 FTS/5 FTS/17 PAFU	Crashed in forced landing, Hepworth, Norfolk 11.3.43
T8327	5 FTS/55 OTU	SOC 8.7.44	T8394	5 FTS/9 FTS/9 PAFU	SOC 20.9.44
T8328	5 FTS/8 FTS/RAFC	To Admiralty 2.1.43	T8395	5 FTS/9 PAFU	SOC 28.9.43
T8329	8 FTS	Stalled overshooting at night, Montrose 29.12.40	T8396	5 FTS/7 PAFU/9 PAFU	SOC 20.9.44
T8330	8 FTS/59 OTU/58 OTU/ 2 TEU/53 OTU	SOC 8.3.45	T8397	5 FTS	Dived into ground, Uffington, Salop 26.11.40
T8331	CFS/57 OTU	Crashed 28.10.41	T8398	CFS/9 FTS/9 PAFU	Flew into hill in cloud, Balluderon Hill, Angus 25.1.43
T8332	CFS/9 FTS/57 OTU	SOC 12.7.43	T8399	CFS/9 FTS	Crashed 16.12.41
T8333	CFS/9 FTS/57 OTU/ 58 OTU/59 OTU/63 OTU	SOC 31.3.44	T8400	9 FTS/55 OTU	SOC 20.12.43
T8334	8 FTS	Spun into ground 1m N of Laurencekirk, Kincardineshire 13.5.41	T8401	9 FTS/7 PAFU	SOC 23.8.43
T8335	8 FTS	Dived into ground, Johnshaven, Kincardineshire 1.11.40	T8402	9 FTS/10 FIS	SOC 15.2.44
T8336	8 FTS/2 FIS/7 PAFU	SOC 9.8.43	T8403	9 FTS/7 PAFU	SOC 31.8.43
T8337	8 FTS	DBR 13.7.41	T8404	9 FTS	Hit trees on night take-off, Hullavington 7.12.41
T8338	8 FTS	Crashed 30.3.41	T8405	8 FTS/9 FTS/41 OTU/ 225/16/6 AACU	SOC 31.3.43
T8339	8 FTS/53 OTU/55 OTU/ 7 AACU/5 PAFU	SOC 31.3.44	T8406	8 FTS/5 FTS/5 PAFU	SOC 30.4.45
T8340	56 OTU/9 FTS/ 17 PAFU/9 PAFU	SOC 8.6.44	T8407	8 FTS	Dived into ground on take-off, Stracathro 29.8.41
T8341	56 OTU/52 OTU	SOC 8.5.43	T8408	8 FTS	Crashed in forced landing 3m N of Laurencekirk, Kincardine 7.9.41
T8342	56 OTU/Duxford/ 52 OTU/55 OTU	SOC 29.8.44	T8409	CFS	Dived into ground near Marlborough, Wilts 22.7.41
T8343	55 OTU/8 AACU/ 7 PAFU/9 PAFU	SOC 27.4.44	T8410	CFS	Crashed after take-off, New Zealand Farm 20.2.41
T8344	55 OTU	Collided with Hurricane V7178 ¼m W of Gretna, Dumfries 4.6.42	T8411	CFS/9 FTS/460/ 55 OTU	Port wing broke off over Abbey Town, Cumberland 7.7.42
T8345	CFS/9 FTS/9 PAFU	SOC 30.4.45	T8412	CFS/59 OTU	Hit HT cables low flying 3m S of Thursby, Cumberland 17.7.41
T8346	CFS/5 FTS	Crashed in forced landing, Peplow 30.7.41	T8429	CFS/9 FTS/2 FTU/ Lynham/2 FF/CNS/ 4 FIS/22 EFTS	Crashed on landing, Cambridge 19.5.43
T8347	CFS/9 FTS	Taxied into N7579 and DBR, Hullavington 28.1.42			

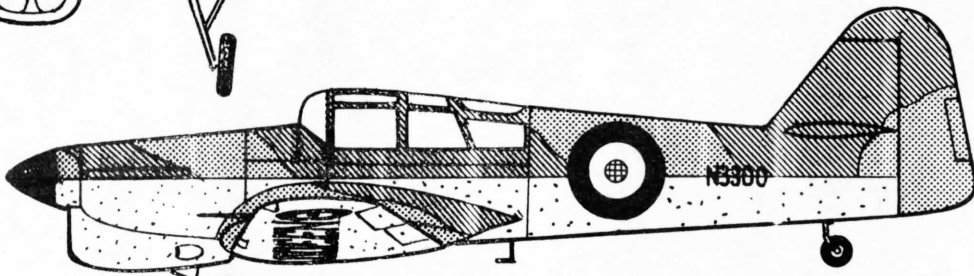
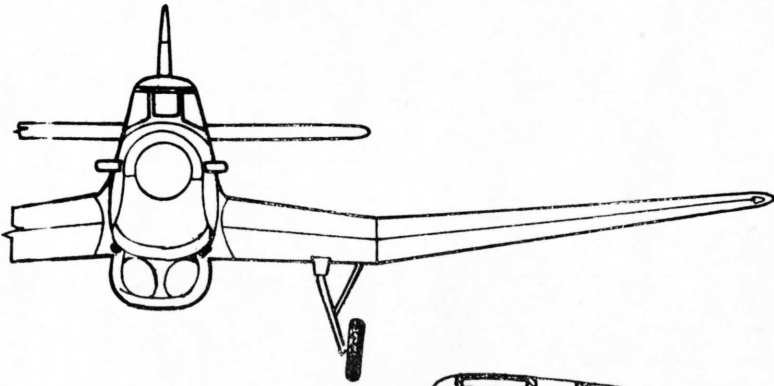
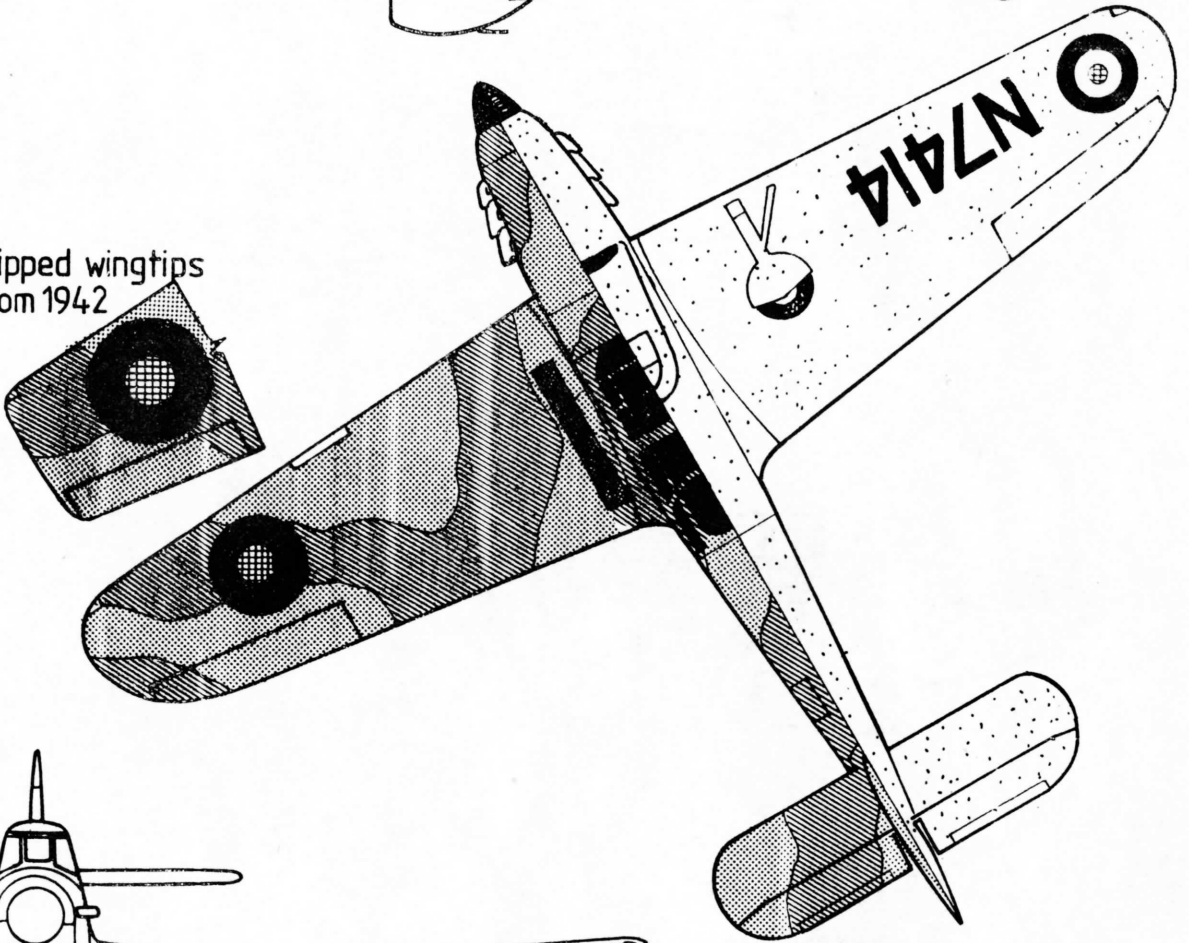
T8430	8 FTS	Spun into ground near Friockheim, Angus 21.8.41	T8499	225/17 PAFU	SOC 11.10.44
T8431	5 FTS/57 OTU/58 OTU/59 OTU	Failed to recover from dive 3m SW of Cornhill, Northumberland 6.11.42	T8500	Peterhead/Tealing/56 OTU/1 TEU	SOC 26.2.44
T8432	5 FTS	Hit tree on take-off, Peplow 31.7.41	T8501	9 FTS/9 PAFU/10 FIS/9 PAFU	Bellylanded at Stracathro 7.7.44
T8433	9 FTS/9 PAFU	To 3670M 5.43	T8502	9 FTS/57 OTU	Hit obstructions on runway under construction, Rednal 7.11.41
T8434	9 FTS/SFPP/6 AACU/17 PAFU/9 PAFU	SOC 11.10.44	T8503	225/4 FIS/22 EFTS	SOC 12.2.44
T8435	5 FTS/8 FTS/5 FTS	SOC 9.2.44	T8504	9 FTS/61 OTU	Swung on take-off and hit parked aircraft, Heston 8.3.42
T8436	9 FTS/7 PAFU	Crashed in forced landing near Coutes, Cambs. 27.3.43	T8505	9 FTS/9 PAFU/17 PAFU	Crashed in forced landing, Calveley 18.8.43
T8437	8 FTS	SOC 30.4.45	T8506	9 FTS	Crashed on take-off, Babdown Farm 8.2.42
T8438	CFS/9 FTS	Crashed in forced landing 2m SE of Hullavington 1x.9.41	T8507	9 FTS/9 PAFU/Errol	To 3671M 3.43
T8439	5 FTS	Crashed 10.4.41	T8538	9 FTS	Crashed in forced landing, Little Somerford, Wilts, 8.2.42
T8440	5 FTS	SOC 27.4.44			
T8441	5 FTS/9 FTS	SOC 26.10.43	T8539	9 FTS/5 FTS/7 PAFU/9 PAFU	SOC 27.5.44
T8442	5 FTS	Dived into ground near Market Drayton, Salop 31.12.40	T8540	8 FTS/8 AACU	
T8443	9 FTS	Hit shed in circuit, Babdown Farm 24.3.41	T8541	8 FTS/17 PAFU/9 PAFU	SOC 6.6.44
T8444	9 FTS/9 PAFU	SOC 27.5.44	T8542	8 FTS/9 FTS/9 PAFU	Undercarriage collapsed on landing, Errol 12.10.43
T8445	9 FTS	Crashed 29.6.41	T8543	9 FTS	To Admiralty 3.10.41
T8446	9 FTS/9 PAFU/10 FIS	SOC 1.11.45	T8544	5 FTS/3 RAFRS	To 4163M 11.42
T8447	9 FTS/5 PAFU/Ternhill	SOC 15.2.44	T8545	5 FTS/9 FTS/9 PAFU	Caught fire in hangar, Errol 30.1.44 and DBR
T8448	9 FTS	Crashed 29.6.41	T8546	5 FTS/56 OTU/55 OTU	SOC 14.7.44
T8449	9 FTS/9 PAFU	SOC 9.2.44	T8547	CFS/9 FTS	Hit tree low flying 1m W of Morton, Glos 25.7.41
T8450	5 PAFU	Undercarriage damaged on take-off and collapsed on landing, Chetwynd 31.7.43	T8548	9 FTS/9 PAFU/Errol/9 PAFU	SOC 9.5.44
T8451	6 AACU/7 PAFU/9 PAFU	Crashed 14.9.44	T8549	54 OTU/60 OTU/61 OTU/5 PAFU	To 3662M 4.43
T8452	5 PAFU	Crashed in forced landing near Wem, Salop 10.11.43	T8550	54 OTU	Crashed on take-off, Church Fenton 18.5.41
T8453	5 PAFU	Crashed in forced landing near Whitchurch, Salop 15.9.43	T8551	54 OTU/60 OTU/61 OTU/5 PAFU	Hit by AZ839 while parked, Ternhill 26.5.43
T8454	7 PAFU	Crashed in forced landing near Gedney Hill, Lincs 20.6.43	T8552	-	SOC 1.4.42 for spares
T8455	-	SOC 3.7.45	T8553	58 OTU/59 OTU	Crashed while low flying 1m S of Ancroft, Northumberland 20.2.43
T8456	-	SOC 21.9.43			
T8457	RAFC/17 PAFU	Crashed in forced landing near Holt, Denbigh 9.9.43	T8554	58 OTU/Tain/57 OTU	SOC 3.12.44
T8458	7 AACU/5 PAFU	SOC 29.1.44	T8555	to	
T8459	-	To Admiralty 22.10.42	T8557	-	SOC 1.4.42 for spares
T8460	5 PAFU	SOC 29.1.44	T8558	58 OTU/81 Gp CF/5 PAFU	Dived into ground near Kelsall, Cheshire 17.6.43
T8461	RAFC	SOC 15.2.44	T8559	AAEE/9 PAFU	Abandoned in icing conditions over River Tay 30.3.44
T8462	-	To 4463M 1.44			
T8463	8 AACU/7 PAFU	SOC 12.1.44	T8560	-	SOC 1.4.42 as spares
T8464	Northolt/52 OTU/55 OTU	Crashed on approach, Annan 25.10.43	T8561	-	SOC 1.4.42 as spares
T8465	-	SOC 1.4.42	T8562	58 OTU/57 OTU	SOC 31.12.44
T8466	9 FTS/9 PAFU	Bellylanded at Errol, 16.9.43	T8563	58 OTU/59 OTU	SOC 26.9.43
T8467	9 FTS/9 PAFU	Hit tree low flying and crashed on Kirkcaldy Golf Course, Fife 29.11.42	T8564	58 OTU/2 TEU/57 OTU	SOC 5.10.44
			T8565	7 PAFU	Crashed on take-off, Peterborough 7.8.43
T8468	9 FTS	Crashed on take-off, Babdown Farm 22.4.41	T8566	55 OTU	SOC 4.10.43
T8469	9 FTS	Crashed in forced landing near Severn Stoke, Worcs. 26.6.41	T8567	55 OTU	SOC 30.12.41
T8482	9 FTS/6 AACU	SOC 4.12.43	T8568	5 FTS/239/4/7 PAFU	SOC 12.1.44
T8483	9 FTS	Crashed on approach, Castle Combe 9.6.41	T8569	5 FTS	Hit hangar on take-off and crashed, Ternhill 6.4.41
T8484	5 PAFU	SOC 30.5.43	T8570	5 FTS	Crashed in night landing, Driffield 7.3.41
T8485	55 OTU	Undershot forced landing at Burscough 20.9.43	T8571	5 FTS/9 FTS/5 PAFU	Crashed in forced landing, Hatton, Salop. 18.10.42
T8486	5 PAFU	Hit HT cable and crashed, Grindley, Salop 1.10.43	T8572	5 FTS/6 AACU	Crashed in forced landing near Woodvale 13.3.43
T8487	7 AACU/55 OTU	SOC 1.11.45	T8573	7 PAFU/9 PAFU	Undercarriage collapsed on landing, Errol 27.10.43
T8488	RAFC	SOC 9.2.44	T8574	5 PAFU/9 PAFU	SOC 12.7.44
T8489	225/4/17 PAFU/9 PAFU	SOC 28.6.44	T8575	81 Gp CF/7 AACU/ Castle Bromwich/5 PAFU	SOC 15.2.44
T8490	9 FTS	Crashed on landing, Babdown Farm 24.8.41	T8576	7 PAFU	SOC 12.1.44
T8491	9 FTS/5 PAFU	SOC 4.7.43	T8577	5 PAFU/9 PAFU	SOC 27.6.44
T8492	-	To Admiralty 2.4.42	T8578	RAFC/9 PAFU	SOC 24.1.44
T8493	9 FTS/9 PAFU	Crashed in forced landing 2m N of Errol 30.1.44	T8579	58 OTU/59 OTU/63 OTU/26/11 APC	SOC 19.4.45
T8494	9 FTS/8 FTS/RAFC	Undercarriage collapsed while taxiing, Cranwell 2.12.43	T8580	9 FTS/9 PAFU	SOC 26.10.43
T8495	9 FTS/52 OTU/ATA	To 3644M 3.43	T8581	58 OTU	Spun into ground 1m S of Maddeston, Stirling 28.8.41
T8496	225/9 PAFU	SOC 27.10.43	T8600	7 PAFU/9 PAFU	SOC 12.3.44
T8497	225/6 FIS/10 FIS	Crashed in forced landing near Hurst, Berks. 4.4.43	T8601	7 PAFU/22 EFTS	To 4482M 1.44
			T8602	9 FTS/9 PAFU	Dived into ground, probably after collision with Hurricane P2799, Rossie Priory, Perth 29.12.42
T8498	Honiley/57 OTU/4 FIS/22 EFTS	SOC 21.7.43			

T8603	7 AACU	To Admiralty 21.4.43	T8667	9 FTS/105/FAA	
T8604	-	SOC 1.4.42 for spares		9 PAFU	
T8605	58 OTU	SOC 20.12.43	T8668	55 OTU/7 PAFU/5 PAFU	SOC 29.1.44
T8606	58 OTU/61 OTU/ 6 AACU/5 PAFU	SOC 24.12.43	T8669	55 OTU	Crashed on take-off, Longtown 20.8.43
T8607	58 OTU/288/ Hucknall/12 Gp CF	SOC 24.8.44	T8670	55 OTU/9 FTS	Crashed on night approach, Babdown Farm 11.11.41
T8608	-	SOC 1.4.42 for spares	T8671	55 OTU/9 FTS/105/ 4 FIS/5 PAFU/9 PAFU	Crashed in forced landing, Carlake, Lanarkshire 7.7.44
T8609	-	SOC 1.4.42 for spares	T8672	56 OTU	SOC 14.3.44
T8610	55 OTU/9 FTS/ 1 AAS/5 FTS	Crashed in forced landing ½m NE of Gnosall, Staffs 13.1.42	T8673	56 OTU	SOC 27.4.44
T8611	Warmwell/Hutton Cranwick/52 OTU/ 53 OTU	SOC 25.5.44	T8674	56 OTU/7 AACU/ 5 PAFU	Dived into ground, Bersham, Denbigh 14.9.43
T8612	Portreath/5 PAFU/ 9 PAFU	Crashed in forced landing, Fingask, Fife 11.5.44	T8675	56 OTU/8 FTS/ 2 FIS/RAFC	Crashed on take-off, Cranwell 5.8.42
T8613	Middle Wallop/ Ibsley/9 PAFU	Missing 28.1.42	T8676	CFS/5 FTS	SOC 12.10.43
T8614	12 Gp CF	To Admiralty 9.10.43	T8677	CFS/5 FTS/9 FTS/ 5 PAFU	To Admiralty 29.9.43
T8615	5 PAFU	Spun into ground on low level run, Leuchars 6.1.43	T8678	CFS	Crashed on night take-off, New Zealand Farm 30.4.41
T8616	1406 Flt		T8679	5 FTS/55 OTU/5 PAFU	Ran out of fuel and crashed near Bridgenorth, Salop 11.3.43
T8617	1401 Flt/521/ Fraserburgh/ 5 PAFU/9 PAFU	SOC 11.10.44	T8680	5 FTS	Crashed 25.2.41
T8618	9 FTS/7 AACU/ 9 PAFU	Crashed in forced landing 3m N of Inverarity, Angus 20.11.43	T8681	SFS Kemble	Spun into ground 4m W of Cirencester, Glos. 13.10.41
T8619	5 PAFU/9 PAFU	SOC 11.10.44	T8682	5 FTS/9 FTS/9 PAFU	SOC 20.7.44
T8620	414/22 EFTS	SOC 2.10.43	T8682	8 FTS	Crashed in forced landing, Montrose 3.3.41
T8621	5 PAFU	SOC 6.5.43	T8684	8 FTS	Flew into hill in bad visibility, Cairn of Finglenny, Angus 9.10.41
T8622	CCCF/9 PAFU	Crashed on approach, Errol 19.4.43	T8685	8 FTS/5 FTS	Crashed in forced landing ½m N of Denby 25.9.41
T8623	55 OTU	Undershot landing at Pretwick 17.10.41	T8686	8 FTS/5 PAFU	Undercarriage collapsed on landing, Chetwynd 9.1.44
T8624	55 OTU/105/ 17 PAFU/9 PAFU	SOC 30.6.44	T8687	8 FTS/RAFC	Crashed on take-off, Cranwell 14.4.43
T8625	55 OTU	SOC 8.7.44	T8688	8 FTS	Crashed 19.4.41
T8626	54 OTU/60 OTU/ 9 FTS	Crashed in forced landing, Halton Heath, 13.1.42	T8689	8 FTS/RAFC	SOC 5.9.43
T8627	54 OTU/60 OTU	Hit wires low flying, Scremerston, Berwick 30.8.41	T8690	8 FTS/5 PAFU	SOC 9.2.44
T8628	54 OTU/56 OTU/ Duxford/52 OTU/ 53 OTU	Crashed in forced landing, Ashwell, Rutland 6.11.43	T8691	9 FTS/8 OTU	Hit haystack low flying 5m ENE of Eillon, Aberdeenshire 21.3.43
T8629	8 FTS/57 OTU/ 7 PAFU/5 PAFU	SOC 1.11.43	T8692	52 OTU/56 OTU	SOC 26.2.44
T8630	8 FTS	Crashed 3.6.41	T8693	9 FTS/8 FTS/10 FIS	SOC 21.2.44
T8631	8 FTS/9 FTS	Bellylanded at Babdown Farm 21.8.41	T8694	52 OTU	SOC 14.9.43
T8632	8 FTS/7 AACU	To Admiralty 6.7.43	T8736	9 FTS/6 AACU/5 PAFU/ 9 PAFU	Bellylanded at Errol 31.3.44
T8633	8 FTS/9 FTS/7 PAFU	Crashed on approach, Sibson 13.5.43	T8737	9 FTS/5 FTS/ 7 AACU/5 PAFU	SOC 8.1.44
T8634	58 OTU	Crashed 10.3.41	T8738	52 OTU/55 OTU	SOC 30.4.45
T8635	57 OTU	Dived into ground, Mold, Flint 14.2.42	T8739	59 OTU	Dived too low and hit ground, Lordsgate, Cumberland 24.8.41
T8636	55 OTU/9 FTS/9 PAFU	Crashed on landing, Errol 15.6.43	T8740	59 OTU/5 FTS/ATA/ 5 PAFU	Crashed in forced landing near Stoke Orchard 5.10.43
T8637	55 OTU	Crashed in forced landing, Pittington, Co.Durham 13.5.41	T8741	59 OTU/58 OTU/ 5 PAFU	SOC 27.4.44
T8638	9 FTS	Spun into ground 2m WSW of Hullavington 17.5.41	T8742	59 OTU/9 PAFU	SOC 21.9.43
T8639	9 FTS	Dived into ground low flying near Ivinghoe, Bucks 10.9.41	T8743	59 OTU/9 FTS	SOC 3.7.45
T8640	9 FTS/9 PAFU	SOC 7.10.43	T8744	59 OTU	Crashed 1.6.41
T8656	9 FTS	Crashed on take-off, Castle Combe 24.6.41	T8745	59 OTU/5 FTS	SOC 30.7.43
T8657	9 FTS	SOC 14.1.42	T8746	59 OTU	Flew into ground in bad visibility near Kirkpatrick, Dumfries 7.7.41
T8658	9 FTS/Clifton/ 5 FIS/5 PAFU/9 PAFU	SOC 1.11.45	T8747	59 OTU/5 PAFU	SOC 23.1.44
T8659	9 FTS/SPFP/7 PAFU	Abandoned after control lost near Peterborough 19.8.43	T8748	59 OTU/5 FTS	SOC 11.8.43
T8660	9 FTS	Crashed on landing, Castle Combe 29.4.41	T8749	52 OTU/Castletown/ 56 OTU	SOC 20.4.44
T8661	9 FTS/8 FTS/9 FTS/ 8 AACU	SOC 12.10.43	T8750	52 OTU/53 OTU	Crashed on overshoot, Llandow 17.4.43
T8662	9 FTS/9 PAFU/5 PAFU	SOC 30.5.43	T8751	52 OTU/55 OTU/ 52 OTU/5 PAFU	SOC 29.1.44
T8663	5 FTS/9 FTS	Hit house on approach, Hullavington 8.10.41	T8752	52 OTU/56 OTU	SOC 15.5.43
T8664	5 FTS	Hit water low flying over lake near Newport, Salop 20.6.41	T8753	52 OTU/56 OTU/ 6 AACU/41 OTU	SOC 24.4.44
T8665	9 FTS/5 FTS/5 PAFU/ 9 PAFU	SOC 20.7.44	T8754	52 OTU/5 FTS	SOC 5.4.43
T8666	9 FTS/9 PAFU/5 PAFU	Crashed on take-off, Chetwynd 11.11.43	T8755	5 FTS/7 AACU/17 PAFU	SOC 25.3.44
			T8756	5 FTS/7 PAFU/ 5 PAFU	Crashed on landing, Tatenhill 1.6.43
			T8757	5 FTS	Stalled on take-off, Cosford 26.4.41
			T8758	5 FTS/8 AACU	SOC 21.7.43
			T8759	5 FTS	Crashed in forced landing near Hodnet, Salop 14.10.41
			T8760	5 FTS/225/219/ 57 OTU	SOC 12.7.43
			T8761	52 OTU/56 OTU/ 55 OTU	Crashed in forced landing, Kirkpatrick, Dumfries 30.7.43
			T8762	52 OTU	Hit tree in attempted forced landing, Stradishall 16.3.41

