

# AEROMILITARIA

The AIR·BRITAIN Military Aviation Historical Quarterly



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Welcome to 1982 and Volume 8 of Aeromilitaria. Can it really be seven years since AM.01 rolled off the typewriter?

For the benefit of new subscribers, AM was set up to provide background information on, mainly, British and Commonwealth military aviation to a degree which was not practicable in commercial publications. It was also designed from the outset to be capable of coming apart to form a filing system so all articles fill an even number of pages, however much the strain on the editorial calculator batteries.

Supporting the AM coverage are specialised monographs which deal with subjects too large for treatment in a magazine. These are available from the Sales Dept, 9 Rook Close, Elm Park, Hornchurch, Essex RM12 5QH as follows:

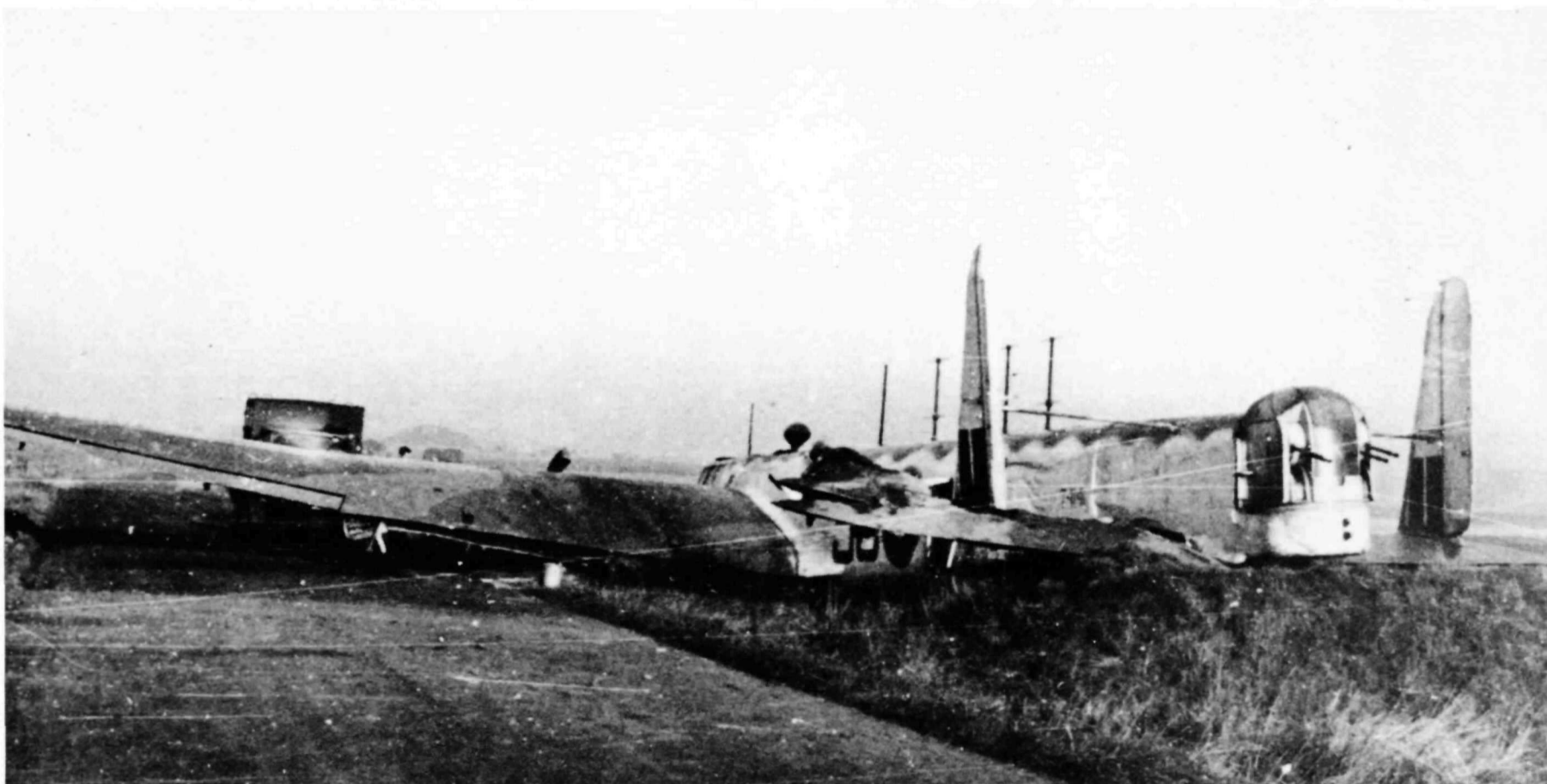
The Squadrons of the Royal Air Force	£9.00
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To add to these, the first military monograph for 1982 will be 'The Halifax File' and will, like the Stirling and Typhoon Files, list the units and fates of all the Halifaxes, military and civil. Details of price and availability will, we hope, be in AM.2/82 as this issue of AM will go to press while the monograph is still being produced.

Other types are scheduled to follow.

*Whitley T4141 of No.3 (Coastal) OTU in an undignified position. We are not saying where but the answer is in 'RAF Aircraft T1000 to T9999' now available from the Sales Dept at £3.00 post free. (RAF Museum photo P.7933)*



## IN THIS ISSUE

The first issue of each year tends to resemble a telephone directory, mainly due to the annual review of RAF aircraft written off in accidents during the year which has just emerged from the rigours of the Public Records Act, in this case 1951.

Following on from the Mustang Is and IIs in AM.4/81, we have listed the Mustang IIIs, with the consequential wedge of tabular matter to add to the impression. But where else could you find all this out? And who, we ask ourselves, but our readers would want to know? If you know anybody, get them enrolled!

There was just enough room for a few pages on Rocs on floats, not the nicest aircraft in the world to fly.

### GOING CHEAP

No, not a canary but a copy of Janes' World Encyclopedia of Military Aircraft published in 1981 at £40. One only available from the Editor at £25.00 post free in mint condition. SAE to the editorial office and if more than one reader asks for it, we will pull the winner out of a hat.....

### TWO INTO THREE DON'T GO

In AM 3/81 we included an item on the share-out of captured German aircraft at the end of World War Two. The final footnote asked what an Arado Ar 199 was as three were listed.

Our thanks to all those who told us what it was, a twin-float training seaplane that looked like a Chipmunk with boots on. They also pinpointed a reference in 'Warplanes of the Second World War Volume 6', a Macdonald series that came to an abrupt end like so many of these promising projects. On pages 58 and 59 there is a description of the type with photos of RC+HR and D-IRFB. It also says two prototypes only were built so how did the RAF acquire three aircraft of the type? The second civil registration was D-ISBC so was RC+HR not one of these two impressed? It would seem that every question we raise ends up be generating more questions which is, I suppose, one of AM's purposes.....

# MUSTANG III



In the previous issue of *Aeromilitaria*, we reviewed the original Allison-powered Mustangs delivered to the Royal Air Force. Development in the U.K. of a Merlin-powered Mustang bore fruit in the appearance of the Mustang III (USAAF P-51B and P-51C) and is described in detail in *Air-Britain Digest* for August 1970.

Fitment of a Merlin engine into a P-51A did not involve major redesign, the major visible changes being the deletion of nose guns and the removal of the air intake from above the nose to the beard position. The result was a 50 mph increase in top speed and freedom from low-level operations only. Mustang IIIs began to reach Fighter Command squadrons in February 1944 and were used both for low-level ground-attack missions and high-level escort for both No.2 Group's medium bombers and the heavies of the VIIIth Air Force.

To ease a shortage of P-51Bs in the VIIIth's fighter escort squadrons, 36 Mustang IIIs were transferred in December and January before the type became operational in the RAF in February 1944. A batch of 35 P-51s in the SR series was later transferred to the RAF, presumably as replacements. None of the Mustang IIIs shipped seem to have been lost at sea en route, a few being lost during acceptance and ferrying in the USA.

In Italy, Mustang IIIs began to replace Kittyhawks in April 1944 and these were mainly engaged in ground-attack sorties both over the enemy communications routes in Italy and in support of the Yugoslav partisans across the Adriatic. Bad weather and mountainous terrain caused many casualties and most combat losses

were due to light flak from road convoys and trains. Enemy fighters were seldom met but one Mustang pilot had to crashland in Yugoslavia and admit he had been shot down by a Fieseler Storch.

The arrival of flying bombs over Southern England in June 1944 resulted in some Mustang squadrons being put on 'anti-Diver' patrols and many V-1s were destroyed by Mustang III units. Some Mustangs were lost on these operations, either due to blast damage as the bomb exploded or through loss of control during attempts to cut off the V-1s before they reached the gun belt.

Visibility from the Mustang I cockpit was poor and the same canopy was inherited by initial production Mustang IIIs. Bulged Malcolm hoods were later fitted and were also adopted by USAAF P-51Cs but visibility was still inadequate until the arrival of bubble-canopied P-51Ds which were designated Mustang IV by the RAF.

Fighter-bomber Mustang IIIs could carry two 500 lb bombs and in Italy they were used on 'Cabrank' missions where forward air controllers could call in aircraft to attack battlefield targets as required.

In Normandy, Mustangs were heavily involved in sweeps behind the Allied front line to inhibit the movement of enemy reinforcements by day. In the course of these, considerable losses to light flak were suffered and on occasions enemy fighters put in an appearance, inevitably catching the low-flying Mustangs at a disadvantage. The area around Dreux and Evreux was notorious in this respect. Conversely, fighter sweeps at higher altitudes often caught enemy fighters looking

for fighter-bombers and took them by surprise.

As the Allied armies swept forward to the borders of Germany, some Mustang units advanced their bases into Belgium and the Netherlands. Others were based in East Anglia and became more and more involved in escort missions for Bomber Command's heavy daylight raids on Germany. During the course of these, Me 262 jet fighters were encountered and some were destroyed but most casualties on these missions were by flak and engine failure.

After the end of the war, some Mustang IIIs remained in service although the home-based units tended to use the numerous Mustang IVs until replacement by new types, notably the Hornet. In Italy, the remaining Kittyhawk squadrons began to re-equip but many were disbanded before more than a few Mustangs had been allocated. Deliveries of Mark IVs were in full swing so relatively few Mark IIIs were used by squadrons other than those which had converted during the war.

Under the terms of Lend-Lease, aircraft provided under this Act had to be returned to the USA at the end of the war - if they survived. Since the USAAF had more Mustangs than they knew what to do with, most RAF Mustangs were scrapped on site. No Mustangs were preserved in the UK and only in recent years have examples of this fighter been acquired for exhibition purposes, none of them original RAF aircraft.

Once the Merlin had been fitted as standard, the Mustang's accident record was no worse than any other single-seat fighter. Engines of any type subjected to the strains of combat boost were liable to quit at awkward moments and the lengthy missions over Germany meant that more than average forced landings occurred over enemy territory. On the credit side, a large proportion of the pilots shot down by flak managed to abandon their aircraft safely and, especially in Italy and Yugoslavia, return to their units.

\* \* \* \* \*

#### UNITS

No.19 Squadron: February 1944 to March 1946  
Replaced Spitfire IXs; replaced by Spitfire XVIIs

No.64 Squadron: November 1944 to May 1946  
Replaced Spitfire IXs; replaced by Hornet Is

No.65 Squadron: December 1943 to March 1945  
Replaced Spitfire IXs; replaced by Mustang IVs

No.93 Squadron: January to December 1946  
Few aircraft only; originally allocated to No.237 Squadron before renumbering

No.112 Squadron: June 1944 to May 1945  
Replaced Kittyhawk IVs; replaced by Mustang IVs

No.118 Squadron: January 1945 to March 1946  
Replaced Spitfire IXs; disbanded

No.122 Squadron: February 1944 to May 1945  
Replaced Spitfire IXs; replaced by Mustang IVs

No.126 Squadron: December 1944 to March 1946  
Replaced Spitfire IXs; replaced by Spitfire XVIIs

No.129 Squadron: April 1944 to May 1945  
Replaced Spitfire IXs; disbanded

No.165 Squadron: February to June 1945  
Replaced Spitfire IXs; replaced by Spitfire IXs

No.213 Squadron: May 1944 to February 1947  
Replaced Spitfire IXs; replaced by Tempest VIs

No.234 Squadron: September 1944 to August 1945  
Replaced Spitfire Vs; replaced by Spitfire IXs

No.249 Squadron: September 1944 to June 1945  
Replaced Spitfire IXs; replaced by Spitfire IXs

No.250 Squadron: August 1945 to January 1947  
Replaced Kittyhawk IVs; disbanded

No.260 Squadron: April 1944 to August 1945  
Replaced Kittyhawk IIIs; disbanded

No.306 Squadron: March 1944 to January 1947  
Replaced Spitfire Vs; disbanded

No.309 Squadron: October 1944 to January 1947  
Replaced Hurricane IICs; disbanded

No.315 Squadron: March 1944 to December 1946  
Replaced Spitfire IXs; disbanded

No.316 Squadron: April 1944 to November 1946  
Replaced Spitfire Vs; disbanded

No.441 Squadron: May 1945 to August 1945  
Replaced Spitfire IXs; disbanded

No.541 Squadron: June 1944 to April 1945  
Few used for reconnaissance to supplement Spitfires

No.617 Squadron: Few used for target marking

No.3 Squadron, RAAF: November 1944 to October 1945  
Replaced Kittyhawks; returned to Australia

No.5 Squadron, SAAF: October 1944 to October 1945  
Replaced Kittyhawks; returned to South Africa

No.61 Operational Training Unit, Rednal  
December 1944 to October 1945

No.71 Operational Training Unit, Ismailia  
March to June 1945

Small numbers of Mustang IIIs were in service with:

No.1 Tactical Exercise Unit, Tealing

No.3 Tactical Exercise Unit, Aston Down

No.5 Refresher Flying Unit, Perugia and Gaudio

No.1 Armament Practice Station, Acklington

Aircraft were on strength for trials purposes at:

Aeroplane and Armament Experimental Establishment, Royal Aircraft Establishment, Gunnery Research Unit, Empire Central Flying School, Bombing Trials Unit, Fighter Interception Unit, Air Fighting Development Unit, Central Fighter Establishment and Fighter Interception Development Squadron.

All the above units were in the UK or with Second Tactical Air Force except Nos. 3 RAAF, 5 SAAF, 93, 112, 213, 249, 250 and 260 Squadrons, No.71 OTU and No.5 RFU which were in Italy and, for No.71 OTU, Egypt.

#### DELIVERIES

FB100-FB399	300 (4)	December 1943 to June 1944
FR411	1	December 1943 (ex-USAAF)
FX848-FZ197	250	October 1943 to February 1944
HB821-HB961	141 (1)	May 1944 to July 1944
KH421-KH640	220	August 1944 to October 1944
SR406-SR440	35	March 1944 to April 1944 (ex-USAAF)

The numbers in brackets indicate the number of aircraft in the total shown which did not reach the RAF.

#### HEADING PHOTOGRAPH

This shows Mustang IIIs of No.315 Squadron, although no squadron codes or serial numbers are visible. The date is not known so the location of the photograph remains in doubt.

## AIRCRAFT DELIVERED

FB100	306	Hit ground on approach and stalled on overshoot, Coolham, 21.4.44	FB150	65/316	Destroyed by exploding train, Enschede, 21.2.45
FB101	-	SOC 30.1.46	FB151	65/306	Missing from escort mission to Emmerich, 27.9.44
FB102	65	Missing, pres. shot down by Bf 109s, 11.6.44	FB152	234	Engine cut; abandoned 30m off Dutch coast, 9.3.45
FB103	65/122/61 OTU	SOC 1.1.47	FB153	19/65/316	SOC 15.10.45
FB104	19/65/316/309	SOC 27.2.46	FB154	19/61 OTU	SOC 6.9.47
FB105	19	Engine cut; forced landed near Louviers, 5.8.44	FB155	19/315	SOC 24.2.47
FB106	306	SOC 2.6.47	FB156	61 OTU	SOC 20.9.46
FB107	122	Missing, pres. shot down by Fw 190s near Dreux, 25.7.44	FB157	306/316/129	SOC 24.2.47
FB108	129	Missing near Vire, 10.6.44	FB158	19	Missing over Denmark, 21.5.44
FB109	19/122	Engine cut; forced landed at B.78 and hit obstruction, 19.3.45	FB159	19	Hit by flak and abandoned, 19.8.44
FB110	65/122	Missing, pres. shot down by Fw 190s near Dreux, 15.8.44	FB160	65	Hit ground attacking MT near Domfront, 10.6.44
FB111	306/61 OTU	Hit by SR415 while taxiing, Rednal, 4.5.45	FB161	316/65/316/315	Engine caught fire; belly landed at Elmstead, Essex, 23.7.45
FB112	129/19	SOC 9.1.47	FB162	315	SOC 29.8.46
FB113	19/315	Engine cut; belly landed in field near Halvergate, Norfolk, 23.1.46	FB163	61 OTU	SOC 20.3.47
FB114	65/316/309	SOC 26.6.47	FB164	129/316	Collided with HB878 and crashed, Andrews Field, 11.4.45
FB115	315/234	Broke up in air near Louvain, 7.2.45	FB165	129	Hit trees on take-off, Coolham, 17.6.44
FB116	19	Hit by flak and abandoned S of Elbeuf, 11.8.44	FB166	315/61 OTU/316	SOC 20.12.46
FB117	65/316	Damaged by exploding train, Enschede, 21.2.45; crashed.	FB167	129	SOC 2.6.47
FB118	122/309/316/122/65/61 OTU	Hit FZ192 in take-off, Keevil, 3.9.45	FB168	306/19	Blew up attacking barges in Seine, 7.8.44
FB119	65/	Missing 2.5.44	FB169	129	Bomb dropped off while taxiing and damaged aircraft, Coolham, 15.6.44; SOC
FB120	65/316	Flew into ground in cloud near Sedan, 1.3.45	FB170	315/129/315/129/ME	SOC 14.3.46
FB121		SOC 20.3.44	FB171	129/309	SOC 21.1.47
FB122	65/122/19	Hit by flak and abandoned, 19.8.44	FB172	316/FIU/FIDS	SOC 24.2.47
FB123	129/315/316	SOC 24.10.46	FB173	65	Hit by flak and crash landed near Alencon, 27.6.44
FB124	AFDU/AAEE/ME	SOC 29.8.46	FB174	316/315	Damaged by Bf 109s off Norwegian coast, 30.7.44; SOC
FB125	129	Overshot abandoned take-off, Bentwaters, 7.5.45	FB175	61 OTU	SOC 6.9.47
FB126	122/315	SS 7.5.47	FB176	-	SOC 24.2.47
FB127	3 TEU/19	Crashed on approach, Matlask, 11.10.44	FB177	65/316/309	SOC 24.2.47
FB128	3 RAAF	SOC 14.3.46	FB178	129	SOC 26.6.47
FB129	65	Hit by flak and abandoned, 9.9.44	FB179	315	Missing 20.5.44
FB130	122/129	Damaged in heavy landing, Andrews Field, 27.11.44; SOC	FB180	122	Damaged by Fw 190s and crash landed on strip in Normandy, 26.7.44; DBR
FB131	19	Collided with FB222 and lost tail, Nijmegen, 15.1.45	FB181	316/234/316	SOC 12.9.46
FB132	19	SOC 24.2.47	FB182	541	Missing from PR mission to Arnsberg, 14.3.45
FB133	65/83 GSU	DBR 19.8.44	FB183	129	SOC 4.9.44
FB134	306/61 OTU	Engine cut; belly landed in field, Cholmondely, Cheshire, 12.6.45	FB184	315/234/64/165/441	SOC 29.9.46
FB135	316/19/64	Collided with KH566 during practice dogfight and crashed near Cantley, Norfolk, 23.5.45	FB185	306/19	SOC
FB136	316/122	SOC 26.6.47	FB186	3 TEU/65	Damaged by fighters and abandoned near Caen, 18.8.44
FB137	129/122/65/19	Hit by HB826 while parked, Matlask, 13.10.44	FB187	122	Lost elevator and broke up in air, Great Bardfield, Essex, 20.2.45
FB138	129	Engine cut; crash landed 5m N of Antwerp, 27.9.44	FB188	315	Hit by flak and abandoned over Normandy, 10.6.44
FB139	306	Missing from sweep, 7.6.44	FB189	19/306	SOC 24.2.47
FB140	19/122	SOC	FB190	61 OTU	Crashed on take-off, Rednal, 28.3.45
FB141	65	SOC 2.6.47	FB191	5 RFU	SOC 29.8.46
FB142	19/316	SOC 15.11.46	FB192	306/315/234	SOC 20.3.47
FB143	129/61 OTU	Swung on landing and hit FZ116, Rednal, 25.3.45	FB193	19/61 OTU	SOC 6.9.47
FB144	122	Swung while taxiing and hit FZ185, Andrews Field, 1.12.44	FB194	19	Missing from sweep, 20.8.44
FB145	315/ME	SOC 14.3.46	FB195	19/122	SOC 13.3.47
FB146	19	Missing 4.8.44	FB196	306/	Missing 28.6.44
FB147	129	Missing, pres. shot down by fighters near Arnhem, 25.9.44	FB197	316/65	SOC 12.1.47
FB148	19	Shot down by flak near Apeldoorn, 9.9.44	FB198	19/61 OTU	SOC 1.11.46
FB149	129/ME	SOC 31.10.46	FB199	19/122/316	SOC 26.6.47
			FB200	3 TEU/61 OTU	SOC 28.2.46
			FB201	19	Missing 27.8.44
			FB202	234/306	SOC 6.9.47
			FB203	65	Hit by flak and abandoned over Netherlands, 15.9.44
			FB204	-	SOC 21.1.47
			FB205	-	Crashed before delivery
			FB206	306	Collided with Spitfire NH713 and crashed 1½m W of Ham Street, Kent, 18.8.44

FB207	-	SS 7.5.47	FB259	260/112	Flew into box valley and hit mountain 30m W of Trento, 26.7.45
FB208	122/65	Missing from attack on barges on Seine, 3.8.44	FB260	112/260	SOC 9.5.46
FB209	122/126/129/ 61 OTU	SOC 6.9.47	FB261	260	Damaged by flak and abandoned 10m NE of Rimini, 25.9.44
FB210	309	Crashed after control lost near Eythorne, Kent, 12.2.46	FB262	112/3 RAAF	Hit by flak and abandoned, Casarsa, 3.3.45
FB211	122	SOC 2.6.47	FB263	260/112	Hit by flak and abandoned, San Felice, 12.10.44
FB212	129/234/61 OTU	SOC 1.11.46	FB264	260/5 SAAF	Hit by flak over front line and abandoned, 19.4.45
FB213	122	Stalled on approach, Andrews Field, 6.11.44	FB265	5 RFU	SOC 14.3.46
FB214	306/309	SOC 27.2.47	FB266	260	Hit by flak and crashlanded, 25.5.44; DBF
FB215	19/234	Crashlanded at Moerbecke on escort mission to Duisburg, 18.1.45	FB267	260	SOC 14.3.46
FB216	316	Engine cut; abandoned 2m E of North Walsham, Norfolk, 5.6.44	FB268	260	Missing 30.6.44
FB217	19/65/309/ Coltishall	SOC 14.3.47	FB269	260	SOC 14.12.46
FB218	316/65/316/EANS	SOC 27.2.47	FB270	260	Shot down by flak, Ravenna, 22.7.44
FB219	315/309	SOC 18.8.47	FB271	260	Hit by flak and abandoned near Brod, 5.11.44
FB220	316/122	Damaged by flak, 14.9.44; SOC	FB272	260/112	SOC 31.10.46
FB221	19/122	SOC 28.12.46	FB273	5 RFU	SOC 14.3.46
FB222	129/234	Collided with FB131 and crashed near Nijmegen, 15.1.45	FB274	260	Shot down by flak attacking train, Conegliano, 15.1.45
FB223	316/65	Engine cut on sweep; force-landed in France, 28.7.44	FB275	260/5 SAAF	Hit tree attacking MT near Vicenza, 1.12.44
FB224	122/65/61 OTU/ 315	Crashed on landing, Madley, 12.11.46	FB276	260	SOC 4.3.46
FB225	306/19/315	Missing from sweep over Germany, 21.2.45	FB277	260	SOC 4.3.46
FB226	316/122	SOC 19.12.46	FB278	260/112	Bomb hung up; abandoned over sea near Crete, 14.7.44
FB227	19/122/65/316	SOC 16.12.46	FB279	112	Swung on take-off and hit P-47, Fano, 3.1.45
FB228	19	Engine cut on take-off, Ellon, 26.8.44	FB280	260/112	Hit by flak and abandoned, Pragersko, Yugoslavia, 23.1.45
FB229	129/234/315	SOC 6.9.47	FB281	260	SOC 29.8.46
FB230	315/83 GSU	Undercarriage retracted on take-off, Bognor Regis, 5.8.44	FB282	260	SOC 14.3.46
FB231	306/129/64/118	SOC 13.12.46	FB283	260/3 RAAF	SOC 14.3.46
FB232	316/122/65/ 129/309	Overshot landing at West Raynham, 30.11.45	FB284	260	Hit by flak on sweep and abandoned, 30.9.44
FB233	316/19	Shot down by Fw 190s near Dreux, 20.6.44	FB285	260	Hit by flak and abandoned, 2.8.44
FB234	61 OTU	SOC 7.10.46	FB286	260	Swung on take-off and hit vehicle, Falerium, 28.6.44
FB235		Not delivered	FB287	260	Shot down by flak near San Felice, 16.9.44
FB236	19	Hit by flak and abandoned near Cherbourg, 22.6.44	FB288	260/112	Abandoned after engine cut near Graz, 3.4.45
FB237		Not delivered	FB289	5 SAAF	Hit by flak and abandoned near Zagreb, 12.11.44
FB238		Not delivered	FB290	112/260/3 RAAF	Hit by flak and abandoned near Maribor, 3.4.45
FB239	306/FIU/19/ 122/306	SOC 2.6.47	FB291	112	Engine cut; crashlanded near Crete, 13.7.44
FB240		Not delivered	FB292	260	SOC 14.3.46
FB241	306	Shot down by AA while chasing V-1 3m S of Hastings, 29.7.44	FB293	4 ADU	Dived into ground in circuit, Catania, 8.6.44
FB242	2/5 SAAF	SOC 14.3.46	FB294	260	Engine cut; crashed on landing, Cutella, 10.5.44
FB243	129/61 OTU	SOC 7.1.47	FB295	260/3 RAAF	SOC 14.3.46
FB244	112/3 RAAF	SOC 1.10.46	FB296		Missing 6.8.44
FB245	260	Shot down by flak attacking MT near L.Carverno, 2.6.44	FB297	112	Missing from close support mission, 4.9.44
FB246	260/112	Bellylanded at Iesi and hit Marauders HD436 and HD451, 16.11.44; DBF	FB298	213/260	SOC 27.2.47
FB247	112/5 SAAF	Missing from sweep near Sarajevo, 11.12.44	FB299	260/3 RAAF	Shot down during close support mission, 14.4.45
FB248	260	Hit by flak and abandoned near Brod, 5.11.44	FB300	260/112	SOC 29.8.46
FB249	112	Crashed on take-off, Crete 2.8.44	FB301	5 SAAF	Abandoned out of fuel near Venice, 6.12.44
FB250	260	Crashed on landing, Cutella, 2.4.44	FB302	213	SOC 14.3.46
FB251	260/5 SAAF	Shot down by flak over front, Italy 15.10.44	FB303	213	Shot down by flak near Vavi Dejes, Yugoslavia, 7.11.44
FB252	260/3 RAAF	SOC 14.3.46	FB304	112	SOC 14.3.46
FB253	3 RFU	SOC 29.8.46	FB305	260	Shot down by flak attacking bridge, 30.8.44
FB254	260/112	Hit by flak and crashlanded 11.1.45	FB306	249	SOC 26.7.45
FB255	112	SOC 14.3.46	FB307	213	SOC 14.3.46
FB256	5 SAAF	Abandoned out of fuel near Lovinac, Yugoslavia, 6.12.44	FB308	213/249	Missing in cloud over Yugoslavia, 2.2.45
FB257	112	SOC 14.3.46	FB309	112/249	SOC 9.5.46
FB258	260	Hit by flak and abandoned over front line, 9.8.44	FB310	3 ADU	Crashed near Sidi Amor, 17.6.44
			FB311	213	Missing on sweep near Miravoi, Greece, 10.9.44

FB312	213	Missing in cloud over Yugoslavia, 26.1.45	FB360	316/65/64	SOC 6.12.46
FB313	213	Shot down by flak attacking train, Slatina, 16.7.44	FB361	129/61 OTU	SOC 13.3.47
FB314	260	Hit by flak and abandoned over Adriatic, 5.4.45	FB362	315	SOC 2.6.47
FB315	213	Hit by flak and crashlanded 3m N of Turopolje, 26.8.44	FB363	315/309	SOC 26.11.46
FB316	213	Shot down by flak attacking train, Slatina, 16.7.44	FB364	129/309	SOC 26.6.47
FB317	112	Crashed on take-off, Crete, 1.8.44	FB365	65	Shot down by flak attacking bridge, Lavagotiere, 3.7.44
FB318	213	Crashed in forced landing 3m NE of Urosevac, Yugoslavia, 27.7.44	FB366	19	SOC 16.11.46
FB319	213	SOC 29.3.45	FB367	315	Missing 20.9.44
FB320	112	Missing from sweep to Zagreb, 6.11.44	FB368	19	Spun into ground near Villers Bocage, 30.6.44
FB321	213	Ran out of fuel and overturned in forced landing, 14.7.44	FB369	234/315/316/19	SOC 22.3.45
FB322	213	Hit by flak and crashed 1m NNW of Hovice, 4.8.44	FB370	306	SOC 23.1.47
FB323	112	Missing from close support mission, 25.9.44	FB371	315/61 OTU/118	SOC 26.6.47
FB324	213	Shot down by flak, Pristina, Yugoslavia, 9.8.44	FB372	65/122	Missing from sweep to Munster, 10.9.44
FB325	5 SAAF	SOC 27.2.47	FB373	316	Crashlanded at West Malling, 7.7.44
FB326	112	SOC 28.9.44	FB374	316	Lost wing pulling out of dive, Catfield, Norfolk, 2.10.44
FB327	112/249	Damaged by flak and abandoned near Brac, 11.4.45	FB375	1 TEU/61 OTU/65/61 OTU	SOC 4.12.46
FB328	112/213/249	SOC 14.3.46	FB376	316/126/315	SOC 3.3.47
FB329	213	SOC 14.3.46	FB377	316/RAE	SOC 24.2.47
FB330	249	Hit by flak and abandoned on return flight, 27.12.44	FB378	316	Caught in blast of exploding V-1 and abandoned, 12.7.44
FB331	213	Missing in cloud 10m S of Sibenik, 27.9.44	FB379	316/234/129	SOC 14.3.47
FB332	213	SOC 4.9.45	FB380	306/309	SOC 25.2.47
FB333	213	SOC 8.44	FB381	316	Spun into sea 8m off Listerfjord, 3.9.44
FB334	213/250	Crashed in forced landing, Prammaggiore, 15.8.46	FB382	315/129/64/1 APS	SOC 8.1.47
FB335	213	Damaged by flak and abandoned Krusevac, Yugoslavia, 11.8.44	FB383	316/309	Collided with KH840 and abandoned 45m E of Bradwell Bay, 16.5.45
FB336	213	Hit by flak and abandoned, Amarino, Greece, 25.8.44	FB384	316	Engine cut on escort mission; crashed in sea 1.9.44
FB337	213	Hit by flak and crashlanded in Yugoslavia, 16.10.44	FB385	316/65/309	SOC 6.9.47
FB338	112	Crashed on take-off, Crete, 27.8.44	FB386	316/65/316	SOC 17.1.47
FB339	112/159 MU	Hut roller on landing, Capodichino, 16.2.45	FB387	315	DBR 8.11.44
FB340	112	Swung on take-off and hit Kittyhawk. Crete, 9.8.44	FB388	129	Damaged by flak on sweep to Frankfurt, 3.2.45
FB341	3 RAAF	SOC 29.8.46	FB389	129/306/129	Abandoned over Zuid Beveland, 18.10.44
FB342	213	Crashed on take-off, Biferno, 21.8.44	FB390	3 TEU/65	Missing 21.8.44
FB343	213	SOC 14.3.46	FB391	316	Missing 11.11.44
FB344	234/64	SOC 17.9.45	FB392	129	SOC 2.6.47
FB345	316	Crashed in bad weather, 8.9.44	FB393	316	Crashed in forced landing near Westham, Sussex, 13.7.44
FB346	129/3501 SU	Hit tree in forced landing 1m SW of Kempston, Beds., 27.7.44	FB394	165	Engine cut over sea off Belgian coast, 16.3.45
FB347	306	SOC 2.6.47	FB395	129	Spun into ground near Ashford, Kent, 20.8.44
FB348	1 FPP	Spun into ground near Petworth, Sussex, 25.6.44	FB396	316	Shot down by flak near s'Hertogenbosch, 6.9.44
FB349	122	Abandoned, pres. damaged by Fw 190 near Laigle, 26.7.44	FB397	65/315	SOC 27.2.47
FB350	306/122/19/61 OTU	SOC 9.11.46	FB398	315	Missing from sweep over Normandy, 22.6.44
FB351	316	Engine cut; abandoned 10m S of Nijmegen, 6.9.44	FB299	3 TEU/19/61 OTU	SOC 18.2.47
FB352	316/315/19	SOC 24.2.47	FR411	-	Ex 43-6565; to USAAF 13.12.43
FB353	65/19	SOC 25.2.47	FX848	-	To USAAF 30.12.43
FB354	FIU/306	SOC 18.2.47	FX849	-	To USAAF 30.12.43
FB355	315	Missing on sweep, 18.8.44	FX850	-	To USAAF 30.12.43
FB356	3 TEU/316	Damaged taxiing at Andrews Field, 19.1.45; SOC	FX851	-	To USAAF 30.12.43
FB357	315	Overshot emergency landing, Coltishall, 6.6.46	FX852	R-R	SOC 9.11.46
FB358	306	SOC 16.1.47	FX853	309/316/122/65/61 OTU	SOC 6.9.47
FB359	316/315/19	Flew into high ground ½m S of Cove, Aberdeen, 13.3.45	FX854	RAE/Tangmere	SOC 26.6.47
			FX855	315/541/Benson	SOC 6.9.46
			FX856	-	To USAAF 28.12.43
			FX857	-	To USAAF 28.12.43
			FX858	R-R	SOC 13.3.47
			FX859	316/315/Malcolm Acft/V-A, Castle Bromwich	SOC 9.11.46
			FX860	309	Crashed in forced landing, Broomfield, Essex, 19.3.45; DBF
			FX861	-	To USAAF 31.12.43
			FX862	129/12 FU/ME	SOC 31.10.46
			FX863	-	To USAAF 28.12.43
			FX864	316/315/61 OTU	SOC 2.12.46
			FX865	315/316/129/309	SOC 21.2.47

FX866	AAEE/61 OTU	SOC 28.12.46	FX925	309/316	Abandoned after engine cut
FX867	-	To USAAF 28.12.43	FX926	65	on sweep, 5.3.45
FX868	-	To USAAF 30.12.43	FX927	-	Missing from sweep to
FX869	-	To USAAF 28.12.43	FX928	-	Bruges, 3.9.44
FX870	-	To USAAF 25.12.43	FX929	65/FIU/315	To USAAF 28.12.43
FX871	122/315	SOC 7.2.47	FX930	309/316	To USAAF 17.1.44
FX872	112	SOC 4.10.46	FX931	61 OTU	SOC 24.2.47
FX873	306	Missing, pres. shot down by	FX932	-	Flew into ground in cloud
		fighters near Dreux, 24.6.44	FX933	234/61 OTU	near Sedan, 1.3.45
FX874	129/122	SOC 2.6.47	FX934	3 TEU	Dived into ground out of cloud,
FX875	-	To USAAF 28.12.43	FX935	R-R/315/316	High Bentham, Lancs., 14.2.45
FX876	316/FIU/129/ 309	Rudder jammed; pilot thrown	FX936	309/316/122/ 65/61 OTU	To USAAF 19.12.43
		out of aircraft, Rayne,	FX937	61 OTU	SOC 21.1.47
		Essex, 2.8.45	FX938	65/122/315/ 316	Engine cut on take-off,
FX877	-	To USAAF 30.12.43	FX939	122/19/315	Chedworth, 30.7.44
FX878	315	Crashed on approach,	FX940	122	Dived into ground out of cloud
		Brenzett, 13.9.44	FX941	129/316	near Braintree, Essex, 9.11.44
FX879	-	To USAAF 30.12.43	FX942	315/19/122/ 61 OTU	SOC 18.2.47
FX880	ME	SOC 26.9.46	FX943	19/316/315	SOC 20.2.47
FX881	306	Crashed on take-off,	FX944	19/65	Engine cut; crashlanded 25m ESE
		Aston Down, 4.4.44; DBF	FX945	316/315	of Lille, 15.1.45
FX882	19	Blew up during attack on	FX946	234	Missing on sweep over
		MT, Falaise, 15.6.44	FX947	3 TEU/55 OTU/ 61 OTU	Germany, 21.2.45
FX883	-	To USAAF 30.12.43	FX948	-	Collided with FZ158 in cloud,
FX884	65	Missing, pres. shot down	FX949	129	Honeywood House, Surrey, 19.5.44
		by Bf 109s, 10.6.44	FX950	61 OTU	Swung on landing, Andrews
FX885	315/309/316/ 122/126/129/ 61 OTU	SOC 4.6.47	FX951	122	Field, 2.12.44
FX886	-	To USAAF 28.12.43	FX952	129/541/Benson	Broke up in dive 1m NE of
FX887	19	Shot down by flak near	FX953	AAEE	Whitchurch, Salop, 30.5.45
		Apeldoorn, 9.9.44	FX954	122/315	SS 7.5.47
FX888	316	Flew into sea out of	FX955	19	Shot down by fighters near
		cloud, 19.6.44	FX956	316/306/61 OTU	Dreux, 24.6.44
FX889	122/315	SOC 17.1.47	FX957	234/64	SOC 13.12.46
FX890	AFDU	SOC 6.12.46	FX958	316/129/64/306	SOC 26.6.47
FX891	-	To USAAF 30.12.43	FX959	129	
FX892	3 TEU	Broke up in air 5m NE	FX960	315	Missing from sweep, 7.6.44
		of Andover, 27.8.44	FX961	-	Hit by flak and abandoned
FX893	AAEE/ME	SOC 29.8.46	FX962	209/316	over Normandy, 10.6.44
FX894	-	To USAAF 15.12.43	FX963	3 TEU/129/315	SOC 24.2.45
FX895	315	Broke up in air near	FX964	Andover/316/ 122/126/306	SOC 15.1.47
		Coolham, 19.4.44	FX965	129/65/ME	SS 7.5.47
FX896	306/65	Shot down by fighters	FX966	316/315/126	SOC 27.1.47
		near Arnhem, 17.9.44	FX967	61 OTU	SOC 4.10.46
FX897	315/65/316	Missing, pres. shot down by	FX968	-	To MoS 5.3.46
		flak near Giessen, 3.2.45	FX969	309/122/65/ 61 OTU	SOC 12.2.47
FX898	AST/AAEE/61 OTU	Flew into high ground in cloud	FX970	306	SOC 24.7.44
		5m N of Llangollen, Denbigh,	FX971	122	
		5.5.45	FX972	-	SOC 26.6.47
FX899	AAEE/GRU	SOC 24.2.47	FX973	19	Missing near Dreux, 23.6.44
FX900	65/FIU/605	SOC 19.12.46	FX974	315/65/316/ 61 OTU/315	Shot down by flak near
FX901	R-R	SOC 27.1.47	FX975	315/19/61 OTU	Osnabruck, 7.5.44
FX902	-	To USAAF 30.12.43	FX976	65/61 OTU	SOC 4.11.46
FX903	316/315/316	Hit ground in snowstorm near	FX977	61 OTU	Crashed in Thames Estuary on
		Braintree, Essex, 9.11.44	FX978	RAE/122	bomber escort mission, 9.3.44
FX904	316/65/316/ 61 OTU	SOC 12.1.47	FX979	65/306	
FX905	-	To USAAF 30.12.43			SOC 21.1.47
FX906	-	To USAAF 28.12.43			Hit hut on overshoot,
FX907	-	To USAAF 28.12.43			Rednal, 23.3.45
FX908	309/316	Swung on take-off and under-			SOC 28.12.46
		carriage collapsed, Andrews			Spun into ground on approach,
		Field, 12.3.45			Montford Bridge, 28.4.45
FX909	-	To USAAF 1.1.44			SOC 13.12.46
FX910	-	To USAAF 17.1.44			Engine cut; forced landed near
FX911	-	To USAAF 28.12.43			Zwolle, 30.5.44
FX912	316/129	SOC 26.6.47			
FX913	-	To USAAF 28.12.43			
FX914	-	To USAAF 28.12.43			
FX915	-	To USAAF 28.12.43			
FX916	-	To USAAF 30.12.43			
FX917	315/122/129/ 315	SOC 13.3.47			
FX918	-	To USAAF 25.12.43			
FX919	Lockheed	Crashed in Mersey off			
		Speke, 14.10.43			
FX920	234/N.Weald/ 306	SOC 23.1.47			
FX921	3 TEU/61 OTU	SOC 6.9.47			
FX922	19/306	SOC 6.9.47			
FX923	61 OTU	SOC 19.12.46			
FX924	129/315	SOC 14.2.47			



FX980	316/65	Shot down by Bf 109 near Evreux, 30.7.44	FZ126	65/309/316/122/65/61 OTU	SOC 26.6.47
FX981	84 GSU	Broke up recovering from dive 1m SE of Stroud, Glos., 19.6.44	FZ127	306/ME	SOC 14.3.46
FX982	122	Engine cut; crashed in forced landing near Bosham, Sussex, 14.6.44	FZ128	315/129/306	SOC 9.12.46
FX983	309/129	Missing, pres. shot down by fighters near Arnhem, 25.9.44	FZ129	3 TEU/61 OTU/129/126/61 OTU	SOC 10.12.46
FX984	316/65	Blow up entering bombing dive, 6.8.44	FZ130	129/ME	SOC 14.3.46
FX985	315/234/126/165/61 OTU	SOC 28.11.46	FZ131	122	Hit by flak and abandoned near Metz, 30.4.44
FX986	122	Shot down by Bf 109s near Evreux, 17.6.44	FZ132	2 Del Flt	Stalled avoiding balloon barrage in bad weather and crashed, Brooklands, Surrey 6.4.44
FX987	306/129/306/151 RU	Swung on take-off and under-carriage raised to stop, Courtrai, 22.3.45	FZ133	19/3 TEU/61 OTU	SOC 3.1.47
FX988	65	Shot down by fighters near Dreux, 24.6.44	FZ134	65	Lost wing recovering from dive ¼m E of Oxted, Surrey, 3.4.44
FX989	65/122	Broke up in cloud over Belgium, 7.2.45	FZ135	65	Dived into Channel in cloud on sweep, 13.7.44
FX990	19	Shot down by Bf 109s near Nancy, 22.4.44	FZ136	61 OTU	SOC 28.12.46
FX991	65/61 OTU	Engine cut on take-off, Keevil, 27.8.45	FZ137	316/122	SOC 19.2.45
FX992	-	Crashed before delivery	FZ138	3 TEU	Hit truck on take-off, Chedworth, 28.7.44
FX993	65	Missing 10.8.44	FZ139	19/65/64/118	SOC 7.11.46
FX994	306	Missing 10.6.44	FZ140	19/306	SOC 30.1.47
FX995	315/61 OTU	SOC 14.12.46	FZ141	122/19	Shot down by flak south of Caen, 7.6.44
FX996	65	Crashed in forced landing, Orsett, Essex, 28.2.44	FZ142	Hdlg Sqn/ECFS	Abandoned after engine fire 5m S of Aldermaston, 20.3.44
FX997	19	SOC 2.6.47	FZ143	129/315/316/309	SOC 10.3.47
FX998	-	SOC 14.3.44; presumed DBR during shipment	FZ144	306	Missing near Dreux, 23.6.44
FX999	65/19	Shot down by Bf 109s near Aalborg, 21.5.44	FZ145	122/65/316	Dived into ground during low level practice, Tillington, Essex, 20.2.45
FZ100	122/61 OTU	SOC 2.1.47	FZ146	19	Lost tailplane and crashed near Snodland, Kent, 21.1.44
FZ101	65/122/306/122	SOC 2.6.47	FZ147	315	Missing near Evreux, 24.6.44
FZ102	65/122	Hit by flak near Munster and crashed 12m SE of Arnhem, 8.4.44	FZ148	122/65/61 OTU/309	SOC 4.1.47
FZ103	AAEE	Broke up during diving tests, Poole Bay, Dorset, 14.7.44	FZ149	306	SOC 20.1.47
FZ104	65/306/65/316/61 OTU/316	SOC 16.12.46	FZ150	3 TEU/61 OTU	Hit pole practicing low level attacks near Rednal, 10.3.45
FZ105	61 OTU	SOC 26.6.47	FZ151	19/65/306/316/61 OTU/118	SOC 26.6.47
FZ106	122/61 OTU	SOC 15.1.47	FZ152	315/234/316	SOC 24.10.46
FZ107	AFDU/CFE/61 OTU	SOC 26.2.47	FZ153	DH	DBR 6.7.44
FZ108	122	Hit by flak and abandoned off Dutch coast, 10.4.44	FZ154	315/3 TEU/55 OTU/122/316	SOC 24.10.46
FZ109	65	Shot down by fighters near Dreux, 24.6.44	FZ155	19/315/306/316/19/306	SOC 2.6.47
FZ110	65	Missing on sweep to Aalborg, 17.5.44	FZ156	306	Missing near Montford, 7.6.44
FZ111	65/309	SOC 6.9.47	FZ157	315	Missing 21.6.44
FZ112	122/65/19	Missing near Vimoutiers, 18.8.44	FZ158	19/122	Collided with FX940 and crashed Honeywood House, Surrey, 19.5.44
FZ113	316/234/129/315	Crashed in forced landing, Halvargate, Norfolk, 23.1.46	FZ159	19/122	Hit by flak and abandoned, 25.8.44
FZ114	122	Hit by flak and abandoned near Beauvais, 24.8.44	FZ160	315/234/126/165/61 OTU	SOC 21.1.47
FZ115	19/61 OTU	Dived into ground near Imber, Wilts., 27.7.45	FZ161	316	SOC 24.2.47
FZ116	19/61 OTU	Hit by FB143 while parked, Rednal, 25.3.45	FZ162	19	Hit trees and bellylanded 20m S of Brussels, 26.10.44
FZ117	65	Swung on take-off and crashed, Gravesend, 26.3.44	FZ163	168/306	Missing near Dreux, 23.6.44
FZ118	122	Shot down by flak near Livarot, 7.6.44	FZ164	122	Shot down by flak, Tours, 18.5.44
FZ119	65/61 OTU	SOC 6.9.47	FZ165	19/122	SOC 24.2.47
FZ120	65/316/309	SOC 3.3.47	FZ166	19/315/19	Bomb exploded in air over Seine, 7.8.44
FZ121	19/129	Shot down by flak south of Cherbourg, 22.6.44	FZ167	122	Missing, pres. shot down by Fw 190s near Pont l'Eveque, 27.7.44
FZ122	65/19/64/126	Collided with KH546 and crashed near West Raynham, 23.3.45	FZ168	122	Abandoned after collision in cloud during bomber escort mission, 19.5.44
FZ123	65	Shot down by fighters near Dreux, 24.6.44	FZ169	315/234/64/316/64	SOC 26.6.47
FZ124	19/234/129/306/309	SOC 12.3.47	FZ170	19	SOC 17.2.47
FZ125	65	Shot down by flak near Arnhem, 17.9.44	FZ171	19/315/65/316/309	SOC 17.2.47
			FZ172	129/61 OTU/316	SOC 2.1.47
			FZ173	19/65	Stalled at low altitude near Naigle, France, 29.6.44
			FZ174	19	Missing 24.3.44