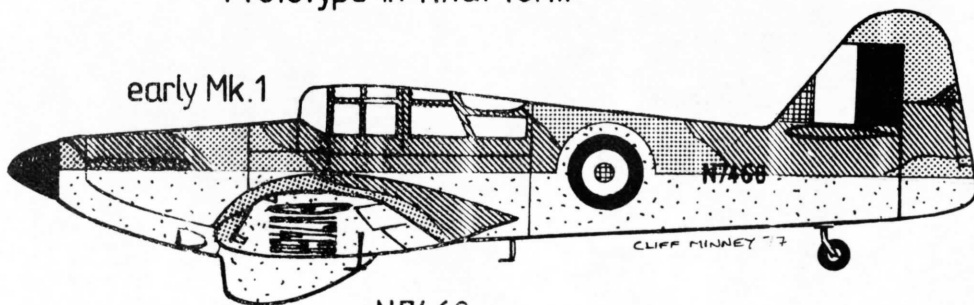
T8763	52 OTU/9 FTS/ 9 PAFU	Crashed in forced landing, Cowford Farm, Perth 16.8.42	T8831	5 FTS/57 OTU/ 9 PAFU	Crashed on take-off, Errol 17.2.44
T8764	52 OTU/56 OTU	SOC 20.4.44	T8832	9 FTS/9 PAFU	SOC 26.10.43
T8765	52 OTU	Bellylanded at Edzell 13.9.41	T8833	9 FTS/5 PAFU	SOC 26.6.43
T8766	52 OTU/56 OTU/53 OTU	Crashed in forced landing near Market Drayton,	T8834	9 FTS/8 FTS/5 PAFU	SOC 30.4.45
T8767	52 OTU/55 OTU/ 59 OTU/5 PAFU	Salop 25.6.43	T8835	9 FTS/9 PAFU	SOC 26.10.43
T8768	53 OTU/9 FTS/ 9 PAFU	Bellylanded at Errol, 17.3.43 and DBR	T8836	9 FTS/9 PAFU	SOC 26.10.43
T8769	53 OTU/55 OTU/ 5 PAFU	Crashed on overshoot, Lichfield 5.6.43	T8837	9 FTS/5 FIS/ 5 PAFU/9 PAFU	SOC 7.44
T8770	53 OTU/55 OTU	Hit ground low flying 1½m N of Penrith, Cumberland 30.10.42	T8838	9 FTS	Hit tree on approach, Castle Combe 14.6.41
T8771	53 OTU	Spun into ground, Hounslow Barracks, Middlesex 30.4.41	T8839	9 FTS/8 AACU/7 PAFU	SOC 11.10.44
T8772	53 OTU/56 OTU	SOC 20.4.44	T8840	9 FTS/8 FTS/ 7 PAFU	Bellylanded on approach, Woolfox Lodge
T8773	53 OTU	SOC 23.4.45	T8841	9 FTS/9 PAFU	SOC 26.7.44
T8774	53 OTU/61 OTU	Dived into ground near Greenham Common 15.12.41	T8842	9 FTS/9 PAFU/7 PAFU	To 3675M 5.43
T8775	53 OTU/55 OTU	Crashed in forced landing 6m E of Lockerbie, Dumfries 28.10.42	T8843	9 FTS/5 FTS	Crashed in forced landing near Kenwick, Salop 22.4.41
T8776	53 OTU/61 OTU/ Duxford/7 PAFU	Crashed in forced landing 1m S of Clinton, Peterborough 7.7.43	T8844	9 FTS/239/CNS/RAFC	SOC 15.2.44
T8777	58 OTU/41 OTU	SOC 24.4.44	T8845	9 FTS/9 PAFU	Crashed in forced landing near Bridge of Allen, Perthshire 15.9.43
T8778	58 OTU	Crashed 21.11.41	T8846	9 FTS/9 PAFU	Crashed in forced landing, Whitefield, Perth 17.2.43
T8779	58 OTU	Crashed in forced landing near Arbroath 13.4.42	T8847	1 SAC/CFS/9 FTS/ 9 PAFU	SOC 20.7.44
T8780	58 OTU	Dived into ground 3m N of Falkirk, Stirlingshire 5.5.41	T8848	1 SAC/CFS/9 FTS/ 9 PAFU	Crashed at Yatton Keynell, Wilts 24.7.42
T8781	58 OTU/1 AACU/ 1601 Flt/7 AACU	To Admiralty 12.8.43	T8849	1 SAC/26/CFS/ 9 FTS/5 PAFU	SOC 9.2.44
T8782	58 OTU	Dived into ground near Alloa, Clackmannan 22.11.41	T8850	5 FTS	Hit tree on approach, Childs Ercall 3.8.41
T8783	58 OTU/9 FTS/9 PAFU	SOC 11.10.44	T8851	5 FTS	Crashed in forced landing ½m SE of Lilleshall, Salop 27.5.41
T8784	58 OTU	SOC 19.9.43	T8852	5 FTS/9 FTS/AEEE	Wingtip fell off; aircraft spun into ground near Boscombe Down 6.5.42
T8815	58 OTU/59 OTU	SOC 29.11.45	T8853	5 FTS/5 PAFU	SOC 11.8.44
T8816	8 FTS/57 OTU	SOC 7.7.44	T8854	5 FTS/1491 Flt/ 5 PAFU	SOC 31.5.43
T8817	8 FTS	Crashed on landing, Montrose 26.4.41	T8855	5 FTS	Spun into ground, Alverley, Salop 23.8.41
T8818	8 FTS	Bellylanded at Montrose 3.5.41	T8876	5 FTS	DBR 18.4.41
T8819	8 FTS	Lost wing and crashed near Kinross 10.6.41	T8877	8 FTS	Flew into sea ½m N of Montrose 7.7.41
T8820	8 FTS/1 RFTS	To 3347M	T8878	8 FTS	Hit seagull and dived into ground near Stonehaven, Kincardine 3.5.41
T8821	8 FTS	DBR 18.4.41	T8879	8 FTS/CFS/8 FTS/ 2 SAN/5 PAFU	Hit trees low flying near Norbury, Cheshire 11.4.43
T8822	8 FTS/TFPF	Flew into hill in low cloud, St. Bees, Cumberland 27.3.41	T8880	8 FTS/2 FIS	Crashed in sea on take-off, Montrose, 15.1.42
T8823	8 FTS/239/55 OTU	SOC 8.7.44	T8881	8 FTS	Bellylanded at Mon trose 10.1.42
T8824	5 FTS	Flew into ground at night, Stoke-upon-Tern, Salop 20.4.41	T8882	8 FTS/2 FIS/5 PAFU	SOC 30.4.45
T8825	5 FTS/SFS/2FF	SOC 22.7.43	T8883	8 FTS	SOC 27.8.43
T8826	5 FTS/4 FIS/ 22 EFTS	Undercarriage collapsed on take-off, Cambridge 13.8.43	T8884	9 FTS	Crashed on take-off, Castle Combe 1.9.41
T8827	5 FTS	Crashed 10.4.41	T8885	9 FTS/57 OTU	Crashed on take-off, Hullavington 12.9.41
T8828	5 FTS	Hit tree in bad visibility near Mkt. Drayton, Salop 28.6.41			
T8829	5 FTS/41 OTU/225/16/ 6 AACU/7 PAFU/9 PAFU	Destroyed in hangar fire, Errol 30.1.44			
T8830	5 FTS/6 AACU/ 5 PAFU/9 PAFU	SOC 27.5.44			



Clipped wingtips
from 1942

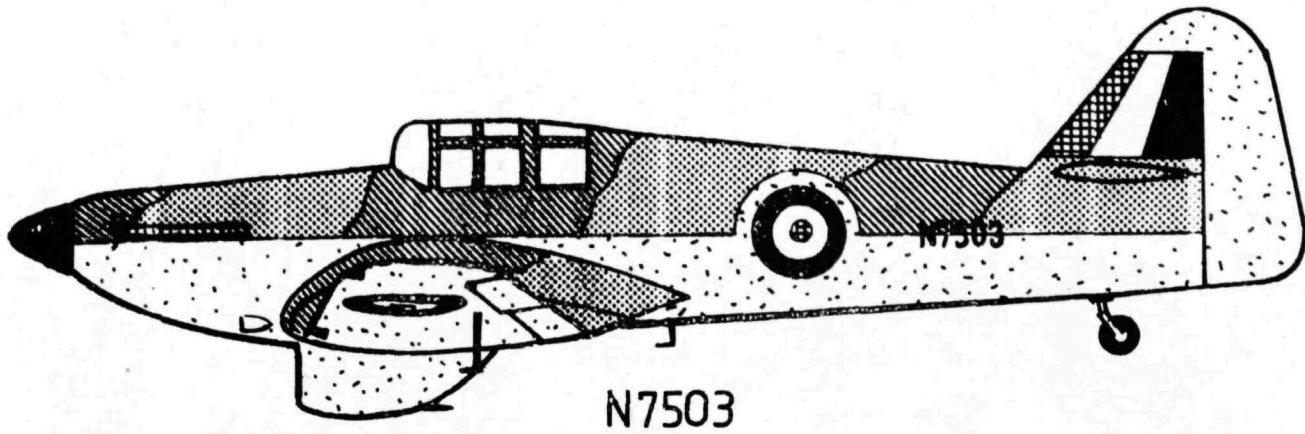


Prototype in final form

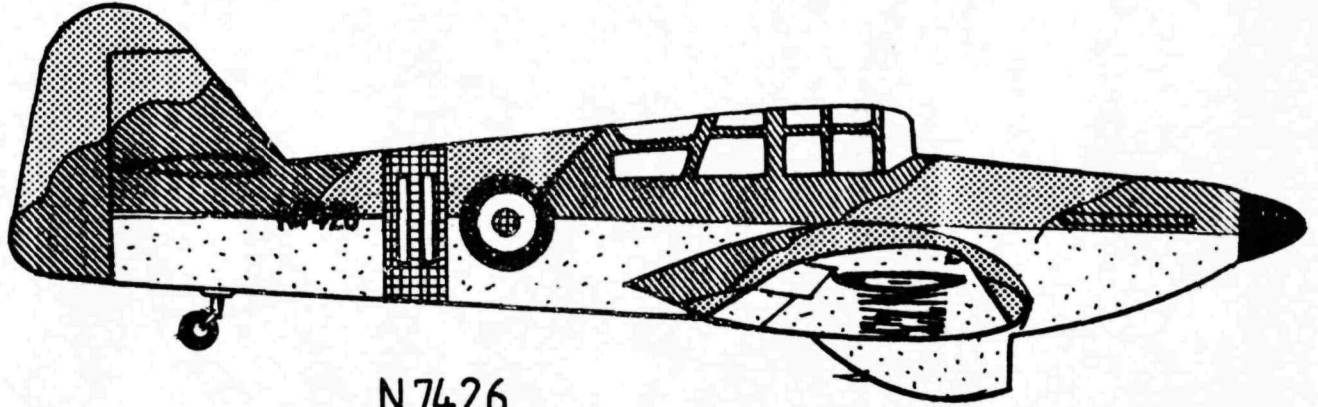


early Mk.1

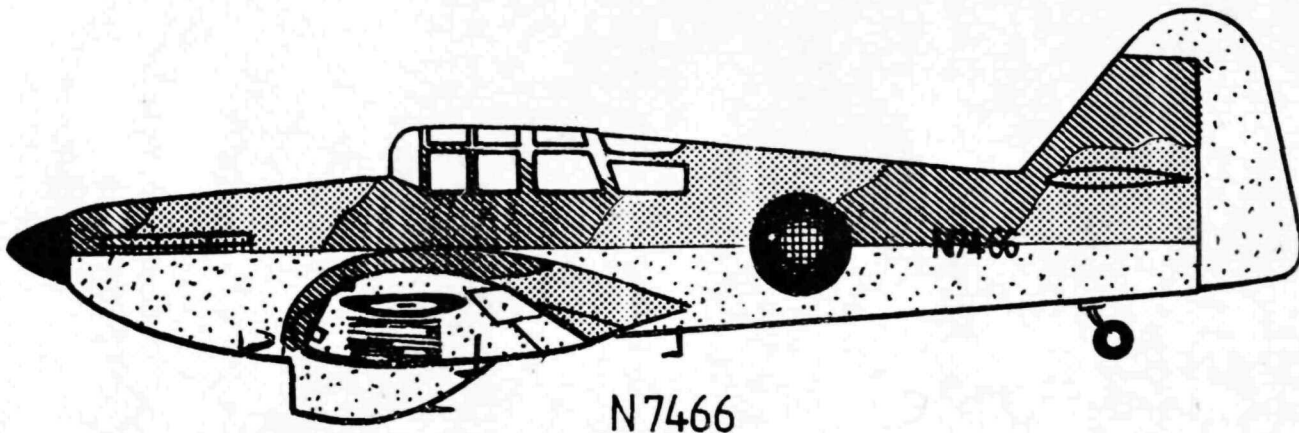
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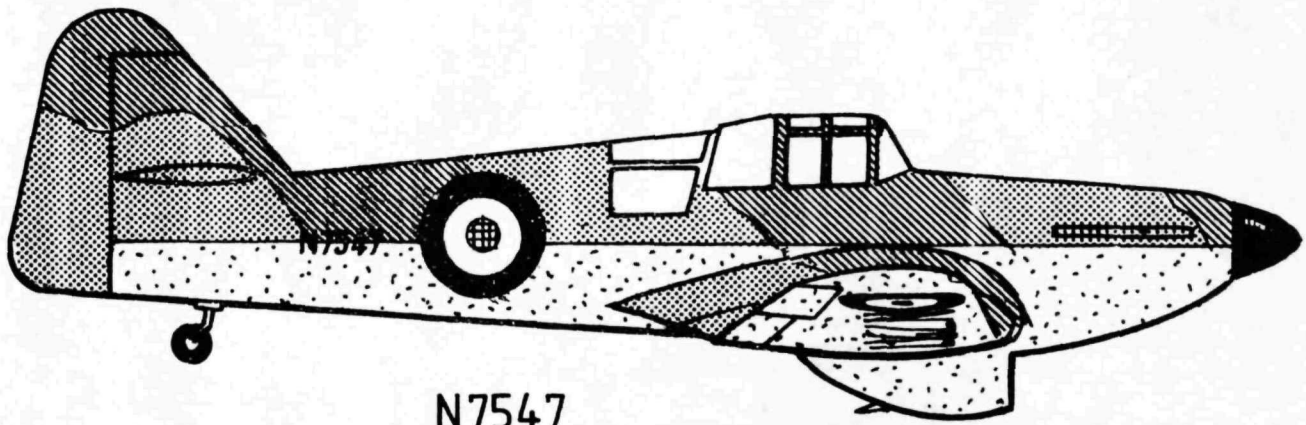
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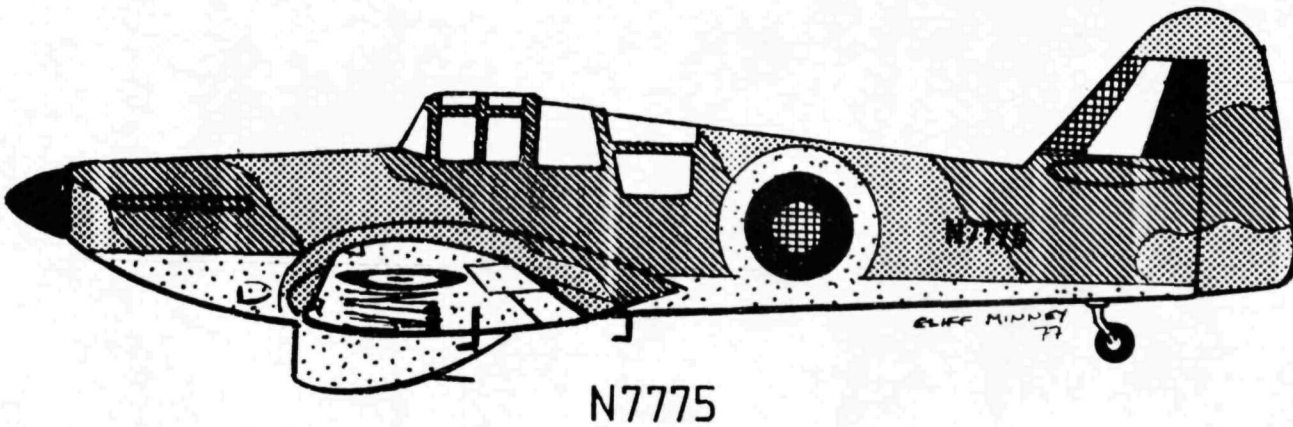
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Prior to the outbreak of the Second World War, graduates from Flying Training Schools were posted to squadrons and there they were given experience in operational flying. Flying Training Schools had an advanced squadron which gave gunnery and bombing training on current operational types, culminating in a period at an armament practice camp. As the Royal Air Force expanded, the influx of new pilots and crew members into operational squadrons became an increasing burden on the existing squadron organisation. An alternative scheme was devised whereby certain squadrons were given a training role so that the remainder could be fully operational. For twin-engined bomber training, a flight of Ansons was added and fully-trained crews were passed on to first-line units. Training squadrons had a nucleus of experienced instructors and operational aircraft which allowed them to become operational in an emergency.

On the outbreak of war, certain stations and the squadrons based thereon were designated as training pools for the groups which commanded them. Each group had a group pool specialising in the types of aircraft used by the group. In April 1940, these were converted to Operational Training Units which absorbed the constituent squadrons, the latter being reformed elsewhere as fully operational squadrons.

Aircrew came to OTUs from Flying Training Schools, Bombing and Gunnery Schools, Electrical and Wireless Schools and Air Observers Schools to be trained together as a complete crew. On completion of training, the crews were posted to operational squadrons.

Table of Operational Training Units

No.1 (Coastal) OTU

Formed 1 April 1940 from Coastal Command Pool at Silloth for general reconnaissance crew training
Moved to Thornaby 11 March 1943
Disbanded 19 October 1943

Establishments:

June 1941: 48 Hudson, 16 Anson, 5 TT aircraft
Feb 1943 68 Hudson, 24 Anson, 8 TT aircraft
Mar 1943 18 Hudson, 9 Anson, 7 TT aircraft
5 Fortress, 5 Halifax, 9 Liberator

Aircraft used:

Hudson I, V; Anson I; Fortress II; Liberator III, V;
Halifax II; Beaufort I; Botha I; Battle; Oxford I, II;
Lysander II; Martinet I; Whitley V; Wellington IC.

No.1 OTU, India

This was an Indian Air Force OTU formed at Risalpur on 1 June 1942 which became No.151 OTU on 28 July 1942.

Aircraft used:

Mohawk IV; Hurricane I; Harvard II.

No.2 (Coastal) OTU

Formed 1 October 1940 at Catfoss for twin-engined fighter and strike training in Coastal Command.
Used Lissett as satellite until 5 February 1943.
Disbanded on 15 February 1944.

Establishments:

Oct 1940 12 Blenheim, 5 Anson
June 1941 31 Blenheim, 11 Beaufighter, 13 Anson/Oxford
5 TT aircraft
Aug 1942 40 Beaufighter, 20 Beaufort, 3 Anson,
6 TT aircraft
Aug 1943 49 Beaufighter, 19 Beaufort, 9 TT aircraft

Aircraft used:

Blenheim I, IV; Anson I; Beaufighter I, VI, X;
Beaufort I, II; Oxford I, II; Lysander II;
Martinet I.

OTUs, especially bomber OTUs, did carry out operational missions as part of their normal training. Targets were generally coastal ports where inexperienced crews were least likely to meet enemy fighters and flak and which could be more easily found than inland targets. Fighter OTUs had less scope since operations over France required fully-trained units and there was relatively little scope for defensive missions over the UK. Night fighter OTUs also provided operational sorties under GCA control on occasion.

An exception to the rule was the three "Thousand-Bomber Raids" in 1942 when aircraft from OTUs joined with others from Army Cooperation Command to supplement the main force of Bomber Command.

The number of OTUs expanded as the war continued, airborne forces and transport OTUs coming later in the war. Since bomber OTUs flew mainly Wellingtons, conversion units were formed to convert crews from OTUs on to four-engined aircraft before they joined Lancaster and Halifax squadrons. Some OTUs were formed in the Middle East to give local operational training in areas very different from the UK. Others were formed in Canada and one in the Bahamas to train crews on US-built aircraft.

Many OTUs were disbanded at the end of the war, some being disbanded earlier as the flow of aircrews more than made up for losses and expansion. The remaining OTUs were reorganised into Operational Conversion Units, a designation which remains to the present day, although some had interim designations as the whole wartime system of training units was revised.

No.3 (Coastal) OTU

Formed 27 November 1940 at Chivenor for general reconnaissance crew training. Reopened at Cranwell 6 August 1941 and moved to Haverfordwest on 23 June 1943. Satellite at Templeton from 22 June 1943 to 4 January 1944. Disbanded 4 January 1944 and absorbed by No.6(C)OTU Silloth on 11 January 1944.

Establishments:

Nov 1940 Beaufort Anson Battle
June 1941 14 Whitley, 7 Wellington, 16 Anson/Oxford
Sep 1941 20 Whitley, 8 Wellington, 9 Anson/Oxford
4 TT aircraft
Feb 1943 15 Whitley, 40 Wellington, 19 Anson/Oxford,
6 TT aircraft
Aug 1943 43 Wellington, 17 Anson/Oxford, 5 TT aircraft

Aircraft used:

Beaufort I; Anson I; Whitley V, VII; Wellington IC, III, VIII, X, XI, XII, XIII; Oxford I; Battle; Martinet

No.4 (Coastal) OTU

Formed 16 March 1941 at Stranraer from the Flying Boat Training Squadron. Moved between 15 and 21 June 1941 to Invergordon (renamed Alness on 10 February 1943) with a detachment at Stranraer between 20 February 1942 and November 1942.
Moved 15 August 1946 to Pembroke Dock.
Became No.235 OCU on 31 July 1947

Establishments:

Mar 1941 13 Catalina, London, Stranraer, Lerwick,
Sunderland, Singapore
Feb 1943 44 Catalina and Sunderland
Aug 1943 31 Sunderland, 17 Catalina, 2 Oxford, 5 TT a/c
Mar 1944 41 Sunderland, 5 Martinet, 2 Oxford
July 1944 19 Sunderland, 28 Catalina, 2 Oxford,
5 Martinet
Jan 1945 31 Sunderland, 2 Hurricane IIC, 2 Oxford,
3 Martinet
Nov 1945 18 Sunderland, 1 Hurricane IIC, 1 Oxford,
2 Martinet

Aircraft used:

Stranraer I; London II; Singapore III; Lerwick I; Cataline I, IV; Sunderland I, III, V; Oxford I; Lysander II; Martinet I; Hurricane IIC.

No.5 OTU

Formed 15 March 1940 at Aston Down from No.12 Group Pool for fighter training.
Became No.55 OTU 1 November 1940

Strength on formation: 11 Gladiator, 12 Blenheim, 6 Harvard, 2 Tutor

Establishment:

Aug 1940 40 Hurricane, 24 Blenheim, 4 Defiant, 17 Master, 6 Battle TT

Aircraft used:

Gladiator I, II; Blenheim I; Harvard I; Spitfire I; Hurricane I; Master I; Battle I; Tutor; Magister

No.5 (Coastal) OTU

Formed 6 August 1941 at Chivenor for general reconnaissance and strike training.

Moved to Turnberry between 3 and 16 May 1942
To Long Kesh 29 December 1942 (Satellite Maghaberry)
To Turnberry 16 February 1944
Absorbed No.1 Torpedo Training Unit 25 April 1944
Absorbed Air-sea Rescue Training Unit 15 May 1944
Disbanded on 1 August 1945

Establishments:

Aug 1941	24	Beauforts, 8 Oxfords, 4 TT aircraft
Sep 1942	57	Beauforts, 6 Oxfords, 21 Hampdens, 6 TT aircraft
Aug 1943	41	Beauforts, 3 Oxfords, 16 Hampdens, 5 TT aircraft
Nov 1943	14	Beauforts, 13 Hudson/Ventura, 7 Anson/Oxford, 4 TT aircraft
May 1944	14	Beaufighters, 10 Hudson/Ventura, 21 Warwicks, 2 Oxfords, 5 Martinets
Jan 1945	17	Beaufighters, 7 Hudson/Ventura, 23 Warwicks, 3 Oxfords, 3 Martinets, 3 Wellingtons, 1 Hurricane
June 1945	10	Beaufighters, 2 Wellingtons, 2 Oxfords

Aircraft used:

Beaufort I, II; Beaufighter VI, X; Oxford I, II; Ventura I, V; Hudson I, III, V; Anson I; Warwick I, V; Hampden I; Martinet I; Lysander II; Wellington XIII, XIV;

No.6 OTU

Formed 9 March 1940 at Sutton Bridge from No.11 Group Pool for fighter training.
Became No56 OTU 1 November 1940

Establishment:

Aug 1940 53 Hurricanes, 17 Masters, 6 Battles

Aircraft used:

Hurricane I; Gladiator II; Harvard I; Master I; Battle TT; Mentor.