FZ175	315/309	SOC 5.3.46	HB846	316/315/19/	
FZ176	129	Hit by flak and crashlanded, 17.6.44		122/316	SOC 6.9.47
FZ177	122	Engine cut; bellylanded near Calais, 1.3.45	HB847	316	SOC 24.2.47
FZ178	19	Hit by flak and abandoned near Celle, 9.3.44	HB848	316	SOC 2.6.47
FZ179	65	Hit by flak and abandoned over Normandy, 5.7.44	HB849	315/129/315	SOC 8.2.47
FZ180	306/315/FIU	Overshot landing at Ford, 8.10.44	HB850	64	Missing 8.12.44
FZ181	19/65/61 OTU	Broke up in dive, Marston, Wilts., 6.7.45	HB851	260/249	Flew into ground attacking train near Zagreb, 1.3.45
FZ182	64/126	Missing in cloud near Lockeren, 7.2.45	HB852	129/315	SOC 4.1.47
FZ183	3 TEU/61 OTU	SOC 9.11.46	HB853	213	Hit by flak and crashlanded near Zagreb, 21.4.45
FZ184	122/19/129/122/309	Engine cut on take-off, Andrews Field, 8.8.45	HB854	213	Shot down by flak, Kutina, Yugoslavia, 21.10.44
FZ185	19/306	SOC 24.2.47	HB855	234/316/65/316	SOC 13.12.46
FZ186	19/61 OTU	SOC 26.6.47	HB856	ME	SOC 8.44
FZ187	5 SAAF	SOC 14.3.46	HB857	FIU/316	SOC 7.12.44
FZ188	19	Missing in cloud on B-17 escort near Leipzig, 4.3.44	HB858	122	Hit by flak attacking MT near Houcon, 15.8.44
FZ189	19/306	Missing near Montford, 7.6.44	HB859	213/249	Engine cut; abandoned over Adriatic, 16.3.45
FZ190	122/65/19/122/165/441/316	SOC 6.12.46	HB860	129	Engine cut; bellylanded in France, 16.4.45
FZ191	19/122	Dived into sea 10m S of Ford, 28.4.44	HB861	306	SOC 3.1.47
FZ192	306/61 OTU	Hit by FB118 taking off, Keevil, 3.9.45	HB862	129	SOC 24.2.47
FZ193	65	Hit ground attacking MT in Normandy, 26.7.44	HB863	306/61 OTU	SOC 11.2.47
FZ194	19/129/315/61 OTU/118	SOC 13.11.46	HB864	3 TEU/61 OTU	DBR 9.2.45
FZ195	19	Shot down by Fw 190 near Rotterdam, 18.9.44	HB865	FIU/316/65	Swung on take-off and hit snowbank; overturned, Banff, 29.1.45
FZ196	306	Ditched off North Foreland, Kent, 27.9.44	HB866	315/306/19/306	SOC 26.12.46
FZ197	306	Missing near Montford 7.6.44	HB867	129/64	Dived into ground, Blythborough, Suffolk, 9.10.45
HB821	316	Hit crane on take-off, Friston, 13.8.44; DBF	HB868	306/129/306/19/61 OTU/309	SOC 20.2.47
HB822	306	SOC 6.9.47	HB869	249/213	SOC 14.3.46
HB823	234/316/65/129/118	SOC 28.11.46	HB870	65/122/65/122	SOC 31.1.47
HB824	316/306	SOC 21.2.47	HB871	306	Swung on take-off and hit gully, Friston, 22.9.44
HB825	617/64	SOC 28.2.47	HB872	19/61 OTU	SOC 28.12.46
HB826	65	Overshot landing and hit FB137, Matlask, 13.10.44	HB873	61 OTU/118	SOC 26.6.46
HB827	19	Damaged by flak and hit house in Vimoutiers, 18.8.44	HB874	213	SOC 21.2.47
HB828	122	Engine cut; bellylanded at B.78, 3.1.45	HB875	213	Missing from sweep over Yugoslavia, 14.2.45
HB829	234	Engine cut; crashed on approach, Earls Colne, 5.10.44	HB876	306/129/441/61 OTU	Spun into ground during aerobatics, Keevil, 24.9.45
HB830	112/213	SOC 14.3.46	HB877	316	Engine cut on approach; undercarriage collapsed on landing, Coltishall, 20.9.44
HB831	316/65/61 OTU	SOC 24.2.47	HB878	316/65/316	Collided with FB164 and crashed Andrews Field, 11.4.45
HB832	315/19/61 OTU	SOC 31.1.47	HB879	213	Swung on take-off and hit sandbank; crashed in sea, Biferno, 20.12.44
HB833	316/315	Engine cut; ditched off Norwegian coast, 6.12.44	HB880	260	Lost glycol and ditched in Adriatic, 30.4.45
HB834	-	Believed transferred to USAAF	HB881	213	Hit tree attacking vehicles, 5.4.45
HB835	316/65/316	SOC 16.12.46	HB882	316/315	Stalled during practice dogfight and crashed, Aberdeenshire, 8.11.44
HB836	316/65	Missing, pres. shot down by Bf 109s off Forde Fjord, 9.2.45	HB883	249	Overshot landing at Vis, 26.1.45
HB837	617/541/309	SOC 14.3.47	HB884	249	Ran out of fuel and abandoned near Split, 1.12.44
HB838	-	To USAAF 19.6.44	HB885	316/	Missing 23.12.44
HB839	316/315	SS 7.5.47	HB886	306/316/Andrews Field/Wick/316	SOC 12.9.46
HB840	315	Engine cut; bellylanded in field, Park Wood, Surrey, 28.7.44	HB887	AST	SOC 22.1.47
HB841	234/316/65/316	Taxied into bowser, Hethel, 22.3.46	HB888	213	Flew into ground attacking SM-79 8m NW of Crepaja, Yugoslavia, 13.9.44
HB842	112	SOC 14.3.46	HB889	213	DBR 13.8.44
HB843	306	SOC 17.1.47	HB890	R-R	SS 8.5.47
HB844	316	Hit by FX889 on runway, Andrews Field, 16.11.44	HB891	129	SOC 24.2.47
HB845	316/65/64	SOC 19.11.46	HB892	213/249	SOC 14.3.46
			HB893	112	Missing near Ravenna, 22.10.44
			HB894	213	Abandoned in cloud off Tremiti Islands, Italy, 30.10.44
			HB895	213	Missing 28.8.44
			HB896	249	Crashed on overshoot, Biferno, 21.12.44

HB897	112	SOC 26.4.45	HB950	5 SAAF	Shot down attacking trains by flak, 1.11.44
HB898	213	SOC 21.10.46	HB951	213	SOC 14.3.46
HB899	213	Crashed on take-off, Biferno, 29.8.44	HB952	250	SOC 31.12.46
HB900	112/260	SOC 14.3.46	HB953	213	SOC 14.3.46
HB901	213	Damaged by flak and abandoned, Velika, Yugoslavia, 14.8.44	HB954	129/309/306	Crashed in forced landing at night, Stebbing, Essex, 23.6.45
HB902	213	SOC 31.10.46	HB955	260/3 RAAF	SOC 27.2.47
HB903	213	Missing from sweep over Yugoslavia, 16.9.44	HB956	4 ADU	Dived into sea in rainstorm 15m NE of Taormina, Sicily, 24.8.44
HB904	260	SOC 31.10.46	HB957	5 RFU	SOC 4.9.46
HB905	213	Swung on landing and overturned, Biferno, 21.10.44	HB958	5 SAAF/260	SOC 27.2.47
HB906	260	SOC 14.3.46	HB959	165/441/61 OTU	SOC 7.1.47
HB907	249	SOC 31.10.46	HB960	260/250	SOC 27.2.47
HB908	112	Hit by flak and abandoned near San Vito, 30.10.44	HB961	250	SOC 10.1.46
HB909	5 SAAF	Shot down by flak near Faenza, 21.11.44	KH421	213	Hit by flak and abandoned near Maribor, 23.3.45
HB910	260	Hit by flak on sweep and did not return, 30.9.44	KH422	249	Hit by flak and abandoned near Larissa, 21.9.44
HB911	249	SOC 14.3.46	KH423	213	Hit by flak and abandoned near Brod, 10.4.45
HB912	249	Hit by flak and abandoned off Pernata Point, 26.2.45	KH424	213	SOC 27.2.47
HB913	112	Shot down by flak, Bastia, Italy, 12.4.45	KH425	249	Abandoned after engine cut over Greece, 22.9.44
HB914	260/5 SAAF	Hit by flak and abandoned near Brod, 4.12.44	KH426	165/441/315	SOC 10.12.46
HB915	213	Hit by flak; pilot overcome by fumes and dived into ground near Rajic, 31.7.44	KH427	249	SOC 31.10.46
HB916	213	SOC 14.3.46	KH428	249	Missing from sweep over Albania, 19.10.44
HB917	112	Overshot emergency landing, Iesi, 4.10.44	KH429	64	Engine cut on take-off, Fersfield, 1.2.45
HB918	316/315	SOC 27.2.47	KH430	126/64/118	SOC 8.1.47
HB919	213/260	Damaged by flak and crash-landed, 19.4.45	KH431	64/118	SOC 10.12.46
HB920	-	Crashed before delivery	KH432	165/441/126/316/306	SOC 1.11.47
HB921	213/5 SAAF/249	SOC 31.10.46	KH433	118/19/611/234/CFE	SOC 28.12.46
HB922	260	SOC 14.3.46	KH434	64	Engine cut; bellylanded in field near B.67, 11.1.45
HB923	316	SOC 6.9.47	KH435	306	SOC 1.1.47
HB924	249	SOC 14.3.46	KH436	129/64	SOC 22.1.47
HB925	112	Hit by flak and abandoned over sea, 21.10.44	KH437	249	Missing in cloud over Yugoslavia, 30.10.44
HB926	112	DBR 25.9.45	KH438	126	SOC 5.3.46
HB927	260/249	SOC 27.2.47	KH439	126/61 OTU	SOC 22.11.46
HB928	249	Engine cut; abandoned over Adriatic, 24.11.44	KH440	306/19	Stalled on approach, Dallachy, 20.2.45
HB929	260	Shot down by flak near Klein, Austria, 2.4.45	KH441	64	Engine cut; overshot landing at Bentwaters, 6.3.45
HB930	315	Overshot landing and overturned, Andrews Field, 22.3.45	KH442	165/118/126/316	SOC 6.9.47
HB931	5 SAAF	Abandoned out of fuel over Yugoslavia, 6.12.44	KH443	64	Crashed on landing, Horsham St. Faith, 8.11.45
HB932	213	Shot down by flak near Liplian, Yugoslavia, 30.10.44	KH444	65/19	Shot down by Bf 109s near Hellendoorn, Netherland, 12.3.45
HB933	249	Hit by flak and abandoned, Polikastron, Greece, 8.10.44	KH445	64	Stalled on approach, Bradwell Bay, 8.12.44
HB934	BTU	SOC 6.9.47	KH446	64	Hit by flak, Copenhagen, and crashlanded at Rinkobing, 21.3.45
HB935	5 SAAF	Hit by flak and flew into hill near Dobrinje, Yugoslavia, 1.11.44	KH447	64	SOC 12.1.47
HB936		Missing 30.8.44	KH448	118/234/126	SOC 21.1.47
HB937	5 RFU	SOC 14.3.46	KH449	61 OTU/64/118	SOC 26.6.47
HB938	260	SOC 30.11.46	KH450	65/19/122/316	SOC 27.12.45
HB939	5 SAAF	Shot down by flak near Zagreb, 3.11.44	KH451	64	Dived into ground out of cloud at night 7m NW of Lawshall Suffolk, 6.3.45
HB940	112	SOC 30.1.47	KH452	64	SOC 12.1.47
HB941	249	Hit ground attacking MT near Skegas, 24.10.44	KH453	64	Stalled on approach, Bentwaters, 14.3.45
HB942	306/19/61 OTU	SOC 28.11.46	KH454	306	SOC 12.1.47
HB943	260	Hit by flak and abandoned, 29.4.45	KH455	64	Missing 8.12.44
HB944	306/19/122/316	Dived into ground near Worstead, Norfolk, 4.7.45	KH456	5 SAAF	Hit by flak and abandoned near Zagreb, 12.11.44
HB945	260	SOC 27.2.47	KH457	64	Crashed in forced landing near Coltishall, 7.1.46
HB946	249	SOC 14.3.46	KH458	126/64	SOC 12.1.47
HB947	5 SAAF	Shot down by flak, Dogna, 21.2.45	KH459	260	Missing from sweep, 28.4.45
HB948	260	SOC 31.10.46	KH460	64	Shot down by flak, Copenhagen, 21.3.45
HB949	64	SOC 13.11.46			

KH461	213	Hit by flak and abandoned near Maribor, 13.2.45	KH513	213	Crashed in sea on take-off, Biferno, 20.12.44
KH462	165/118	SOC 26.6.47	KH514	118/Bentwaters/118	SOC 17.1.47
KH463	260	SOC 27.2.47	KH515	126/118	SOC 26.6.47
KH464	126/118	SOC 7.1.47	KH516	316/309	Broke up in air, Dengie Flats ranges, Essex, 15.10.45
KH465	249/213	Shot down by flak attacking train near Brod, 4.1.45	KH517	118/165/441/316	SOC 25.10.46
KH466	118/165/441/315	SOC 2.1.47	KH518	126/64	SOC 10.12.46
KH467	249/112	Shot down by flak near Trieste, 20.4.45	KH519	234/118	SOC 26.6.47
KH468	249	Missing from attack on train, 22.9.44	KH520	213	SOC 27.2.47
KH469	315	SOC 9.1.47	KH521	126	Broke up in roll $\frac{1}{2}$ m N of Wickham Market, Suffolk, 9.6.45
KH470	-	Crashed before delivery	KH522	260/3 RAAF/250	Hit obstruction during emergency landing, Vicenza, 2.10.45
KH471	315/65	Swung on take-off and hit snowbank, Peterhead, 8.2.45	KH523	126	SOC 1.1.47
KH472	249	Missing on sweep, 2.12.44	KH524	65/19/315	Crashed in forced landing 3m S of Chelmsford, Essex, 9.7.45
KH473	118/126/309	Crashed on emergency approach, Coltishall, 25.2.46	KH525	306	SOC 7.2.47
KH474	126/165/441/315	SOC 13.1.47	KH526	65/122/316	SOC 12.9.46
KH475	5 SAAF	SOC 14.3.46	KH527	118	SOC 6.9.47
KH476	249	Hit by flak and abandoned, Karavia, Greece, 27.9.44	KH528	65/19/122/316	SOC 12.9.46
KH477	126/309	SOC 17.1.47	KH529	234/118	SOC 7.1.47
KH478	234/126	Hit by flak from U-boat and crashed, Lille Baelt, 4.5.45	KH530	249	Missing from sweep over Albania, 19.10.44
KH479	118/165/441/316	SOC 26.6.47	KH531	112	SOC 14.3.46
KH480	118	SOC 6.9.46	KH532	249	SOC 26.10.44
KH481	315	Collided with KM507 and crashed 2m S of Wickham Bishops, Essex, 13.7.45	KH533	5 SAAF	Missing, pres. shot down by flak, 26.2.45
KH482	126	Shot down by flak near Zutphen, 10.2.45	KH534	213	Hit by flak and abandoned near Brod, 11.12.44
KH483	234/118	SOC 5.2.47	KH535	12 Gp CF/64	SOC 15.1.47
KH484	309	Crashed in forced landing, Aylsham, Norfolk, 16.1.46	KH536	126	Abandoned over sea after controls jammed, 20.7.45
KH485	316/315	SOC 11.2.47	KH537	165/118	Crashed in forced landing, Attlebridge, Norfolk, 10.1.46
KH486	5 SAAF	Missing from weather reconnaissance, 10.10.44	KH538	249/250	SOC 27.2.47
KH487	5 SAAF	Shot down by flak, Sarajevo, 6.11.44	KH539	315	SOC 16.1.47
KH488	64	Missing from escort to Wanne-Eickel, 7.2.45	KH540	309	Collided with FB383 and crashed in sea 45m E of Bradwell Bay, 16.5.45
KH489	126	Crashed in sea 5m off Dutch coast returning from escort mission, 28.3.45	KH541	306	Engine cut in circuit, Coltishall, 17.6.46
KH490	118	SOC 6.9.47	KH542	64	Missing from escort mission to Bielefeld, 14.2.45
KH491	118	Abandoned after engine cut 1m NW of Frimley Heath, Suffolk, 30.7.45	KH543	249	Swung on take-off and hit sandbank, Biferno, 29.12.44
KH492	316	SOC 6.9.47	KH544	260	SOC 14.3.46
KH493	315/65/316	SOC 20.12.46	KH545	64	SOC 2.6.47
KH494	316	Crashed on approach in bad weather, Heesch, 2.1.45	KH546	126	Collided with FZ122 and crashed near West Raynham, 23.3.45
KH495	165/441/64	SOC 23.11.46	KH547	126/118	SOC 6.9.47
KH496	260/5 RFU	SOC 14.3.46	KH548	65/122/316	SOC 2.1.47
KH497	118	SOC 7.1.47	KH549	249	SOC 21.10.46
KH498	118	SOC 31.2.47	KH550	AAEE/61 OTU	SOC 28.11.46
KH499	118/165/441/118	Engine overheated; belly-landed in field near Aberdare, Glam., 7.9.45	KH551	126/61 OTU	Engine cut; crashlanded at Keevil, 2.10.45; DBF
KH500	165/126/Bentwaters/315	SOC 30.1.47	KH552	Lockheed	SOC 22.10.44
KH501	260	Swung on take-off and hit P-47s, Fano, and blew up, 17.12.44	KH553	3 FU	Pres. broke up in cloud SW of Port Guaydon, Algeria, 28.9.44
KH502	126	SOC 12.1.47	KH554	213	Hit by return fire from Storch and forced landed 3m NE of Martinka Ves, Yugoslavia, 10.10.44
KH503	234/118	SOC 14.3.47	KH555	20 MU	Stalled on take-off, Aston Down, 5.1.45
KH504	118/165	Bellylanded 20m W of Wiesbaden, 4.4.45	KH556	315	Hit ridge landing in blizzard and undercarriage collapsed, Fraserburgh, 3.1.45
KH505	64/RAE	Dived into ground, Broxbourne, Herts., 25.5.46	KH557	118/165/316	SOC 23.12.46
KH506	306	SOC 2.6.47	KH558	165/441/306	SOC 14.3.47
KH507	306/309	SOC 27.2.47	KH559	118/165/441/306	SOC 27.2.47
KH508	126/64	SOC 13.12.46	KH560	260	Hit by flak and forced landed, 16.4.45
KH509	118	SOC 31.2.47	KH561	249/260	SOC 27.7.47
KH510	122/65/61 OTU	SOC 12.2.47	KH562	5 SAAF	Missing in bad weather over Yugoslavia, 6.12.44
KH511	122/19/306	SOC 1.11.46	KH563	126	SOC 9.11.46
KH512	112	SOC 29.8.46	KH564	165/126	SOC 27.1.47
			KH565	65/19/64/306	SOC 7.2.47
			KH566	64	Crashed after collision with FB135 over Norfolk, 23.5.45

KH567	165	SOC 4.6.47	KH623	3 RAAF	Swung on landing and hit
KH568	249	Hit hole on take-off and	KH624	3 RAAF	bomb crater, Fano, 15.12.44
KH569	118/165/441	swung, Biferno, 12.11.44	KH625	213	SOC 27.2.47
KH570	126	Dived into ground,	KH626	3 RAAF	Dived into ground out of
KH571	112	Clough Road, Hull, 24.7.45	KH627	112	cloud near Airolo, 20.2.45
KH572	112	SOC 30.4.46	KH628	112	Swung on landing and under-
KH573	3 RAAF/260	SOC 31.10.46	KH629	260	carriage collapsed, Fano,
KH574	316/309	Swung on take-off and coll-	KH630	3 RAAF	26.12.44
KH575	5 SAAF/249/260	ided with C-47, Fano, 20.2.45	KH631	3 RAAF	Missing near Fiume, 18.11.44
KH576	5 SAAF	Dived into Adriatic off	KH632	3 RAAF	SOC 31.10.46
KH577	65/19/64	Italian coast, 29.4.45	KH633	213	SOC 27.2.47
KH578	118/165/441/	SOC 4.9.47	KH634	3 RAAF	Missing in cloud 65m E of
KH579	126/64	SOC 27.2.47	KH635	112	Ancona, 6.12.44
KH580	315/65/165/	Abandoned out of fuel over	KH636	112	Hit by flak and abandoned
KH581	165	Yugoslavia, 6.12.44	KH637	213	near Maribor, 3.4.45
KH582	315/65/64	SOC 10.12.46	KH638	3 RAAF	SOC 31.10.46
KH583	315/65/64	SOC 17.1.47	KH639	260	Flew into hill attacking MT
KH584	64/118	SOC 27.2.47	KH640	213/249	near Visegrad, 23.11.44
KH585	118	SOC 8.2.47	SR406	-	Swung on take-off and hit
KH586	112	SOC 2.6.47	SR407	61 OTU	P-47, Fano, 26.12.44
KH587	5 SAAF	SOC 28.12.46	SR408	309/122/65/	Shot down by flak attacking
KH588	118/Bentwaters/	SOC 28.12.46	SR409	61 OTU	Po bridges, 11.3.45
KH589	129/64	SOC 22.1.47	SR410	309	Bomb fell off on landing and
KH590	112	SOC 22.1.47	SR411	AFDU/CFE/118	blew up, Fano, 21.2.45
KH591	112	SOC 29.8.46	SR412	65/316	Hit by flak and abandoned
KH592	260	Missing on sweep to	SR413	122	near Niksic, 20.12.44
KH593	3 RAAF	Zagreb, 23.1.45	SR414	61 OTU	Missing from attack on tanks
KH594	249	SOC 27.1.47	SR415	3 TEU/61 OTU	13.4.45
KH595	260	SOC 14.3.46	SR416	129	Swung on take-off and hit
KH596	213	SOC 14.3.46	SR417	309/315	P-47, Fano, 17.12.44; bomb
KH597	260/250	Hit by flak near Maribor	SR418	309	exploded
KH598	213	and abandoned over	SR419	309/315	SOC 31.10.46
KH599	118/309	Adriatic, 2.4.45	SR420	309	SS 7.5.47
KH600	213	SOC 27.2.47	SR421	61 OTU/64	Engine cut; bellylanded in
KH601	112	SOC 14.3.46	SR422	65	field 2½m S of Rednal,
KH602	118/165/	SOC 22.10.46	SR423	65/61 OTU	26.3.45
KH603	441/315	Hit by flak near Maribor	SR424	61 OTU	
KH604	260	and abandoned over	SR425	3 TEU/61 OTU	SOC 21.1.47
KH605	5 SAAF	Adriatic, 2.4.45	SR426	22 MU	SOC 3.3.47
KH606	249/213	SOC 27.2.47	SR427	83 GSU	SOC 17.1.47
KH607	5 SAAF	SOC 14.3.46	SR428	129	Flew into high ground in
KH608	213	Abandoned out of fuel	SR429	122/19/316	mist near Darwen, Lancs.,
KH609	260	over Yugoslavia, 6.12.44	SR430	122	29.7.45
KH610	5 SAAF	SOC 14.3.46	SR431	234/64	Collided with SR422 on runway,
KH611	5 SAAF	Engine cut; ditched off	SR432	61 OTU	B.12 Ellon, 25.7.44
KH612	5 RFU	Ravenna, 21.1.45	SR433	122/19	SOC 28.12.46
KH613	3 FU	Missing from close support	SR434	3 TEU/61 OTU	SOC 24.2.47
KH614	213	mission, 23.4.45	SR435	19	SOC 31.1.47
KH615	3 RAAF	SOC 14.3.46	SR436	129/19/64/1 APS	Missing 15.6.44
KH616	3 RAAF	SOC 27.2.47	SR437	19	SOC 14.1.47
KH617	3 RAAF/	Undercarriage collapsed on	SR438	129	Hit by P-47 during mock
KH618	3 RAAF	landing, Blida, 6.11.44	SR439	309/316/122/	attack and abandoned, Messing-
KH619	249	Damaged by flak and abandoned	SR440	65/61 OTU	cum-Inworth, Essex, 18.2.45
KH620	5 SAAF	near Litija, 21.3.45			Damaged by flak 4.4.45 and SOC
KH621	249	Shot down by flak,			SOC 24.2.47
KH622	5 SAAF	Alfonsine, 9.1.45			SOC 14.3.47
		Hit by Bf 109 and abandoned,			Hit by SR412 and caught fire
		26.12.44			on runway, Ellon, 25.7.44
		Missing 21.3.45			Engine cut; crashed in forced
		SOC 14.3.46			landing near Rednal, 21.1.45
		Set on fire by exploding			Caught fire in air and aband-
		train and abandoned,			oned near Nescliffe, 30.3.45
		Sijekovaç 20.3.45			SOC 2.6.47
		Shot down by flak on			DBR 25.6.44
		sweep, 17.4.45			Caught fire in air; DBF on
		SOC 14.3.46			landing, Bognor Regis, 9.8.44
		SOC 3.10.46			SOC 20.2.47
					SOC 20.12.46
					Missing 13.7.44 near Alencon
					SOC 19.11.46
					SOC 1.11.46
					Missing from escort to
					Witten, 12.12.44
					Wing broke off in dive,
					Inglewhite, Lancs., 15.4.45
					SOC 2.6.47
					SOC 7.1.47
					Missing, pres. shot down by
					Fw 190s, Emmerich, 17.9.44
					Shot down by flak south
					of Cherbourg, 29.6.44
					SOC 20.2.47
					Engine cut on take-off; hit
					dispersal pen, North Weald,
					21.11.44

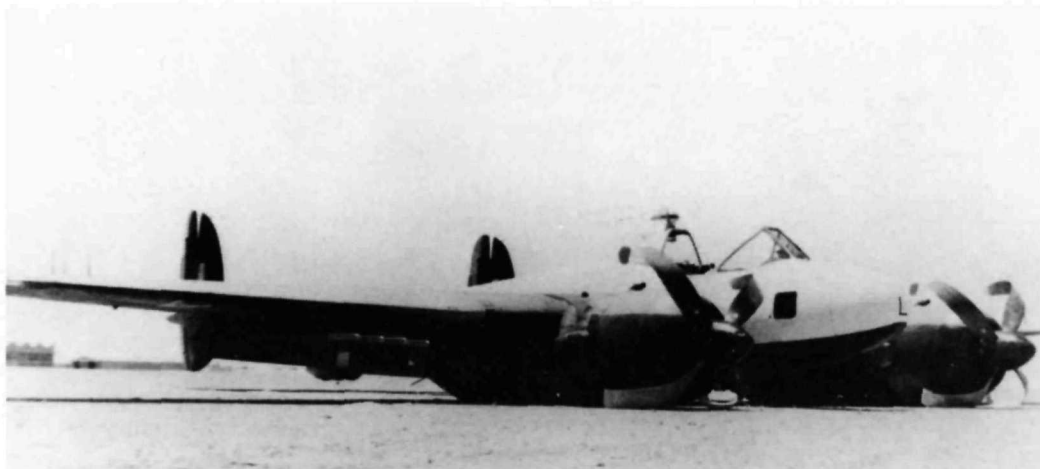


Mustang III FX908 (above) was photographed prior to delivery in October 1942 and illustrates well the lines of the original version of the Mustang III. The nose guns have disappeared and the air intake above the nose has been moved to under the nose fairing. The original cramped, flat-roofed canopy is retained with its sideways-opening exit but local modifications in Britain replaced many of these with bulged canopies as found on Spitfires. (RAF Museum photo P.5805)

Below is shown the XP-51F Mustang V which was received in August 1944 for testing at the Aeroplane and Armament Experimental Establishment, Boscombe Down. It was passed on to Boulton Paul and was SOC on 18 February 1947. The serial number allotted was FR409 but the number shown in the photo looks more like FR408 which was Kingcobra 42-68937. Either there is an oil smear on the aircraft at precisely the wrong place or the painter got his numbers mixed on arrival of the aircraft which was then, as was customary, photographed for record purposes. (RAF Museum photo P.5815)



# RAF WRITE-OFFS 1951



*Brigand VS814 bellylanded at Shaibah, 13.7.51 (RAF Museum P.2104)*

<i>Date</i>	<i>Type</i>	<i>Serial</i>	<i>Unit</i>	<i>Location</i>	<i>Cause</i>
1.1.51	Anson T.21	VS580	1 ANS	Hullavington	Lost power on take-off and crashlanded
2.1.51	Auster AOP.6	VF648	1911 Flt	Bahau, Malaya	Swung on take-off and overturned
4.1.51	Mosquito PR.34	RG243	237 OCU	Benson	Crashlanded on overshoot
5.1.51	Meteor F.8	VZ449	74 Sqn	Off Norfolk coast	Crashed in sea on navigation exercise (1)
6.1.51	Meteor F.4	EE550	615 Sqn	7m W of Ashford, Kent	Dived into ground from 20,000 ft (1)
8.1.51	Hornet F.3	PX308	41 Sqn	Nr.Linton-on-Ouse	Hit light pole on approach and crashed; DBF
8.1.51	Vampire FB.5	VV531	26 Sqn	3½m W of Cloppenburg, W.Germany	Control lost in cloud; dived into ground (1)
9.1.51	Harvard T.2B	FS883	CFS	Moreton-in-Marsh	Engine cut on night take-off; hit hut
9.1.51	Harvard T.2B	KF454	2 FTS	Nr.Blakehill Farm,Glos	Flew into ground after night take-off
9.1.51	Tempest F.6	NX127	1689 Flt	Hallen, Glos	Spun into ground during aerobatics
11.1.51	Brigand B.1	VS838	45 Sqn	Penang, Malaya	Caught fire after cannon explosion and dived into ground (3)
12.1.51	Lancaster PR.1	TW671	82 Sqn	Kano, Nigeria	Autopilot jammed and aircraft overstressed
12.1.51	Meteor T.7	VW314	226 OCU	Stradishall	Stalled on landing and DBR
12.1.51	Meteor T.7	WA719	205 AFS	¾m NE of Middleton St.George	Crashed on single-engined approach and hit railway embankment
12.1.51	Spitfire F.24	VN310	80 Sqn	Off Hong Kong	Control lost in cloud and crashed in sea (1)
12.1.51	Vampire FB.5	VV562	213 Sqn	In Sinai Desert 20m E of Ismailia, Egypt	Collided with Fury of R.Egyptian AF and abandoned
13.1.51	Tiger Moth T.2	T6524	4 FTS	Nr.Hean, S.Rhodesia	Spun into ground (1)
15.1.51	Mosquito PR.34	RG183	58 Sqn	Benson	Undershot single-engined approach and hit trees (1)
16.1.51	Brigand B.1	RH770	228 OCU	Timworth, Suffolk	Hit tree and crashlanded; DBF
16.1.51	Halifax GR.6	RG837	224 Sqn	Gibraltar	Two engines cut on approach; ditched
18.1.51	Lincoln B.2	RA712	617 Sqn	Binbrook	Undershot landing and hit RF537 and SX958 (1)
18.1.51	Lincoln B.2	RF537	230 OCU	Binbrook	Hit by RA712 while parked
18.1.51	Martinet TT.1	EM555	TT Flt, Tangmere	Tangmere	Rudder damaged by drogue cable; landed safely but SOC as DBR
19.1.51	Meteor F.8	VZ469	43 Sqn	4m NE of Leuchars	Hit sea during low run (1)
19.1.51	Tiger Moth T.2	EM923	10 RFS	Exminster, Devon	Hit HT cables and dived into ground 200 yards N of railway station
20.1.51	Vampire F.1	TG295	203 AFS	Nr. Dishforth	Dived into ground (1)
22.1.51	Lincoln B.2	RA717	230 OCU	2½m NE of Scampton	Flew into ground at night on BABS approach
22.1.51	Mosquito B.35	TA701	139 Sqn	Wainfleet ranges	Hit ground recovering from bombing dive (1)
22.1.51	Proctor C.4	NP362	4 RS	½m S of Swanton Morley	Engine cut; overshoot forced landing and DBR
24.1.51	Harvard T.2B	FX307	CFS	¾m S of Pebworth, Wks	Dived into ground out of low cloud (2)
25.1.51	Lancaster GR.3	RE116	203 Sqn	Habbaniya, Iraq	Swung on take-off and ground-looped; DBR
25.1.51	Meteor F.4	VW255	205 AFS	Croft village, Yorks	Dived into ground out of cloud (1)
25.1.51	Mosquito NF.36	RL156	228 OCU	Leeming	Engine cut on take-off; bellylanded
26.1.51	Mosquito T.3	VP352	204 AFS	Swinderby	Swung on landing and undercarriage torn off
27.1.51	Auster AOP.6	VX106	1910 Flt	Barentu, Eritrea	Flew into hill attempting to climb out of valley
27.1.51	Meteor F.4	VW312	226 OCU	Stradishall	Skidded on ice on landing and hit by VW283
27.1.51	Tiger Moth T.2	N6706	17 RFS	Nr. S. Ockendon, Essex	Collided with N6987 and crashed
27.1.51	Tiger Moth T.2	N6987	17 RFS	Nr. S.Ockendon, Essex	Collided with N6706 and forcelanded; DBR
28.1.51	Sunderland GR.5	PP107	205 Sqn	Nr.Hwalien, Japan	Flew into mountain in bad visibility (14)
30.1.51	Anson C.12	PH780	67 Gp CF	Aldergrove	Caught fire in hangar and DBR
31.1.51	Mosquito T.3	VP346	1689 Flt	Aston Down	Swung on landing and undercarriage collapsed
1.2.51	Meteor T.7	WA603	CFE	5m SE of Cromer,Norfolk	Lost hood and abandoned in spin
1.2.51	Mosquito B.35	TH999	14 Sqn	Fassberg, W.Germany	Swung on take-off; undercarriage raised to stop
2.2.51	Vampire FB.5	VV636	229 OCU	Bishop Hill, Fife	Flew into hill in cloud (1)
4.2.51	Tiger Moth T.2	N9519	Malayan AFS	Bayan Lepas, Malaya	Spun into ground
5.2.51	Anson C.19	NK940	ATDU	Kemble	Overshot landing
5.2.51	Beaufighter TT.10	RD564	TTF Shallufa	Abu Sueir	Tyre burst on take-off; swung into ditch
5.2.51	Lincoln B.2	SX981	101 Sqn	Nr. Drifffield	Abandoned after engine fire
5.2.51	Mosquito NF.30	MV524	15 MU	Wroughton	Engine cut on take-off; bellylanded ½m S of airfield
5.2.51	Spitfire FR.18	TZ211	208 Sqn	7½m S of Khartoum,Sudan	Caught fire in air and abandoned (1)
6.2.51	Beaufighter TT.10	RD544	34 Sqn	Kelling, Norfolk	Engine failed; dived into ground after cutting drogue cable (2)
6.2.51	Harvard T.2B	FT374	FE Exam Sqn	Butterworth	Swung on landing and port undercarriage collapsed; DBR

<i>Date</i>	<i>Type</i>	<i>Serial</i>	<i>Unit</i>	<i>Location</i>	<i>Cause</i>
8.2.51	Mosquito B.35	RS699	139 Sqn	Wainfleet ranges	Flew into ground on bombing run (2)
8.2.51	Spitfire PR19	PM614	237 OCU	Bepton, Sussex	Flew into hill in bad visibility (1)
14.2.51	Harvard T.2A	EX530	4 FTS	Mielbo, S.Rhodesia	Stalled on climb out from bombing run over range and dived into ground (1)
14.2.51	Meteor T.7	VW474	203 AFS	Off Yorkshire coast	Dived into sea (2)
15.2.51	Brigand B.1	VS859	45 Sqn	0235N:10219E, Malaya	Shells exploded in cannon; crashed due to loss of control (2)
15.2.51	Meteor FR.9	VZ585	2 Sqn	Senne, W.Germany	Ran out of fuel and bellylanded
16.2.51	Meteor F.8	VZ498	245 Sqn	Whittingham, N'umberld	Ran out fo fuel and crashed (1)
16.2.51	Sunderland GR.5	SZ598	201 Sqn	Nr Beja, Tunisia	Flew into hill in cloud on ferry flight (8)
17.2.51	Prentice T.1	VR309	7 FTS	Greatham Lodge, Grantham, Lincs	Flew into ground in snowstorm (1)
18.2.51	Valetta C.1	VX514	RAFFC	Bromma, Sweden	Engine cut, radio u/s; crashed in snowstorm and hit trees and cables (1)
19.2.51	Harvard T.2A	EX378	4 FTS	Whites Run, S.Rhodesia	Hit ground recovering from dive (2)
19.2.51	Tiger Moth T.2	DX700	4 FTS	Heany, S.Rhodesia	Bounced on landing and DBR
20.2.51	Brigand B.1	RH818	8 Sqn	Khormaksar, Aden	Undercarriage collapsed on landing
21.2.51	Spitfire F.16	TE379	101 FRS	Finningley	Mainplane wrinkled during aerobatics; DBR
21.2.51	Vampire FB.5	WA237	60 Sqn	Butterworth, Malaya	Undershot landing and hit ditch
22.2.51	Martinet TT.1	PX133	Tangmere	Tangmere	Engine cut after dropping drogue; crash-landed just outside airfield
22.2.51	Vampire FB.5	VZ232	73 Sqn	Nr.Nicosia, Cyprus	Dived into ground (1)
23.2.51	Meteor F.4	VW289	226 OCU	4m S of Stradishall	Dived into ground after take-off (1)
23.2.51	Vampire FB.5	VV605	67 Sqn	4m NNE of Gutersloh, West Germany	Crashed on GCA approach (1)
26.2.51	Auster AOP.6	VF500	656 Sqn	Sua Betong, Malaya	Hit tree stump landing in bad weather
26.2.51	Harvard T.2B	KF496	CFS	Moreton-in-Marsh	Tipped up on landing and caught fire
26.2.51	Tiger Moth T.2	DE713	4 FTS	Whites Run, S.Rhodesia	DBR in heavy landing
26.2.51	Wellington T.10	NB118	201 AFS	Swinderby	Dived into ground on overshoot at night (3)
26.2.51	Wellington T.18	RP414	228 OCU	4m S of Leeming	Spinner flew off; forced landed in field
27.2.51	Meteor T.7	WA677	205 AFS	Off Durham coast	Presumed ditched (2)
28.2.51	Harvard T.2B	KF659	2 FTS	9m SE of Cranwell	Control lost in poor visibility; flew into ground during night navigation exercise (1)
28.2.51	Tempest F.2	PR782	33 Sqn	Butterworth, Malaya	Overshot flapless landing and undercarriage collapsed
1.3.51	Beaufighter TT.10	RD764	SF Kai Tak	Kai Tak, Hong Kong	Swung on take-off and fell into sea
1.3.51	Meteor F.8	WA935	1 OFU	Persian Gulf	Missing on ferry flight (1)
3.3.51	Provost prototype	WE530	AAEE	Nr.Amesbury, Wilts	Prop blade fractured; forced landed in field
5.3.51	Mosquito NF.36	RK981	141 Sqn	Little Hautbois, Norfolk	Crashed overshooting Coltishall
7.3.51	Wellington T.10	NA905	201 AFS	2½m ENE of Swinderby	Dived into ground on night overshoot (2)
8.3.51	Harvard T.2B	KF173	22 FTS	Swinford, Warwicks	Iced up and abandoned; chute did not deploy (1)
10.3.51	Anson C.19	VM386	224 Sqn	3600N: 0605W	Ran out of fuel and ditched between Gibraltar and Lisbon (1)
12.3.51	Anson C.19	VM311	JASS	Magilligan Point, Londonderry	Engine cut; forced landed on beach and ran into sea
12.3.51	Harvard T.2B	FE910	6 FTS	Ternhill	Engine cut on overshoot; aircraft overturned
12.3.51	Mosquito T.3	RF283	683 Sqn	Kabrit, Egypt	Swung on landing and undercarriage collapsed
12.3.51	Mosquito B.35	RS707	ATDU	Gosport	Undercarriage jammed; bellylanded and DBR
13.3.51	Mosquito PR.34	VL618	13 Sqn	In Great Bitter Lake, Egypt	Lost power on approach to Kabrit and ditched
13.3.51	Vampire FB.5	VZ241	73 Sqn	Nr.Morphou, Cyprus	Hit by pieces of target over range and crashed in forced landing (1)
14.3.51	Hornet F.3	PX364	64 Sqn	Waddington	Engine cut; undercarriage collapsed during emergency landing
14.3.51	Lancaster GR.3	TX264	120 Sqn	½m SE of Sail Mhor, Ross & Cromarty	Flew into high ground at night (8)
15.3.51	Harvard T.2B	KF653	6 FTS	Ternhill	Swung landing at night and undercarriage collapsed
15.3.51	Prentice T.1	VR252	RAFC	4m N of Heckington, Lincs	Hit ground during practice forced landing; DBF
15.3.51	Prentice T.1	VS360	6 FTS	1½m W of S.Leverton, Lincs	Stalled during forced landing while lost and hit hedge; DBR
15.3.51	Tiger Moth T.2	T6174	Utersen	Gutersloh, W.Germany	Blown over by gust on landing
18.3.51	Meteor F.4	VZ404	504 Sqn	Nr.Desford, Leics	Dived into ground (1)
19.3.51	Harvard T.2B	FX249	502 Sqn	Hope Mtn. Flint	Flew into hill in bad weather and cloud (1)
19.3.51	Hastings C.1	WD478	RAFFC	Manby	Crashed on take-off
19.3.51	Vampire FB.5	VZ265	72 Sqn	Manston	Hit by VZ113 while parked
20.3.51	Mosquito NF.36	RK991	85 Sqn	5157N:0214E, North Sea	Control lost at night; spun into sea (2)
27.3.51	Chipmunk T.10	WB737	11 RFS	In Tay near Kingoodie, Angus	Failed to recover from spin (1)
28.3.51	Meteor F.8	VZ447	CFE	West Raynham	Caught in slipstream and undershot landing
29.3.51	Valetta C.1	VW187	216 Sqn	Entebbe, Uganda	Engine failed on take-off and overshot
1.4.51	Oxford T.1	NM510	Wash CU	Marham	Hit anemometer on runway caravan and crashed into hut (4)
4.4.51	Chipmunk T.10	WB661	25 RFS	Sherburn-in-Elmet	Lost height during approach and hit tree
5.4.51	Martinet TT.1	HP176	APS	Acklington	Engine cut; bellylanded on approach
5.4.51	Spitfire F.16	SL616	101 FRS	Finningley	Stalled on landing and wing hit runway; DBR
5.4.51	Vampire FB.5	WA164	4 Sqn	Wunstorf, W.Germany	Engine cut; bellylanded on airfield
5.4.51	Vampire FB.5	WA371	203 AFS	Nr.Cottam, Yorks	Spun into ground (1)
10.4.51	Brigand B.1	VS862	8 Sqn	Khormaksar, Aden	Undercarriage jammed up; bellylanded