No.6(Coastal) OTU

Formed 19 July 1941 at Thornaby for general reconnaissance training. Satellite at West Hartlepool from 8 September 1941.

Moved to Silloth 11 March 1943 (satellite at Gt.Orton)
To Kinloss 18 July 1945
Became No.236 OCU on 31 July 1947

Establishments:

July 1941	36	Hudson, 12 Oxford/Anson, 4 TT aircraft
Feb 1943	42	Wellington, 10 Anson, 4 Oxford, 5 TT aircraft
Aug 1943	47	Wellington, 18 Oxford, 5 TT aircraft
Mar 1944	33	Wellington, 2 Oxford, 5 Martinet
Jan 1945	33	Wellington, 3 Oxford, 6 Martinet
June 1945	37	Wellington/Warwick, 3 Oxford, 6 Martinet
Oct 1945	30	Warwick, 3 Oxford, 4 Martinet, 2 Hurricane

Aircraft used:

Hudson I, III, V; Oxford I, II; Anson I; Wellington IC, III, VIII, X, XII, XIII, XIV; Warwick I, II, V; Martinet I; Lysander II; Hurricane IIC.

No.7 OTU

Formed 15 June 1940 at Hawarden for fighter pilot training.
Became No.57 OTU on 1 November 1940

Establishment:

June 1940 33 Spitfire, 19 Hurricane, 17 Master
Aug 1940 58 Spitfire, 17 Master, 6 Battle TT

Aircraft used:

Spitfire I; Hurricane I; Master I; Battle I

No.7 (Coastal) OTU

Formed 1 April 1942 at Limavady for general reconnaissance and ASV training. Satellite at Mullaghmore from Feb 1943.
Moved to Haverfordwest 8 January 1944
Became No.4 Refresher Flying Unit 16 May 1944

Establishment:

Apr 1942 54 Wellington, 18 Anson, 4 TT aircraft
Aug 1943 37 Wellington, 18 Anson 5 Martinet
Dec 1943 24 Wellington, 5 Martinet

Aircraft used:

Wellington IC, VIII, X, XI, XIII; Anson I; Martinet I; Lysander II.

No.8 (Coastal) OTU

Formed 18 May 1942 at Fraserburgh for photographic reconnaissance training.
Moved to Dyce 8 February 1943
To Haverfordwest 12 January 1945
To Mount Farm 21 June 1945
To Benson March 1946
To Chalgrove 4 July 1946
Became No.237 Operational Conversion Unit on 31 July 1947

Establishment:

May 1942	20	Spitfire, 2 Oxford/Anson, 1 Mosquito, 3 Master
Feb 1943	20	Spitfire, 2 Oxford/Anson, 9 Mosquito, 4 Master, 2 TT aircraft
Jan 1945	18	Spitfire, 7 Oxford, 64 Mosquito, 2 Master, 4 Martinet

Aircraft used:

Spitfire I, IV, XI; Mosquito II, III, IV, IX, XVI; Master I, II; Harvard II; Oxford I, II; Anson I; Hurricane IIC; Maryland I; Martinet I; Lysander II.

No.9 (Coastal) OTU

Formed 7 June 1942 at Aldergrove for long-range fighter crew training.
Moved to Crosby 6 September 1942. Satellite Longtown between September 1942 and 27 October 1943; 5 January 1944 to August 1944.
Disbanded 11 August 1944. Personnel to No.109 OTU.

Establishment:

June 1942 18 Beaufighter, 10 Beaufort, 10 Oxford,
2 TT aircraft
Feb 1943 30 Beaufighter, 16 Beaufort, 10 Anson/Oxford,
6 TT aircraft
Aug 1943 49 Beaufighter, 19 Beaufort, 9 Martinet
Apr 1944 55 Beaufighter, 17 Beaufort, 8 Martinet,
3 Oxford

Aircraft used:

Beaufighter I, VI, X; Beaufort I, II; Anson I;
Oxford I, II; Lysander II, III; Martinet I

No.10 OTU

Formed 8 April 1940 at Abingdon from Nos.97 and 166
Squadrons for night bomber crew training.
Satellites Stanton Harcourt September 1940 to
23 November 1945; Mount Farm 23 July 1941 to 12 February
1942. HQ based at Stanton Harcourt 20 March 1944 to
16 November 1944 while runways being built at Abingdon.
Disbanded 10 September 1946

Establishment:

Apr 1940 54 Whitley, 18 Anson
May 1944 40 Whitley, 8 Anson, 4 Martinet
July 1944 40 Wellington, 4 Hurricane

Aircraft used:

Whitley V; Anson I; Wellington III, X; Lysander II;
Martinet I; Defiant I, II; Hurricane IIC; Spitfire XVI.

Note: From 4 August 1942 to 23 July 1943 No.10 OTU
maintained a detachment at St.Eval for operational
anti-submarine patrols under Coastal Command.

No.11 OTU

Formed 8 April 1940 at Bassingbourn for night bomber
crew training. Satellite at Steeple Morden until
September 1942.
Moved to Westcott 28 September 1942; satellite at
Oakley September 1942 to June 1945.
Disbanded 18 September 1946.

Establishment:

Apr 1940 54 Wellington, 18 Anson, 2 Lysander
May 1943 56 Wellington, 2 Lysander, 1 Defiant,
3 Martinet

Aircraft used:

Wellington I, III, X; Anson I; Lysander II;
Martinet I; Defiant I; Hurricane IIC.

No.12 OTU

Formed 8 April 1940 at Benson from Nos.52 and 63 Squadrons
for light bomber training (night bomber training from
December 1940).
Satellite at Mount Farm from 10 November 1940 to
23 July 1941
Moved to Chipping Warden 10 July 1941 to 1 September 1941
(HQ moved on 16 August 1941).
Satellites: Gaydon 16 June 1942 to 1 September 1942
Turweston 23 November 1942 to 30 April 1943
Edgehill 27 April 1943 to 7 June 1945
Disbanded 22 June 1945

Establishment:

Apr 1940 60 Battle, 18 Anson
Dec 1940 27 Wellington, 9 Anson
Aug 1941 54 Wellington, 18 Anson, 2 Lysander
Sep 1942 40 Wellington, 10 Anson, 2 Lysander, 1 Defiant
Nov 1942 54 Wellington, 10 Anson, 2 Lysander, 1 Defiant

Aircraft used:

Battle I; Anson I; Wellington IC, III, X; Lysander II;
Defiant I; Hurricane IIC

No.13 OTU

Formed 8 April 1940 at Bicester from Nos.104 and 108
Squadrons day bomber crew training.
Satellites at Weston-on-the-Green until 1 November 1940
Hinton-in-the-Hedges 5 May 1941 to 23 August 1942
Finmere 31 July 1942 to 28 November 1942
Turweston 1 October 1942 to 28 November 1942
1 May 1943 to 3 July 1943

Moved to Harwell 12 October 1944

Satellites at Finmere and Hampstead Norris October
1944 to July 1945

Moved to Middleton St.George 22 July 1945 (Sat.Croft)
To Leeming 21 April 1947

Absorbed No.60 OTU 13 March 1945.

Merged with 54 OTU and became No.228 OCU 1 May 1947

Establishment:

Apr 1940 36 Blenheim, 12 Anson
June 1943 29 Blenheim, 6 Anson, 9 Mitchell, 10 Boston,
5 Martinet
Jan 1944 26 Mosquito, 2 Spitfire, 9 Anson,
26 Mitchell, 7 Boston, 3 Martinet
Apr 1945 65 Mosquito, 7 Spitfire, 15 Anson,
60 Mitchell, 6 Misc.aircraft
June 1945 88 Mosquito, 11 Anson, 8 Tempest. 4 Misc.
Nov 1945 57 Mosquito, 6 Anson, 5 Tempest, 2 Misc.

Aircraft used:

Blenheim I, IV, V; Anson I; Mitchell II, III;
Boston IIIA; Mosquito II, III, VI; Martinet I;
Spitfire II, V; Tempest II; Dominie I; Tiger Moth II;
Proctor I, III.

No.14 OTU

Formed 8 April 1940 at Cottesmore from No.185 Squadron
for night bomber crew training.
Satellites at Woolfox Lodge 13 December 1940 to 1941
Saltby November 1941 to August 1943
Moved to Market Harborough 1 August 1943; satellite at
Husbands Bosworth August 1943 to 15 June 1944
Disbanded 24 June 1945

Establishment:

Apr 1940 36 Hampden/Hereford, 36 Anson
Sep 1942 27 Hampden, 8 Anson, 27 Wellington, 2 TT a/c
54 Wellington, 8 Anson, 1 Defiant, 2 TT a/c

Aircraft used:

Hereford I; Hampden I; Anson I; Wellington IC, III, X;
Hurricane IIC; Defiant I; Martinet I

No.15 OTU

Formed 8 April 1940 at Harwell for night bomber crew
training. Satellites at Hampstead Norris until March 1944;
Mount Farm 24 July 1941 to May 1942 (while Harwell u/s)
Disbanded 15 March 1944

Establishment:

Apr 1940 54 Wellington, 18 Anson

Aircraft used:

Wellington IC, III, X; Anson I

No.16 OTU

Formed 8 April 1940 at Upper Heyford from No.76 Squadron
for night bomber crew training.

Satellites at Croughton June 1940 to July 1942
Hinton-in-the-Hedges 18 July 1942 to 2 April 1943
Barford St.John 15 December 1942 to 26 November 1945.
(HQ while Upper Heyford having runways built March
1944 to December 1944).
Disbanded 1 January 1945

Reformed 1 January 1945 at Upper Heyford from No.1655
Mosquito Training Unit.

Merged with No.13 OTU 1 April 1947.

Establishment:

Apr 1940 36 Hampden/Hereford, 36 Anson
later Wellington
Jan 1945 54 Mosquito, 32 Oxford
July 1945 32 Mosquito, 8 Oxford
Oct 1945 15 Mosquito, 6 Oxford

Aircraft used:

Hampden I; Hereford I; Wellington IC, III, X;
Anson I; Mosquito III, IV, XVI, XX; Oxford II;
Martinet I; Hurricane IIC.

No.17 OTU

Formed 8 April 1940 at Upwood from Nos.35 and 90
Squadrons for light bomber training.
Satellites at Warboys June 1941 to 5 August 1942
Steeple Morden 14 January 1943 to 30 April
1943

Disbanded 30 April 1943

Reformed 1 May 1943 at Silverstone for night bomber
crew training.
Satellite at Turweston 3 July 1943 to 24 September 1945
Moved to Swinderby November 1946
Redesignated No.201 Conversion Training Unit
September 1947.

Establishment:

Apr 1940 36 Blenheim, 12 Anson
Sep 1942 24 Blenheim, 5 Anson, 1 Defiant, 2 TT a/c
May 1943 40 Wellington, 5 Martinet
July 1943 54 Wellington, 4 Martinet
Dec 1945 21 Wellington, 4 Martinet, 2 Spitfire XVI

Aircraft used:

Blenheim I, IV; Anson I; Defiant I; Lysander II;
Wellington III, X; Hurricane IIC; Master II;
Spitfire XVI.

No.18 (Polish) OTU

Formed 14 March 1940 at Hucknall as Polish OTU to train
bomber crews.
Became No.18 (Polish) OTU 15 June 1940.
Moved to Bramcote 14 November 1940.
Satellites at Bitteswell August 1941 to 7 February 1943
Nuneaton 7 February 1943 to March 1943
Moved to Finningley 27 March 1943
Satellites at Bircotes 13 October 1943 to 1 August 1944
Worksop 7 November 1943 to January 1945
Disbanded 30 January 1945

Establishment:

Mar 1940 12 Battle
July 1940 32 Battle, 6 Anson
Nov 1940 27 Wellington, 9 Anson
Jan 1943 27 Wellington, 1 Defiant, 2 TT aircraft
Mar 1943 40 Wellington, 1 Defiant, 5 TT aircraft
Dec 1944 40 Wellington, 5 Hurricane, 2 Master II

Aircraft used:

Battle I; Anson I; Wellington IC, III, X;
Defiant I; Lysander II; Hurricane IIC;
Master II; Martinet I.

No.19 OTU

Formed 27 May 1940 at Kinloss for night bomber crew
training.
Satellites at Forres 25 January 1941 to 22 October 1944
Brackla 7 January 1942 to 27 April 1944
Disbanded 26 June 1945

Establishment:

May 1940 48 Whitley, 16 Anson
Feb 1942 54 Whitley, 16 Anson
June 1944 40 Wellington, 4 Hurricane IIC

Aircraft used:

Whitley III, IV, V; Wellington III, X; Anson I;
Hurricane IIC; Master II; Oxford I, II;
Martinet I; Lysander II.

No.20 OTU

Formed 27 May 1940 at Lossiemouth for night bomber
training.
Satellites at Elgin August 1940 to 24 June 1945
Milltown 14 June 1943 to 1 September 1944
Disbanded 17 July 1945.

Establishment:

Nov 1940 27 Wellington, 9 Anson
Aug 1943 81 Wellington, 6 Martinet

Aircraft used:

Wellington Ic, II, X; Anson I; Lysander II;
Martinet I; Defiant I.

No.21 OTU

Formed January 1941 at Moreton-in-the-Marsh for
night bomber crew training.
Satellites at Edgehill 21 October 1941 to 12 April 1943
Enstone 12 April 1943 to 11 August 1945
Honeybourne 11 August to 6 October 1945
Enstone 6 October to 1 December 1945
Moved to Finningley 25 November 1946.
Became No.202 Conversion Training Unit, September 1947

Establishment:

Aircraft used:

Wellington IC, III, X; Anson I; Lysander II;
Martinet I

No.22 OTU

Formed 14 April 1941 at Wellesbourne Mountford for
night bomber crew training.
Satellites at Stratford 12 July 1941 to 15 November 1942
and 15 March 1944 to 15 December 1944.
Gaydon 1 September 1942 to 24 July 1945
Disbanded 24 July 1945

Establishment:

Mar 1944 81 Wellington, 6 Martinet
Dec 1944 54 Wellington, 2 Master, 6 Hurricane

Aircraft used:

Wellington IC, III, X; Anson I; Defiant I; Martinet I;
Lysander II; Hurricane IIC, IV; Master II.

No.23 OTU

Formed 1 April 1941 at Pershore for night bomber
crew training.
Satellites at Defford September 1941 to 18 May 1942
Stratford 16 November 1942 to March 1944
Disbanded 15 March 1944

Establishment:

May 1942 40 Wellington, 2 TT aircraft
Nov 1942 54 Wellington, 10 Anson, 2 Lysander, 1 Defiant
Nov 1943 40 Wellington, 4 Martinet

Aircraft used:

Wellington IC, III, X; Anson I; Lysander II; Martinet I;
Defiant I.

No.24 OTU

Formed 15 March 1942 at Honeybourne for night bomber
crew training.
Satellite at Long Marston May 1942 to July 1945.
Disbanded 24 July 1945

Establishment:

Mar 1942 32 Whitley, 12 Anson, 2 Lysander
 Sep 1942 54 Whitley, 5 Anson, 2 Lysander
 Apr 1944 54 Wellington, 4 Martinet, 4 Hurricane

Aircraft used:

Whitley V; Wellington III, X; Anson I; Lysander II;
 Martinet I; Hurricane IIC, IV.

No.25 OTU

Formed 1 March 1941 at Finningley for night bomber
 crew training.
 Satellites at Balderton 14 June 1941 to 14 Nov 1941
 Bircotes 14 November 1941 to 7 January 1943
 Disbanded 1 February 1943

Establishment:

Mar 1941 21 Hampden, 24 Wellington, 12 Manchester
 Nov 1941 36 Wellington, 24 Manchester, 12 Anson
 Apr 1942 54 Wellington, 18 Anson, 2 TT aircraft
 Sep 1942 40 Wellington, 18 Anson, 2 TT aircraft

Aircraft used:

Hampden I; Manchester I; Wellington III, X; Anson I;
 Lysander III; Martinet I.

No.26 OTU

Formed 15 January 1942 at Wing for night bomber crew
 training.
 Satellites at Cheddington 15 March 1942 to 3 September 1942
 Little Horwood 3 September 1942 to 24 August 1944
 October 1944 to 30 November 1945
 Disbanded 4 March 1946

Establishment:

Jan 1942 54 Wellington, 18 Anson, 2 Lysander
 Sep 1944 44 Wellington
 Nov 1944 54 Wellington, 6 Hurricane, 2 Master

Aircraft used:

Wellington IC, III, X; Anson I; Lysander II;
 Martinet I; Master II; Hurricane IIC; Warwick I

No.27 OTU

Formed 23 April 1941 at Lichfield for night bomber
 crew training.
 Satellites at Tatenhill February 1942 to October 1942
 Church Broughton August 1942 to 18 June 1945
 Disbanded 22 June 1945

Aircraft used:

Wellington IC, III, X; Martinet I; Hurricane IIC

No.28 OTU

Formed 16 May 1942 at Wymeswold for night bomber
 crew training.
 Satellite at Castle Donington 1 January 1943 to October
 Disbanded 15 October 1944 1944

Establishment:

July 1942 54 Wellington, 2 TT aircraft

Aircraft used:

Wellington IC, III, X; Martinet I; Hurricane IIC.

No.29 OTU

Formed 21 April 1942 at North Luffenham for night bomber
 crew training.
 Satellite at Woolfox Lodge June 1942 to 18 October 1942
 Moved to Bruntingthorpe 1 June 1943.
 Satellite at Bitteswell 1 June 1943 to 1 November 1944
 Disbanded 22 June 1945

Establishment:

Apr 1942 54 Wellington
 Nov 1944 40 Wellington, 2 Hurricane, 2 Master

Aircraft used:

Wellington III, X; Lysander II, III; Defiant I;
 Martinet I; Hurricane IIC, IV; Master II

No.30 OTU

Formed 28 June 1942 at Hixon for night bomber crew
 training.
 Satellite at Seighford January 1943 to February 1945
 Moved to Gamston 2 February 1945
 Disbanded 12 June 1945

Establishment:

June 1942 54 Wellington, 2 TT aircraft
 Feb 1945 40 Wellington, 5 Hurricane, 2 Master

Aircraft used:

Wellington III, X; Hurricane IIC; Master II; Martinet I.

No.31 OTU

Formed 23 May 1941 at Debert, Nova Scotia for general
 reconnaissance crew training.
 Became No.7 OTU, RCAF on 1 July 1944

Establishment:

Oct 1941 35 Hudson, 6 Anson

Aircraft used:

Hudson III, V; Anson I

No.32 OTU

Formed 20 July 1941 at West Kirby for transportation to
 Canada. Arrived Patricia Bay, Sidney, British Columbia
 9 August 1941.
 Moved to Comox, B.C. 26 May 1944
 Became No.6 OTU, RCAF 1 June 1944

Aircraft used:

Anson I; Beaufort I, II; Hampden I; Oxford I, II;
 Lysander: Expediter I; Dakota III.

No.34 OTU

Formed on arrival at Yarmouth, Nova Scotia on 17 April
 1942 and moved to Pennfield Ridge, New Brunswick on
 25 July 1942 to train general reconnaissance crews.
 Transferred to RCAF 19 May 1944

Aircraft used:

Ventura I, II, V; Anson I; Blenheim IV; Bolingbroke;
 Lysander IIIA.

No.36 OTU

Formed on arrival at Greenwood, Nova Scotia on 9 March 1942
 for general reconnaissance crew training.
 Became No.8 OTU, RCAF on 30 June 1944

Aircraft used:

Hudson III; Anson I; Bolingbroke; Oxford II, V; Harvard II;
 Mosquito II, III, V, X, XX, 22, 25, 27; Lysander IIIA

No.41 OTU

Formed 20 September 1941 at Old Sarum from No.1 School of
 Army Cooperation Training Squadron.
 Satellite at Oatlands Hill September 1941 to November 1942
 Moved to Hawarden 15 November 1942; satellite at Poulton
 Moved to Chilbolton 23 March 1945
 Disbanded 26 June 1945 and task transferred to No.61 OTU.

Establishment:

Sep 1941 28 Tomahawk, 10 Harvard, 6 Magister, 1 Lysander
 3 TT aircraft, 1 Dominie
 July 1942 43 Mustang, 12 Harvard, 4 TT aircraft
 Mar 1944 32 Hurricane, 17 Mustang, 9 Harvard, 3 Master,
 6 Martinet, 1 Dominie
 Sep 1944 31 Hurricane, 14 Spitfire, 7 Harvard, 3 Master,
 5 Martinet, 2 Dominie
 Mar 1945 30 Hurricane, 14 Spitfire, 10 Master, 5 Martinet,
 1 Proctor, 1 Dominie

Aircraft used:

Tomahawk II; Mustang I; Spitfire V; Hurricane IIC; Master II;
 Magister I; Martinet I; Lysander III; Harvard I, II; Tutor;
 Oxford II; Proctor, Dominie.

OTUs

No.42 OTU

Formed 18 July 1941 at Andover for army support and, later, airborne forces transport support training. Satellite at Thruxton.
Moved to Ashbourne 24 October 1942
Satellite at Darley Moor 12 June 1943 to February 1945
Detachment to Hampstead Norris 2 June 1944 to 13 June 1944 for operations on D-Day.
Disbanded 20 March 1945 and task transferred to No.81 OTU

Establishment:

July 1941 36 Blenheim, 10 Oxford/Anson, 4 TT aircraft
July 1941 36 Blenheim, 10 Oxford/Anson, 12 Whitley

Aircraft used:

Blenheim IV; Whitley V; Albemarle I, II; Oxford II;
Anson I; Martinet I; Lysander III

No.43 OTU

Formed 1 October 1942 at Larkhill from No.1424 Flt for air observation post training.
Moved to Old Sarum 19 November 1942
Moved to Oatlands Hill 17 February 1944
Moved to Andover 10 August 1944; sat.Thruxton
To No.227 OCU 7 May 1947

Establishment:

Oct 1942 34 Light aircraft
Aug 1944 32 Auster
Jan 1945 30 Auster, 9 Hoverfly

Aircraft used:

Tiger Moth II; Taylorcraft D; Vigilant I; Lysander III;
Auster I, II, III, IV, V, VI; Hoverfly I

No.51 OTU

Formed 26 July 1941 at Debden for night fighter training
Moved to Cranfield 17 August 1941.
Satellite at Twinwood Farm 9 April 1942 to 14 June 1945
Disbanded 14 June 1945

Establishment:

July 1941 52 Blenheim/Beaufighter/Havoc, 10 Oxford,
8 Blenheim/Hudson, 5 Tiger Moth/Magister
July 1942 39 Blenheim, 26 Havoc, 4 Oxford, 4 TT aircraft
May 1943 54 Beaufighter, 12 Beaufort, 3 Magister
5 TT aircraft
Sep 1943 76 Beaufighter, 18 Beaufort, 3 Magister,
2 Blenheim, 3 Martinet
July 1944 54 Beaufighter, 18 Beaufort, 16 Mosquito,
4 Wellington, 12 Hurricane, 3 Magister,
3 Martinet
Feb 1945 8 Beaufighter, 80 Mosquito, 14 Wellington,
12 Hurricane, 2 Master, 6 Martinet

Aircraft used:

Blenheim I, IV, V; Beaufighter I, II, VI; Hudson III;
Havoc I, II; Oxford I, II; Beaufort I, II; Master II;
Mosquito II, III, VI, XII; Wellington XVII, XVIII;
Hurricane IIC, IV; Magister I

No.52 OTU

Formed 1 February 1941 at Debden for single-seat fighter training.
Moved to Aston Down 15 August 1941.
Satellite at Chedworth from June 1942.
Absorbed Fighter Command School of Tactics 25 January 1944.
Moved to Milfield 25 January 1944 and merged with Fighter Leaders School.

Establishment:

Feb 1941 24 Hurricane, 6 Master
Aug 1943 38 Spitfire, 9 Master, 3 Battle

Aircraft used:

Hurricane I; Spitfire II, V; Master I, II;
Tomahawk II; Blenheim I; Battle I; Magister I.

No.53 OTU

Formed 18 February 1941 at Heston for single-seat fighter training.
Moved to Llandow 1 July 1941 (B Flt only; A & C Flts remained to form No.61 OTU).
Satellite at Rhoose 7 April 1942 to May 1943.
Moved to Kirton-in-Lindsey 9 May 1943.
Satellite at Hibaldstow May 1943 to May 1945
Disbanded 15 May 1945

Establishment:

Feb 1941 36 Spitfire, 14 Master, 4 TT aircraft
Aug 1944 75 Spitfire

Aircraft used:

Spitfire I, II, V, IX; Master III; Martinet I;
Battle I.

No.54 OTU

Formed 25 November 1940 at Church Fenton for night fighter training.
Moved to Charterhall 2 to 7 May 1942.
Satellite at Winfield 12 May 1942 to 31 May 1945
Moved to East Moor 1 November 1945
Moved to Leeming 28 June 1946
Merged with No.13 OTU to form No.228 OCU 1 May 1947

Establishment:

Nov 1940 31 Blenheim, 6 Havoc, 24 Defiant, 10 Master,
6 Oxford, 4 TT aircraft
June 1941 48 Blenheim, 6 Havoc, 6 Oxford, 10 Tiger Moth,
4 TT aircraft
July 1942 39 Blenheim, 30 Beaufighter, 4 Oxford,
4 TT aircraft
Jan 1944 60 Beaufighter, 16 Beaufort, 2 Blenheim,
3 Magister, 5 Martinet
Feb 1945 78 Mosquito, 8 Beaufighter, 8 Wellington,
7 Hurricane IIC, 6 Martinet
June 1945 31 Mosquito, 7 Wellington, 3 Anson,
7 Hurricane IIC, 3 Martinet
Aug 1945 31 Mosquito, 10 Wellington, 10 Martinet

Aircraft used:

Blenheim I, IV; Havoc I, II; Defiant I, II; Oxford I, II;
Beaufighter I, II, VI; Beaufort I, II; Master II; Battle;
Wellington XVII, XVIII; Mosquito II, III, VI, XII, XVII, 30;
Martinet I; Lisander III; Hurricane IIC; Dominie;
Magister I; Tiger Moth II.