<i>Date</i>	<i>Type</i>	<i>Serial</i>	<i>Unit</i>	<i>Location</i>	<i>Cause</i>
10.4.51	Meteor T.7	WA708	203 AFS	Over Yorkshire	Abandoned in spin
10.4.51	Valetta C.1	VW833	70 Sqn	Nr.Geneina,Sudan	Ran out of fuel while lost on ferry flight
11.4.51	Tiger Moth T.2	DE568	25 RFS	1m W of Ackleton,Salop	Hit wires during low flying practice
12.4.51	Hastings C.1	TG552	Lyneham	Believed Lyneham	Crashed on landing and DBF
12.4.51	Meteor F.8	VZ518	66 Sqn	Slidden Moss, near	Flew into hill descending in cloud
12.4.51	Meteor F.8	WA791	66 Sqn	Buxton, Derby	in formation (2)
17.4.51	Meteor F.4	EE592	205 AFS	Middleton St.George	Bellylanded in error and DBR
17.4.51	Meteor F.8	VZ527	66 Sqn	Linton-on-Ouse	Broke up during low run (1)
17.4.51	Spitfire F.16	TE441	1689 Flt	2m S of RAF Hereford	Engine cut during slow roll; crashlanded
19.4.51	Anson T.21	VV899	1 BANS	Off Brixham, Devon	Ditched after engine cut
19.4.51	Spitfire FR.18	TP331	HKAAF	Hong Kong	Missing, presumed crashed in sea in storm (1)
20.4.51	Harvard T.2B	KF663	5 FTS	1½m NE of Senale, S.Rhodesia	Spun into ground during aerobatics (2)
20.4.51	Tiger Moth T.2	R4856	9 RFS	1m E of Thorne Moorlands, Yorks	Stalled during turn and crashed
21.4.51	Mosquito T.3	VA893	29 Sqn	Tangmere	Undershot single-engined landing
21.4.51	Tiger Moth T.3	DE346	Hemswell	Hemswell	Spun into ground during aerobatics (1)
23.4.51	Spitfire FR.18	TP218	80 Sqn	Seletar, Singapore	Undercarriage collapsed on landing
24.4.51	Lincoln B.2	RA682	230 OCU	Scampton	Swung on landing and undercarriage collapsed
24.4.51	Mosquito T.3	VT589	540 Sqn	Benson	Swung on landing and undercarriage collapsed
26.4.51	Harvard T.2B	FX301	CFS	Moreton-in-Marsh	Collided with FX438 on approach
26.4.51	Harvard T.2B	FX438	CFS	Moreton-on-Marsh	Collided with FX301 on approach (1)
26.4.51	Mosquito T.3	TV967	204 AFS	Swinderby	Swung on landing and undercarriage collapsed
26.4.51	Prentice T.1	VS617	22 FTS	Syerston	Collided with Harvard FT415 on approach
26.4.51	Tiger Moth T.2	MC561	4 FTS	Mielbo, S.Rhodesia	Hit ground recovering from spin (1)
26.4.51	Wellington T.18	ND109	228 OCU	Leeming	Caught fire during servicing
27.4.51	Meteor F.4	VT186	226 OCU	Stradishall	Undershot single-engined landing
27.4.51	Vampire FB.5	WA145	4 Sqn	1½m SE of Hoya, West Germany	Engine cut; crashlanded in field
30.4.51	Auster AOP.6	VF647	1911 Flt	Nr.Ipoh, Malaya	Engine cut and prop flew off; hit pole while landing on road
30.4.51	Meteor F.4	VT102	615 Sqn	Nr. Biggin Hill	Dived into ground on GCA approach (1)
1.5.51	Meteor T.7	WA678	CFE	Nr.West Raynham	Spun into ground on approach (2)
1.5.51	Meteor T.7	WA711	205 AFS	Middleton St.George	Crashed on overshoot
1.5.51	Meteor T.7	WF786	71 Sqn	Nr.Bielefeld, Germany	Lost hood and abandoned
2.5.51	Valetta C.1	VW156	78 Sqn	2m NNW of Fayid, Egypt	Parachute caught in tailplane during supply- dropping demonstration; dived into ground (8)
2.5.51	Vampire F.3	VT794	1 OFU	2m SSE of Southrop, Glos.	Dived into ground in bad weather (1)
3.5.51	Mosquito NF.36	RK984	228 OCU	Leeming	Overshot landing and hit truck on road
3.5.51	Wellington T.10	RP341	201 AFS	Brampton, Hunts	Dived into ground out of cloud (3)
4.5.51	Valetta C.1	VW828	241 OCU	Dishforth	Undershot and hit light pole on approach
6.5.51	Meteor F.8	WE933	64 Sqn	Nr.Rawcliffe, Yorks	Dived into ground out of cloud (1)
7.5.51	Vampire F.3	VV196	614 Sqn	Pembrey ranges	Rolled while pulling out of dive and crashed in sea (1)
8.5.51	Beaufighter TT.10	RD812	5 Sqn	Nr.Watchet, Somerset	Hit tree avoiding cables during target towing
9.5.51	Harvard T.2B	FX203	6 FTS	Nr.Ternhill	Stalled and spun into ground (1)
9.5.51	Spitfire F.16	RW384	3 CAACU	Exeter	Engine cut on take-off; undercarriage raised to stop
9.5.51	Tiger Moth T.2	DE998	229 OCU	Chivenor	Hit hedge on take-off
11.5.51	Tiger Moth T.2	T6866	17 RFS	1m W of Burpham, Essex	Hit tree low flying (1)
12.5.51	Tiger Moth T.2	T7358	15 RFS	Redhill	Hit glider-launching cable and spiralled into ground
17.5.51	Auster AOP.6	VF630	1902 Flt	Taiping, Malaya	Hit power pylon during night approach; mistook lights on ground for runway lights
17.5.51	Tiger Moth T.2	T6194	9 RFS	Hornchurch	Hit obstruction taxiing in gusty conditions
18.5.51	Harvard T.2B	KF127	6 FTS	3m N of Ledbury, Herefordshire	Collided with FS753 and crashed (2)
18.5.51	Tiger Moth T.2	T5375	Cardington	Cardington	Swung on take-off and ran into ditch
19.5.51	Meteor F.8	WA827	245 Sqn	Nr.Horsham St.Faith	Engine cut during roll; dived into ground (1)
19.5.51	Tiger Moth T.2	DF211	85 Sqn	¾m S of Offham, Kent	Dived into ground (1)
21.5.51	Vampire F.3	VF336	614 Sqn	Off Acklington	Bellylanded on beach out of fuel in bad weather
22.1.51	Auster AOP.6	VF521	1909 Flt	Nr.Munsterlager, West Germany	Hit ground in diving turn during AOP shoot (1)
22.5.51	Tiger Moth T.2	N6729	12 RFS	Filton	Swung on take-off and hit hedge
24.5.51	Mosquito NF.30	NT298	15 MU	Sywell	Swung on take-off and undercarriage collapsed
25.5.51	Chipmunk T.10	WB607	London UAS	Nr.Booker	Hit HT cable during practice forced landing
25.5.51	Vampire FB.5	WA140	94 Sqn	Emsdetten, W.Germany	Abandoned in spin
26.5.51	Auster AOP.5	TW451	61 Gp CF	Kenley	Blown over on landing
28.5.51	Meteor F.4	VT189	226 OCU	2m E of Bradwell-on- Sea, Essex	Pulled out of dive too low and hit sea wall during air-to-ground firing practice (1)
28.5.51	Prentice T.1	VR231	7 FTS	1m S of Grimsthorpe, Lincs	Engine cut while overshooting practice forced landing and hit tree
29.5.51	Anson T.21	VS582	1 ANS	1m ESE of Little Sodbury, Glos	Flew into hillside in low cloud during BABS letdown (2)
29.5.51	Meteor T.7	WA604	228 OCU	1m E of Exelby, Yorks	Sideslipped into ground on final approach to Leeming (2)
29.5.51	Meteor T.7	WA617	208 Sqn	Nicosia, Cyprus	Undershot and undercarriage collapsed
29.5.51	Mosquito NF.36	RL240	39 Sqn	Nr.Kabrit, Egypt	Engine cut; crashed in forced landing
29.5.51	Wellington T.10	RP382	1 ANS	1m ESE of Grittleton, Wilts	Flew into ground on night approach to Hullavington (2)

<i>Date</i>	<i>Type</i>	<i>Serial</i>	<i>Unit</i>	<i>Location</i>	<i>Cause</i>
30.5.51	Auster AOP.6	VF646	656 Sqn	Nr.Kota Bahru, Malaya	Prop flew off; hit obstructing during forced landing
30.5.51	Prentice T.1	VS290	7 FTS	Nr.Kirby Underwood, Lincs	Spun into ground (1)
30.5.51	Valetta C.1	VX544	216 Sqn	Aqaba, Jordan	Undercarriage broke off in heavy landing
31.5.51	Mosquito T.3	RR305	Hemswell	Hemswell	Swung on landing and DBR
31.5.51	Mosquito T.3	TV970	23 Sqn	Coltishall	Swung on take-off and undercarriage collapsed
1.6.51	Brigand B.1	VS869	84 Sqn	Lim Chu Kang, Singapore	Dived into ground on single-engined approach to Tengah (3)
1.6.51	Harvard T.2B	FE906	3 FTS	Manea, Cambs	Dived into ground (1)
2.6.51	Chipmunk T.10	WB641	18 RFS	Dorchester, Oxon	Stalled and hit trees during low run over Thames
4.6.51	Vampire FB.5	VZ182	72 Sqn	North Weald	Spun into ground
5.6.51	Meteor F.4	VT325	226 OCU	Wattisham	Both engines cut; bellylanded on airfield
5.6.51	Tiger Moth T.2	N9495	Waterbeach	Waterbeach	Hit by T5894 after landing
5.6.51	Vampire FB.5	VV657	247 Sqn	Odiham	Engine flamed out; bellylanded in field
6.6.51	Tempest TT.5	JN807	APS	Lowe Heskett, Cumberland	Engine cut; bellylanded in field
7.6.51	Mosquito T.3	VT625	58 Sqn	Benson	Rolled over and hit ground inverted on approach (2)
7.6.51	Vampire FB.5	VZ333	202 AFS	Valley	Hit small hill on approach and undercarriage broken off; bellylanded on runway
8.6.51	Harvard T.2B	FS891	1 FTS	5m NW of Cambridge	Engine lost power on approach to Oakington; bellylanded ¼m short of runway and DBF
8.6.51	Tiger Moth T.2	DE937	11 Sqn	Luneburg, W.Germany	Hit aerials on approach and overturned
8.6.51	Vampire FB.5	VV538	14 Sqn	4m E of Fassberg, West Germany	Dived into ground recovering from RP dive (1)
8.6.51	Vampire FB.5	VZ330	229 OCU	Nr.Marston Magna, Somerset	Dived into ground (1)
11.6.51	Wellington T.10	RP355	2 ANS	Nr.St.Eval	Crashed on approach (2)
12.6.51	Mosquito PR.34	PF668	81 Sqn	Seletar, Singapore	DBR in heavy landing at night
15.6.51	Brigand B.1	VS857	45 Sqn	Nr.Tengah, Singapore	Lost prop blade after take-off and engine fell out; crashlanded in Kranji Creek and overturned (1)
16.6.51	Tiger Moth T.2	N6664	1 RFS	Near Panshanger	Hit hedge on take-off from practice forced landing ground
17.6.51	Auster AOP.6	VF572	661 Sqn	Augustdorf, Germany	Engine cut; overturned in forced landing
18.6.51	Meteor F.4	VT275	600 Sqn	Near Biggin Hill	Collided with VT281 and crashed (1)
18.6.51	Meteor F.4	VT281	600 Sqn	Near Biggin Hill	Collided with VT275 and crashed (1)
18.6.51	Meteor F.8	WB110	41 Sqn	Biggin Hill	Sank back after take-off and skidded into house in Westerham Road, Biggin Hill (1)
19.6.51	Brigand B.1	RH811	84 Sqn	Tengah, Singapore	Engine blew up; abandoned as engine fell out (1)
19.6.51	Meteor F.4	VT239	205 AFS	Ribble Head, Yorks	Dived into ground (1)
19.6.51	Meteor F.8	VZ509	74 Sqn	Barton Broad, Norfolk	Spun into water (1)
20.6.51	Harvard T.2B	FS884	CFS	Moreton-in-Marsh	Caught fire on ground and DBR
20.6.51	Meteor F.8	WA877	66 Sqn	Nr.Scalby, Yorks	Broke up in air (1)
21.6.51	Harvard T.2B	KF381	5 FTS	Thornhill, S.Rhodesia	Engine cut on night take-off
21.6.51	Spitfire F.16	TE311	1689 Flt	Aston Down	Tyre burst on landing; DBR
23.6.51	Meteor T.7	VW438	602 Sqn	Newport, Fife	Ran out of fuel and hit trees in forced landing in sea fog (1)
24.6.51	Meteor F.8	WA771	56 Sqn	Waterbeach	Stalled on approach
24.6.51	Valetta C.1	VX498	683 Sqn	Choma, Rhodesia	Engine cut; overshot landing and hit anthill; undercarriage collapsed
26.6.51	Beaufighter TT.10	RD807	34 Sqn	Horsham St.Faith	Port undercarriage retracted during landing run
26.6.51	Meteor F.8	WE955	1 Sqn	Tangmere	Engine cut on approach; bellylanded in field
27.6.51	Athena T.2	VR569	AIEU	Wilby, Suffolk	Dived into ground after structural failure in cloud
27.6.51	Meteor F.4	VT246	226 OCU	2m E of Bradwell, Essex	Mushed recovering from firing dive on range; hit sea wall and blew up (1)
27.6.51	Meteor F.8	WA953	56 Sqn	Waterbeach	Dived into ground during low roll (1)
27.6.51	Mosquito B.35	TK635	139 Sqn	Warren Farm, Lincs	Caught fire and flew into ground on low level exercise (2)
28.6.51	Mosquito PR.34	PF630	1 OFU	5m W of Witney, Oxon	Engine cut; hit tree in forced landing
28.6.51	Mosquito PR.34	RR317	5 MU	Kemble	Swung on landing and undercarriage collapsed
29.6.51	Vampire F.3	VF341	608 Sqn	4m E of Leuchars	Flew into sea in cloud (1)
29.6.51	Wellington T.10	MF633	201 AFS	Kiveton Park, Sheffield, Yorks	Dived into ground on breaking cloud at night (3)
30.6.51	Vampire FB.5	VV220	16 Sqn	1m W of Orleans/Bricy airfield, France	Stalled on take-off and dived into ground (1)
2.7.51	Harvard T.2B	FE756	1 FTS	1m S of Graveley	Collided with FS815 during aerobatics (1)
2.7.51	Harvard T.2B	FS815	1 FTS	1m S of Graveley	Collided with FE756 and abandoned
2.7.51	Meteor T.7	WA692	4 Sqn	Wunstorf, Germany	Bellylanded in error and DBR
2.7.51	Swordfish 3	NF399	ATDU	St.Marys, Scillies	Engine lost power; overshot landing on small airfield and hit wall
2.7.51	Tiger Moth T.2	R5082	4 FTS	Heany, S.Rhodesia	Crashed on landing
2.7.51	Vampire FB.5	WA298	202 AFS	12 m S of Valley	Crashed in sea on ILS letdown (1)
3.7.51	Chipmunk T.10	WB579	2 RFS	Ogden Flat, Cheshire	Flew into ground out of cloud
3.7.51	Meteor F.8	VZ569	65 Sqn	4½m NE of Strubby	Hit by WA985 during practice attack and abandoned
3.7.51	Meteor F.8	WA985	65 Sqn	2m N of Strubby	Hit VZ569 and abandoned (1)

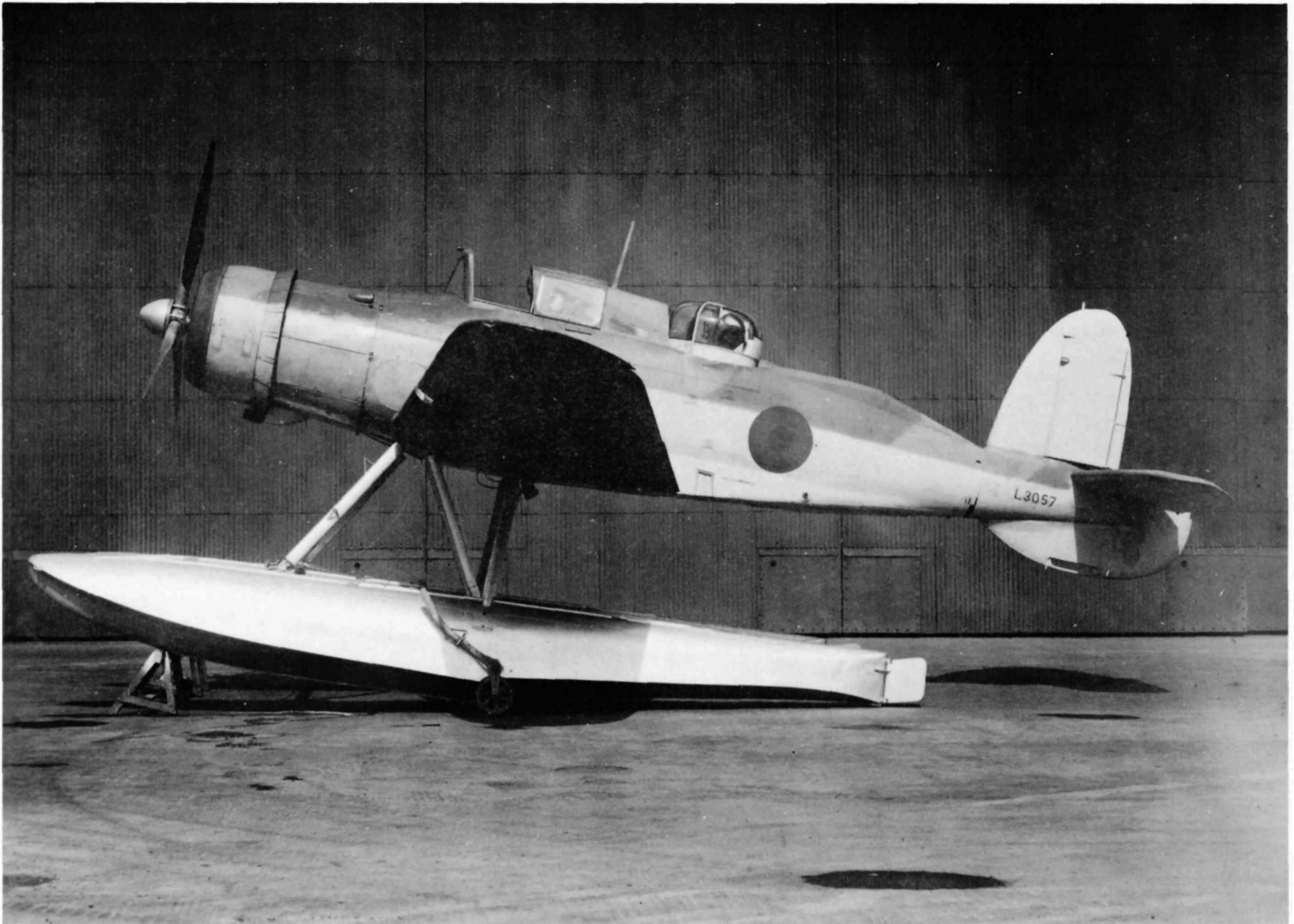
<i>Date</i>	<i>Type</i>	<i>Serial</i>	<i>Unit</i>	<i>Location</i>	<i>Cause</i>
3.7.51	Mosquito T.3	VA892	204 AFS	Wigsley	Crashed on approach (1)
3.7.51	Mosquito T.3	VP344	1 OFU	Abingdon	Crashed on single-engined approach (1)
3.7.51	Prentice T.1	VR323	7 FTS	3m E of Bourne, Lincs	Stalled on approach to practice forced landing (1)
4.7.51	Brigand B.1	VS814	8 Sqn	Shaibah, Iraq	Undercarriage jammed up; bellylanded
5.7.51	Mosquito NF.30	NT582	29 Sqn	Off Sussex coast 5047N:0033W	Stalled during attack on drogue and dived into sea (2)
5.7.51	Spitfire F.16	TE344	20 Sqn	1m N of Bodedern, Anglesey	Engine cut after take-off; crashlanded in field
6.7.51	Chipmunk T.10	WB602	CUAS	1½m WSW of Acton Turville, Glos	Hit wall overshooting forced landing
6.7.51	Spitfire F.22	PK430	102 FRS	North Luffenham	Engine cut; crashed on emergency approach
7.7.51	Meteor F.4	EE584	504 Sqn	Wymeswold	Engine cut on approach; dived into ground (1)
9.7.51	Chipmunk T.10	WD360	G'gow UAS	Stainfield, Lincs	Spun into wood out of control
9.7.51	Vampire F.3	VV187	601 Sqn	North Weald	Overshot abandoned take-off
10.7.51	Meteor F.4	VZ418	205 AFS	Clapham, Yorks	Flew into hill in dive (1)
10.7.51	Meteor F.8	WE924	66 Sqn	Linton-on-Ouse	Landed with one wheel up and hit shelter
11.7.51	Mosquito NF.36	RL246	228 OCU	Leeming	Engines lost power on approach; bellylanded
12.7.51	Valetta C.1	VW194	242 OCU	Nr.Lyneham	No details
14.7.51	Lincoln B.2	RA692	230 OCU	3m ENE of Scampton	Flew into ground on instrument approach (7)
16.7.51	Brigand B.1	RH852	8 Sqn	Shaibah, Iraq	Undercarriage jammed up; bellylanded and DBR
16.7.51	Tiger Moth T.2	DE365	4 FTS	Heany, S.Rhodesia	No details
17.7.51	Auster AOP.6	VF570	1905 Flt	1½m NE of Detmold, Germany	Crashed on take-off from practice forced landing
17.7.51	Mosquito PR.34	RG246	13 Sqn	Kabrit, Egypt	Engine caught fire on take-off; ditched on approach (1)
17.7.51	Tiger Moth T.2	DE982	W.Malling	Nr.West Malling	Engine lost power; overturned in forced landing
17.7.51	Tiger Moth T.2	NM154	11 RFS	Perth	Blown into hedge
17.7.51	Valetta C.1	VW824	SCS	Fayid, Egypt	Engine oversped on take-off; bellylanded on airfield
18.7.51	Vampire F.1	VF303	103 FRS	6m SW of Filey, Yorks	Dived into ground out of cloud (1)
19.7.51	Harvard T.2A	EX514	4 FTS	22m SE of Bulawayo, S.Rhodesia	Hit HT cables recovering from dive (1)
19.7.51	Tiger Moth T.2	T7013	24 EFTS	Isle of Grain, Kent	Engine cut; crashed in forced landing
19.7.51	Tiger Moth T.2	DX600	5 FTS	Moffat, S.Rhodesia	Stalled on approach to practice forced landing
20.7.51	Vampire F.3	VG700	604 Sqn	Cranbrook, Kent	Lost nose panel and dived into ground (1)
20.7.51	Vampire FB.5	WA366	72 Sqn	North Weald	Collided with bird and DBR
20.7.51	Tiger Moth T.2	T6228	2 GS	Digby	Hit by T7687 while parked
20.7.51	Tiger Moth T.2	T7687	2 GS	Digby	Hit T6228 while taxiing
21.7.51	Auster AOP.5	TJ508	AOP School	Nr.Middle Wallop	Hit power cable during low-flying exercise (1)
21.7.51	Tiger Moth T.2	N6727	2 RFS	Barton	Engine cut on take-off; forcedlanded and overturned
22.7.51	Meteor F.4	VT121	611 Sqn	M.Ref 89/537703 Lancs	Dived into ground out of cloud (1)
23.7.51	Harvard T.2B	KF413	1 FTS	3¼m SSW of Kimbolton airfield, Beds	Stalled at low altitude and crashed; DBF (2)
24.7.51	Mosquito PR.34	PF629	237 OCU	½m NW of Benson	Both engines cut; forcedlanded in field
25.7.51	Vampire FB.5	WA400	102 FRS	Nr.Gt.Longstone, Derby	Lost and short of fuel, bellylanded on moor
27.7.51	Tiger Moth T.2	DE455	CFS	Hullavington	Hit ground during aerobatics during display
27.7.51	Vampire FB.5	WA125	67 Sqn	2m E of Verl, West Germany	Ran out of fuel and bellylanded in field
28.7.51	Vampire FB.5	WA232	602 Sqn	Inverbervie, Kincardine	Engine lost power; crashed in forced landing and DBF (1)
30.7.51	Anson T.21	VV954	2 BANS	Usworth	Lost height during single-engined overshoot and hit ground
30.7.51	Tiger Moth T.2	R4951	9 RFS	Eastoft, Yorks	Engine cut; overturned in forced landing
31.7.51	Vampire FB.5	WA160	202 AFS	Dulas Bay, Anglesey	Hit water low flying and ditched
3.8.51	Harvard T.2B	FS921	1 FTS	Oakington	Engine lost power; crashed on take-off
3.8.51	Proctor C.4	NP365	Malta CF	Luqa, Malta	Tyre burst on landing and jammed spat; tipped up and DBR
3.8.51	Tiger Moth T.2	T5684	1 ANS	Hullavington	Stalled while inverted during display
5.8.51	Vampire FB.5	WA363	605 Sqn	1½m SW of Frampton- on-Severn, Worcs	Engine cut; crashed in forced landing
7.8.51	Beaufighter TT.10	RD806	5 Sqn	Carew Cheriton	Engine cut; undershot emergency landing (2)
7.8.51	Mosquito PR.34	PF677	81 Sqn	Seletar, Singapore	Swung on take-off and strained undercarriage
9.8.51	Harvard T.2B	FS892	3 FTS	St.Mary's Street, Ely, Cambs	Broke cloud and stalled avoiding cathedral; hit house (1 + 1 on ground)
9.8.51	Meteor FR.9	WB114	2 Sqn	Bunde, W.Germany	Abandoned after control lost in cu-nim cloud
9.8.51	Mosquito PR.34	PF672	81 Sqn	Labuan, N.Borneo	Undercarriage hit obstruction on approach; collapsed on landing
9.8.51	Vampire FB.5	VV551	3 Sqn	13 m E of Paderborn, West Germany	Hit trees during ground-attack exercise (1)
10.8.51	Harvard T.2B	KF925	504 Sqn	Brighton airfield	Engine cut on emergency approach to disused airfield after electrical fire
10.8.51	Hornet F.3	WB870	33 Sqn	5m SW of Changi, Singapore	Control lost during aerobatics; hit house near Bedok (1 + 3 on ground)
12.8.51	Shackleton MR.1	VP283	224 Sqn	Gibraltar	Crashed on approach
13.8.51	Martinet TT.1	NR570	228 OCU	2m W of Richmond, Yorks	Collided with Wellington PG367 and spun into ground (2)

<i>Date</i>	<i>Type</i>	<i>Serial</i>	<i>Unit</i>	<i>Location</i>	<i>Cause</i>
13.8.51	Spitfire F.16	TB753	101 FRS	Finningley	Damaged undercarriage on landing and DBR
13.8.51	Vampire FB.5	VZ230	73 Sqn	30m SE of Delimara Point, Malta	Hit by debris from collision of two other aircraft and engine stopped; abandoned
13.8.51	Wellington T.18	PG367	228 OCU	2m W of Richmond, Yks	Collided with Martinet NR570 and lost tail (6)
14.8.51	Vampire FB.5	VZ334	32 Sqn	Takali, Malta	Undershot landing and undercarriage collapsed
15.8.51	Lancaster GR.3	RF306	37 Sqn	Off Tripoli, Libya	Flew into sea during shadowing exercise (1)
15.8.51	Tiger Moth T.2	T6509	4 FTS	Heany, S.Rhodesia	Overturned on landing
16.8.51	Spitfire F.16	RW349	103 FRS	Brighton	Overshot landing and tipped up; DBR
16.8.51	Vampire NF.10	WP237	25 Sqn	West Malling	Failed to take-off and overshot; DBF (2)
19.8.51	Meteor T.7	WF790	41 Sqn	E.Sutton, Kent	Dived into ground during aerobatics (2)
20.8.51	Tiger Moth T.2	DX575	4 FTS	Heany, S.Rhodesia	Overturned on landing
22.8.51	Auster AOP.6	VF625	656 Sqn	Johore Bahru, Malaya	Blown over on landing and DBR
22.8.51	Vampire FB.5	VV532	67 Sqn	Gardermoen, Norway	Undershot landing
23.8.51	Anson T.20	VS504	1 OFU	17m S of Saras, Sudan	Engine cut; bellylanded
23.8.51	Harvard T.2B	FT414	600 Sqn	Biggin Hill	Swung on landing; hit blast pen on attempting to go round again; DBF
23.8.51	Meteor F.8	WA843	92 Sqn	Nr. Beeford, Yorks	Lost tail recovering from dive (1)
24.8.51	Lincoln B.2	RA679	12 Sqn	Binbrook	Overshot landing and undercarriage collapsed
26.8.51	Meteor T.7	WA687	614 Sqn	Llandow	Overshot landing and undercarriage raised to stop
27.8.51	Oxford T.2	ED233	8 AFTS	Dalcross	Swung on landing and undercarriage collapsed
29.8.51	Mosquito T.3	LR520	204 AFS	Wigsley	Stalled on single-engined approach (2)
29.8.51	Spitfire F.16	SL678	2 CAACU	Little Snoring	Undercarriage collapsed on landing; DBR
30.8.51	Meteor F.4	VZ414	226 OCU	Stradishall	Undercarriage collapsed on landing
31.8.51	Tiger Moth T.2	NL781	18 RFS	Fairoaks	Hit cables on approach and crashed
1.9.51	Mosquito T.3	TW115	204 AFS	Swinderby	Undershot single-engined approach and bellylanded in field
4.9.51	Anson T.22	VV366	6 RS	1m SE of Coventry, Wks	Engine cut; bellylanded in field
4.9.51	Vampire FB.5	WA273	28 Sqn	6m WSW of Sek King, Hong Kong	Control lost attacking another aircraft and flew into hill (1)
4.9.51	Mosquito NF.36	RL185	219 Sqn	Gt.Bitter Lakem Egypt	Wrong engine feathered on single-engined approach to Kabrit; ditched in lake
5.9.51	Tiger Moth T.2	DE842	9 MU	Watton	Stalled during aerobatic practice and dived into ground; DBF (2)
6.9.51	Meteor F.4	VT188	610 Sqn	Hooton Park	Undershot and wiped off undercarriage; bellylanded on runway and DBR
7.9.51	Vampire FB.5	VX989	249 Sqn	1m W of Shaibah, Iraq	Hit ground during slow roll (1)
8.9.51	Spitfire F.16	SM512	103 FRS	Snaith	Engine cut; bellylanded
9.9.51	Vampire F.3	VT799	614 Sqn	2m SW of Kingsclere, Berks	Given reciprocal bearing and ran out of fuel; abandoned
9.9.51	Vampire F.3	VT863	608 Sqn	1m W of Hutton Rudby, Yorks	Dived into ground during turn (1)
10.9.51	Meteor F.8	VZ510	263 Sqn	In Westcliffe-on-Sea, Essex	Broke up in air during test flight (1 + 3 on ground)
11.9.51	Harvard T.2B	KF192	RAFC	Cranwell	Crashed during aerobatic practice and hit KF191; DBF (1)
11.9.51	Tiger Moth T.2	T6979	4 FTS	Heany, S.Rhodesia	Crashed on landing
12.9.51	Harvard T.2B	KF334	101 FRS	2m E of Brighton, Yks	Abandoned in spin
12.9.51	Oxford T.2	HM977	8 AFTS	Dalcross	Overshot landing and skidded into hedge
13.9.51	Meteor F.4	VT244	203 AFS	Driffield	Undershot landing
13.9.51	Tiger Moth T.2	T6561	4 FTS	16m NE of Heany, S.Rhodesia	Overturned during practice forced landing
13.9.51	Tiger Moth T.2	DF191	242 OCU	Dishforth	Swung on take-off and tipped up
14.9.51	Auster AOP.6	VF485	1909 Flt	ALG near Wunstorf, W.Germany	Accidentally touched down during inspection run over advanced landing ground and nosed over
15.9.51	Harvard T.2B	FX428	6 FTS	Thornaby	Hit ground recovering from inverted fly-past during Battle of Britain display (1)
15.9.51	Harvard T.2B	KF937	CFS	St.Athan	Mashed into ground recovering from spin during Battle of Britain display (1)
15.9.51	Meteor F.8	WB106	63 Sqn	Waterbeach	Hit by WE869 during aerobatics and abandoned in spin
15.9.51	Meteor F.8	WE869	63 Sqn	Waterbeach	Collided with WB106 during formation roll and abandoned (1)
17.9.51	Meteor FR.9	VZ581	208 Sqn	Morphou ranges, Cyprus	Dived into ground on climb out from gunnery pass over range (1)
17.9.51	Meteor T.7	WF842	612 Sqn	Newham Farm, N'umberld	Spun into ground (2)
17.9.51	Tiger Moth T.2	N6790	Tangmere	Tangmere	Crashed on take-off (1 on ground)
17.9.51	Valetta C.1	VW813	78 Sqn	Nr. Loka, Sudan 0433N:3147E	Dived into ground; possibly wing broke off in turbulence (4)
18.9.51	Vampire FB.5	VZ237	RAFFC	Nr.Strubby	Caught fire in air; abandoned (1)
19.9.51	Martinett TT.1	NR405	210 Sqn	Davidstowe Moor	Spun into ground on emergency approach (1)
20.9.51	Harvard T.2B	KF902	1 FTS	Little Staughton	Spun into ground (1)
20.9.51	Oxford T.1	LX429	CF N.Weald	Tangmere	Undercarriage collapsed when engine started
20.9.51	Vampire FB.5	WA258	60 Sqn	25m E of Changi, Singapore	Collided with WA276 and abandoned
20.9.51	Vampire FB.5	WA276	60 Sqn	as above	Collided with WA258 and abandoned
21.9.51	Vampire FB.5	WA162	26 Sqn	3m NE of Stadthagen, West Germany	Hit ground during ground-attack exercise (1)
22.9.51	Lincoln B.2	RE302	RAFTC	Marham	Undercarriage jammed overshooting Debden; diverted to Marham and undercarriage collapsed
25.9.51	Meteor F.4	VT324	205 AFS	Stanley Golf Course, Co.Durham	Dived into ground out of cloud (1)

<i>Date</i>	<i>Type</i>	<i>Serial</i>	<i>Unit</i>	<i>Location</i>	<i>Cause</i>
25.9.51	Mosquito PR.34	RG310	81 Sqn	3m SSE of Bemut, Johore, Malaya	Engine lost power; forced landed on mud flats
25.9.51	Mosquito NF.36	RL229	39 Sqn	Kabrit, Egypt	Bullet ricocheted off ground during ground- attack practice on range and main spar DBR
26.9.51	Lincoln B.2	RA689	9 Sqn	Shallufa, Egypt	Undercarriage damaged on take-off and collapsed on landing
27.9.51	Wellington T.10	NC720	2 ANS	Thorney Island	Bomb exploded on being unloaded; aircraft DBF
29.9.51	Washington B.1	WF555	57 Sqn	Nr.Amiens, France	Engine cut and electrics failed; crash- landed on disused airfield
30.9.51	Harvard T.2B	KF261	MAAF	Bayan Lepas, Malaya	Swung on landing and undercarriage collapsed
1.10.51	Auster AOP.6	VX115	656 Sqn	Malaya	Hit mountain recovering from spin in cloud between Grik and Taiping
2.10.51	Meteor T.7	WF860	71 Sqn	Achtel, Belgium	Crashlanded when lost
3.10.51	Prentice T.1	VS288	22 FTS	Ossington airfield	Stalled while overshooting practice forced landing
3.10.51	Tiger Moth T.2	T5848	4 FTS	Heany, S.Rhodesia	Overturned on landing
4.10.51	Proctor C.4	NP222	Iraq CF	Habbaniya, Iraq	Swung off runway and hit ditch
5.10.51	Meteor F.4	VT307	203 AFS	Flamborough Head;	Flew into cliffs in sea fog (1)
5.10.51	Meteor F.4	VW301	203 AFS	Yorks	Flew into cliffs in sea fog (1)
5.10.51	Meteor F.8	WA774	222 Sqn	Leuchars	Overshot landing and hit shed
5.10.51	Tiger Moth T.2	NM204	17 RFS	1½m NW of Orsett, Essex	Overturned in forced landing
6.10.51	Vampire FB.5	WA222	71 Sqn	Gilze-Rijen, Neth.	Hit SBA hut on take-off and blew up (1)
7.10.51	Meteor F.8	WA867	222 Sqn	West Raynham	Failed to become airborne and DBF
8.10.51	Auster T.7	WE537	HKAAF	Nr.Sek Kong, Hong Kong	Engine failed to restart in air; force- landing in padi field
8.10.51	Chipmunk T.10	WD300	1 BFTS	4m N of Thame, Bucks	Engine cut on approach to practice forced landing
9.10.51	Auster T.7	WE566	AOP School	1m WSW of St.Mary Bourne, Hants	Engine cut on take-off; hit hedge
9.10.51	Tiger Moth T.2	N6778	5 FTS	Moffat, S.Rhodesia	Hit tree on overshoot
10.10.51	Lincoln B.2	RE342	7 Sqn	Upwood	Flew into ground on approach
10.10.51	Meteor F.4	RA416	226 OCU	Stradishall	Hit slipstream during stream landing and undercarriage collapsed
10.10.51	Meteor F.8	WA787	263 Sqn	Westerfield, Suffolk	Dived into ground after take-off from Wattisham (1)
10.10.51	Mosquito T.3	HJ977	204 AFS	Wigsley	Swung on landing and undercarriage collapsed
10.10.51	Mosquito B.35	TH979	20 MU	Aston Down	Swung on take-off and undercarriage collapsed
11.10.51	Harvard T.2B	FT165	CFS	Icomb, Glos.	Spun into ground (2)
11.10.51	Vampire FB.5	WA318	202 AFS	Valley	Overshot landing on to beach
12.10.51	Brigand B.1	RH759	19 MU	Little Rissington	Swung on take-off and hit trucks
12.10.51	Vampire FB.5	WA143	98 Sqn	4m SW of Boscombe Down	Caught fire and crashed in forced landing (1)
14.10.51	Sunderland GR.5	RN277	209 Sqn	Iwakuni, Japan	Blown ashore in typhoon
17.10.51	Tiger Moth T.2	DE837	4 FTS	Heany, S.Rhodesia	DBR in heavy landing
17.10.51	Vampire FB.5	WA263	28 Sqn	Kai Tak, Hong Kong	Engine cut on landing; wheels raised to stop
17.10.51	Wellington T.10	RP352	201 AFS	Swinderby	Bellylanded on single-engined overshoot
18.10.51	Auster AOP.6	VF497	8 Sqn	Said, Aden	Signal pistol fired in error; DBR by fire
18.10.51	Mosquito NF.36	RL230	264 Sqn	Nr.Pickhill, Yorks	Ran into slipstream of target aircraft and dived into ground (2)
18.10.51	Tiger Moth T.2	N9429	Coltishall	Linton-on-Ouse	Hit concrete mixer on take-off
22.10.51	Harvard T.2B	KF564	6 FTS	4m N of Pershore	Engine cut at night; abandoned
22.10.51	Mosquito NF.36	RL118	264 Sqn	Linton-on-Ouse	Lost power on overshoot and stalled
22.10.51	Vampire FB.5	VZ338	32 Sqn	Shallufa, Egypt	Hit ground during low aerobatics (1)
23.10.51	Mosquito B.35	VP185	139 Sqn	Hemswell	Control lost on approach; bellylanded
24.10.51	Anson T.21	VV916	5 ANS	Nr.Lindholme	Engine cut on take-off; forced landed
24.10.51	Dragonfly	WF308	Cas Evac Flt	Nr.Raub, Malaya	Failed to gain height after take-off from jungle clearing and dived into ground
24.10.51	Meteor FR.9	VZ589	208 Sqn	Abu Sueir, Egypt	Undershot and undercarriage wiped off
24.10.51	Tiger Moth T.2	T6161	5 FTS	Thornhill, S.Rhodesia	Overturned on landing
25.10.51	Meteor F.4	VT278	226 OCU	2m S of Watton	Abandoned and dived into ground (1)
25.10.51	Sea Otter ASR.2	JN108	Pembroke Dock	Nr.Pembroke Dock	Engine cut after take-off and force- landed in field
25.10.51	Spitfire F.16	TE470	C & RS	2½m SW of Tisbury, Wilts	Dived into ground after engine cut; abandoned but chute did not deploy (1)
29.10.51	Vampire FB.5	VV461	16 Sqn	Celle, W.Germany	Engine cut on approach; bellylanded
1.11.51	Meteor F.8	VZ497	56 Sqn	Waterbeach	Hit by WA940 after landing (1)
1.11.51	Meteor F.8	WA940	63 Sqn	Waterbeach	Hit VZ497 on landing (1)
1.11.51	Mosquito T.3	VA923	204 AFS	1½m SE of Strubby	Engine cut on single-engined approach
3.11.51	Auster AOP.6	VF551	656 Sqn	Malaya	Engine cut over jungle
3.11.51	Vampire FB.5	WA364	605 Sqn	Honiley	Sank back on take-off and bellylanded
5.11.51	Meteor T.7	VZ642	CFS	Little Rissington	Hit wires and trees on approach; DBR
5.11.51	Tiger Moth T.2	T6548	5 FTS	Thornhill, S.Rhodesia	Stalled on landing and nosed over
5.11.51	Wellington T.10	PG312	1 ANS	Llanidloes, Mont.	Both engines cut; abandoned (1)
6.11.51	Vampire FB.5	WA423	229 OCU	2m W of Chivenor	Crashed on GCA approach at night (1)
7.11.51	Proctor C.4	NP337	1 ASS	Sculthorpe	Hit tree on GCA approach
7.11.51	Vampire FB.5	WA305	202 AFS	Ruabon, Denbigh	Flew into mountain in cloud (1)
8.11.51	Auster AOP.6	VX114	656 Sqn	Kuala Lumpur, Malaya	Hit by VX117 while awaiting take-off
8.11.51	Meteor F.8	WE950	56 Sqn	Christchurch, Cambs	Both engines cut; bellylanded in field
14.11.51	Auster AOP.6	VF553	1913 Flt	Port George, Korea	Swung on landing and overturned
14.11.51	Mosquito NF.36	RL184	228 OCU	2m E of Leeming	Hit tree in circuit at night (2)

<i>Date</i>	<i>Type</i>	<i>Serial</i>	<i>Unit</i>	<i>Location</i>	<i>Cause</i>
14.11.51	Vampire FB.5	WA126	67 Sqn	Butzweilerhof, Germany	Crashed on take-off from grass airfield
15.11.51	Tiger Moth T.2	DX709	4 FTS	Heany, S.Rhodesia	Stalled on landing
16.11.51	Harvard T.2B	KF578	6 FTS	Nr. Ternhill	Spun into ground (2)
16.11.51	Mosquito FB.6	RS677	204 AFS	1m NE of Swinderby	Control lost during single-engined approach
16.11.51	Sunderland GR.5	SZ565	236 OCU	Calshot	Crashed during night landing (2)
17.11.51	Lincoln B.2	RF337	CSE	Gibraltar	Engine cut on take-off and swung into sea
17.11.51	Meteor T.7	WF876	85 Sqn	West Malling	Engine cut on approach (1)
17.11.51	Mosquito T.3	VT605	204 AFS	Waddington	Swung on landing and undercarriage collapsed
19.11.51	Mosquito T.3	HJ862	204 AFS	Wigsley	Swung on landing and undercarriage collapsed
20.11.51	Auster AOP.6	VW988	1903 Flt	1 Div airstrip, Korea	Flew into rising ground on take-off
20.11.51	Lincoln B.2	RF353	230 OCU	Scampton	Undercarriage collapsed during night landing
20.11.51	Meteor F.4	VT114	205 AFS	Middleton St.George	Both engines cut on approach
20.11.51	Meteor T.7	WA720	205 AFS	Barnard Castle, Co.Durham	Abandoned in spin
21.11.51	Buckmaster T.1	RP231	HCCS	Benson	Dived into ground on overshoot (2)
21.11.51	Martinet TT.1	JN513	226 OCU	Stradishall	Skidded on wet ground into ditch
22.11.51	Mosquito FB.6	TA553	204 AFS	Wigsley	Swung on landing and undercarriage collapsed
24.11.51	Meteor F.4	VW297	205 AFS	Middleton St.George	Crashed on take-off from roller landing and hit officers' mess (1)
26.11.51	Lincoln B.2	RF500	CGS	Nr.Beverley, Yorks	Crashed on approach to Leconfield (2)
26.11.51	Lincoln B.2	SX939	100 Sqn	Waddington	Control lost and spun; overstressed
26.11.51	Vampire FB.5	WA169	14 Sqn	Fassberg, W.Germany	Collided with WA109 and bellylanded
27.11.51	Harvard T.2B	KF953	22 FTS	Blyton, Lincs	Dived into ground during aerobatics (1)
27.11.51	Wellington T.10	PF989	101 FRS	1m E of Finningley	Forcelanded on single-engined approach
29.11.51	Chipmunk T.10	WG302	4 FTS	Heany, S.Rhodesia	Hit by WG310 after landing
29.11.51	Oxford T.1	HN310	8 AFTS	1m S of Elgin, Moray	Flew into trees on low-level navex (1)
29.11.51	Vampire FB.5	WA246	60 Sqn	Tengah, Singapore	Undercarriage jammed; bellylanded
30.11.51	Meteor T.7	WF767	203 AFS	2m S of Driffield	Dived into ground on night take-off (2)
1.12.51	Lincoln B.2	RF567	230 OCU	Scampton	Hit hangar on overshoot (2)
1.12.51	Mosquito NF.36	RK979	228 OCU	Leeming	Engine cut on take-off
3.12.51	Hornet F.3	WB887	Seletar	Nr.Clark Field, Philippines	Lost contact with ATC in heavy rain and abandoned
3.12.51	Hornet F.3	WB902	Seletar	San Bartolome, Philippines	Flew into ground on GCA approach to Clark Field (1)
3.12.51	Vampire FB.5	VZ875	67 Sqn	Nr.Gutersloh, Germany	Abandoned in bad weather
3.12.51	Vampire FB.5	WA110	71 Sqn	Nr.Gutersloh, Germany	Abandoned in bad weather
3.12.51	Vampire FB.5	WA168	71 Sqn	Nr.Gutersloh, Germany	Abandoned in bad weather
3.12.51	Vampire FB.5	WA171	67 Sqn	6m WNW of Bielefeld, Germany	Abandoned in bad weather
3.12.51	Vampire FB.5	WA239	28 Sqn	San Wai, Hong Kong	Engine cut on take-off from Sek Kong
4.12.51	Harvard T.2B	FX402	6 FTS	Ternhill	Bounced on landing and cartwheeled
4.12.51	Meteor FR.9	VZ587	2 Sqn	Not known	Crashed into wood low flying (1)
4.12.51	Meteor T.7	WF777	202 AFS	Valley	Engine cut on approach
5.12.51	Tiger Moth T.2	T6445	MCCS	Cranwell	Blown into trees on landing
6.12.51	Auster AOP.6	VF639	1903 Flt	1 Div airstrip, Korea	Swung on take-off and overturned
6.12.51	Oxford T.2	V3910	8 AFTS	Nr.Dalcross	Flew into ground on ILS approach (1)
6.12.51	Prentice T.1	VR278	7 FTS	6m NE of Bourne, Lincs	Dived into ground on approach to practice forced landing
7.12.51	Meteor F.4	VT339	226 OCU	1½m W of Stradishall	Broke up during low level exercise (1)
7.12.51	Spitfire F.22	PK344	SRAF	Hameau d'Auvilliers, France	Crashed on ferry flight (1)
7.12.51	Wellington T.10	NA843	101 FRS	Blyton	Bellylanded beside runway on practice overshoot
8.12.51	Harvard T.2B	FS736	1 FTS	Moreton-in-Marsh	Hit tree on low flying exercise; SOC on return
10.12.51	Mosquito NF.36	RL121	228 OCU	Leeming	Hit by RL267 while waiting to take-off
10.12.51	Mosquito NF.36	RL267	228 OCU	Leeming	Taxied into RL121 at night
18.12.51	Mosquito FB.6	TE657	204 AFS	Wigsley	Stalled on landing and swung
18.12.51	Auster T.7	WE538	656 Sqn	Nr.Changi, Singapore	Forcelanded on road and hit ditch
19.12.51	Chipmunk T.10	WG273	4 FTS	Heany, S.Rhodesia	Stalled on landing and DBR
20.12.51	Lincoln B.2	SX991	RR Flt	Nr.Benson	Hit high ground on BABS approach
20.12.51	Meteor F.4	RA426	203 AFS	Nr. Carnaby	Collided with VW304 and abandoned near Driffield
20.12.51	Meteor F.4	VT280	203 AFS	Carnaby	Stalled on single-engined approach and crashed
20.12.51	Meteor F.4	VW304	203 AFS	Driffield	Collided with RA426 near Carnaby and crashed on landing (1)
20.12.51	Sunderland GR.5	RN294	BTU	Loch Ryan, Wigtown	Sank at moorings
21.12.51	Meteor T.7	WA716	202 AFS	3m SW of Holland Arms, Anglesey	Ran out of fuel and bellylanded in field
21.12.51	Mosquito PR.34	RB299	81 Sqn	Seletar, Singapore	Flew into ground on approach in bad weather
21.12.51	Tiger Moth T.2	T6621	5 FTS	Thornhill, S.Rhodesia	DBR in heavy landing
22.12.51	Meteor T.7	WG936	141 Sqn	Horsham St.Faith	Dived into ground in circuit after engine cut (2)
28.12.51	Mosquito T.3	TV973	204 AFS	Swinderby	Swung on landing and undercarriage collapsed
29.12.51	Tiger Moth T.2	T6720	3 ANS	Thornhill, S.Rhodesia	Hit by EM798 after landing
29.12.51	Tiger Moth T.2	EM798	5 FTS	Thornhill, S.Rhodesia	Hit T6720 on landing
30.12.51	Vampire FB.5	VV539	72 Sqn	Purleigh, Essex	Collided with WA361 and abandoned
31.12.51	Wellington T.10	PG416	5 ANS	Lindholme	Undershot landing and undercarriage collapsed

## Rocs Afloat



In the years before the outbreak of World War Two, it was customary for all types of carrier aircraft to be fitted with floats for use when the carrier was in harbour. Since ships spent long periods at anchor, especially during periods of financial crisis, this enabled various tasks to be carried out without the requirement that a large ship and a big crew put to sea at great expense. It was thus logical that the new types entering service in the last few years of peace should also be fitted out for float operations.