No.55 OTU

Formed 1 November 1940 at Aston Down from No.5 OTU for fighter and fighter-bomber training.

Moved to Usworth 14 March 1941.

Satellite at Ouston April 1941 to April 1942

Moved to Annan 28 April 1942

Satellites at Longtown to October 1943 and

Great Orton 20 October 1943 to January 1944

Redesignated No.4 Tactical Exercise Unit on 26 January 1944

Reformed 18 December 1944 at Aston Down for fighter-bomber training.

Satellite at Chedworth 18 December 1944 to May 1945.

Disbanded 14 June 1945

Establishment:

Dec 1944 107 Typhoon, 14 Master, 8 Hurricane, 5 Martinet

Aircraft used:

Hurricane I, II; Blenheim I; Defiant I; Master I, II, III;
Martinet I; Lysander III; Typhoon IB; Mustang III;
Harvard IIB; Tiger Moth II; Dominie

No.56 OTU

Formed 1 November 1940 at Sutton Bridge from No.6 OTU for single-seat fighter training.

Moved to Tealing 27 March 1942.

Satellite at Kinnell 29 March 1942

Redesignated No.1 Combat Training Wing 5 October 1943

Reformed 15 December 1944 at Milfield

Satellite at Brunton December 1944 to May 1945.

Disbanded 14 February 1946.

Establishment:

Dec 1944 54 Tempest V, 53 Typhoon, 16 Master,
6 Martinet
June 1945 40 Tempest V, 37 Typhoon, 8 Master,
5 Martinet
Nov 1945 40 Tempest V, 30 Spitfire IX, 8 Master,
5 Martinet

Aircraft used:

Hurricane I, II; Harvard II; Master I, II, III;
Battle; Lysander III; Typhoon IB; Tempest V;
Martinet I; Spitfire IX; Tiger Moth II.

No.57 OTU

Formed 1 November 1940 at Hawarden from No.7 OTU for
single-seat fighter training
Moved to Eshott 10 November 1942
Satellite at Boulmer 1 March 1943 to June 1945
Disbanded 6 June 1945

Aircraft used:

Spitfire I, II, V, IX; Master I, II; Battle;
Hurricane I; Martinet I

No.58 OTU

Formed 2 December 1940 at Grangemouth for single-seat
fighter training.
Satellite at Balado Bridge 20 March 1942 to October 1943
Redesignated No.2 Combat Training Wing 5 October 1943
Reformed 12 March 1945 at Hawarden from the day fighter
element of No.41 OTU.
Satellite at Poulton.
Disbanded 20 July 1945.

Establishment:

Dec 1940 36 Spitfire, 14 Master, 4 Battle
Feb 1941 68 Spitfire, 22 Master, 6 TT aircraft
Mar 1945 75 Spitfire, 18 Master, 6 Martinet

Aircraft used:

Spitfire I, II, V, IX; Master I, II; Battle TT;
Martinet I; Proctor; Dominie

No.59 OTU

Formed 20 February 1941 at Crosby for single-seat fighter
training.
Satellite at Longtown 14 July 1941 to 6 August 1942.
Moved to Milfield 6 August 1942
Satellite at Brunton August 1942 to January 1944
Disbanded 26 January 1944 to form Fighter Leaders School
Reformed 26 February 1945 at Acklington for fighter-bomber
training.
Disbanded 6 June 1945

Establishment:

Feb 1945 54 Typhoon, 10 Master, 4 Martinet, 1 Proctor

Aircraft used:

Hurricane I, IIB; Typhoon IB; Master III; Martinet I

No.60 OTU

Formed 28 April 1941 at Leconfield for night fighter
training.
Moved to East Fortune 4 June 1941
Disbanded 24 November 1942. Personnel and aircraft to
No.132 OTU.
Reformed 17 May 1943 at High Ercall from No.2 Trg Sqn,
51 OTU) for intruder training.
Moved to Finmere 13 March 1945.
Satellite at Hampstead Norris
Disbanded 11 April 1945

Establishment:

Apr 1941 24 Blenheim, 6 Defiant, 6 Oxford, 3 Master
June 1942 39 Blenheim, 30 Beaufighter, 4 Oxford,
4 TT aircraft
May 1943 35 Mosquito
Sep 1943 41 Mosquito, 2 Blenheim V, 3 Anson, 2 Magister,
3 Martinet
July 1944 41 Mosquito, 2 Blenheim, 3 Ventura, 3 Martinet,
2 Magister

Aircraft used:

Blenheim I, IV, V; Defiant I, II; Oxford I, II;
Beaufighter I; Master I, III; Battle TT; Lysander III;
Anson I; Ventura; Martinet I; Magister I; Mosquito II,
III, VI;

No.61 OTU

Formed 9 June 1941 at Heston from B Flt No.53 OTU for
single-seat fighter training.
Moved to Rednal 15 April 1942
Satellite at Montford Bridge April 1942 to June 1943
Moved to Keevil 21 June 1945
Redesignated No.203 Advanced Flying School 1 July 1947

Establishment:

Dec 1944 38 Mustang, 37 Spitfire, 18 Master, 6 Martinet
June 1945 58 Mustang, 6 Spitfire, 13 Hurricane,
4 Master, 9 Harvard, 6 Martinet
Dec 1945 72 Spitfire, 6 Hurricane, 4 Master,
6 Martinet, 9 Harvard

Aircraft used:

Spitfire I, II, V, XIV, XVI, XIX; Mustang III;
Hurricane IIC; Harvard II; Martinet I; Master II;
Lysander III; Tiger Moth II; Dominie; Proctor

No.62 OTU

Formed 1 June 1942 at Usworth for A.I. training
Moved to Ouston between 21 June and 15 July 1943.
Satellite at Woolsington 22 November 1943
Disbanded 6 June 1945

Establishment:

June 1942 42 Anson
June 1943 32 Anson
Apr 1945 35 Wellington, 28 Hurricane IIC

Aircraft used:

Anson I; Oxford I, II; Wellington XVII, XVIII;
Hurricane IIC, IV.

No.63 OTU

Formed 17 August 1943 at Honiley for night fighter
training.
Disbanded 21 March 1944

Establishment:

Aug 1943 36 Beaufighter, 10 Beaufort, 2 Blenheim,
3 Martinet

Aircraft used:

Beaufighter II; Beaufort I, II; Blenheim V; Martinet I;
Wellington XI; Magister I; Dominie

No.70 OTU

Formed 10 December 1940 at Ismailia from Training Unit
Reserve Pool for general operational training.
Moved to Nakuru, Kenya. Began 5 July 1941, main ground
party arrived 28 July 1941.
Moved to Shandur over a period in May 1943.
Disbanded 30 June 1943 and personnel and aircraft
absorbed by No.72 OTU.
Reformed at Shandur
Disbanded 16 July 1945

Establishment:

Mar 1941 48 Blenheim, 16 Anson, 5 Lysander

Aircraft used:

Gladiator II; Lysander I, II; Blenheim I, IV; Gauntlet;
Hart; Wellesley; Hurricane I, II; Hind; Hardy; Oxford;
Blenheim V; Anson I; Baltimore II

No.71 OTU

Formed 1 June 1941 at Ismailia for tactical reconnaissance
training.
Moved to Gordon's Tree, Khartoum 19 September 1941
Moved to Carthago, Sudan 20 April 1942; main party arrived
1 May 1942
Began move to Egypt 13 April 1943.
Main party arrived Ismailia 5 May 1943
Disbanded 11 June 1945

Establishment:

June 1941 30 SS fighter, 10 trg aircraft
Mar 1945 57 Spitfire, 20 Mustang

Aircraft used:

Hurricane I, II; Tomahawk II; Kittyhawk I, II, III;
Wellesley; Harvard II; Lysander II; Hart; Spitfire I, V;
Magister I; Vega Gull; Blenheim V; Boston III;
Mohawk IV; Gladiator II; Mustang III;

No.72 OTU

Formed 18 November 1941 at Wadi Gazouza, Sudan from
No.211 Sqn for day bomber training
Moved 20 March 1942 to Kenya
Main party arrived at Nanyuki 3 April 1942
Disbanded 14 May 1943

Establishment:

Nov 1941 6 Opl aircraft, 7 training aircraft

Aircraft used:

Blenheim I, IV, V; Boston III; Baltimore I;
Anson I; Gladiator II

No.73 OTU

Formed 20 November 1941 at Sheikh Othem, Aden for
single-seat fighter training. Officially established
1 January 1942.
Reduced to cadre 30 November 1942
Reformed 17 February 1943 at Abu Sueir for fighter-bomber
training.
Moved to Fayid between 12 and 26 June 1944.
Disbanded 25 September 1945

Aircraft used:

Mohawk IV; Tomahawk II; Kittyhawk I, III;
Spitfire I, V; Hurricane I, II; Harvard II; Thunderbolt I

No.74 OTU

Formed 18 October 1941 at Aqir from C Flt 71 OTU for
army cooperation training
Moved to Rayak 7 July 1942
Moved to Muqueibila 23 November 1942
Moved to Aqir 27 February 1943
Moved to Petah Tiqva 20 September 1943
Disbanded 16 July 1945

Aircraft used:

Hurricane I, II; Spitfire I, V; Harvard II; Hart;
Magister I

No.75 OTU

Formed 8 December 1942 at Gianacelis for general reconnai-
ssance training.
Moved to Shallufa 9 February 1945
Disbanded 25 June 1945

Aircraft used:

Anson I; Blenheim I, IV, V; Hudson; Baltimore I;
Beaufort I, II

No.76 OTU

Formed 1 October 1943 at Aqir for medium bomber crew
training and later for crew training prior to crews
going to Liberator conversion units.
Disbanded 30 July 1945

Aircraft used:

Wellington IC, III, X; Defiant II

No.77 OTU

Formed 1 January 1944 at Qastina for medium and heavy
bomber crew training.
Disbanded 9 July 1945 after training ceased on 18 June

Strength:

Jan 1944 21 Wellington, 4 Defiant, 1 Proctor

Aircraft used:

Wellington Ic, III, VIII, X; Defiant II; Proctor III;
Anson I; Hurricane IIB

No.78 OTU

Formed 1 February 1944 at Ein Shemer from echelons of
No.3 OTU, Haverfordwest for training general reconnaissance
crews on ASV and Leigh Lights.
Satellite at Megiddo 1 May 1944 to 28 June 1945
Disbanded 23 July 1945 after closing on 2 July.

Aircraft used:

Wellington VIII, X, XII, XIII, XIV; Anson I;
Defiant II

No.79 OTU

Formed 1 February 1944 at Nicosia for general reconnaissance
and strike training.
Satellite at Tymbou
Disbanded 30 July 1945

Establishment:

April 1944 44 Beaufighter, 23 Beaufort, 13 Anson,
5 target-towers

Disbanded 30 July 1945

Aircraft used:

Blenheim V; Beaufighter I, VI, X; Anson I; Beaufort I, II;
Defiant II

No.80 (French) OTU

Formed 23 April 1945 at Morpeth for single-seat fighter
training.
Moved to Ouston July 1945
Disbanded 8 March 1946

Establishment:

April 1945 24 Spitfire, 14 Master, 4 Martinet, 1 Dominie

Aircraft used:

Spitfire IX; Master II; Martinet I; Dominie II

No.81 OTU

Formed 10 July 1942 at Ashbourne for transport crew
training.
Moved to Whitchurch Heath 1 September 1942 (renamed
Tilstock 1 June 1943).
Satellite at Sleaf 15 January 1943 to 10 August 1945
Became No.1380(Transport) Conversion Unit 10 August 1945

Establishment:

July 1942 54 Wellington, 2 TT aircraft
Sep 1942 27 Whitley, 1 Defiant, 2 TT aircraft
Nov 1942 40 Whitley, 1 Defiant, 2 TT aircraft
Mar 1943 54 Whitley, 8 Anson, 5 TT aircraft
Jan 1944 27 Whitley, 8 Anson, 2 Martinet, Gliders
Nov 1944 27 Wellington, 8 Anson, 2 Martinet, Gliders
Mar 1945 51 Wellington, 5 Anson, 5 Spitfire V, 1 Oxford

Aircraft used:

Whitley V; Defiant II; Lysander III; Anson I; Martinet I;
Wellington IC, III, X; Horsa; Oxford II; Hurricane IIC, IV;
Spitfire V

No.82 OTU

Formed 1 June 1943 at Ossington for night bomber crew
training.
Satellites at Gamston June to August 1943; October 1943 to
June 1944 and Bircotes August 1943 to October 1943.

Establishment:

June 1943 54 Wellington, 5 Martinet

Disbanded 9 January 1945 and aircraft and personnel to
No.1384 (Heavy Transport) Conversion Unit

Aircraft used:

Wellington III, X; Hurricane IIC; Martinet I

No.83 OTU

Formed 15 July 1943 at Childs Ercall (renamed Peplow on
20 August 1943) for night bomber crew training
Disbanded 28 October 1944

Establishment:

July 1943 40 Wellington, 3 Martinet

Aircraft used:

Wellington III, X; Hurricane IIC; Martinet I

No.84 OTU

Formed 1 September 1943 at Desborough for night bomber crew training.
Satellite at Harrington 6 November 1943 to 1 April 1944
Disbanded 14 June 1945

Establishment:

Sep 1943 54 Wellington, 4 Martinet
May 1944 40 Wellington, 4 Martinet

Aircraft used:

Wellington X; Martinet I

No.85 OTU

Formed 15 June 1944 at Husbands Bosworth from part of No.14 OTU for night bomber crew training.
Disbanded 14 June 1945

Establishment:

June 1944 40 Wellington, 4 Martinet

Aircraft used:

Wellington III, X; Hurricane IIC; Martinet I

No.86 OTU

Formed 15 June 1944 at Gamston from C Flight, 82 OTU, for night bomber crew training.
Disbanded 15 October 1944

Establishment:

June 1944 40 Wellington, 4 Martinet

Aircraft used:

Wellington III, X; Martinet I; Hurricane IIC.

No.101 (Glider) OTU

Formed 1 January 1942 at Kidlington.
Became No.4 Glider Training School 13 July 1942

Establishment:

Jan 1942 11 Light glider tugs; 30 Hotspurs
10 Heavy glider tugs, 30 Horsas

Aircraft used:

Hector I; Audax; Hind; Hotspur; Tiger Moth.

No.102 (Glider) OTU

Formed 10 February 1942 at Kidlington
Became No.5 Glider Training School 30 June 1942

Establishment:

Feb 1942 as for No.101 GOTU

Aircraft used:

Hector; Audax; Hind; Lysander; Tiger Moth; Hotspur.

No.104 OTU

Formed 12 March 1943 at Nutts Corner for heavy bomber crew training.
Satellites at Toome 10 July 1943 to 7 September 1943
Maghaberry 7 September 1943 to 2 October 1943
Mullaghmore 2 October 1943 to 18 January 1944
Disbanded 5 February 1944

Establishment:

March 1943 27 Wellington

Aircraft used:

Wellington IV

No.105 (Transport) OTU

Formed 5 April 1943 at Bramcote for transport crew training
Satellite at Nuneaton 25 June 1943 to 10 August 1945
Bitteswell 22 November 1944 to 17 July 1945
Became No.1381 (Transport) Conversion Unit 10 August 1945

Establishment:

April 1943 34 Wellington
May 1945 35 Dakota

Aircraft used:

Wellington IC, X; Dakota III, IV.

No.107 (Transport) OTU

Formed 3 May 1944 at Leicester East for conversion of transport and glider-tug crews.
Satellite at Melton Mowbray
Became No.1333 (Transport Support) Conversion Unit 1 March 1945

Establishment:

May 1944 24 Dakota, 9 Oxford, 10 Horsa
June 1944 34 Dakota, 14 Oxford, 15 Horsa
Dec 1944 39 Dakota, 14 Oxford, 15 Horsa, 16 Hadrian

Aircraft used:

Dakota III, IV; Horsa I; Oxford I, II; Hadrian

No.108 (Transport) OTU

Formed 10 October 1944 at Wymeswold for transport crew training
Satellite at Castle Donington October 1944 to August 1945
Became No.1382 (Transport) Conversion Unit 10 August 1945

Establishment:

Oct 1944 40 Dakota, 1 Oxford

Aircraft used:

Dakota III, IV; Oxford I, II.

No.109 (Transport) OTU

Formed 11 August 1944 at Crosby-in-Eden for transport crew training.
Became No.1383 (Transport) Conversion Unit 10 August 1945

Establishment:

Aug 1944 20 Dakota, 1 Oxford

Aircraft used:

Dakota III, IV; Oxford I

No.111 OTU

Formed 20 August 1942 at Nassau, Bahamas for training day bomber and general reconnaissance crews on US aircraft.
Moved to Lossiemouth between 27 July and 1 August 1945.
Satellite at Milltown

Establishment:

Mar 1943 26 Liberator, 45 Mitchell, 1 Oxford, 3 Amphibians
Aug 1944 29 Liberator, 35 Mitchell, 1 Oxford, 3 Amphibians
Aug 1945 25 Liberator, 7 Wellington, 2 Spitfire,
2 Oxford, 3 Martinet
Nov 1945 8 Liberator, 3 Wellington, 1 Spitfire, 2 Martinet
Dec 1945 8 Liberator, 6 Halifax, 1 Spitfire, 1 Oxford,
1 Martinet

Aircraft used:

Mitchell I, II; Liberator III, VI, VIII; Wellington XIII, XIV;
Goose; Bermuda I; Oxford I; Walrus II; Widgeon; Spitfire XVI;
Martinet I; Halifax VI

No.131 OTU

Formed 20 July 1942 at Killadeas for flying-boat training. Landplanes based at St. Angelo. Satellite at Rock Bay, Boa Island 31 May 1944 to March 1945. Disbanded 28 June 1945

Aircraft used:

Blenheim I, IV, V; Beaufighter II, VI, X; Beaufort I, II; Lysander III; Martinet I; Mosquito II, III, VI; Spitfire VB; Cleveland I; Buckmaster I

Establishment:

July 1942 18 Catalina, 3 target-tugs
Aug 1943 38 Catalina, 19 Sunderland, 5 target-tugs
July 1944 28 Catalina, 19 Sunderland, 3 Oxford
5 Martinet
Jan 1945 21 Catalina, 11 Sunderland, 2 Oxford,
2 Hurricane, 3 Martinet
Feb 1945 21 Catalina, 2 Oxford, 2 Hurricane,
3 Martinet

Aircraft used:

Catalina I, IV; Sunderland III; Oxford I, II; Martinet I; Hurricane IIC

No.132 OTU

Formed 24 November 1942 at East Fortune from aircraft and personnel of No.60 OTU for Coastal Command long-range fighter and strike training Disbanded 15 May 1946.

Establishment:

Nov 1942 30 Beaufighter, 39 Blenheim, 4 Oxford, 4 TT
Aug 1943 34 Beaufighter, 14 Beaufort, 6 TT
Apr 1944 41 Beaufighter, 12 Beaufort, 21 Mosquito,
3 Oxford, 9 Martinet
Jan 1945 33 Beaufighter, 12 Beaufort, 4 Oxford,
5 Martinet, 3 Spitfire
Nov 1945 11 Mosquito, 6 Beaufighter, 2 Oxford,
2 Martinet, 1 Spitfire, 2 Buckmaster

No.151 OTU

Formed 28 July 1942 at Raisalpur for fighter-bomber and ground-attack training. Moved to Peshawar 11 March 1944 Closed c January 1945.

Aircraft used:

Mohawk IV; Harvard II; Hurricane I, IIA, IIB; Valentia I; Vengeance I, II; Buffalo I

No.152 OTU

Formed 25 November 1942 at Peshawar for operational training of Indian-trained aircrews. Absorbed by No.151 OTU 12 March 1944

Aircraft used:

Anson I; Harvard II; Vengeance I, II; Blenheim I, IV, V.

* * * * *

Known Code Letters

AM 14 OTU	FE 56 OTU	KH 11 OTU	RD 32 OTU	WJ 17 OTU
AT 60 OTU	FH 15 OTU	KK 15 OTU	RK 10 OTU	WN 22 OTU
AT 13 OTU	FQ 32 OTU	KQ 13 OTU	SG 9 OTU	WO 132 OTU
AX 77 OTU	FV 13 OTU	KR 61 OTU	SJ 21 OTU	WY 28 OTU
AY 17 OTU	FZ 23 OTU	LB 32 OTU	SL 13 OTU	X3 111 OTU
BB 27 OTU	GA 16 OTU	LP 8 OTU	ST 54 OTU	XD 13 OTU
BD 43 OTU	GF 56 OTU	LT 22 OTU	TA 4 OTU	XG 16 OTU
BE 8 OTU	GM 42 OTU	LT 54 OTU	TF 29 OTU	XJ 13 OTU
BF 54 OTU	H3 111 OTU	LV 57 OTU	TJ 52 OTU	XN 22 OTU
BT 30 OTU	HQ 56 OTU	LX 54 OTU	TN 1 OTU	XO 57 OTU
BY 23 OTU	HR 9 OTU	MV 63 OTU	TN 30 OTU	YX 54 OTU
BZ 12 OTU	HX 61 OTU	NS 52 OTU	TO 61 OTU	ZG 10 OTU
CM 107 OTU	IF 84 OTU	NT 29 OTU	TX 11 OTU	ZX 55 OTU
CT 52 OTU	II 59 OTU	OB 53 OTU	TY 24 OTU	3G 111 OTU
DD 22 OTU	JG 17 OTU	OD 56 OTU	UF 24 OTU	3H 80 OTU
DE 61 OTU	JL 10 OTU	OP 11 OTU	UJ 27 OTU	4Q 59 OTU
ED 21 OTU	JM 20 OTU	OQ 52 OTU	UO 19 OTU	6R 41 OTU
EH 55 OTU	JP 12 OTU	OY 13 OTU	UU 61 OTU	7L 59 OTU
EL 10 OTU	JS 16 OTU	PA 55 OTU	UV 6 OTU	7Z 105 OTU
EN 27 OTU	JY 10 OTU	PF 43 OTU	UW 55 OTU	8F 105 OTU
EO 15 OTU	JZ 57 OTU	PW 57 OTU	UY 10 OTU	8V 6 OTU
EU 26 OTU	K7 6 OTU	QG 63 OTU	VQ 28 OTU	9P 85 OTU
EV 13 OTU	KD 30 OTU	QN 28 OTU	WA 5 OTU	
FB 24 OTU	KG 3 OTU	QZ 4 OTU	WG 26 OTU	

MARINE AIRCRAFT BASES IN THE UNITED KINGDOM, 1939 - 1945

The following sections list the main flying-boat and seaplane bases in use during the Second World War. In addition to these, there were numerous alighting and mooring areas which had no land facilities and were used simply as alternative stretches of sheltered water with, at most, some mooring trots.

ALNESS, Ross & Cromarty (14 miles north of Inverness)
Known as Invergordon prior to 10 February 1943 q.v.

Occupied by No.4 (C) OTU since June 1941 flying Sunderlands and Catalinas, On 5 July 1945, B Flight, Coastal Command Flying Instructors School arrived from Killadeas with three Sunderlands. In August 1946 No.4 OTU moved to Pembroke Dock and Alness closed.

BEAUMARIS, Anglesey (22 miles east of Holyhead)

Used by Saunders-Roe from 1941 to 1945 as a modification centre for over 300 flying boats (mainly Catalinas) flown direct from the USA.

BELFAST LOUGH, see Queen's Island

BOA ISLAND (Rock Bay), Lough Erne, Fermanagh

Used by No.131(C) OTU as a satellite from May 1944 to April 1945 and also used by a detachment of No.202 Sqn.

BOWMORE, Islay (On Loch Indaal)

Established 24 December 1940 as a seaplane base for G Flight (three G-class boats). Became No.119 Squadron on 13 March 1941 with additional C-class boats and moved to Pembroke Dock in August 1941. Also used by Nos.246 and 422 Sqn.

BOWNESS, see Windermere

CALSHOT, Hampshire (8 miles south-south-east of Southampton)

At the outbreak of war, the Flying Boat Training Squadron was based at Calshot with Stranraers and Singapores along with the Floatplane Training Flight with Swordfish. FBTS moved to Stranraer on 23 June 1940 and the main party from Calshot moved to Greenock in October 1940 to set up a major servicing base. Activity at Calshot declined as it became a transit base, being too exposed to enemy air attack to be suitable as an operational station. No.6 Flying Boat Servicing Unit was formed in September 1943 to maintain Sunderlands. At the end of the war, captured German flying boats were flown in from Germany, including a BV 138, BV 222 and Do 24.

CASTLE ARCHDALE, Fermanagh (11 miles north-north-west of Enniskillen)

Known as Lough Erne until 1 February 1943.

Opened 7 February 1941 as a RAF flying boat base for operational Sunderland and Catalina squadrons. Used by Nos. 119,201, 202, 209, 228, 240, 413, 422 and 423 Squadrons. To care & maintenance 25 September 1945.

DUMBARTON, Dunbartonshire (15 miles west-north-west of Glasgow)

Site of a factory of Blackburn Aircraft which built Sunderlands and the Blackburn B.20 prototype.

DUNDEE, Angus

Royal Naval Air Station commissioned 15 July 1941 as a satellite of Arbroath. Believed to have been HMS Moorhen later. Used by No.751 Squadron with Walrus for observer training. Paid off 15 June 1944.

EAST COWES, Isle of Wight

The Columbine Works of Saunders-Roe situated on the east bank of the mouth of the River Medina. Built Lerwicks, Walrus and Sea Otters.

FALMOUTH, Cornwall

Believed only used by a detachment of No.209 Squadron between 2 October and 10 November 1939. Remained on care & maintenance until 1 December 1942 when closed.

FELIXSTOWE, Suffolk

The Marine Aircraft Experimental Establishment moved to Helensburgh in September 1939 and Felixstowe became No.7 Recruits Training Pool. Transferred to No.16 Group, Coastal Command, on 17 May 1940 and used by a Flying Boat Base Servicing Party maintaining Stranraers, Londons, Lerwicks and, later, mainly Catalinas. The MAEE returned in August 1945.

GANAVAN SANDS, Argyll (One mile north of Oban)

Flying-boat maintenance base for Oban

GREENOCK, Renfrewshire (22 miles west-north-west of Glasgow)

Formed 20 October 1940 from servicing parties of No.240 Sqn., FBTS and half of the Flying-boat Repair Unit, Greenock as a Flying-boat Maintenance Base. Aircraft handled included Stranraers, Singapores, Lerwicks, Sunderlands and, later, mainly Catalinas. To care & maintenance 7 July 1945.

GUERNSEY, Channel Islands.

Used by Singapores of the FBTS from Calshot during the first half of 1940. Captured by Germans in June 1940.

HAMBLE, Hampshire (5 miles south-east of Southampton)

Fairey factory slipway. Use during Second World War not known.

HAMWORTHY, Dorset (In Poole Harbour)

Opened 1 August 1942 and used by No.461 Squadron RAAF Sunderlands and No.210 Squadron Catalinas. Found unsuitable as an operational base. Transferred to No.116 Wing, Transport Command on 13 January 1944 for M Flight (BOAC) Sunderland services to India (via Gibraltar) and to Foynes, Ireland (for Lisbon). RAF station closed 1 May 1944. The Marine Terminal at Poole had been used by Imperial Airways C-boats from Hythe since the outbreak of war.

HELENSBURGH, Dunbartonshire (23 miles west-north-west of Glasgow)

Used as a wartime base for the Marine Aircraft Experimental Establishment evacuated from Felixstowe in September 1939 and used by all types of marine aircraft, including G Flight in 1940. MAEE returned to Felixstowe in August 1945 and the station closed.

HYTHE, Hampshire (Across Southampton Water from Southampton)

Used by BOAC as a maintenance base for both BOAC and RAF flying-boats.

INVERGORDON, Ross & Cromarty (see also Alness)

Fleet anchorage used for operational detachments from Sullom Voe. No 4(C)OTU arrived from Stranraer in June 1941 with Londons, Stranraers, Singapores and Lerwicks, later replaced by Sunderlands and Catalinas. Used also by Nos. 201, 209, 210, 228, 240, 422 Squadrons. Became Alness on 10 February 1943.

KILLADEAS, Lough Erne, Fermanagh

Base of No.131(C)OTU formed on 20 July 1942 with SHQ initially at St. Angelo. Sunderlands were added to former all-Catalina strength in 1944. Coastal Command Flying Instructors School detachment was present in 1945. To care & maintenance on 28 June 1945 when No.131 OTU disbanded. Reopened 1 August 1945 as No.272 MU to store Sunderlands and Catalinas. Disbanded 28 February 1947.

LARGS, Ayrshire (27 miles north of Ayr)

Opened about December 1942 as a flying-boat reception base in No.44 Group, Ferry Command, and operated by Scottish Aviation. Received mainly Catalinas but also some Coronados from the USA. In June 1944, a 45 Group Coronado service began from Boucherville, PQ, to Largs as a link between Canada, UK and West Africa. This was taken over by No.231 Squadron and terminated on 25 September 1945.

LAWRENNY FERRY, Pembrokeshire (4 miles north-east of Pembroke)

Royal Naval Air Station commissioned 1 February 1942 as satellite of HMS Daedalus. Used by No.764 Squadron with Walrus and Kingfishers for advanced seaplane training. Paid off 24 October 1943.

LEE-ON-SOLENT, Hampshire (4 miles west of Portsmouth)

Seaplane station and slipway on seaward side of airfield used by FAA aircraft. HMS Daedalus, active throughout war.

LERWICK, Shetland Islands

Used by Londons and Stranraers from Sullom Voe as satellite moorings.

LOUGH NEAGH (Sandy Bay), Northern Ireland

In May 1944, the US Naval Air Transport Command inaugurated a PB2Y Coronado service from Botwood, Newfoundland to Lough Neagh, later extending it to Port Lyautey, Morocco. Passengers from New York were flown to Gander to connect with flying boats. Service closed down on 15 October 1944.

MOUNTBATTEN, Plymouth, Devon.

Used mainly by No.10 Squadron RAAF Sunderlands from April 1940 to October 1945. Heavily bombed on 27 November 1940. Also used by Nos.204 and 461 Squadrons. To care & maintenance 5 November 1945.

OBAN, Argyllshire

Opened 2 October 1939 with a slipway on Kerrera Island for No.209 Squadron's Stranraers and, later, Lerwicks. Used operationally by Nos.209, 210, 228, 330, 422 and 423 Squadrons and for operational trials of the Mariner by No.524 Squadron. From July 1943 to April 1945 was used by Sunderlands and Catalinas of No.302 Ferry Training Unit. Maintenance area developed at Ganavan Sands to north of Oban. Station to care & maintenance 28 April 1945.

PEMBROKE DOCK, Pembrokeshire

At outbreak of war was base of Sunderlands of 210 Squadron. On 1 June 1940, No.320 (Dutch) Squadron was formed with Fokker T.VIIIs which were flown on convoy patrols until October 1940. Was a major operational base for Sunderland and Catalina squadrons for the rest of the war. Used by Nos.95, 119,201, 209, 210, 228, 240, 320, 422 and 461 Sqns.

PORTLAND, Dorset

Satellite of HMS Daedalus for seaplane training. Used by No.772 Squadron in 1940 for fleet requirements duties. Mainly on care & maintenance during the Second World War.

QUEEN'S ISLAND, Belfast

Short & Harland factory producing Sunderlands and Stirlings.

ROCHESTER, Kent

Short Bros. main factory for the production of Sunderlands and Seaforths.

SANDBANKS, Dorset (In Poole Harbour)

Royal Naval Air Station commissioned on 15 May 1940 as satellite of HMS Daedalus. Used by No.765 Sqn in 1941-1943 for seaplane training on Walruses and Kingfishers. Paid off 15 October 1943.

STRANRAER, Wigtownshire

On 24 June 1940, the FBTS arrived from Calshot with four Singaporeans and was renamed No.4 (Coastal) OTU on 16 March 1941. Stranraers, Londons and Singaporeans were replaced by Catalinas and Lerwicks later. 4 OTU moved to Invergordon in June 1941 but partly returned on 11 March 1942 and stayed until 12 November 1942. On 1 December 1942, No.302 FTU arrived from Lough Erne with Catalinas and moved to Oban during July 1943. Also used by Nos. 209, 228, 240 and 413 Sqns. To care & maintenance 27 July 1943.

STORNOWAY, Isle of Lewis

Royal Naval Air Station commissioned as HMS Mentor on 15 November 1940 and used by No.701 Squadron's Walruses. Paid off 15 June 1941.

SULLOM VOE, Shetland Islands

Main operational station from outbreak of war and used by Nos. 190, 201, 204, 210, 240, 330, 413 and 422 Squadrons. Initially controlled by No.100 Wing aboard depot ship Manela until shore accommodation built. Closed 10 July 1945.

TENBY, Pembrokeshire (8 miles east of Pembroke)

Flying-boat mooring area in lee of Caldy Island but normally used as a salvage base for Manorbier's Queen Bee seaplanes.

WIG BAY, Wigtownshire (5 miles north of Stranraer)

Opened 12 March 1942 as No.1 Flying-boat Servicing Unit. Absorbed by No.57 MU which formed at Wig Bay on 8 October 1943, to prepare, modify, repair and store Sunderlands, Catalinas, Coronados and Mariners. In July and August 1944, two hangars were taken over from the Ministry of Aircraft Production for Shetlands. Continued post-war as a major flying-boat maintenance unit.

WINDERMERE (Bowness). On Lake Windermere, Cumberland

Used by Short Bros. to erect Sunderlands.

WOODHAVEN, Fife (opposite Dundee)

Base of "Norwegian Detachment" formed on 8 February 1942 with Catalinas and which became No.1477 (RNNAS) Flight on 17 February 1943. Became No.333 Squadron on 10 May 1943 (partly at Leuchars with Mosquitoes) and used for special duties off Norway as well as normal patrols until the end of the war.

WOOLSTON, Hampshire (On River Itchen at Southampton)

Supermarine works with slipway used for prototype marine aircraft e.g. Sea Otter, Seagull, etc.

* * * * *

Because of their nature, marine aircraft were often operated away from fixed bases. While Devonport and Portsmouth had nearby bases for marine aircraft, Rosyth had only an airfield at Donibristle. However, both RAF and FAA aircraft are known to have operated from the Forth outside the dockyard. Donibristle did have access to the sea by a strip of land from the airfield to the coast which was mainly intended as an unloading point for small craft. Being amphibious, Walruses normally operated from land airfields but could be seen at a large number of naval installations on various tasks.

There were also Queen Bee bases operated by anti-aircraft cooperation units which were abnormal in that normally the target aircraft were catapulted from land and, if they survived AA fire, landed on floats to be picked up and returned ashore.

Mooring areas were a method of dispersal used mainly at Sullom Voe where there were several alternative landing areas, for example Garth Voe and Voxter Voe. There were also a number of designated alighting areas which do not appear to have been used except for possibly the odd aircraft in transit e.g. Holyhead, Anglesey.

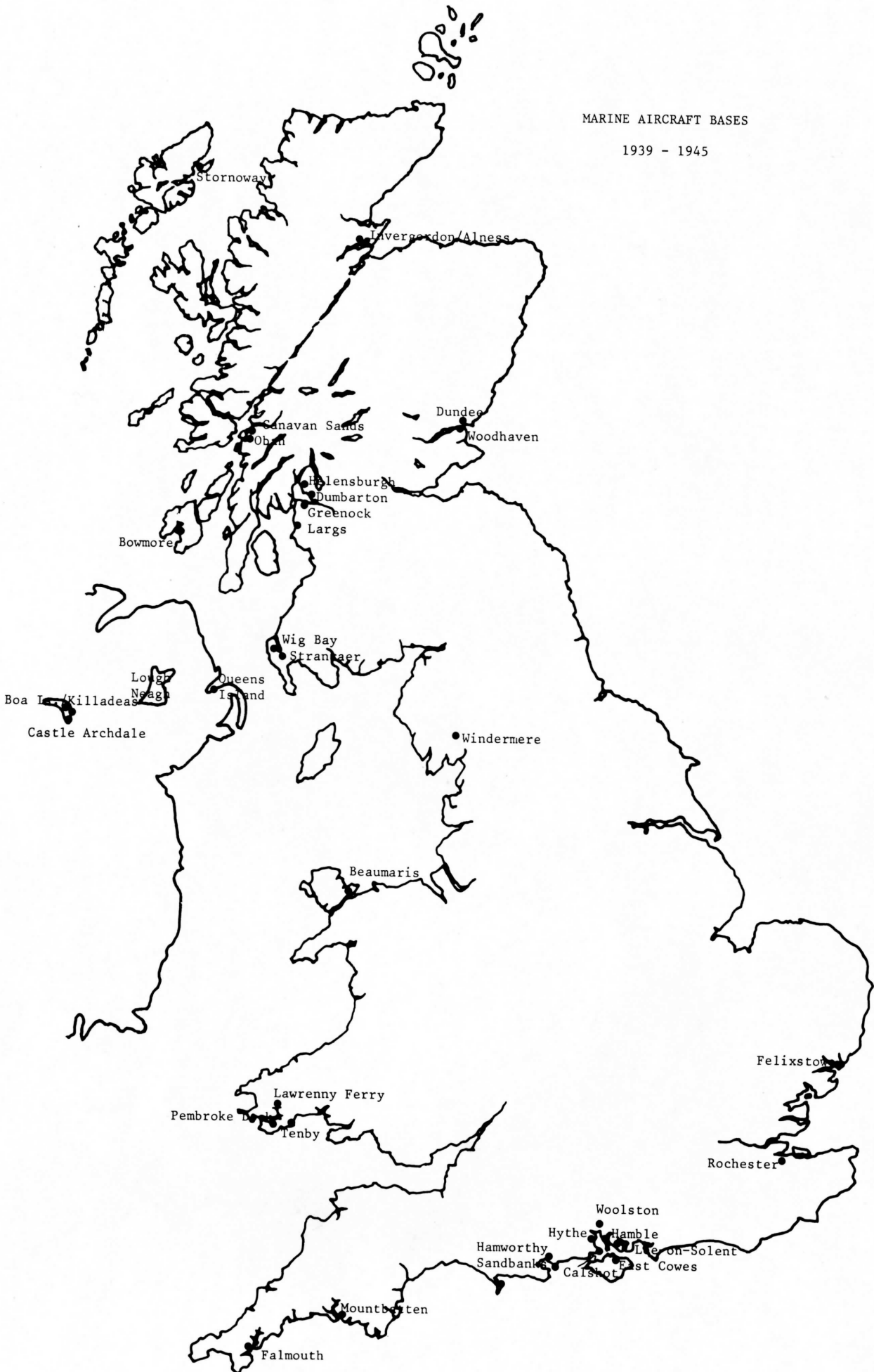
One site with aircraft may have confused viewers. At Corsewall (also known as Kirkcolm) just north of Wig Bay several Sunderlands were frequently to be seen being towed around the bay. This was a marine craft training unit where the crews of seaplane tenders and refuellers were taught the pitfalls of servicing large flying boats on the water, M-serial boats being relegated to this task.

Defining a 'marine aircraft base' is sometimes difficult. Long-established bases like Calshot and Pembroke Dock were complete with large hangars approached by slipways and had concrete parking areas. When wartime bases were brought into use, the aircraft were usually there before the base unlike land airfields. Hangars and slipways came later, Sullom Voe being a good example. There, a converted transport used by the RAF as a depot ship provided offices and repair facilities until hangars and slipways could be built. Two escort carriers were designated as Sunderland tenders in 1945 for use in the Pacific for precisely the same reasons.

Many seaplane stations were also the home of marine craft units. In addition to the usual tasks of maintaining flying-boats at their moorings, the MCUs also manned the RAF's air-sea rescue launches and both Calshot and Felixstowe were repair and maintenance bases for these craft. The huts on the quayside at Tenby still houses a marine craft unit, this time a range patrol boat for the artillery ranges at Manorbier and Castlemartin. A photo of this appears in "Royal Air Force Aircraft N1000 to N9999" showing a salvaged Queen Bee.

MARINE AIRCRAFT BASES

1939 - 1945

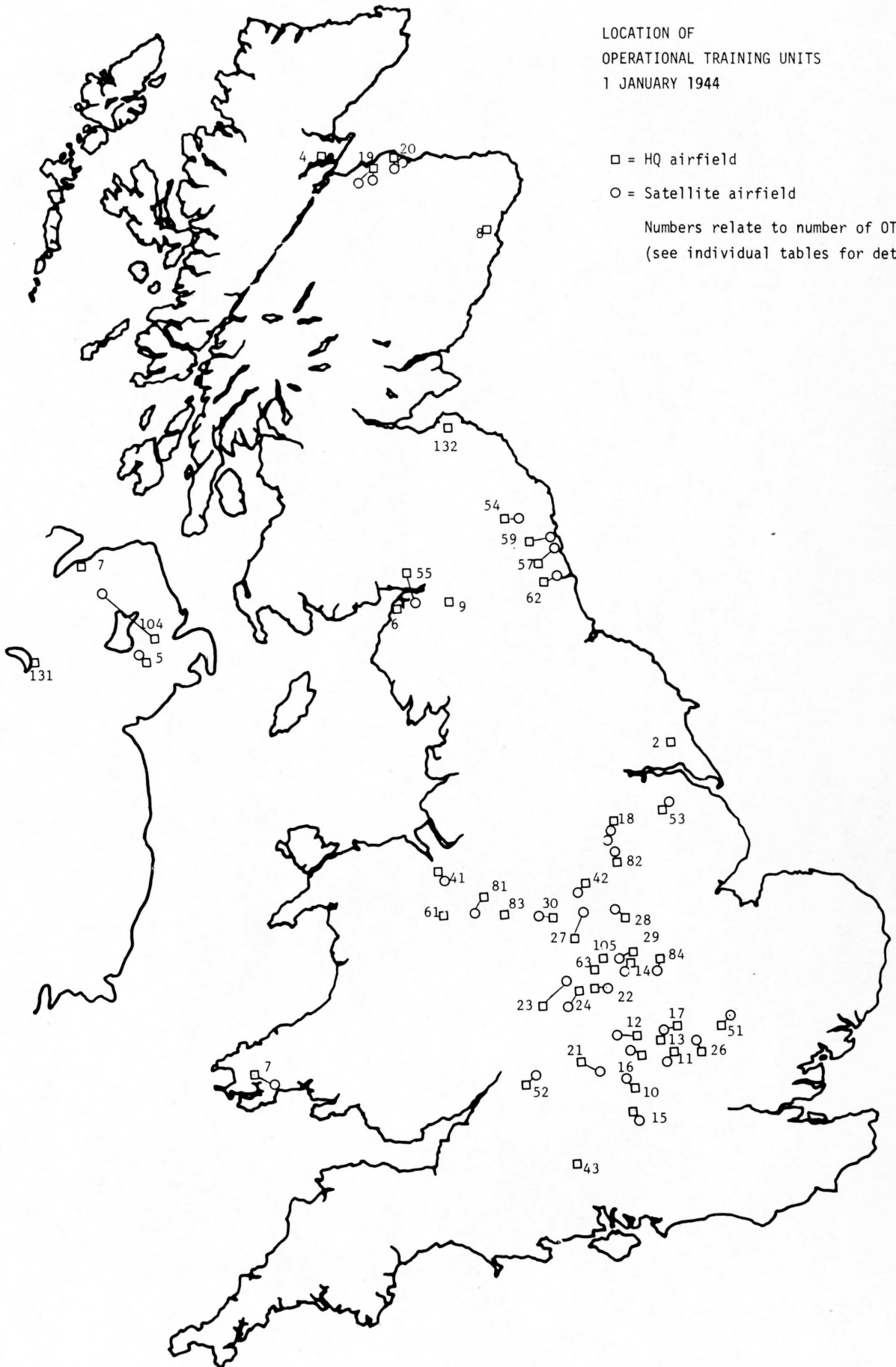


LOCATION OF
OPERATIONAL TRAINING UNITS
1 JANUARY 1944

□ = HQ airfield

○ = Satellite airfield

Numbers relate to number of OTU
(see individual tables for details)



FAA Second-line Squadrons

<u>Sqn No</u>	<u>Role</u>	<u>Date</u>	<u>Location</u>	<u>Aircraft Used</u>
764	Seaplane Trg	4.40	Lee-on-Solent	Swordfish, Walrus
		3.7.40	Pembroke Dock	Seafox, Kingfisher
		5.41	Lawrenny Ferry	
		10.43	Disbanded	
	Torpedo Trials Unit	2.44	Gosport	Firefly, Seafire
		10.45	Disbanded	
765	Seaplane Trg	9.39	Lee-on-Solent	Walrus, Seafox
		.40	Sandbanks	Swordfish, Kingfisher
		10.43	Disbanded	
	Recording Unit	3.44	Charlton Horethorne	Wellington
		11.45	Hal Far	
		3.46	Disbanded	
766	OTU	2.43	Campbeltown	Swordfish, Hurricane
		7.43	Inskip	Albacore, Anson
		2.46	Ratray	Harvard, Master
			cont.post-war	
767	DLT Unit	9.39	Donibristle	Swordfish, Albacore
		11.39	Argus	Martlet
		11.39	Hyeres	
		6.40	Malta (1 flt to 830 Sqn)	
		7.40	Arbroath	
		4.43	Easthaven	Barracuda
			cont.post-war	
768	DLT Unit	12.40	Arbroath	Swordfish, Fulmar
		3.43	Machrihanish	Hurricane, Spitfire
		9.43	Ayr	Wildcat, Corsair
		.44	Abbotsinch	Firefly
		.44	East Haven	
		4.46	Disbanded	
769	DLT Unit	9.39	Donibristle	Sea Gladiator, Skua,
		.40	Hyeres	Roc, Albacore
		18.6.40	Bone	
		9.40	Arbroath	Swordfish
	TBR Trg	11.43	East Haven	
		8.45	Ratray	Barracuda
		11.45	Disbanded	
770	Flt Req.Unit	1.1.41	Donibristle	Swordfish, Roc, Skua
		6.41	Crail	Defiant, Seafire
		2.44	Dunino	
		16.7.44	Drem	
		11.45	Disbanded	
771	Flt Req Unit	9.39	Argus	Maryland, Skua, Roc
		9.39	Hatston	Swordfish, Henley
		7.42	Twatt	Mosquito, Havoc
		25.7.45	Zeals	Corsair, Wildcat
		15.9.45	Gosport	
			cont.post-war	
772	Flt Req Unit	9.39	Portland	Swordfish
		7.40	Campbeltown	Skua, Roc, Henley,
		7.41	Machrihanish	Chesapeake, Blenheim,
		7.44	Ayr	Fulmar, Defiant,
		12.45	Burscough	Wildcat, Corsair
			cont.post-war	

<u>Sqn No</u>	<u>Role</u>	<u>Date</u>	<u>Location</u>	<u>Aircraft used</u>
773	Flt Req.Unit	6.40 3.44 1.6.45 29.3.46 8.46	Bermuda Disbanded Lee-on-Solent Brawdy Disbanded	Walrus, Swordfish, Roc
774	Arm.Trg Unit TAG Trg	11.39 26.9.40 11.44 8.45	Aldergrove St.Merryn Rattray Disbanded	Swordfish, Skua, Roc Albacore, Hurricane
775	Flt Req Unit	11.40 12.45	Dekheila Disbanded	Swordfish, Roc, Martinet, Seafire
776	Flt Req Unit	1.1.41 3.41 30.10.45	Lee-on-Solent Speke Disbanded	Blenheim, Chesapeake Defiant, Martinet
777	Flt Req Unit Trials Unit	1.8.41 11.44 5.45* 12.46	Hastings, Sierra Leone Disbanded Ford To 778 Sqn	Roc, Defiant Mosquito, Seafire
778	Service trials unit	9.39 6.7.40 5.3.43 9.44 9.45 2.46	Lee-on-Solent Arbroath Crail Arbroath Gosport Ford cont.post-war	All FAA types
779	Arm.Trg Flt Req Unit	3.40 ,40 1.10.41 6.45	Ford Disbanded Gibraltar Disbanded	Swordfish, Skua, Martinet Defiant, Seafire
780	Pilot Trg	10.39 7.10.40 10.43 11.44 1.45	Eastleigh Lee-on-Solent Charlton Horethorne Lee-on-Solent To 794 Sqn	Tiger Moth, Hart, Harvard, Swordfish, Master, Proctor
781	Communications	3.40 8.45	Lee-on-Solent Disbanded	Various
782	Communications	12.40	Donibristle cont.post-war	Dominie, Oxford, Walrus Harrow, Flamingo
783	Radar Trg Air Signals School	9.1.41	Arbroath cont.post-war	Anson, Walrus Firefly
784	Nt.Ftr Trg	1.6.42 18.10.42	Lee-on-Solent Drem cont.post-war	Fulmar, Anson Chesapeake, Firefly

FAA Second-line Squadrons

<u>Sqn No</u>	<u>Role</u>	<u>Date</u>	<u>Location</u>	<u>Aircraft used</u>
785	Torp Trg Unit	7.11.40	Crail	Swordfish, Shark Albacore, Barracuda, Avenger
		2.46	Disbanded	
786	Torp Trg Unit	21.11.40	Crail	Swordfish, Albacore Barracuda, Avenger
		12.45	Disbanded	
787	Air Fighting Dev.Unit	5.3.41	Yeovilton	All fighter types
		2.42	Duxford	
		4.43	Wittering	
		17.1.45	Tangmere	
		15.7.45	Westhampnett	
		27.11.45	W.Raynham cont.post-war	
788	Flt Req Unit	6.42	Kilindini	Swordfish, Skua, Beaufighter
		8.45	Disbanded	
789	Flt Req Unit	1.7.42	Wingfield	Walrus, Albacore Swordfish, Martinet, Anson
		12.45	Disbanded	
790	Target Towing Unit Ftr Direction School	10.40	Machrihanish	Fulmar, Firefly, Anson Oxford, Wildcat, Mosquito
		7.41	to 772 Sqn	
		7.42	Charlton Hore- thorne	
		1.4.45	Zeals	
		30.8.45	Dale	
			cont,post-war	
791	Air target towing Unit Flt Req Unit	10.40	Arbroath	Roc, Skua, Swordfish Defiant Corsair, Vengeance
		12.44	Disbanded	
		10.45	Sembawang	
		6.47	Disbanded	
792	Air Target- towing Unit	15.8.40	St.Merryn	Roc, Skua, Master Defiant, Martinet
		1.45	To 794 Sqn	
793	Air Target- towing Unit	11.39	Ford	Roc Albacore, Roc, Fulmar, Martinet
		18.8.40	Disbanded	
		18.11.40	Piarco	
		8.45	Disbanded	
794	Air Target- towing Unit	1.8.40	Yeovilton	Swordfish, Roc Skua, Tiger Moth Blenheim, Master, Seafire Defiant
		1.7.43	Angle	
		10.43	Dale	
		22.11.43	Henstridge	
		12.43	Charleton Horethorne	
		6.44	Disbanded	
		2.1.45	Lee-on-Solent	
		8.45	Eglinton cont.post-war	

<u>Sqn No</u>	<u>Role</u>	<u>Date</u>	<u>Location</u>	<u>Aircraft Used</u>
795	Ftr Pool	7.42	Tanga	Wildcat, Fulmar
		10.9.42	Majunga	
		13.11.42	Albatross	
		15.11.42	Tanga	
		4.44	Disbanded	
796	OTU	7.42	Kilindini	Swordfish, Albacore Walrus, Fulmar
		10.42	Majunga	
		17.11.42	Tanga	
		4.44	Disbanded	
797	Flt Req Unit	7.42	Katukurunda	Skua, Swordfish, Avenger
		9.45	Disbanded	
798	Adv Conv. Unit	11.10.43	Lee-on-Solent	Fulmar, Master, Oxford Blenheim, Beaufort, Barracuda
		11.45	Halesworth	
		1.46	Hinstock	
		4.46	Disbanded	
799	Pool Sqn	9.43	Wingfield	Sea Otter, Expediter, Avenger, Tiger Moth
		4.44	Disbanded	
	TAG Trg Unit	8.45	Lee-on-Solent cont.post-war	

Nos.1700 to 1703 were operational units

Addenda and Errata

Additional information has come in since this series started, mainly from Ray Sturtivant and Bill Chorley.