Soon after the Skua dive-bomber/fighter came into service, a variant was proposed which had a Boulton Paul four-gun turret mounted astern in the same way that the RAF's new Defiants carried their entire armament. As the Skua's performance was not very impressive, the addition of a turret did little to improve the fighting capacity of the Fleet's fighters. One is tempted to ponder whether the Admirals hoped that a potential enemy would copy the idea, thus conjuring up a vision of two squadrons of fighters forming up in line ahead and exchanging broadsides in a comfortably familiar manner.

Just in case a carrier was in harbour when a need arose for fighter cover, both Skuas and turret-carrying Rocs were tested on floats at the Marine Aircraft Experimental Establishment. L3059 was selected as the test aircraft and the first discovery made was that the Roc was dangerously unstable and it crashed on take-off on 3 December 1939.

Another Roc, L3057, was acquired and fitted with an additional fin under the tailplane. It was still directionally unstable and required careful handling. During tests in April 1940, it was found that the water rudders gave adequate control up to 20 mph and with 30 degrees of flap, it took 35 seconds to unstick at 75 kts. A Shark with similar floats took only 30.5 seconds.

Without the underfin, the Roc yawed from side to side and sideslipped inwards in turns; if this was checked, the nose dropped so any turn more than Rate 1 would have been dangerous at low altitude. Even with the fin, there was a tendency to overbank but over 125 kts it was fairly safe.

The controls were well-harmonised and effective and there was no change of trim when the flaps were lowered to their maximum of 90 degrees. The best gliding in speed was 90 kts and touchdown was at 70 kts. These landings were easy and on take-off there was no swing or porpoising.

In June 1940, L3057 was tested from salt and fresh water to ascertain any differences in take-off performance. With a gross weight of 8,650 lbs, take-offs from Helensburgh took 40.6 seconds and from Loch Lomond, 42.7 seconds.

Although the Norwegian campaign had shown a need for fighters able to operate without airfields, the Roc was definitely not the answer.

Some of the Anti-Aircraft Cooperation units operated from water with Blackburn Sharks on floats, notably at Plymouth where target tugs were based at Mount Batten flying boat base. Because of the shortage of suitable airfields close to many of the areas in which the Home Fleet carried out practice shoots, a seaplane tug was a useful adjunct to any fleet anchorage.

Having despaired of producing a floatplane fighter from the Roc, the possibility of using the type as a target tug on floats was investigated in 1942. The RAF AACUs had already been using Rocs and Skuas as target tugs since 1940. L3174 was fitted with a B.Mk.IIA winch secured to the gun turret ring. A metal container was provided under the centre section to house 3 5ft 5 in flag targets, Guard rails were fitted to the tail plane and a hole cut in the floor to permit launching the flags.

In March 1942, L3174 was tested at Helensburgh at a loaded weight of 8,613 lbs, a maximum permissible weight of 8,670 lbs being imposed. This was 270 lbs heavier, empty, than the Roc fighter floatplane.

On take-off, the Roc was found to porpoise at 50 kts but unstuck at 63-65 kts. The aircraft was nose heavy in flight and if a nose-down landing was made, a dangerous yaw developed. This event could be made less hazardous if 75 lbs of ballast was placed in the rear cockpit.

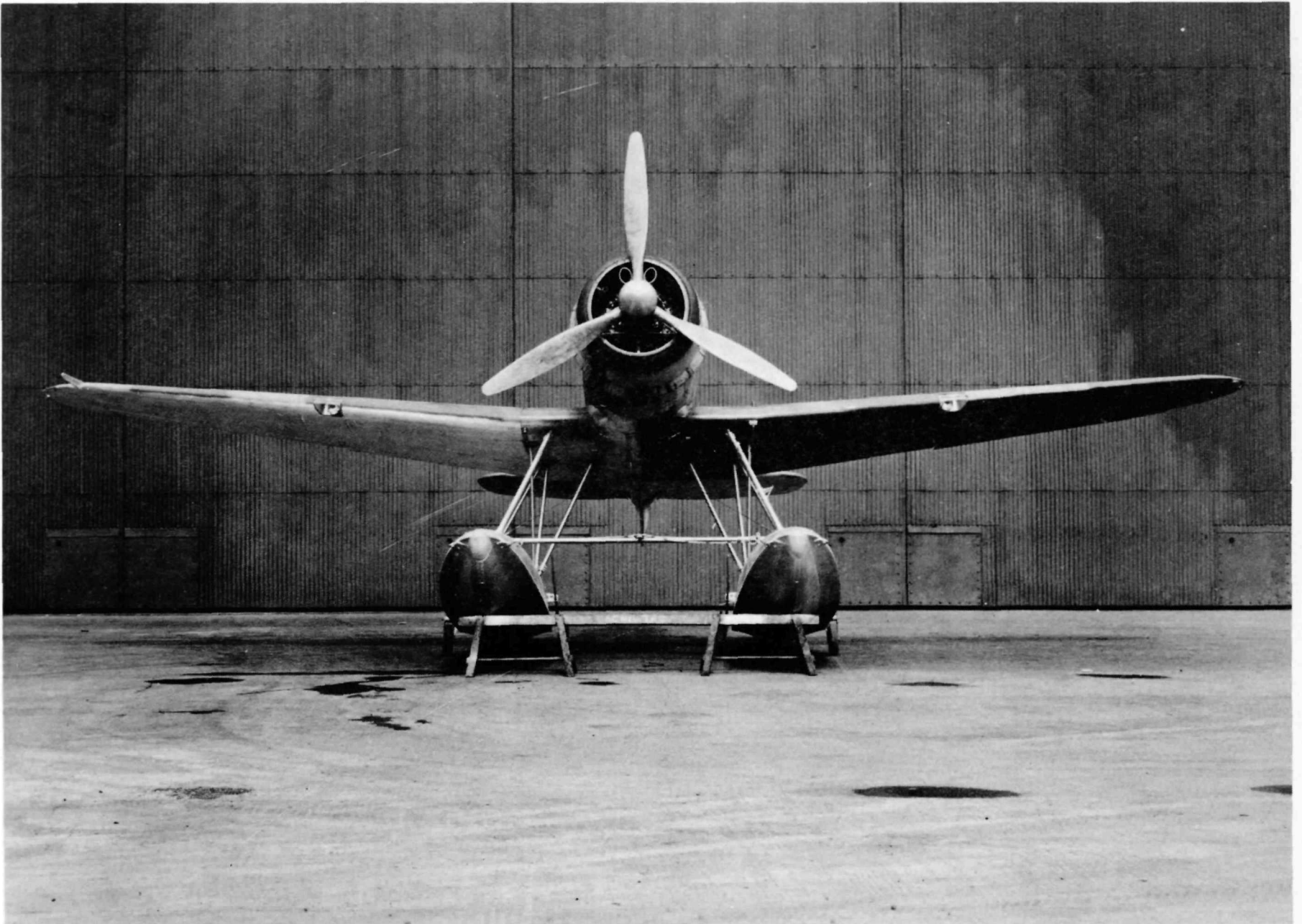
The Roc was landed with full flap at 63 kts and decelerated rapidly. It stalled at 71 kts but could get down to 63 kts with full flap.

With 90 gallons of fuel, it had an endurance of two hours target towing at 10,000 feet, adequate for normal TT tasks. The targets streamed well clear of the tail fin.

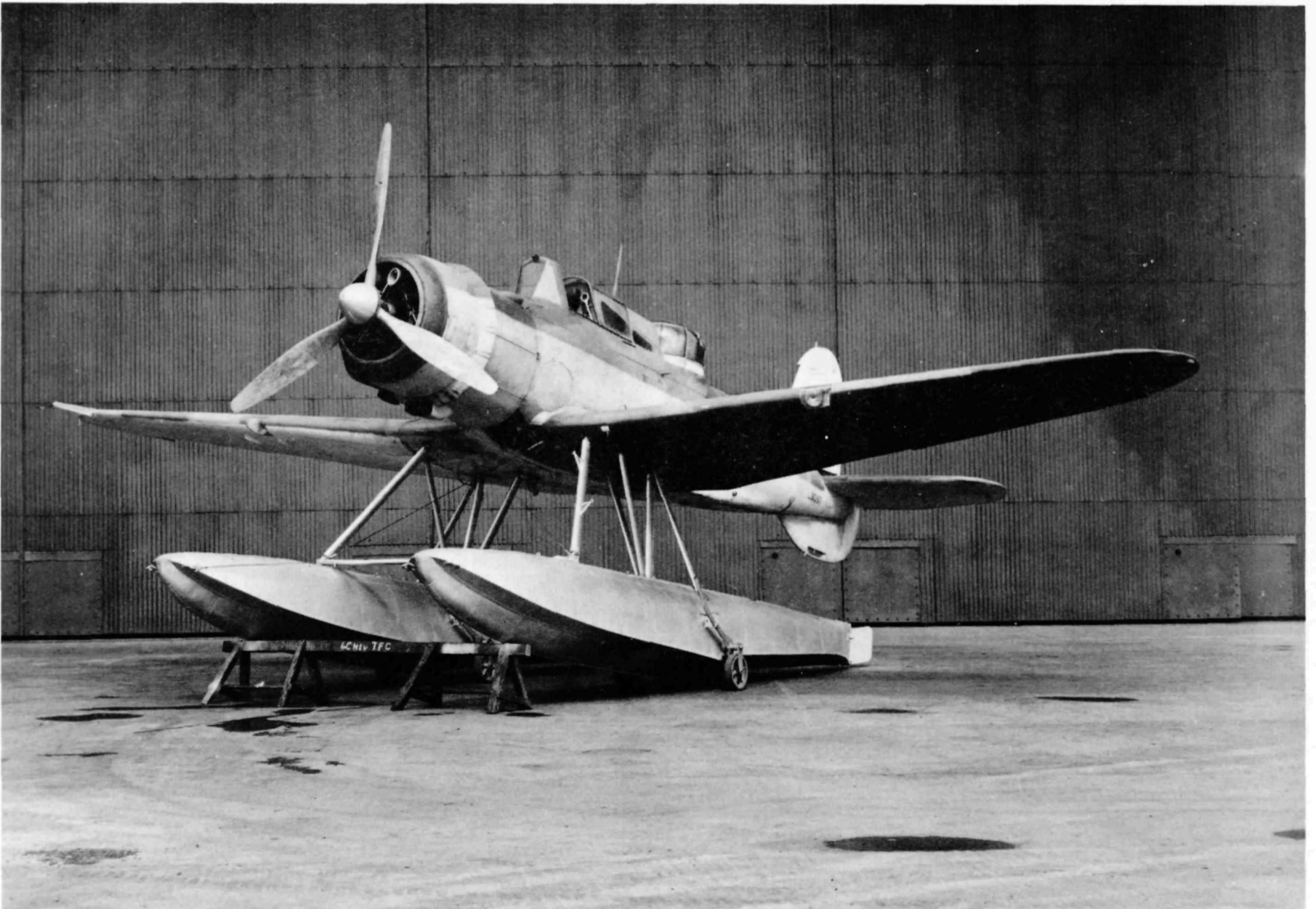
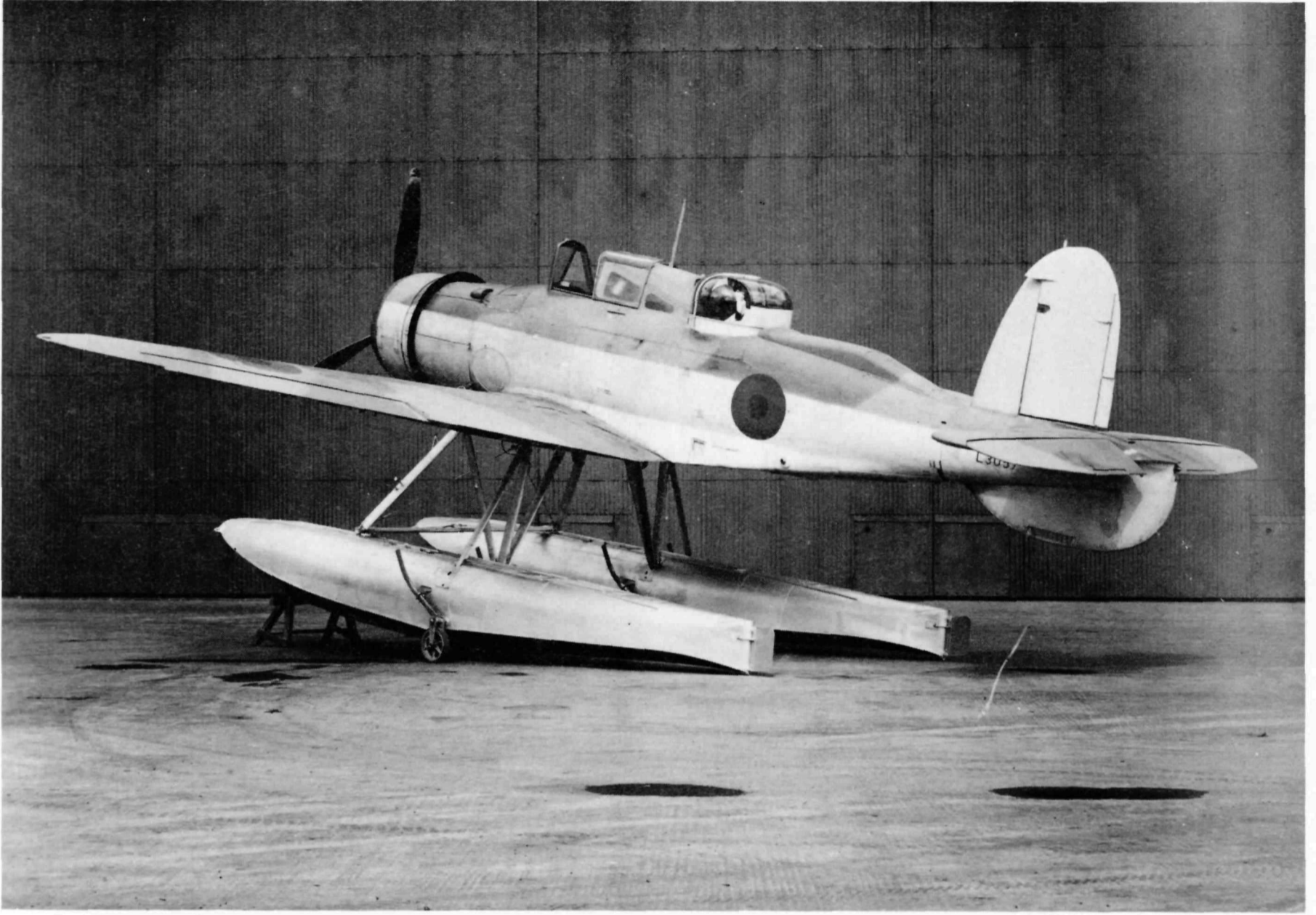
After further tests in September 1942, the Roc seaplane was declared 'not quite satisfactory' for target-towing purposes and no further development took place.

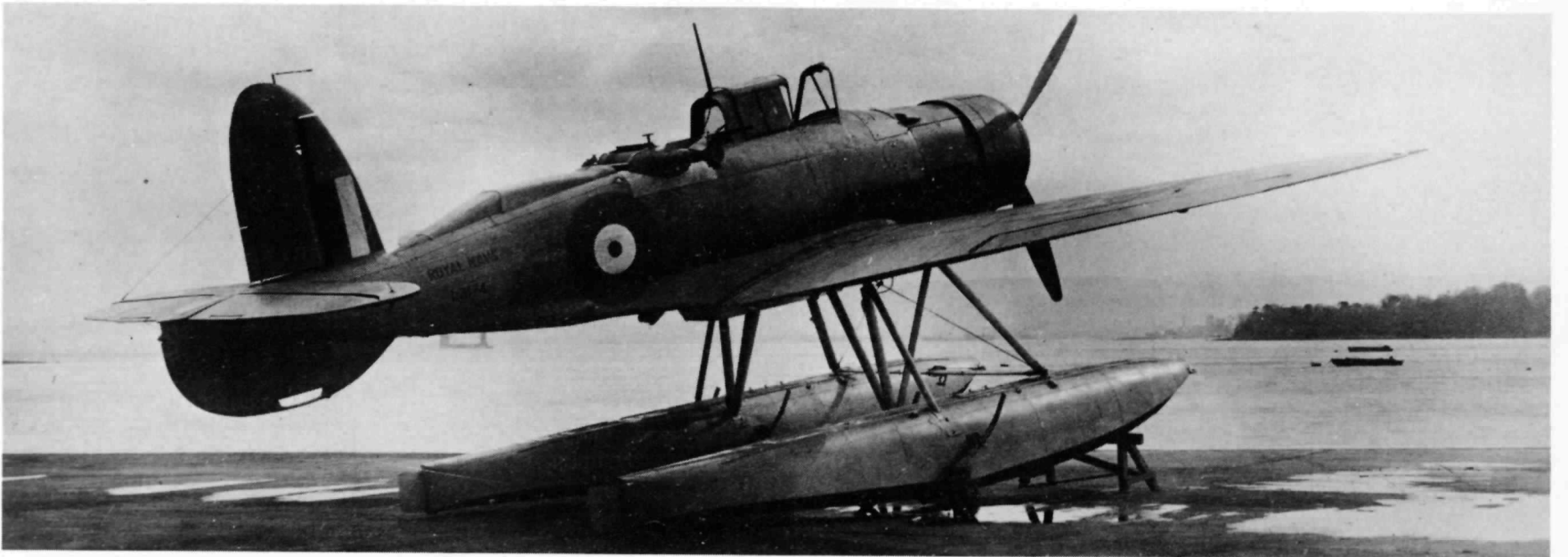
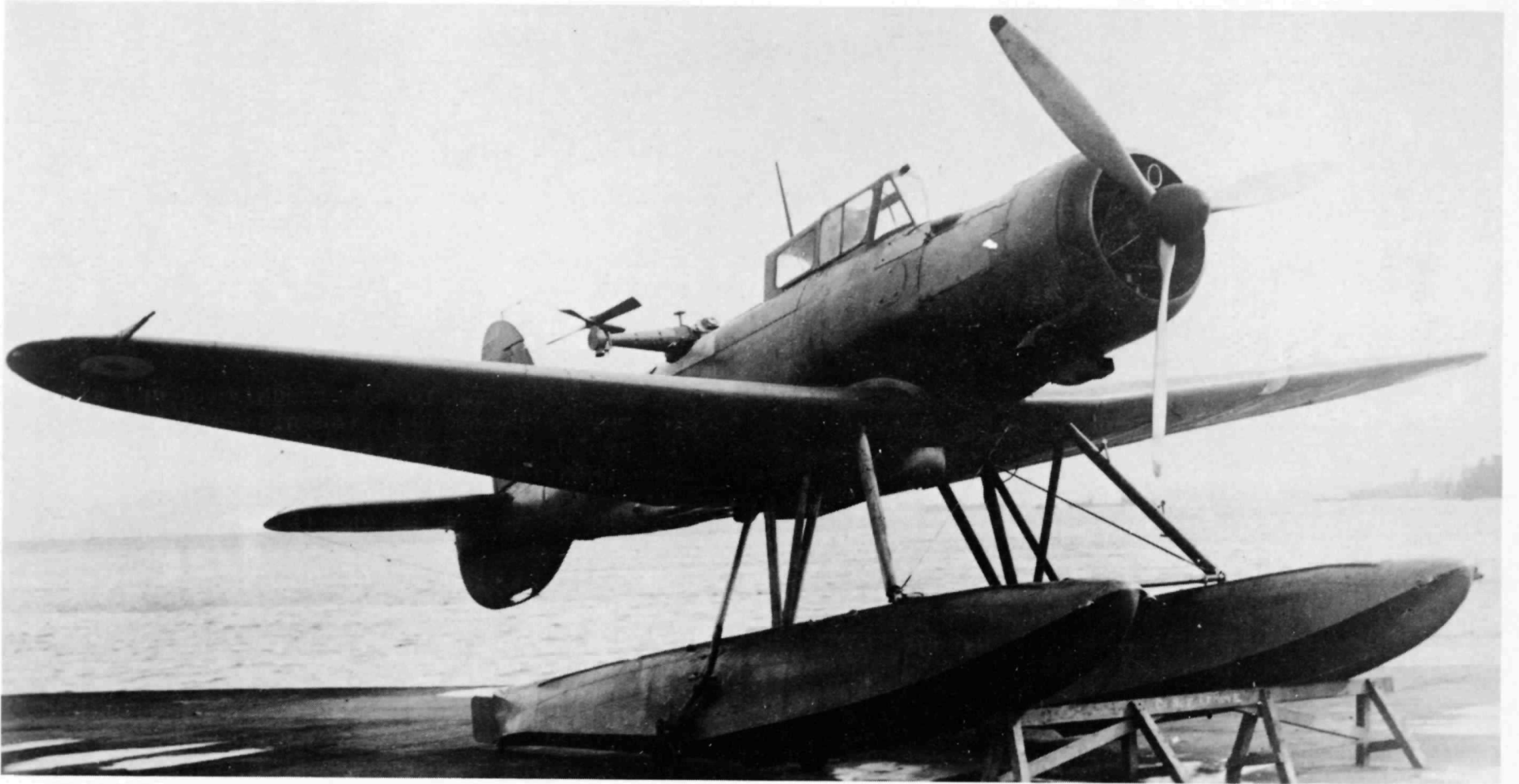
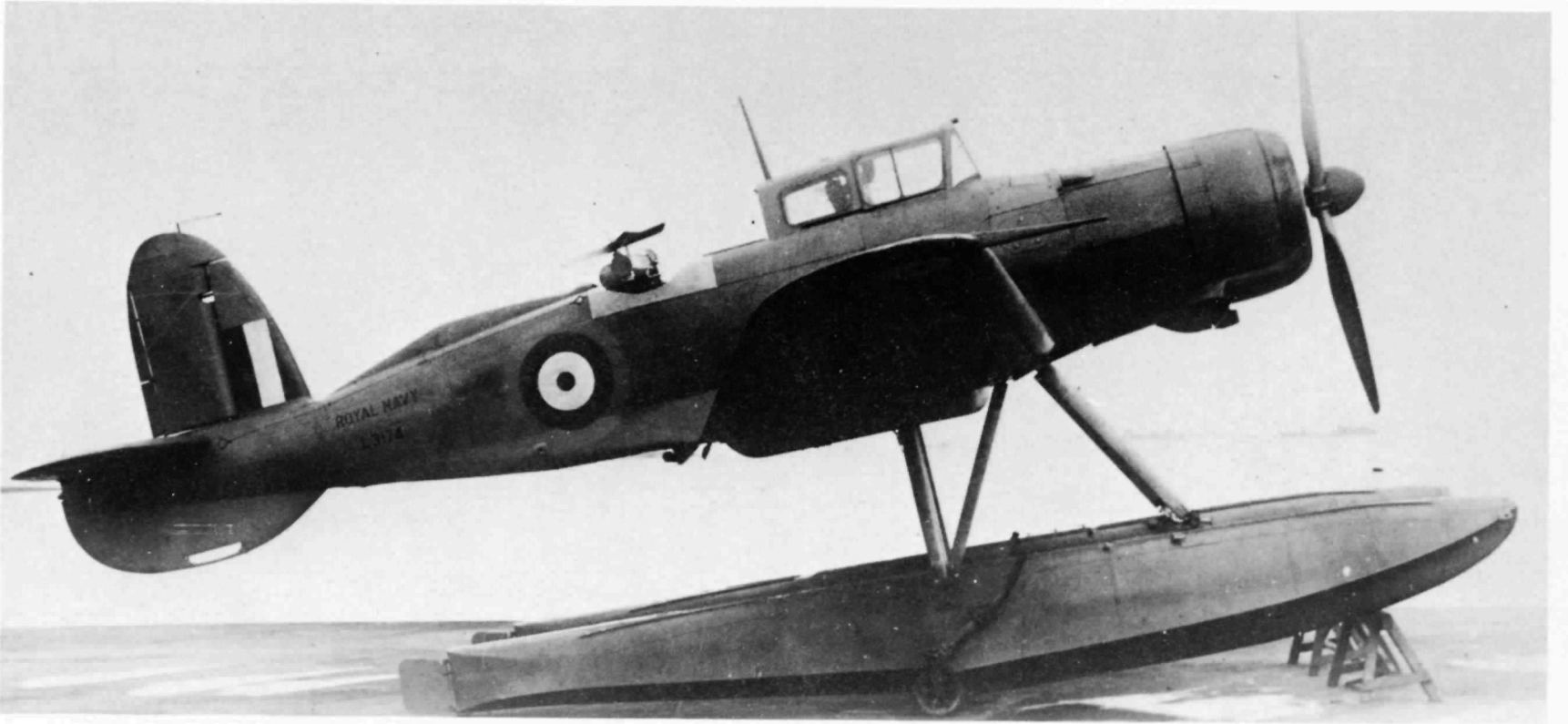
In fact, the seaplane target tug was at the end of its career. As more and more airfields were built during World War Two, land-based target tugs were more able to operate over the fleet ranges. Henleys had become the standard RAF tug and a few were used by the Royal Navy which later received numbers of Defiant TT.1 and TT.3 target tugs converted from turret fighters in the same way as Rocs. Specially-designed Martinets arrived midway through the war and the Royal Navy received a substantial number of these for use by Fleet Requirements Units. The Royal Air Force also provided target tugs for cooperation with ships, notably No. 667 Squadron at Gosport.