- No.700 Sqn Shore base was Hatston until moved to Twatt in 1942.
- No.701 Sqn Add dates: Reykjavik 7.40; Stornoway 6.11.40 and Sullom Voe Shetlands 3.41. Date reformed at Heston was 18.4.45. Add aircraft at Heston: Anson, Expediter, Traveller, Harvard, Seafire, Tiger Moth.
- No.702 Sqn AMC shore based aircraft were at Lee-on-Solent. Was an instrument Flying Training Unit at Hinstock and did not disband in 8.45 but moved to Australia. Based at Schofields 9.45 to 8.46 when disbanded. Aircraft were Oxford and Harvard
- No.703 Sqn Apparently formed in 5.42, shore base Lee-on-Solent and also had Seafox and Walrus.
- No.704 Sqn Formed at Zeals on 11.4.45. Thorney Island was a detachment only. Moved to Ford 4.9.45.
- No.705 Sqn Had Barracudas at Ronaldsway and disbanded in 7.45.
- No.706 Sqn Based at Schofields, NSW with Corsair, Seafire, Hellcat, Avenger
- No.707 Sqn Formed 20.2.45 and moved to Gosport on 14.8.45 disbanding in 1946. Also flew Ansons and Avengers.
- No.708 Sqn Formed in August 1944. Delete Barracuda
- No.709 Sqn Continued post-war and not disbanded in 1.46. Formed 15.9.44.
- No.710 Sqn Complete list of movements was as follows: Formed at Lee 23.8.39; 26.8.39 to Mount Batten; 1.9.39 emb.Albatross; 8.9.39 arr.Free-town (det.flts at Dakar and Bathurst); 14.5.41 to Hastings; 25.9.41 emb.Albatross; 17.11.41 disemb.Hastings; 23.11.41 emb. Albatross, returning later to Hastings; 21.4.42 emb.Albatross; 31.5.42 dis Kilindini (dets at Nairobi and Port Reitz); 21.7.42 emb.Albatross; 5.8.42 disemb.Kilindini; 27.11.42 to Durban; 29.11.42 Stanford Hill (det Maputo); 7.3.43 emb.Albatross; 27.3.43 Bombay; 1.4.43 Santa Cruz; 15.7.43 emb.Albatross; 9.8.43 Kilindini and aircraft ferried to Nairobi; 17.8.43 emb. Albatross; 6.10.43 Plymouth; 14.10.43 Lee-on-Solent and disbanded.

Transfers to RIAF 30.10.47: N9302 (82383); T6253 (84679); DE357 (85379); DE655(85596); DE666 (85607); EM854(86056); EM867 (86069); EM871 (86073); EM927 (86121); EM954 (86137); EM958(86141); EM988 (86171); NL708 (86191); NL814 (86273).

Whether these latter allocations were paper transactions only is open to speculation. At least two, DE357 and NL708 became VT-ASL and VT-ATP in 1945.

"Impressments Log" also records the following 20 RIAF transfers:

T1779; V4733 (82581/VT-ALF); DG494; DG505; DG508; DG519; DG520; DG522; DG527; DG538; DG540; DP245; DP255; DP263; DP264; HK813; MA936 (VT-AOM); MA951;MA952

The SAAF aircraft are only fully known by their RAF serials or, in certain cases) their Australian c/n. All however would have had SAAF serials.

N9400 (82470); N9401 (82471); N9404 (82474); R5191 (83053); T5903 (83913); T5905 (83915); T6035 (84214); T6376 (84750); T6377 (84751); T6378 (84752); T6403 (84777); T6488 (84829 (SAAF 2177)); T6494 (84835); T6593 (84922); T6627 (84941); T6649 (84963); T6676 (84976); T6678 (84978); T6701 (85001); T6713 (85013); T6755 (85042); T6760 (85047); T6985 (85194); T7159 (83618); T7624 (84026); T7656 (84040); T7812 (84190); T7900 (84261); T8096 (84408); T8101 (84413); T8121 (84433); T8172 (84464); T8173 (84465); T8182 (84474); T8185 (84477); T8236 (84509); DE150 (85220); DE216 (85273); DE337 (85359); DE403 (85411); DE411 (85419); DE413 (85421); DE452 (85448); DE457 (85453); DE460 (85456); DE472 (85468); DE483 (85479); DE514 (85494); DE520 (85500); DE550 (85517); DE559 (85526); DE579 (85546); DE654 (85595); DE668 (85609); DE690 (85631); DE723 (85653); DE724 (85654); DE766 (85680); DE769 (85683); DE780 (85694); DE791 (85705); DE817 (85715); DE819 (85717); DE821 (85719); DE822 (85720); DE827 (85725); DE828 (85726); DE829 (85727); DE835 (85733); DE838 (85736); DE839 (85737); DE843 (85741 (HU-781)); DE845 (85743); DE893 (85778); DE897 (85782); DE928 (85799); EM755 (85986); EM756 (85987); EM779 (85996); EM787 (86004); EM790 (86007); EM801 (86018); EM806 (86023); EM807 (86024); EM808 (86025); EM809 (86026 - HU1871); EM818 (86035); EM819 (86036);

C/n 552 (HU-718); 557; 570; 575; 673 (DX587/SAAF 2392); 708 (DX606/SAAF 2426); 709 (DX607/SAAF 2388); 718 (DX630/SAAF 2416); 719 (DX631/SAAF 2417); 722 (DX634/SAAF 2414); 759 (DX684/SAAF 2434); 771 (DX696/SAAF 2446)½

Royal Indian Air Force serials were allotted in the HU series and are known to include HU-484, 492, 498, 512, 705, 717, 718, 726, 731, 779, 781, 782, 801, 856, 864, 870 and 871 (all of which became civilian).

Releases for civilian use appear to have commenced early; some are known in 1948 and may therefore not have been used by the RIAF but more were civil registered in 1949/50 together with batches in 1956, 1959 and the mid-1960s.

HU-512 is preserved at Palam (although this serial is quoted for VT-DPK with the c/n 12492.

IRAN

There are indications that 99 Tiger Moths were delivered new by de Havillands and Morris Motors before and during the early stages of the war. With the normal desire for round figures, one other may have delivered e.g. an ex-demonstrator

The first 74 were serialled 101-174 being c/n 3117-3136; 3200-3208; 3228-3237; 3290-3309; 3464-3473; 3930-3934.

The subsequent 25 were c/n 82005-82009; 82047-82051; 82092-82096 (all DH-built) and 83352, 83353, 83355, 83357-83363 (Morris-built).

Nothing else is known of these aircraft.

IRAQ

Seventeen Tigers were delivered new from de Havilland pre-war. Serials 40-46 plus ten more. C/ns 3321-3323; 3482-3484; 3487; 3546-3551.

Two were allotted to the RAF at Hinaidi in 1936 and may have been absorbed locally, no other fate being known. These were K4252 (3248) and K4255 (3251) delivered as replacements for Moths K1200 and K1201.

Fifteen surplus RAF aircraft were sold to the Government of Iraq in mid-1947, two NM171 and NM202 being despatch on 31 May and the remainder on 8 July.

DE310 (85344); DE408 (85416); DE790 (85704); DE948 (85819);
DF146 (85895); DF181 (85917); DF200 (85936); EM985 (86168);
NL865 (86312); NM112 (86432); NM119 (86439); NM121 (86441);
NM171 (86479); NM173 (86481); NM202 (86510).

ISRAEL

Some mystery still surrounds the (believed) three Palestinian/Israeli Tigers. They are known to have initially used civilian markings: VQ-PAN (3314 ex-G-ACYN of Aviron), VQ-PAU and VQ-PAV. The last two were registered/delivered in 1947 and were Canadian-built DH 82Cs ex-CF-CJA and CF-CTB (or CJB). Identities and service history remains obscure.

JAPAN

Several Tiger Moths were captured by advancing Japanese forces in the Far East in 1942. No details of usage are known.

JORDAN

Two Tigers were sold to the Arab Legion Air Force from RAF stocks, via de Havilland on 26 April 1946. They were NM156 (86476) and NM205 (86513). They were believed to have subsequently become T-201 and T-200 respectively and later TJ-AAG and TJ-AAF with Arab Airways Flying Club, prior to being sold (almost full circle) to RAF Amman Flying Club in 1956. TJ-AAG was allocated G-AOCS.

One other Tiger was civilianised in 1951 - TJ-AAW whose previous military service is unknown.

KENYA

Just prior to the war, Wilson Airways ordered three new Tiger Moths. C/ns 82596-82598 were allocated VP-KCT to KCV. They were delivered in September 1939 and immediately impressed into the Kenya Auxiliary Air Unit, possibly as K-26, K-27 and K-28.

At least three other Tigers (K-30, K-31 and K-32) were also impressed but research to date has not clarified their source. It is possible that some RAF Tigers based on Nairobi were in fact taken over but at present this must remain speculative.

Known Kenyan aircraft are as follows:

K-26 To SAAF 4691 in March 1944 (later ZS-BUN)
K-27 Crashed at Karen, Nairobi 23.12.39
K-28 Taken over by Royal Navy in 1942 (ex-Dekheila).

K-30 To SAAF 3.44
 K-31 To SAAF 3.44
 K-32 To SAAF 3.44
 N6981 Delivered to 30 EFTS Nairobi 12.4.40
 N9121 Delivered to 30 EFTS Nairobi 12.4.40; taken over by Royal Navy
 at Dekheila, 1942
 N9124 Delivered to 30 EFTS Nairobi 12.4.40

All the RAF specimens were cancelled in the January 1947 census
 Other Tiger Moths delivered in 1940 comprised T5902-5910 and 5913
 despatched on 23.11.40. It is possible these were only paper transactions
 since the aircraft subsequently turned up on SAAF or SRAF censuses.

Finally, relevant of note to current topics, the 33 Tiger Moths recently
 discovered off the Scottish coastline on board SS Breda were being delivered
 (officially) to Kenya. They comprised T5911, T5912, T5914-5920, T7548-7553,
 T7583-7600.

Post-war civilian Tiger Moths all came from South Africa or Southern Rhodesia.

LEBANON

Six Tiger Moths were delivered from Iraqi Air Force sources in 1958 and were
 used for AOP duties. Nothing else is known.

MALAYA

Issues of Air-Britain Digest (notably November 1955) have detailed the story
 of the Malayan Volunteer Air Force, formed briefly on 1 December 1941.
 Seven Tiger Moths were impressed, comprising VR-RAM, RAN and RAO (c/n 3537,
 3591 and 3592), two possibly from Singapore and two, probably K4270 and
 K4273 from RAF sources.

Of these seven, one was written off in December 1941, one destroyed in an air
 raid on Pakan Baroe in January 1942 and the others were destroyed in February,
 one en route to Padang, two at Pakan Baroe, one at Padang and one at Batavia.

One other Tiger Moth, RNZAF's NZ658 (c/n 83460) was abandoned by No.488
 Squadron at Singapore in February 1942 during the evacuation.

A further quantity of Tiger Moths was delivered to the Malayan Auxiliary Air
 Force after the war between 1949 and 1953 and survivors lasted in service
 until at least 1957:

N9519	c/n 82546	Delivered 15.11.49	Crashed 4.2.51
R5131	83013	6.1.50	Crashed 20.6.53
T5620	83318	7.12.51	SOC 30.4.55
T5671	83349	14.12.49	
T5973	84093	21.11.51	SOC 30.4.55
T5986	84152	19.4.53	SOC 12.2.57
T6163	84611	7.3.53	SOC 30.3.57
T6575	84904	19.4.53	SOC 21.1.57
T6775	85062	18.12.49	Crashed 20.1.53
T7245	83755	7.3.53	Crashed 20.1.57
T7292	83806	5.11.49	Crashed 7.5.55
T7342	83868	31.10.49	Crashed 18.8.55
T7367	83697	26.11.49	SOC 14.1.57
T7368	83698	15.11.49	SOC 18.1.57
T7681	84070	13.11.51	Crashed 1.2.53
BB746	3367	2.11.49	SOC 17.12.52
DE212	85269	10.12.49	SOC 11.4.53
DE735	85665	28.9.51	Crashed 16.6.56

None of these has any known subsequent history

NETHERLANDS

56 Tiger Moths were delivered to the Royal Netherlands Air Force from RAF stocks in 1946 and 1947. The first 36 were despatched over the period July and August 1946 and became A-1 to A-36; the next 20 followed on 12 February 1947 on SS Ponto from Dagenham. Individual details are as follows:

1946 Deliveries

<u>Serial</u>	<u>Deld</u>	<u>To</u>	<u>On charge</u>	<u>Disposal</u>
N5491	22.7.46	A-16	1.9.47	To PH-UDP 5.7.48
N6839	22.7.46	A-18	21.1.47	To PH-UDO 5.7.48
N9192	22.7.46	A-13	5.10.48	SOC 16.1.61; was PH-UFB 3.52 to 1.54
N9194	22.7.46	A-24	15.4.48	C.R.Rilland-Bath 5.4.51
R4769	23.8.46	A-32	10.3.48	To D-EDIL 15.4.55; was PH-UFK 7.53 to 2.54
R4875	22.7.46	A-17	7.11.47	To D-EDOL 13.1.56
R4949	22.7.46	A-35	25.11.47	Crashed 30.11.50
T5814	29.7.46	A-15	28.6.47	SOC 16.1.61
T5820	29.7.46	A-11	12.12.47	SOC 16.1.61; was PH-NDF 7.48 to 2.54
T6110	29.7.46	A-12	2.9.49	To D-EDAL 13.1.56
T6190	23.9.46	A-30	31.3.48	SOC 16.1.61; to PH-PVC 14.8.61
T7014	9.8.46	A-20*	10.3.48	To PH-UDL 5.7.48
T7262	23.8.46	A-27*	3.9.48	To MLD - VU101 1.6.56 q.v.
T7306	31.7.46	A-33*		To PH-UEW 18.11.50
T7443	26.8.46	A-25	27.8.47	SOC 25.11.55
T7472	26.8.46	A-31	31.3.47	SOC 4.9.47
T7602	26.8.46	A-29	26.5.48	To Neth.New Guinea 9.2.61; SOC 23.1.63
DE265	9.8.46	A-26	3.9.48	Crashed near Rucphen 27.6.50
DE511	26.7.46	A-14	1.2.47	SOC 16.1.61
NM139	22.7.46	A-34	7.5.48	Crashed, Woensdrecht 26.7.58
PG682	1.8.46	A-3	16.2.48	Crashed, Leeuwarden 11.5.59
PG685	1.8.46	A-4	27.1.48	To Neth.New Guinea 9.2.61; SOC 23.1.63
PG690	1.8.46	A-10	1.3.48	SOC 16.1.61; was PH-UFC 4.52 to 1.54
PG692	14.8.46	A-28*	3.9.48	To MLD - VU-102 1.6.56 q.v.
PG711	21.8.46	A-22	22.4.48	Crashed 15.9.56
PG712	1.8.46	A-2	7.5.48	SOC 16.1.61; later OO-DJU
PG716	21.8.46	A-19	10.3.48	To D-EDEL 13.1.56
PG729	1.8.46	A-1	25.9.47	To PH-NFS 29.9.54; was PH-UFI 5.53 to 1.54
PG730	21.8.46	A-7	26.1.48	Crashed 2.2.48
PG737	21.8.46	A-9	1.2.47	Crashed near Hoogerheide 11.8.47
PG738	21.8.46	A-21	26.5.48	To D-EDUL 13.1.56
PG740	1.8.46	A-36	10.2.47	SOC 4.9.47
PG741	21.8.46	A-8	8.1.48	Crashed, Venlo-Duevrielle 31.7.57; was PH-UFD 7.52 to 1.54
PG742	21.8.46	A-23	28.5.48	SOC 16.1.61
PG743	1.8.46	A-6	16.2.48	SOC 16.1.61
PG745	1.8.46	A-5	31.3.48	To D-EDYL 13.1.56

* Identities unconfirmed

1947 Deliveries all on 12.2.47)

N6445	A-39	30.8.48	SOC 16.1.56; was PH-UEZ 2.52 to 1.54
N9391	A-40	30.8.48	SOC 15.1.56; to PH-NGM 9.59
R4946	A-44	30.8.48	SOC 24.1.55; was PH-UFL 9.53 to 1.54
R5063	A-43	30.8.48	SOC 16.1.61; later became OO-JEU
R5242	A-38	30.8.48	SOC 24.3.61; to Schiphol Museum
T5835	A-37	30.8.48	SOC 16.1.61; was PH-UFA 3.52 to 2.54
T6911	A-53	24.2.48	Crashed into Bathpolder 7.7.49
T6955	A-45	24.2.48	Crashed 9.10.50

T6961	A-55	6.9.47	SOC 29.6.51
T6964	A-46	24.2.48	Crashed, Munster 7.7.54; SOC 25.11.55
T7037	A-42	14.12.47	Crashed St.Nikolaas, Belgium 3.5.48
T7405	A-41	25.6.48	SOC 16.1.61
T7409	A-47	24.2.48	To PH-UDK 5.7.48
NL982	A-48	24.2.48	To PH-UDN 5.7.48
PG681	A-50	6.9.47	SOC 13.1.56
PG683	A-56	6.9.47	SOC 16.1.61; later OO-MOS (was PH-UFE 7.52 to 1.54)
PG689	A-54	6.9.47	To MLD VU-104 1.6.56 (q.v.)
PG734	A-51	6.9.47	To PH-UDM 5.7.48
PG739	A-52	6.9.47	To PH-UDV 16.8.49
PG746	A-49	30.8.48	To MLD VU-103 1.6.56 (q.v.)

Four of the Air Force Tigers were transferred to the Navy on 1 June 1956. Initially given serials in the range VU-101 to VU-104, the two survivors became 001 and 002 in August 1959.

VU-101	ex-A-27	SOC 27.8.59
VU-102	A-28	Became 001 8.59; SOC 10.11.60
VU-103	A-49	Became 002 8.59; Sold as spares, Kooij Gliding Club 3.7.62
VU-104	A-54	Crashed Valkenburg 4.9.56

NEW ZEALAND

Like other Commonwealth countries, New Zealand acquired numerous specimens for wartime EFTS use. A total of 24 ex-civil aircraft was impressed on 1 October 1939 (NZ701 to NZ724). Eight more UK civil aircraft were delivered from de Havillands, together with 8 new aircraft from the Hatfield line (NZ730 to NZ745).

A further 48 (NZ751 to NZ798) were delivered partly built in England and completed at Wellington with joint DH/DHNZ c/ns and this led directly into local production which totalled some 133 aircraft (NZ799 to NZ850 and NZ1421 to NZ1501).

Final RNZAF Tigers comprised 90 delivered from unused RAF stocks between February and August 1940. These were given RNZAF serials NZ650 to NZ689 and NZ851 to NZ900.

New Zealand Civil Impressments

NZ 701	ZK-AGL	3705	From Hawkes Bay & East Coast Aero Club
NZ 702	ZK-AFZ	3639	Wellington Aero Club
NZ 703	ZK-AGW	3833	Wellington Aero Club
NZ 704	ZK-AGZ	3795	Western Federated Aero Club
NZ 705	ZK-AHG	3936	Middle Districts Aero Club
NZ 706	ZK-AGG	3693	Western Federated Aero Club
NZ 707	ZK-AHB	3832	Waikato Aero Club
NZ 708	ZK-AFW	3643	West Coast United Aero Club
NZ 709	ZK-AFY	3638	West Coast United Aero Club
NZ 710	ZK-AGF	3671	Southland Aero Club
NZ 711	ZK-AHH	82052	Marlborough Aero Club
NZ 712	ZK-AGX	3834	Marlborough Aero Club
NZ 713	ZK-AHA	3789	Otago Aero Club
NZ 714	ZK-AHM	82231	Impressed
NZ 715	ZK-AHR	82232	on
NZ 716	ZK-AHO	82230	arrival
NZ 717	ZK-AGA	3640	Wanganui Aero Club
NZ 718	ZK-AGY	3835	Middle Districts Aero Club
NZ 719	ZK-AFN	3629	Auckland Aero Club
NZ 720	ZK-AFO	3630	Auckland Aero Club

NZ721	ZK-AGI	3697	Auckland Aero Club
NZ722	ZK-AGH	3696	Auckland Aero Club
NZ723	ZK-AHF	3935	Auckland Aero Club
NZ724	ZK-AFP	3680	Auckland Aero Club

Many of these survived the war and were re-civilianised but, as standard New Zealand practice, all adopted new marks. For example, the first NZ Tiger ZK-AFN delivered in 1938 was impressed as NZ719. This was derequisitioned in 1947 and became ZK-AOL with New Plymouth Aero Club where it crashed on 10 January 1959.

Ex-United Kingdom Civil Impressments

NZ730	G-AFJL	3749
NZ731	G-ACSK	3223
NZ732	G-ADUK	3426
NZ733	G-AFJI	3747
NZ734	G-AFJF	3722
NZ735	G-ADLU	3357
NZ736	G-AFNL	82185
NZ737	G-ACWB	3226

All the above were with the London Aeroplane Club and, with the exception of G-ACSK, were cancelled on 25 January 1940 (G-ACSK on 30 May 1940). G-AFTJ, owned by the Marquis of Londonderry, was cancelled as sold on the same day and its fate has never been traced. It may have been earmarked as NZ731NZ731 but found to be unacceptable by de Havillands who replaced it with G-ACSK which was technically owned by them still.

The next batch of Tiger Moths, NZ738 to NZ749 came straight off the Hatfield production line. Probably the later ones were delivered only part-assembled, being completed at Rongotai. According to DHNZ sources, the c/ns were 82344/5, 82296, 82297, 82294, 82295, 82346, 82347, 82298, 82392 to 82394, these being at some divergence with previously published UK lists. NZ750 was not allotted.

In numerical order, although not delivery order, the next batch consisted of the 48 airframes assembled in 1940 around UK-exported fuselages - NZ751 to NZ798. These Tigers carried dual Hatfield/DHNZ c/ns and again records in the UK and New Zealand disagree. DHNZ c/ns were in strict order - DHNZ1 to DHNZ48 but the corresponding Hatfield c/ns are not yet positive. Information on this point would be welcome:

DHNZ c/n	DH c/n (NZ sources)	DH c/n (UK sources)
1	82713	82713
2	82840 (see NZ9)	82714
3	82714	82715
4	82715	82836
5	82836	82837
6	82837	82838
7	82838	82839
8	82839	82840
9	82840 (see NZ2)	82841
10	82841	?
11	82842	?
12	?	?

The DHNZ records here are suspect since 82840 is duplicated and 82842 is almost certainly R4919. The missing DH c/ns may be 82395 to 82397 (believed shipped to NZ); or they may have something to do with the duplicate c/ns of 82447/8 and 82553/4, both allegedly N9377/8 (but see Trinidad)

DHNZ13 to DHNZ48 are know as c/n 82944 to 82949; 83077 to 83082; 83202 to 83207; 83379 to 83396. The last 24 may have been Morris-built fuselages.

The next 52 Tiger Moths (NZ799 to NZ850) were pure Rongotai-built with the c/ns DHNZ 49 to 100 and were followed in 1942 by NZ1421 to NZ1501 (the last number being reserialled NZ1601 to avoid clashing with a Hind).

The next 90 Tiger Moths came from new RAF stocks and were shipped out between February and August 1940. RAF/RNZAF serial tie-ups were not logical and were as follows:

NZ851/N9456;	NZ852/N9142;	NZ853/N9457;	NZ854/N9185;	NZ855/N9183;
NZ856/N9410;	NZ857/N9249;	NZ858/N9144;	NZ859/N9246;	NZ860/N9459;
NZ861/N9458;	NZ862/N9428;	NZ863/N9254;	NZ864/N9268;	NZ865/N9172;
NZ866/N9427;	NZ867/N9171;	NZ868/N9271;	NZ869/N9342;	NZ870/N9247;
NZ871/N9409;	NZ872/N9338;	NZ873/N9273;	NZ874/N9405;	NZ875/N9245;
NZ876/R5068;	NZ877/R5067;	NZ878/R4982;	NZ879/R4978;	NZ880/R5069;
NZ881/R5076;	NZ882/R4980;	NZ883/R4979;	NZ884/R4981;	NZ885/R4977;
NZ886/R4987;	NZ887/R4985;	NZ888/R4989;	NZ889/R5005;	NZ890/R4986;
NZ891/R4988;	NZ892/R5011;	NZ893/R5010;	NZ894/R5071;	NZ895/R5070;
NZ896/R4984;	NZ897/R4983;	NZ898/R5007;	NZ899/R5006;	NZ900/R5075;
NZ650/R5073;	NZ651/R5009;	NZ652/R5072;	NZ653/R5074;	NZ654/R5008;
NZ655/T5754;	NZ656/T5757;	NZ657/T5750;	NZ658/T5751;	NZ659/T5752;
NZ660/T5753;	NZ661/T5764;	NZ662/T5763;	NZ663/T5762;	NZ664/T5755;
NZ665/T5760;	NZ660/T5761;	NZ667/T5758;	NZ668/T5756;	NZ669/T5759;
NZ670/T5765;	NZ671/T5766;	NZ672/T5772;	NZ673/T5771;	NZ674/T5767;
NZ675/T5769;	NZ676/T5770;	NZ677/T5768;	NZ678/T5773;	NZ679/T5774;
NZ680/T5781;	NZ681/T5786;	NZ682/T5778;	NZ683/T5777;	NZ684/T5776;
NZ685/T5775;	NZ686/T5779;	NZ687/T5780;	NZ688/T5782;	NZ689/T5783;

Finally, twenty were acquired from Australia between September 1941 and January 1942. These were NZ1401 to NZ1420 (c/ns 487 to 506).

RNZAF Tiger Moths were mainly used in Elementary Flying Training Schools. These were:

No.1 EFTS	Taieri	October 1939 to October 1944
No.2 EFTS	New Plymouth	November 1939 to October 1942
	Ashburton	October 1942 to October 1945
No.3 EFTS	Harewood	May 1940 to July 1945
No.4 EFTS	Whenuapai	December 1940 to March 1942

Other uses were found for Tiger Moths, for example as squadron "hacks". NZ658 was struck off charge as "left behind at fall of Singapore, February 1942".

Disposal of RNZAF Tiger Moths, apart from write-offs and diversions to ground instructional use, came soon after the war with 98 released by the War Assets Realisation Board in November 1946. The remaining Tiger Moths were retained, mainly being late production aircraft, for the CMT pilot training scheme at Taieri, final disposals taking place in June 1956.

NORWAY

Norway produced both D.H.82s and D.H.82As under licence, following production of D.H.60s. Seventeen D.H.82s were built at Kjeller (c/ns 149 to 165) for the Norwegian Army and carried serials 127 to 159 (odd numbers only). The later D.H.82As are believed to number twenty (serials presumed to be odd numbers between 161 and 199) and unconfirmed c/ns were likely to have been 171 to 190.

The majority of these were destroyed either before the war or at Kjeller

in April 1940. Seven "Moths" were at Kjeller when it was heavily bombed by He 111s on 9 April. The Army flying school moved from Kjeller to Lake Oyeren on 8 April, to Lake Osen 10 April and seven Tiger Moths escaped to Sweden on 15 April. The consisted of four which landed at Horrmundasjon (Nos.157,137, 163 and 149 which became SE-ALK to SE-ALN inclusive) and three at Rorbacksnas (189, 131 and 151 which became SE-ALP, SE-ALR and SE-ANL).

After the war, the RAF donated in 1947 an instructional airframe to the Royal Norwegian Air Force technical training school at Kjevik. This was N6972/6317M and was despatched by No.47 MU from Newcastle on 1 August 1947 to Oslo on SS "Bonn", arriving on 3 August. This aircraft still survives as a museum exhibit. Initially T5696/6283M had been selected for delivery but was replaced for some reason.

PAKISTAN

Following partition, seven Tiger Moths still on RAF charge in India were delivered to the embryo Royal Pakistan Air Force on 25 September 1947. These were N6945 (82195), DE573 (85540), DE823 (85721), EM852 (86054), EM893 (86087), EM960 (86143) and NL753 (86224).

On 24 May 1948 a further 24 were purchased from the RAF by de Havillands for the RPAF and it may be assumed that they were delivered fairly soon afterwards. These were:

N6452, N9200, R5192, T5623, T5851, T6312, T6569, T6685, T6769, T6823, T6967, T6982, T6989, T7125, T7181, T7440, T7468, T7691, T7779, T7848, DE211, DE213, DE297, DE774.

Finally, a number of civil Tiger Moths were despatched to the Pakistan Government by W.S.Shackleton, an aircraft broker, and were presumably also used by the RPAF. These were:

G-ADOR (3410/BB687); G-AFSM (82183/X5109); G-AIHP (84880/T6551);
G-AIXF (84956/T6642); G-AIXX (86118/EM924); G-AJDU (92045/N6781);

All were sold in November 1948.

There may be an interesting tale here since all except G-AFSM were originally cancelled by the Secretary of State on 26 April 1948, a cancellation usually reserved for illegal exports. Previous registered ownersowner were H.Curtis (G-ADOR), LEH Airways (G-AFSM), Astra Overseas Trading Co. (G-AIHP and G-AIXF), Maurice Mann (G-AIXK) and E.G.Iver (G-AJDU). There might have been some connection with exportation to Israel which was frustrated by an arms embargo.

PORTUGAL

Portugal was one of the first customers for the Tiger Moth and two, initially registered to D.H., were shipped out at the end of 1931, to be followed by a further 30. No FAP identities are known but at least one (c/n 3650) was civilianised as CS-AAA in 1946. The aircraft involved were:

G-ABPH (1732), G-ABSK (1796) and c/ns 3159-3169, 3212-3221 and 3645-3653.

A further 30 were supplied from RAF stocks, mainly unused, in 1943 and 1944.

Delivered 19 September 1943: EM968, EM969, NL786, NL787, NL788, NL789,
NL802, NL803, NL804, NL805

Delivered 20 September 1943: NL766 to NL774, NL785

Delivered 3 December 1944: DF115, EM753, NL922, NL927, NL928, NL936 to
NL939, NL961

ROYAL AIR FORCE STATION, THORNEY ISLAND

Thorney Island, just east of Portsmouth, was selected as a potential RAF airfield in time-honoured fashion. An accident investigation team looking into the crash of Fury K2073 noted the area's suitability for an airfield. With expansion in the offing, the Air Ministry approved the site and building began in 1935. An area of 1,450 acres in the northeast corner of the island was developed first at a cost of £78,500 with the standard circular format of RAF airfields in that period adapted to fit the confines of the island and the village of West Thorney.

RAF Station Thorney Island opened on 3 February 1938 in No.16 Group, Coastal Command. On 10 March, the Vildebeests of No.22 Squadron flew in from Donibristle, followed next day by No.42's. On 4 April 1938, the School of General Reconnaissance was formed to train crews for GR squadrons. For the torpedo bomber squadrons, underground torpedo storage was provided.

During the Munich crisis in September 1938, No.42 was detached to Thornaby for a week and sandbag dispersals were built. When the standby was over, Thorney Island was the jumping-off point for numerous Anson and Blenheim delivery flights to the Middle East over the next six months. Shortly before the outbreak of war, No.42 moved to Bircham Newton and No.48's Ansons moved in. On 3 September 1939, anti-U-boat patrols began and in October a pair of Vildebeests tried to sink a U-boat.

January 1940 saw the first Beaufort at Thorney and during the next few months No.22 converted to their new torpedo bombers before moving out to North Coates. At the end of April, No.42 returned with Beauforts. On 24 May, a trio of Wellingtons fitted with giant hoops heralded the formation of No.3 General Reconnaissance Unit with D.W.I. (Directional Wireless Installation). Needless to say, it had nothing to do with GR or DWI but was a magnetic minesweeping system. The School of General Reconnaissance had moved to Guernsey in April for a few weeks before handing its airfield over to a new tenant, the Luftwaffe.

A slight flaw in the war plans of the British Empire became evident during June 1940 when Thorney Island found that the only solid object between it and the armies of the Third Reich were some mudflats and the seawall a few yards south of the perimeter. A detachment of Blenheims from No.235 Squadron at Detling moved in and was joined early in July by more Blenheims of Nos.59 and 236 Squadrons while No.42 headed north for Wick followed some weeks later by No.48. Both departing squadrons had taken part in bombing raids over northern France and No.59 carried on the task, attacking barge concentrations in French ports. Nos.235 and 236 Squadron patrolled the Channel and shot down several enemy bombers while covering convoys.

The Luftwaffe made its first visit to Thorney Island on 13 August when a Ju 88 dropped four bombs which damaged an aircraft. On the 16th, another Ju 88 hit a hangar and destroyed four aircraft. A heavy raid developed on 18 August when 25 Ju 87s with fighter escort divebombed the airfield, damaging two hangars and wrecking three aircraft. A trio of No.235's Blenheims claimed to have shot down two Ju 87s but the credit for all 16 Ju 87s shot down in the area that day went to Fighter Command. A single He 111 bombed on the 23rd during a visit by the Duke of Kent and was claimed destroyed by three of No.235's Blenheims.

Attacks by Blenheims on barge concentrations continued for the next few months while No.812 Squadron FAA brought its ancient, but highly efficient, Swordfish to Thorney for shipping strikes and anti-submarine patrols. No.53 Squadron arrived with Blenheims in November to join in bombing raids until February 1941. On 5 December, a 500kg bomb landing on the bomb dump but fortunately failed to explode. A Ju 88 damaged two more hangars on 18 February 1941 and there were 1 more raid in March and four in April which did little damage. On 22 June, a pair of landmines damaged dispersed Beauforts but that was the last for the year.

No.22 Squadron came back in June 1941 for anti-shiping strikes off the French coast and was replaced by No.217 in October. No.415 Squadron RCAF was formed with Beauforts on 20 August and apart from short detachments stayed at Thorney Island until November 1943, later flying Hampden torpedo bombers. Runways were built at the end of 1941 by which time the airfield covered most of the island. At least now the control did not have to keep an eye on what was effectively two adjacent airfields.

As Blenheims gradually departed, Hudsons began to make their appearance. Nos.233 and 407 RCAF Squadrons with Hudsons and No.489 RNZAF with Blenheims arrived early in 1942, with No.489 later converting to Hampden torpedo bombers. No.160 Squadron's Liberators had passed through in January and February 1942 en route for the Middle East and more arrived in July with No.86 Squadron, others of No.59 joining them in August. Thorney Island became a base for long-range patrols down the Channel to the Atlantic. Spitfires of Nos.129 and 130 Squadrons came to cover the Dieppe raid in August. However, the torpedo bombers of No.415 and FAA Swordfish continued their forays into 1943.

In January 1944, the last Liberators had moved out to make way for a new role for Thorney Island. The ASR Training Unit left in March and 15 March 1944 found the airfield alive with Typhoons as Nos.164 and 193 Squadrons arrived. Three more squadrons flew in on 1 April (although No.197 was officially based at Tangmere) and a sixth on 6 April as 2nd Tactical Air Force got ready for D-day. For the next couple of months, the Typhoons ranged over Northern France and on D-day, 6 June 1944, and after gave ground support to the Allied armies in Normandy before moving out of Thorney Island en route for France. Their place was taken by No.140 Wing's Mosquitoes on 18 June. Nos.21, 464 RAAF and 487 RNZAF flew mainly night intruders until they moved to France in February 1945. Fleet Air Arm Avengers flew anti-E-boat patrols over the Channel.

In January 1945, the Air-Sea Warfare Development Unit arrived from Angle and in February No.278 Squadron brought its ASR amphibians from Bradwell Bay. Until the end of the war, Thorney Island was the operational base for FAA Swordfish and Barracudas. By the end of 1945, only the ASWDU and its attached FAA squadron (No.703) were flying from Thorney Island.

In May 1946, Nos.248 and 254 Squadrons arrived to form a strike wing and were renumbered 36 and 42 Squadrons later that year. Both disbanded on 15 October 1947. No.1 Torpedo Training Unit arrived from Tain in November 1946 and disbanded on 10 December 1947.

On 15 December 1947, Thorney Island was transferred from Coastal to Fighter Command although ASWDU remained until May 1948 when it moved to Ballykelly. First fighter unit in was No.63 Squadron's Spitfire LF.16s from Middle Wallop, followed in March by No.56's Meteors from Duxford. No.63 converted to Meteors in April and No.222 arrived from Tangmere on 1 July. All three squadrons remained until May 1950.

Thorney Island passed to Flying Training Command with the arrival of No.2 Air Navigation School from Middleton St. George on 15 May 1950 with Ansons and Wellington T.10s. Valetta T.2s arrived by the end of 1951 and were joined during the following year by Marathon T.11s. The last Wellington was replaced by Varsityes on 8 April 1943. For high-speed navigation training, Vampire T.11s were provided, being replaced by Meteors in May 1959.

On 15 February 1955, No.22 Squadron reformed with Whirlwind ASR helicopters. Before the end of the year B Flight had been despatched to Martlesham Heath and C Flight to Valley. Squadron headquarters moved to St. Mawgan on 4 June 1956, D Flight being left at Thorney until 31 December 1959.

No.2 ANS moved to Hullavington on 15 January 1962 and Thorney Island was transferred to Transport Command. No.242 Operational Conversion Unit moved in on 29

January 1962 from Dishforth to train transport crews for tactical support squadrons. While at Thorney Island, the OCU used Hastings, Argosy, Valetta, Beverley and Hercules aircraft.

No.46 Squadron's Andovers arrived in Septem-

ber 1970 but the squadron disbanded on 31 August 1975. No.242 OCU, by now a Hercules-equipped unit, moved to Lyneham to join the Hercules squadrons and Thorney Island ceased operations on 31 March 1976, closing down on 30 June 1976 after 38 active years. The station buildings were passed to the Royal Navy.

Major Flying Units based at Thorney Island, 1938 to 1976

<u>Unit</u>	<u>Arrived</u>	<u>From</u>	<u>Left</u>	<u>To</u>	<u>Aircraft</u>
No.22 Sqn	10.3.38	Donibristle	8.4.40	North Coates	Vildebeest IV/Beaufort I
No.42 Sqn	11.3.38	Donibristle	12.8.39	Bircham Newton	Vildebeest IV
S.of GR	4.4.38	Formed	22.4.40	Guernsey	Anson I, Hart, Osprey, etc.
No.48 Sqn	25.8.39	Eastchurch	16.7.40	Hooton Park	Anson I
1 CACU	15.9.39	Gosport	18.5.40	Detling	Anson I
No.248 Sqn	8.4.40	North Coates	16.4.40	Gosport	Blenheim IV
No.42 Sqn	27.4.40	Bircham Newton	19.6.40	Wick	Beaufort I
No.3 GRU	24.5.40	Manston	26.7.40	Disbanded	Wellington I(DWI)
No.818 Sqn	30.5.40	Ford	9.6.40	Ark Royal	Swordfish
No.236 Sqn	1.7.40	Middle Wallop	8.8.40	St.Eval	Blenheim I/IV
No.59 Sqn	3.7.40	Odiham	1.2.41	Manston	Blenheim IV
No.12 Sqn	7.8.40	Binbrook	12.8.40	Eastchurch	Battle
No.812 Sqn	12.9.40	North Coates	1.11.40	Detling	Swordfish
No.53 Sqn	20.11.40	Detling	10.2.41	Bircham Newton	Blenheim IV
No.59 Sqn	15.3.41	Manston	22.7.41	Bircham Newton	Blenheim IV
No.404 Sqn	15.4.41	Formed	20.6.41	Castletown	Blenheim IV
No.827 Sqn	2.5.41	Stornoway	11.5.41	St.Eval	Albacore
No.816 Sqn	3.5.41	North Coates	14.6.41	St.Eval	Swordfish
No.407 Sqn	20.5.41	Formed	9.7.41	North Coates	Blenheim IV/Hudson
No.22 Sqn	25.6.41	North Coates	28.10.41	St.Eval	Beaufort
No.415 Sqn	20.8.41	Formed	10.4.42	St.Eval	Beaufort/Hampden
No.217 Sqn	28.10.41	St.Eval	16.2.42	Skitten	Beaufort
No.280 Sqn	10.12.41	Formed	10.2.42	Detling	Anson I
No.233 Sqn	1.42(P)	St.Eval	7.42(P)	Gibraltar	Hudson
No.407 Sqn	17.2.42	North Coates	31.3.42	Bircham Newton	Hudson
No.489 Sqn	27.2.42	Leuchars	5.8.42	Skitten	Blenheim IV/Hampden
No.415 Sqn	16.5.42	St.Eval	5.6.42	North Coates	Hampden
No.143 Sqn	9.6.42	Limavady	27.7.42	Docking	Blenheim IV
No.129 Sqn	30.7.42	Westhampnett	23.9.42	Grimsetter	Spitfire V
No.86 Sqn	31.7.42	Wick	19.3.43	Aldergrove	Liberator
No.130 Sqn	16.8.42	Perranporth	20.8.42	Perranporth	Spitfire V
No.612 Sqn	18.8.42	Reykjavik	23.9.42	Wick	Whitley VII
No.59 Sqn	28.8.42	North Coates	6.2.43	Aldergrove	Liberator
No.816 Sqn	7.9.42	Lee-on-Solent	30.12.42	Machrihanish	Swordfish
No.819 Sqn	8.9.42	Bircham Newton	28.10.42	Donibristle	Swordfish
No.131 Sqn	24.9.42	Tangmere	7.11.42	Westhampnett	Spitfire V
No.415 Sqn	9.11.42	Leuchars	15.11.43	Bircham Newton	Hampden/Wellington XIII
No.836 Sqn	1.1.43		16.3.43	Machrihanish	Swordfish
No.833 Sqn	1.2.43	Stretton	10.3.43	St.Eval	Swordfish
No.59 Sqn	27.3.43	Chivenor	11.5.43	Aldergrove	Liberator
No.53 Sqn	28.4.43	Bircham Newton	25.9.43	Beaulieu	Whitley/Liberator
No.280 Sqn	25.9.43	Bircham Newton	20.10.43	Thornaby	Warwick I
No.547 Sqn	25.10.43	Davidstowe Moor	10.1.44	St.Eval	Liberator
ASR TU	12.43(P)	Thornaby	3.44(P)	Thornaby	Warwick I
No.164 Sqn	15.3.44	Acklington	11.4.44	Llanbedr	Typhoon Ib
No.193 Sqn	15.3.44	Fairlop	6.4.44	Llanbedr	Typhoon Ib
No.609 Sqn	1.4.44	Acklington	18.6.44	Bazenville	Typhoon Ib

Thorney Island

<u>Unit</u>	<u>Arrived</u>	<u>From</u>	<u>Left</u>	<u>To</u>	<u>Aircraft</u>
No.183 Sqn	1.4.44	Manston	18.6.44	Funtington	Typhoon Ib
No.198 Sqn	6.4.44	Llanbedr	22.4.44	Llanbedr	Typhoon Ib
83 Gp Comm Flt	15.4.44	Gatwick/Redhill	5.9.44	Amiens	Various
No.164 Sqn	22.4.44	Llanbedr	17.6.44	Funtington	Typhoon Ib
No.198 Sqn	30.4.44	Llanbedr	18.6.44	Funtington	Typhoon Ib
No.848 Sqn	13.6.44	Manston	24.8.44		Avenger
No.21 Sqn	18.6.44	Gravesend	5.2.45	Rosieres-en-Santerre	Mosquito VI
No.464 Sqn	18.6.44	Gravesend	5.2.45	Rosieres-en-Santerre	Mosquito VI
No.487 Sqn	18.6.44	Gravesend	5.2.45	Rosieres-en-Santerre	Mosquito VI
No.854 Sqn	7.8.44	Hawkinge	27.8.44		Avenger
No.855 Sqn	7.8.44	Hawkinge	6.9.44	Lee-on-Solent	Avenger
83 Gp Supp Unit	20.9.44	Bognor	4.11.44	Westhampnett	Various
No.842 Sqn	10.11.44	Benbecula	18.1.45	Lee-on-Solent	Swordfish
No.838 Sqn	12.11.44	Fraserburgh	3.2.45	Worthy Down	Swordfish
No.822 Sqn	10.1.45	Lee-on-Solent	14.4.45	Manston	Barracuda
ASWDU	14.1.45	Angle	27.5.48	Ballykelly	Various
No.810 Sqn	1.2.45	Burscough	10.4.45	Beccles	Barracuda
No.278 Sqn	15.2.45	Bradwell Bay	14.10.45	Disbanded	Walrus, Sea Otter
No.703 Sqn	19.4.45	Reformed	31.5.48	Lee-on-Solent	Various
No.704 Sqn	19.6.45	Zeals	4.9.45	Ford	Mosquito
No.254 Sqn	6.5.46	Langham	1.10.46	To No.42 Sqn	Beaufighter X
No.248 Sqn	31.5.46	Chivenor	30.9.46	To No.36 Sqn	Mosquito XVII
No.36 Sqn	1.10.46	ex-248 Sqn	15.10.47	Disbanded	Mosquito XVII
No.42 Sqn	1.10.46	ex-254 Sqn	15.10.47	Disbanded	Beaufighter X
1 TTU	13.11.46	Tain	10.12.47	Disbanded	Beaufighter X
No.63 Sqn	12.12.47	Middle Wallop	10.5.50	Waterbeach	Spitfire LF.16/Meteor F.3 and F.4
No.56 Sqn	3.48	Duxford	10.5.50	Waterbeach	Meteor F.3 and F.4
No.80 Sqn	10.5.48	Wunstorf	5.6.48	Wunstorf	Spitfire F.24
No.222 Sqn	1.7.48	Tangmere	6.5.50	Waterbeach	Meteor F.4
No.2 ANS	15.5.50	Middleton St.George	15.1.62	Hullavington	Various
No.22 Sqn	15.2.55	Reformed	4.6.56	St.Mawgan	Whirlwind HAR.2
No.242 OCU	29.1.62	Dishforth		Lyneham	Various
No.46 Sqn	9.70(P)	Abingdon	31.8.75	Disbanded	Andover C.1

Notes: (P) indicates that the unit moved over a period during the month and a precise date is not possible.
The dates quoted for RAF squadrons are from the squadron ORB and do not always tie in with the station ORB.

Detachments, which were numerous, from squadrons based elsewhere are not shown on this table.

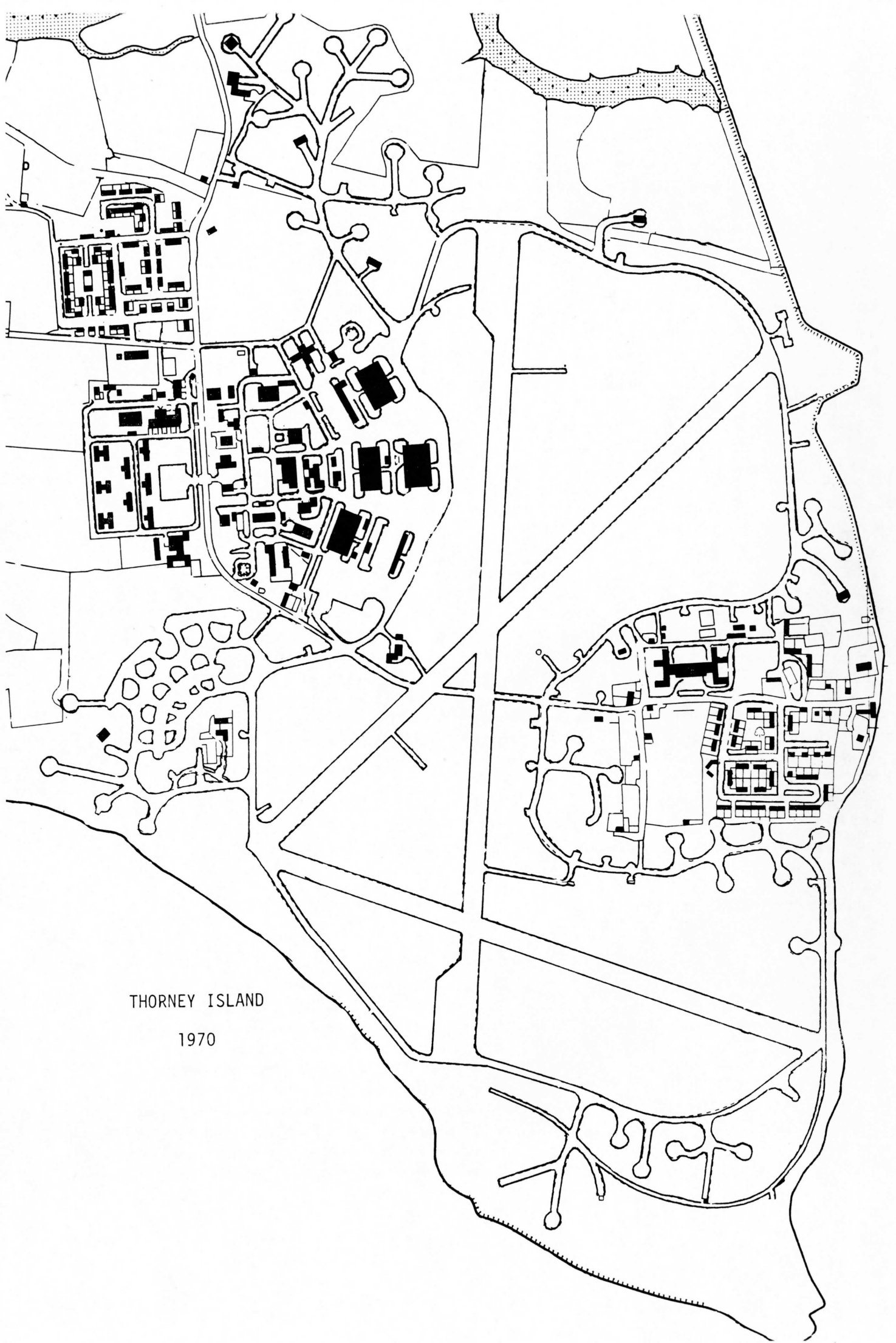
Details of Airfield

Location: Latitude 50.49N
Longitude 00.55W
8 miles ENE of Portsmouth

Runways: 01/19 6,000 x 150 ft
06/24 5,100 x 150 ft
12/30 4,053 x 150 ft

Elevation: 10 ft AMSL

The original grass airfield was the northern half of the area shown on the plan, the road joining the camp and West Thorney village being the southern boundary. The area south of this was later developed as a landing ground and when runways were built the two were joined. The original control tower in West Thorney on the peritrack near the junction of runways 01/19 and 12/30 but was replaced in the 1960s by the one shown adjacent to 06/24. Two of the original six hangars were demolished.



THORNEY ISLAND

1970

ROYAL AIR FORCE STATION ST.MAWGAN

Badge: On a mount a Cornish Chough

Motto: "Vigila" (Keep Watch)

(Awarded October 1958)

Unlike its well-known neighbour St.Eval, RAF Station St.Mawgan never operated any operational squadrons during the Second World War. Its main duty lay in No.44 Group, Transport Command (formerly Ferry Command), receiving and despatching aircraft from and to overseas bases.

However, to see the picture as a whole it must be related that some of this transport activity began at the adjacent ex-civil airfield of Newquay which was renamed Trebelzue in September 1941. On 30 December 1941, Trebelzue was transferred from No.19 Group, where it had served as an unused satellite of St.Eval, to No.44 Group, Ferry Command.

No.2 Overseas Aircraft Despatch Unit began to arrive at Trebelzue on 5 February 1942 and received its first aircraft from Honeybourne fifteen days later. Six Beaufighters and a Blenheim were despatched overseas on the 25th but due to the existence of No.1 OADU at Portreath, further down the Cornish coast, No.2 OADU's activities were whittled down in succeeding months to almost nothing. Air Marshal Sir Frederick Bowhill came to view the station in Flamingo AE444 on 9 June 1942. It had already been decided to build two runways adjacent to the east side of Trebelzue and doubtless this important visitor was seeing for himself how this would affect the situation.

From another Cornish airfield, Cleave, came five Henleys from "O" and "D" Flight, No.1 Anti-aircraft Cooperation Unit. Their duty was target-towing for anti-aircraft batteries in the area. The ceased attachment on 1 November 1942 but were back again in December.

Work on No.1 Runway of the new St.Mawgan, as it came to be called, began on 24 August 1942. In December of the same year Trebelzue saw its only operational squadrons. No.400 Squadron, RCAF, sent a detachment of Mustang Is from Portreath on 23 December 1942 while six Mosquitoes of No.264 Squadron arrived from Colerne seven days later. Their operations lay over the Bay of Biscay where they carried out "Instep" patrols, followed later by some "Ranger" missions over North-west France. The Mustangs left for Middle Wallop on 14 January 1943 while the Mosquitoes departed for Portreath on 10 February.

Even before the new runway was completed, the name of Trebelzue was changed to St.Mawgan on 24 February 1943. The USAAF were to have a big stake in St.Mawgan's future and the Penmount Hotel in Newquay was taken over as accommodation for American trans-Atlantic aircrews in March. The personnel strength of the airfield at the end of April stood at 26 RAF and 4 WAAF officers, 77 SNCOs and 618 airmen. Just before the station opened its big new runway, a detachment of No.297 Squadron from Thrupton arrived for exercises with six Whitleys towing Horsas. On 11 June 1943, the 491st Base and Air Base Squadron, Air Transport Command, USAAF, was attached under the command of Lt.Col H.F.Roth. The RAF contingent was commanded by Gp.Capt.R.P.P.Pope, DFC.

The big day for the opening of No.1 Runway arrived on 1 July 1943. The first landing was made by a B-24 of the USAAF named "Big Dick". Exactly a month later, No.3 Runway was handed over for use. Now USAAF aircraft were departing for Gibraltar and North Africa. In August 1943 St.Mawgan despatched 35 B-24s, 18 B-17s, 24 C-47s, 7 C-53s, 5 B-26s and one C-87. By December, the total of USAAF departures stood at 1,179 and included in addition to the above types, B-25s, C-54s and a PBV-5A. A detachment of four USAAF B-17s arrived on 5 November for met.duties under Coastal Command, departing on 24 November.

During the first months of 1944, the ratio of USAAF to RAF movements fell; 444 USAAF to 84 RAF in March and 392 to 121 in April.

During April 1944, BOAC took over new offices in the Terminal Building. They and KLM had been operating through St.Mawgan from Whitchurch since 1943. In October 1944, No.282 Squadron began operating ten Warwicks on air-sea rescue duties and during the same month a new BOAC weekly service to Madrid was inaugurated with Dakota G-AGIX. In November, however, Dakota G-AGJX left on the last service from St.Mawgan and BOAC moved to Hurn. No.282 Squadron returned to St.Eval on November 11th and later in the same month No.1529 Beam Approach Training Flight was formed with six Oxfords.

During 1944, there were 16,110 movements, May being the best month with 1,942. The flow continued in 1945, among the 28,000 movements being 165 RCAF Lancasters returning home. On 29 June 1945, the first test of the FIDO installation was made. The Instrument Approach System was handed over to the RAF on 14 August 1945, this month having most movements in 1945, a total of 1,808.

Portreath, the home of No.1 OADU, closed down in September and its commitments were taken over on 15 September. The two BAT Flights, Nos.1529 and 1556 were transferred to Fairford on 27 January 1946 and on 15 July St.Mawgan was transferred from No.44 to No.46 Group and ceased operating for a period.

On 16 April 1951, the station reopened in No.19 Group, Coastal Command as the home of the School of Maritime Reconnaissance flying Lancaster MR.3s. Also based at St. Mawgan was the Air-Sea Warfare Development Unit which arrived from Ballykelly on 10 May 1951 with Shackletons. The School of Maritime Reconnaissance moved to Kinloss on 30 September 1956 and its place was taken by Nos.220 and 228 Squadrons, equipped respectively with Shackleton MR.1s and MR.2s. These were later renumbered 201 and 206 Squadrons and were joined by No.42 Squadron in October 1958. No.22 Squadron was another arrival in June 1945, equipped for search and rescue with Whirlwind HAR.2s. No.1360 Flight was formed on 6 January 1958 with Whirlwinds and a month later became No.217 Squadron, being disbanded on 3 November 1959. In July 1965, Nos.201 and 206 Squadrons left St. Mawgan for Kinloss and at the same time the Maritime Operational Training Unit arrived from Kinloss. On 1 May 1970, No.7 Squadron was reformed at St.Mawgan with Canberras as a target facilities unit.

No.42 Squadron, now the only operational maritime squadron at St.Mawgan, flew Shackleton MR.3s until September 1971 when the last Shackleton left the station on conversion of the squadron to Nimrod MR.1s. MOTU was renamed No.236 Operational Conversion Unit on 1 August 1970 and began training crews on Nimrods.

During the 1970s, much new building construction and improvement took place on the station. A large new hangar, with underfloor heating, was constructed for Nimrod servicing. A Nimrod Dynamic Trainer was linked with a full mission simulator to conserve flying hours on the OCU aircraft. A large dispersal area to the west of the main runway was provided for Nimrods.

The runway length is 9,099 feet, which rates it among the longest in the country and, at 300 feet wide, it is twice the width of the normal service runway. Modern landing aids are available and the airfield is designated a Master Diversion Airfield. The weather is such that the station is able to stay open when most others are closed but this advantage is offset by a tendency for sea fog to roll in from the Atlantic with little warning.

Although flying intensity is now very limited due to the station's tasks by comparison with wartime operations, St.Mawgan remains one of the two major maritime bases left in the United Kingdom. Target facilities and search-and-rescue duties mean many of Nos.7 and 22 Squadrons' aircraft being detached to other stations but St.Mawgan makes a pleasant home for its resident units atop the Cornish cliffs.

ST. MAWGAN
1970



Cranfield opened as a Royal Air Force station in No.1 Group, Bomber Command, on 1 June 1937. In July, three Hind light bomber squadrons arrived, No.108 from Farnborough on the 6th, No.82 from Andover on the 8th and No.62 from Abingdon on the 12th. All three converted to Blenheims during their stay at Cranfield.

On 15 June 1938, Cranfield was transferred to No.2 Group, Bomber Command. On the same day, No.108 Squadron departed for Bassingbourn. No.82 Squadron left for Watton on 26 August 1939 and between 23 and 26 August 1939 the aircraft of No.62 Squadron began moving to Singapore. On the 26th, Nos.35 and 207 Squadrons arrived from Cottesmore with their Fairey Battles.

On the outbreak of war, Cranfield was reformed as a Group Pool under No.6 Group, Bomber Command to provide replacement personnel and aircraft to the First Echelon of the Advanced Air Striking Force in France. Most of the personnel trained during September were posted to No.98 Squadron, Hucknall, itself intended as a pool squadron in France.

The airfield was evacuated by its flying units on 9 December 1939 to allow hard runways to be built. No.207 Squadron went back to Cottesmore while No.35 went to Bassingbourn. Work on the runways continued throughout the winter of 1939/40 and the airfield was ready for full operational training in April 1940. On the 5th, the first aircraft of No.207 Squadron arrived back and three days later it was absorbed into an operational training unit in No.6 Group. On the 18th, No.207 took its Battles to Benson to become part of No.12 Operational Training Unit.

On 20 April 1940, No.14 Service Flying Training School arrived from Kinloss and Cranfield was transferred to No.23 Group, Flying Training Command. Group Captain A.H. Peck DSO, MC arrived as Commanding Officer on the 27th. No.14 SFTS was equipped with Harvards and Oxfords but in June the Harvards were replaced by 30 Master Is. During the same month, however, Flying Training Command decided that No.14 SFTS should become a twin-engined training unit only and the Masters were re-allocated.

Cranfield was out of the main area of the Battle of Britain but this did not stop one enemy bomber dropping two bombs on the airfield at 11.58 on 26 September 1940. The bombs cratered the landing ground but did no other damage.

In November 1940, No.15 SFTS began using the relief landing ground at Long Newton, Wilts. for night flying. On 14 December, night flying also began at the RLG at Sibson. During night flying at the latter location, enemy intruders attacked the RLG on two occasions. On 29 April 1941 at 23.30, an intruder joined the circuit, attacking one Oxford and bombing the flarepath with HE and incendiary bombs. On 8 May, Oxford W6636 was attacked by an intruder in the circuit and the instructor in the aircraft was killed.

Twinwood Farm, an airfield to the north-east of Cranfield, was taken into use by No.14 SFTS on 9 June 1941. It was far more suitable than either of the other two airfields and flying began the next day. However, before long the unit was on the move again for on 16 August 1941 No.14 SFTS moved to Lyneham.

Next day, No.51 Operational Training Unit for training night fighter crews arrived from Debden where it had been formed only a few weeks earlier. This unit, whose CO was Group Captain J.L.F.Fuller-Good, had only a few aircraft on arrival but among these was the General Aircraft Owllet G-AGBK (impressed as DP240). This aircraft was to be used to train Havoc pilots in landing with a nose-wheel undercarriage but undershot and hit a gun post on 3 October. Cranfield was now transferred to No.81 Group, Fighter Command.

During August and September 1941, Blenheim Is, Blenheim IVs, Oxfords, Havocs and Lysanders were received to equip

No.51 OTU. The establishment of the unit at this time stood at 52 Blenheims, 8 Havocs, 10 Oxfords and 5 Magister. Over the period 8-9 April 1942, No.1 Squadron of 51 OTU, a day-flying unit, moved over to Twinwood Farm, now known as a satellite of the OTU. No.1426 (Enemy Aircraft) Flight arrived on 15 June with an He 111, Ju 88, Bf 109 and Bf 110 to demonstrate these to the personnel at Cranfield. On 6 September, No.4 Squadron, 51 OTU, formed with 18 Beaufighter Is. During the next month, No.2 Squadron moved to Twinwood Farm to train intruder crews under Wing Commander B.R.Hoare. On 11 January 1943, the CO of No.51 OTU became Group Captain T.J.Crigham.

Operation "Spartan" was a large-scale operation which involved the RAF in mobile ground-support of the army and most of the units which were to form Second Tactical Air Force were involved. The Typhoons of Nos.181 and 183 Squadrons arrived at Cranfield on 1 March and five days later were joined by the Mustangs of Nos.2 and 4 Squadrons. Basing operational squadrons on training airfields and landing grounds was intended to give experience in occupying makeshift bases and after camping out for a few more days all four squadrons left on 8 March.

At the end of March 1943, Nos.414 and 415 Squadrons of the USAAF arrived at Cranfield for "cousin" training. American units had little experience in night fighting at this period and trained night fighter units were required in the Mediterranean where RAF squadrons had been covering Allied bases in North Africa. The aircraft used were Beaufighters provided under Lend-Lease but it is not known whether those at Cranfield had their own nationally-marked aircraft or used those of the OTU. On 29 April, after phase one of their training was completed, they left, No.414 to Valley and No.415 to Ayr. The following month Nos.416 and 417 Squadrons arrived for similar training, departing on 10 June for Acklington and Scorton respectively.

During May 1943, No.81 Group disbanded and No.51 OTU passed to the control of No.9 Group, Fighter Command. On 30 April, Group Captain S.C.Widdows became CO. On 2 May 1943, the unit's establishment was changed to 54 Beaufighter Is, 12 Beauforts (dual control), five TT aircraft (normally Martinets), three Magisters and a Dominie. No.2 (Intruder) Squadron of the OTU at Twinwood Farm was transferred to No.60 OTU at High Ercall on its formation on 17 May. The aircraft strength and variety of No.51 OTU continued to grow and on 1 July it stood at 78 Beaufighter Is (with AI Mk.IV), four Beaufighter I (solo), three Blenheim I, ten Blenheim V (dual), six Beaufort I (dual), four Beaufighter VI, four Magister, five Martinet, two Lysander II, one Lysander III and one Dominie.

By now the part of the OTU at Twinwood Farm was the Advanced Training Squadron with Beaufighters. No.9 Group decreed that this was to be referred to as No.551 (Shadow) Squadron and be affiliated with the Honiley sector. It was always to fly armed and in October 1943 Beaufighters of No.551 were flown operationally on two occasions but no contacts were made.

And so into 1944 with No.51 OTU very much a Beaufighter unit. The daily average strength on 1 February was 69 Beaufighter Is, 10 Beaufighter VIs, 20 Beaufort Is, three Blenheim Vs, six Martinet Is, one Lysander III, two Oxfords and four Magisters. Of these 71 were serviceable and 41 unserviceable on average.

On 20 March, No. Navigator/Radio Conversion Unit arrived with nine Wellington XIs and some Hurricane IICs. In June the first Mosquito (DD718) arrived from Odiham. More flew in during July and August and were initially sent to the Advanced Training Squadron at Twinwood Farm. In August the N/RCU moved over to Twinwood Farm and were joined by No.2 Squadron later in the year.

During December 1944, the average daily state of aircraft on charge was 29 Mosquito II, seven Mosquito III

three Mosquito VI, nine Martinets, 48 Beaufighter Is, 3 Beaufighter VIs, 14 Beaufort Is, one Anson and one Blenheim V. The N/RCU had 12 Hurricane IICs, three Wellington XIs and 11 Wellington XVIIIs.

An unusual occurrence for Cranfield on 3 January 1945 was a V-1 flying bomb which flew over the airfield at 20.00. It exploded harmlessly outside the boundary, 800 yards from the officers' mess. Five days later the last Blenheim (BA215, a Mk.V) was allotted to No.15 MU Wroughton. The Mosquito establishment now stood higher than the Beaufighter. On 7 February, there were 50 Mosquitoes (Mks II, VI and XII) and 20 Mk.XVII while only eight Beaufighters were left. On 14 June 1945, No.51 OTU disbanded.

Two other units at Cranfield concurrently with 51 OTU were No.3501 Servicing Unit (9 Group) and No.2 Aircraft Delivery Flight (also 9 Group). No.3501 SU arrived in July 1942 and were allotted hangars 3 and 4. Its work consisted of major inspections, engine changes, repairs, cleaning, modifications and recamouflaging. Aircraft handled included Spitfires (in the main), Beaufighters and Typhoons and in the coming months the number of aircraft on charge rivalled the OTU. In 1944, over 145 Mustang IIIs were fitted with the Malcolm balloon hood. On 11 May 1944, the Commander-in-Chief's Dakota arrived from Heston to be recamouflaged. Later in the month, 3501 Pilots Replacement Pool was set up to provide flying practice facilities and conversion to type training for pilots earmarked to fly the Spitfire IX, XIV and Tempest V. In July 1944, the average strength of aircraft consisted of 66 Spitfire Vs, five Spitfire VIIIs, 58 Spitfire IXs, one Spitfire XII, six Spitfire XIV, five Typhoon IB, ten Tempest V and 36 Mustang III. Over two days, 1-2 September 1944, the unit moved to Middle Wallop and sixty serviceable aircraft were flown over.

No.2 Aircraft Delivery Flight arrived from Colerone on 23 July 1943 with one Dominie, one Oxford II and one Magister. It was a ferry unit working in conjunction with 3501 SU, returning aircraft flown in for modifications to their parent units. On 31 July 1944, this flight disbanded.

On 15 June 1945, with the closure of 51 OTU, Nos.16 and 19 Aircrew Holding Units were formed to receive and reclassify RCAF and RAAF personnel for repatriation. In September, these units disbanded.

In October 1945, the Empire Test Pilots School, under Wing Commander Powell AFC, arrived from Boscombe Down. Its aircraft consisted of 4 Lancaster Is, 3 Mosquito VIs, two Boston IIIs, one Swordfish, four Meteor IIIs, three Spitfire IXs, three Tempest IIs, three Tempest Vs, two Oxfords, three Harvards, one Dominie and one Moth. Group Captain H.J.Wilson became CO on 6 December 1945. During 1946, Fireflies, Vampires and Lincolns were received but on 24 August 1947 the ETPS moved to Farnborough and Cranfield was reduced to care and maintenance.

In 1947, Mr.N.E.Rowe, then Controller of Research and Long-term Development of British European Airways, felt that flight research into clear-air gust conditions was a necessity. Only by gathering factual evidence could the whole nature of these phenomena be understood and, if necessary, action taken to negate their effect. The Ministry of Supply agreed with Mr.Rowe's reasoning and gave official approval to the setting-up of a Gust Research Unit by BEA. After a wide survey, it was decided that the future College of Aeronautics at Cranfield offered the best facilities.

In June 1947, two Mosquito PR.34s were allocated on loan to the GRU by the MoS. After a sojourn at Farnborough, where they underwent equipment testing, the Mosquitoes were delivered to Cranfield in September 1947. After the installation of some more specialised equipment, the aircraft were then put up for a Certificate of Airworthiness in category "G", a special category for aircraft engaged in experimental work. Unfortunately, the spares difficulty held up C of A clearance for some time and it was not until 1 March 1948 that the first Mosquito, G-AJZE, was granted its C of A,

and it was 3 June before G-AJZF received final clearance.

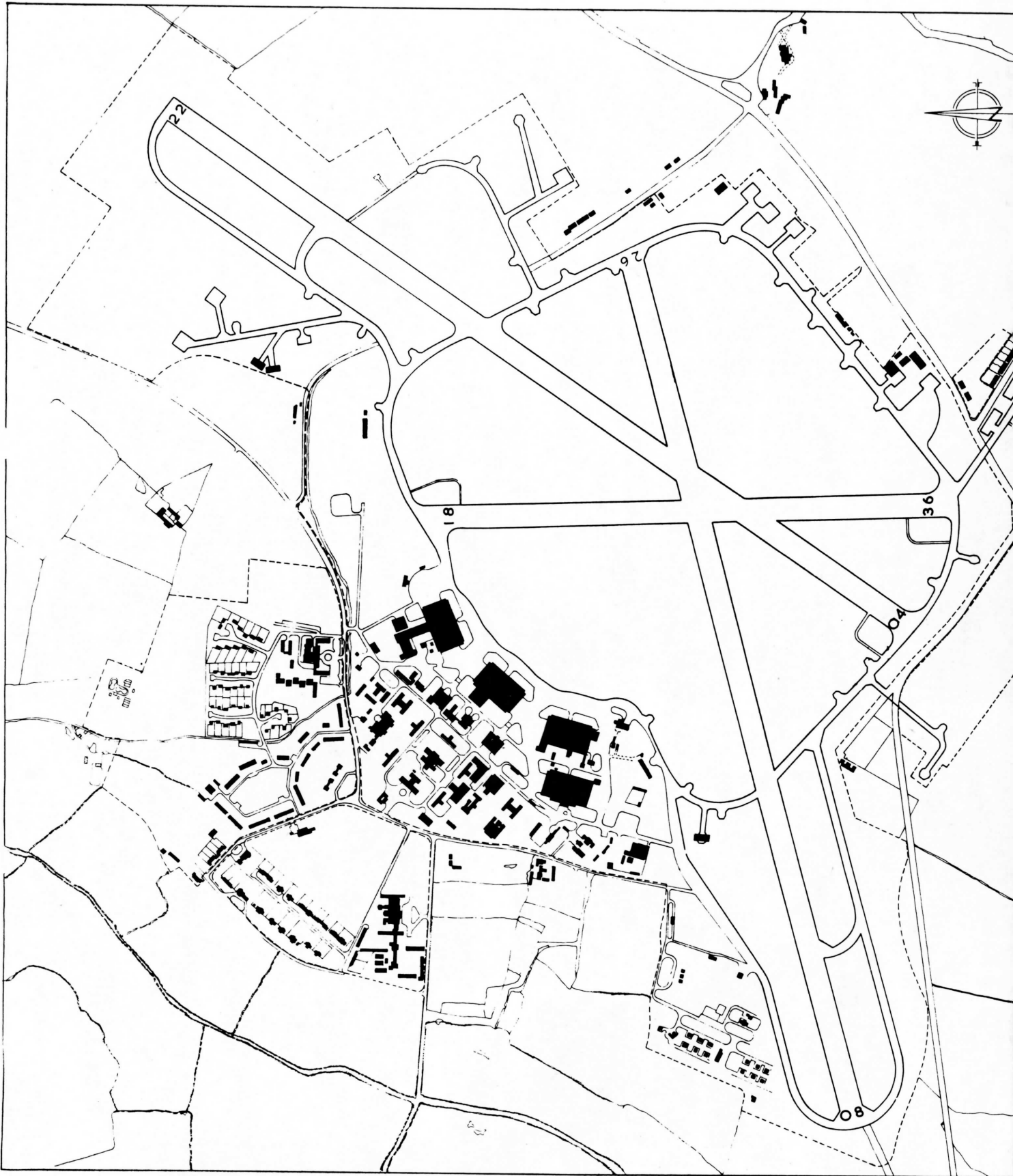
The GRU had a twofold task when it started operating in March 1948. First it had to collect data which would help meteorologists to forecast the position and intensity of these areas of clear air turbulence. Secondly, it had to record the strength of the gusts so that their effect on high-speed aircraft could be determined. For two years, crews of the two civil Mosquitoes ranged over more than 90,000 miles at heights above 15,000 feet searching for the elusive regions of turbulent air. During all their operations, they found and explored 19 such areas in positions from the Alps to the Grampians and from Spain to Denmark. They discovered, broadly speaking, that these regions may be encountered in any position, at any time and at any height above 15,000 feet.

Following a "saw-tooth" pattern, the Mosquitoes with pressurised cabins alternately climbed to 37,000 feet and descended to 15,000 feet. In this way, the possibility of finding a turbulent region was increased four times compared with a technique of flying at constant altitude. Their flights took them all over the British Isles and on routes to Lisbon, Rome and Stockholm. Other flights explored the air over the North Sea, out into the Atlantic and across Europe. From the results brought back, BEA considered that it was fairly clear that the upper air gusts were not caused by ground-level disturbances, topographical or thermal. Two fairly definite points were established, first that these gusts were often to be found at, or slightly below, the tropopause level, that region of relatively stable temperature extending upwards from about 25,000 feet to 35,000 feet over the United Kingdom, which separates the troposphere from the sub-stratosphere; second, that they were often associated with jet air streams. These fast-moving horizontal columns of air are often associated with a warm front region.

However, despite all these wartime and post-war activities, Cranfield is best known for the College of Aeronautics, renamed a few years ago the Institute of Technology. For 31 years, the College has been at Cranfield. It holds a unique position in post-graduate training of engineers for the aircraft industry, for the Services and for research establishments. The college has at least five main departments covering aerodynamics, aircraft design, aircraft electrical engineering, aircraft economics and production and aircraft propulsion. Two other departments, those of flight and mathematics, provide, respectively, instruction and facilities for making practical flight experiments based on the subjects taught in other departments, and the necessary additional instruction in pure and applied mathematics.

Present activities at Cranfield can be traced back to 1943. In that year the Aeronautical Research Council was asked by the Minister of Aircraft Production to study the possibility of founding a school of aeronautical science. A favourable report was made and in October 1943, an interdepartmental committee under the chairmanship of Sir Roy Fedden was formed by the Minister (then Sir Stafford Cripps) for the purpose of preparing detailed plans for the establishment of such a school. Nothing further happened until early 1945 when the Government appointed the first board of governors of the College under the chairmanship of Air Marshal Sir Edgar Ludlow Hewitt. This board first met in June 1945. It was decided that new buildings could not be constructed in time for the College so a decision was taken to use an existing airfield. Cranfield, with its three runways, was chosen for this because of its position and general layout.

Other organisations that have operated from Cranfield since the war are Fairey Aviation, Napiers, Rogers Aviation and No.23 Group Communications Flight which based its Ansons and Provosts there until moving to Church Fenton on 14 September 1959, the last RAF unit to use Cranfield as a base.



CRANFIELD

1971

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