Towards the end of the war, Vengeance dive-bombers were diverted from the Far East where they were being phased out in favour of fighter-bombers and became the Vengeance TT.IV.

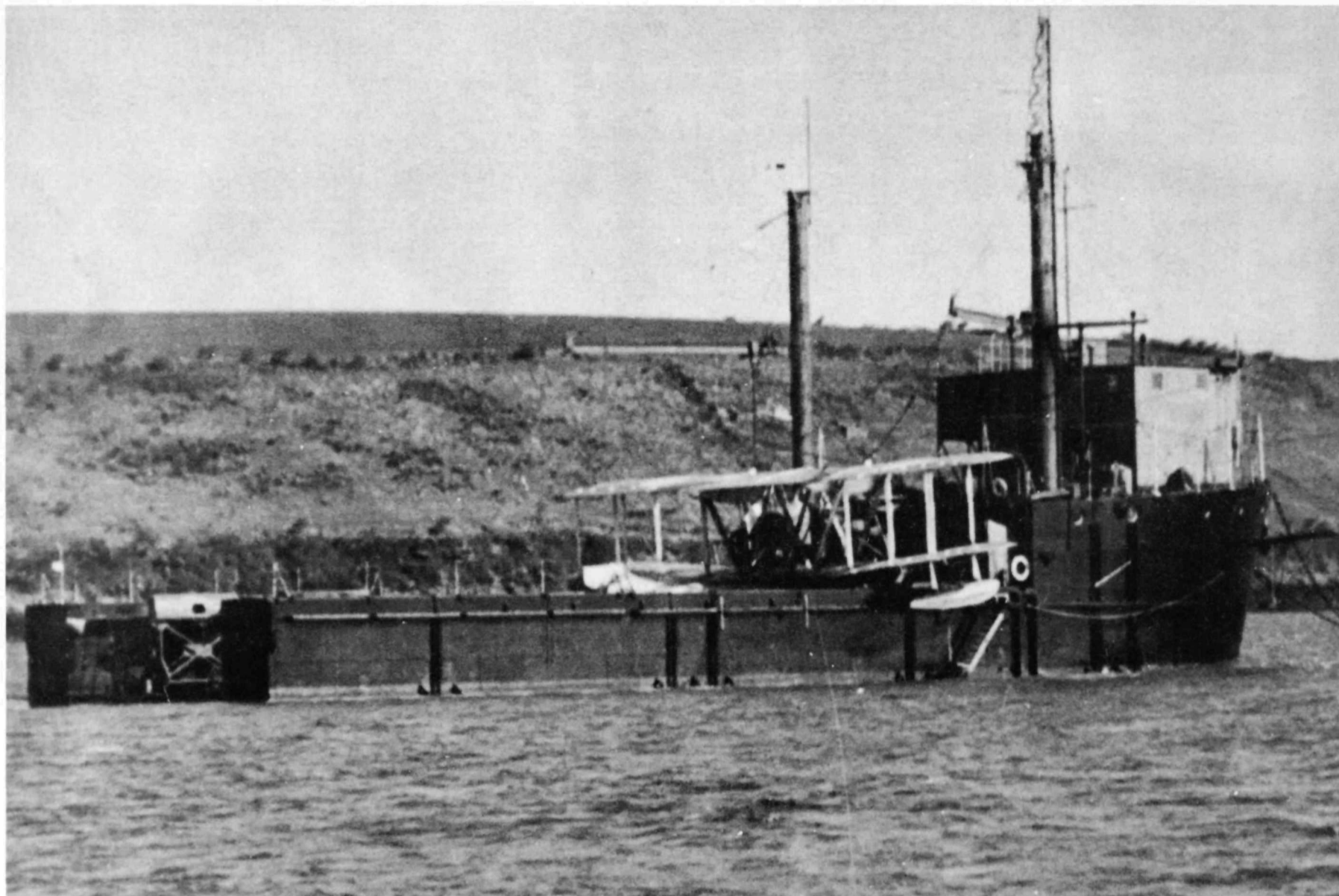








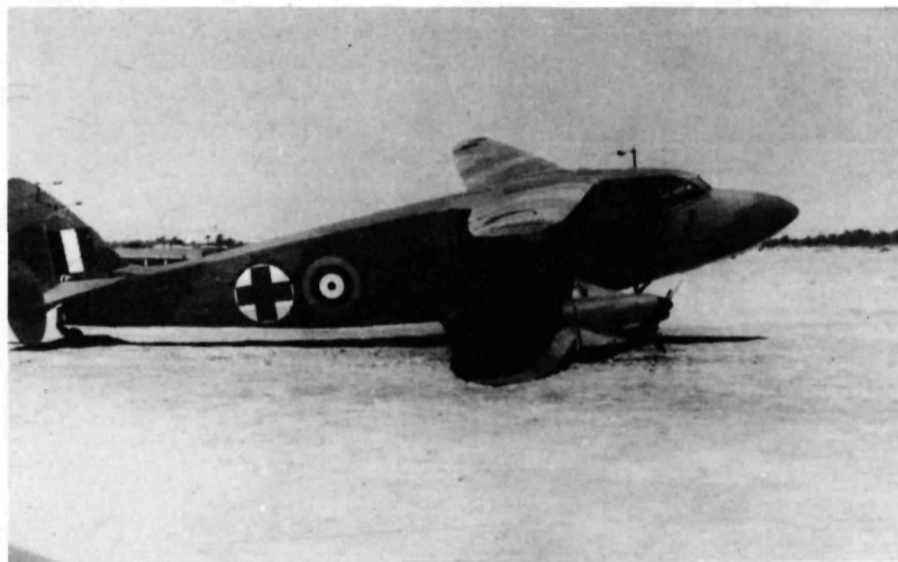
## FEEDBACK



### HMS FLAT IRON

In AM.4/80, mention was made of the RAF floating dock and John Evans has come up with the above photograph which shows this vessel with a Southampton inside. Other photographs of the dock show Southampton S1422 in residence but it is not known if this is the same boat as in this photograph.

He also mentions a local newspaper report on Southampton S1423 which forcelanded off the coast of Pembrokeshire on 6 September 1934 while with No.210 Squadron at Pembroke Dock. Engine failure had resulted in an unscheduled descent but while being towed to port by a steamer, S1423 overturned and sank. Fairey IIIIF S1198 was also at Pembroke Dock with the identity number '37'



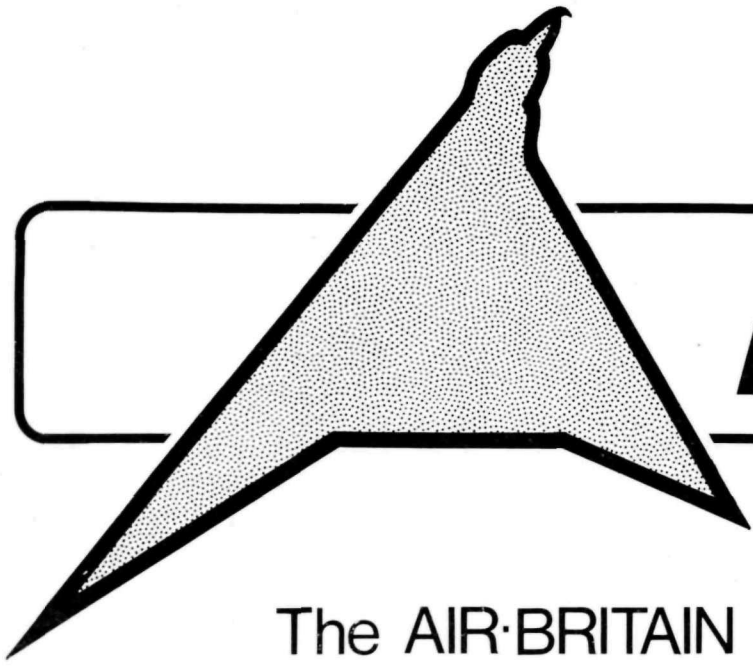
### D.H.86A AMBULANCE

Illustrated alongside are two photographs of a D.H.86A of No.1 Air Ambulance Unit, an RAAF unit. The serial number painted on is AX672 which was allocated to an escaped Potez 63-11! The correct serial was AX762 and was formerly G-ADUE 'Dardanus' of Imperial Airways which was impressed in September 1941 from the recently-founded British Overseas Airways Corporation. Originally flown by No.117 Squadron, the aircraft was passed on to 1 AAU in May 1942 and is shown after its undercarriage collapsed while landing at Siwa oasis on 24 June 1942.. The legend 'RAAF No.1 Air Ambulance Unit' appears above the Red Cross marking.



Note the end-plate rudders which were added to improve directional stability to D.H.86Bs and were retrofitted to many D.H.86As.  
(Photos supplied by John Bagley)





# AEROMILITARIA

The AIR-BRITAIN Military Aviation Historical Quarterly



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# AEROMILITARIA

The AIR-BRITAIN Military Aviation Historical Quarterly

Edited by James J. Halley and Peter M. Corbell  
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 TW17 ORW

We had hoped to announce the appearance of 'The Halifax File' in this issue but there has been an unfortunate delay in typing the sheets for the printer so this will not be available until May. Details will appear in 'Digest' and 'Air-Britain News' since the next issue of 'Aeromilitaria' is not due until the August distribution of publications.

#### IN THIS ISSUE

We were fortunate to receive from Cyril Norman a batch of photographs taken aboard HMS Smiter and it seemed a good opportunity to hang a history of this escort carrier on to them. Not all carriers had the fame of an Ark Royal and Smiter was probably one of the Royal Navy's least operational ships. Nobody flew a single mission from her deck and her most active role was as a training carrier for inexperienced pilots, not the safest of tasks for exposed members of her crew who could expect to be pursued by a runaway aircraft from time to time. But the big carriers have always had the

*Pier recognition experts will doubtless identify immediately the noble structure in the background of this evocative photograph kindly supplied by John Bagley. The Fairey IIIF is on the beach at Ventnor, Isle of Wight, and from the letter on the fin appears to be from the School of Naval Cooperation at Lee-on-Solent*

publicity until now.

The Lincoln was a memorable aircraft, particularly to those of us who saw the 1950 RAF Display at Farnborough. As formations of fighters, flying boats and other types flew over in the final act, what appeared to be hundreds of Lincolns formed a bomber stream overhead. There were less there than appeared but it was an impressive sight. Our thanks to Cliff Minney for the drawings.

The Vigilant was one type which failed to make it in the RAF but it was an interesting variation on the AOP theme. Subconsciously, one thinks of Vigilants as jungle bunnies but in fact none served in Burma where Sentinels abounded.

Lulsgate Bottom was not a hive of activity for much of the war but is interesting in that it has now developed out of all recognition as Bristol Airport.

The front cover photo is of a Nimrod of No.203 Squadron over Valetta, Malta.

#### THE J-REGISTER

Dennis Thompson, 29 St. Georges Road, Coventry, CV1 2DJ is still busily amassing information on the J-serials and would welcome help from anyone with unit and/or fate details on Avro 504Ns, Siskins, BF's, D.H.9As, Atlas, Fairey IIIF, Gamecock, Grebe, Woodcock and Wapiti. Every little helps!

#### WREXHAM

Mr. O. Constantine, 6 The Croft, Aston Deeside, Clwyd, CH5 3BA is researching the history of RAF Wrexham and would welcome any help our readers can give on the subject.

#### TWO-GUN LIZZIE

We have a photograph of a Lysander of No.16 Squadron UG-A with a pair of 20mm cannon strapped to the spats. Please tell us about it, someone?



# HMS

# S M I T E R



*HMS Smiter engaged in deck-landing trials in the Firth of Forth, January 1945*

During World War Two, the aircraft carrier became a familiar sight to those who flocked to cinemas in Britain and North America for a break from the wartime routine. Newsreels, the mainstay of visual presentation since the BBC had closed down its pioneering television service on the outbreak of war, brought the sights of war to the general public and the other services.

In the mind of all those who did not serve with carriers, the impression was of large ships flying off and landing on scores of aircraft, fighters, torpedo-bombers and dive-bombers. There was little thought given to the other carriers which bore little relationship to the fleet carriers. These were the escort carriers which made a major contribution to the defeat of the U-boats in the Atlantic.

The idea of the escort carrier was not new. The design was not greatly different to that of HMS Argus, a flushdeck carrier completed in September 1918 as a conversion of an uncompleted Italian merchant ship and USS Langley, converted from a collier in 1922. These early carriers were, however, intended to work with the battle fleet as did their much larger successors twenty years later. The second generation of converted mercantile hulls came about through the need for air escort for convoys outside the radius of action of shore-based aircraft.

After prototype conversions on both sides of the Atlantic, the escort carrier emerged as a very basic ship. The hulls of merchant ships under construction were diverted to naval use and a wooden flight deck around 400 feet long was built above the main deck. Beneath this, space was provided for a hangar and a lift and catapult fitted. Crew and cargo space was modified for living quarters, magazines, fuel stowage and other support services. The first escort carriers had a hangar under that after half of the flight deck but later ships had this extended full length and the number of aircraft carried grew from 15 to 24. Since British shipyards were filled with warship construction and

the fitting-out yards swamped with battle damage repair work, the majority of escort carriers were built in the USA.

HMS Smiter was one of the later 'Ruler' class escort carriers with a displacement of 11,420 tons. Laid down as the USS Vermilion at the Seattle-Tacoma Shipyards, she was launched on 27 September 1943. Fitting out took another six months and in March 1944, naval personnel gathered at Vancouver to take over the ship. On 1 April, HMS Smiter moved to the Royal Canadian Navy base at Esquimalt, on Victoria Island and for the next few weeks carried out trials off Vancouver and in Puget Sound. On 2 May, she left for the Atlantic via the Panama Canal with the crew still learning to handle their cantankerous ship. Off Los Angeles, a USN blimp caught up and passed a parcel of ship's books for the voyage through the USN's defence zones.

The canal was negotiated without damaging it irreparably and Smiter arrived at Norfolk Navy Yard, Virginia on 23 May. On 4 June, the embarkation of aircraft began and was completed before noon next day when the ship sailed for Liverpool with a deck cargo of Corsairs and a hangar full of No.1841 Squadron's Corsairs, the latter in flying condition. On arrival at Liverpool on 20 June, the carrier moored in Gladstone Dock and disembarked the cocooned Corsairs to Speke before sailing on the 22nd for the Clyde where No.1841 Squadron flew off to Machrihanish, becoming the first aircraft to use the flight deck for its proper purpose.

Smiter immediately returned to the United States and embarked a deck and hangar load of P-47s at Staten Island, carrying these to King George V Dock at Glasgow for transfer to Renfrew.

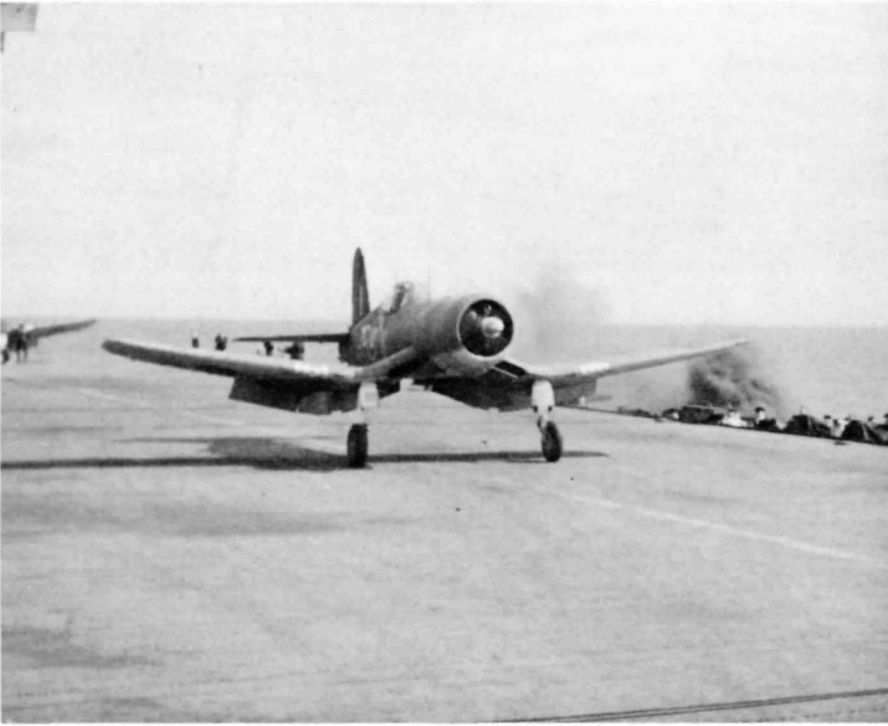
Having done her stint of ferrying, Smiter was nominated as a deck landing training carrier but had the misfortune to collide with the SS Delany Cloud in the Clyde on 18 August, resulting in her banishment to Newport, Mon., for refit and repair. It was 3 December before she returned to Greenock but on the 5th she started her new task. For the next five weeks, Seafires, Wildcats, Avengers and Barracudas carried out deck landing training.



*Above left: A deckload of Corsairs being ferried to Britain in June 1944, a sight which must have given confidence to the rest of the convoy until they realised that not one of them was moving. Engines, gunports, air intakes and cockpits have been sealed with waterproof covers and sealing tape.*

*Above right: The second deckload carried across the Atlantic consisted of USAAF P-47 Thunderbolts deprived of their tails to save deck space.*

*Below: Corsairs of No.1841 Squadron take-off for Machrihanish as Smiter approaches the Clyde and uses her flight deck for the first time for flying-off aircraft. Despite appearances, Smiter has not caught fire with the excitement of the occasion but having no funnel, discharged fumes and smoke from the engine from vents.*







*Taken in April 1945 during Smiter's deck landing training activities in the Firth of Forth, this view of the elevator area shows Corsairs, Barracudas and a Wildcat on deck. Note the cropped wingtips on the Corsairs to fit RN hangars.*

On 21 December, two Seafires crashed on deck and next day, another ended in the sea but the pilot was rescued. Some night flying was done but on 29 December, the carrier lost its first pilot, Petty Officer Tucker being drowned when Wildcat JB527 crashed over the side. On 5 January 1945, Avenger FN832 did the same but the crew was rescued.

Smiter's activities were transferred to the Firth of Forth when she sailed from Greenock for Rosyth on 14 January. Training began on the 17th and for several months a steady stream of Barracudas, Swordfish, Wildcats, Hellcats, Avengers, Corsairs and Fireflies from East Haven, Crail and Drem polished their decklanding skill on the wooden deck. During this period, five Barracudas, four Corsairs, three Avengers and a Hellcat came to grief on the flight deck. Training ended on 23 May 1945 and Smiter returned to the Clyde.

On 1 July 1945, Smiter tied up at Belfast and began to embark Barracudas for the Far East Fleet. She sailed for India on 7 July with the personnel of No.815 Squadron as passengers. With the knowledge of the tactics being used in the Pacific by the Japanese, AA practice was carried out seriously with 39 Corsairs acting as targets. On 27 July, Smiter put in at Cochin and disembarked her load of aircraft before sailing on to Ceylon. On arrival, she was once more given her former task of deck landing training with the Barracudas of Nos.821 and 824 Squadrons which used RATOG for take-offs.

Imminent was the planned invasion of Malaya and Smiter was earmarked as one of a task force of escort carriers which would fly off RAF fighters as soon as the landing force had got airstrips in the beachhead operational. Once more Smiter missed seeing any action as the dropping of the atomic bombs on Japan resulted in the surrender of all Japanese forces in the Far East. On 22 August, she had embarked the Spitfire XIVs of No.132 Squadron and its personnel but when Singapore surrendered the carrier was diverted to Hong Kong where she arrived on 11 September. The Spitfires were disembarked to Kai Tak on 19 September, Smiter returning to Ceylon to take RAF personnel to the Cocos Islands, carrying other onwads to Singapore.

Troops were taken from Bombay to Singapore before Smiter embarked No.888 at Colombo and No.791 Squadron and a batch of Corsairs at Trincomalee for transfer to Singapore. On return from this trip, she embarked more aircraft at Trincomalee and Cochin and sailed for the UK, arriving in Glasgow to disembark aircraft on 4 March 1945, having reached the Clyde on 11 February only to swing at her buoy awaiting dock space.

On 10 March, Smiter left for Canada with RCAF and Canadian Army personnel, disembarking these at Halifax before proceeding to Norfolk on 20 March. On 29 March, she moved up to Pier 5 at Berkely to disembark her crew and the US Navy took over on 6 April. The ship was sold and was later converted to become the SS Artillero.

## MOVEMENTS

<i>Place</i>	<i>Arrived</i>	<i>Sailed</i>
Vancouver, Canada	1.4.44	1.4.44
Esquimalt, Canada	1.4.44	4.4.44
Vancouver, Canada	4.4.44	15.4.44
Bremerton, USA	16.4.44	20.4.44
Vancouver, Canada	20.4.44	25.4.44
Esquimalt, Canada	25.4.44	1.5.44
Vancouver, Canada	1.5.44	2.5.44
San Francisco, USA	5.5.44	6.5.44
San Diego, USA	8.5.44	8.5.44
Norfolk, USA	23.5.44	5.6.44
New York, USA	6.6.44	8.6.44
Liverpool	20.6.44	22.6.44
Greenock	22.6.44	23.6.44
Staten Island, USA	4.7.44	10.7.44
Greenock	21.7.44	22.7.44
Glasgow	22.7.44	24.7.44
Gareloch	24.7.44	17.8.44
Greenock	17.8.44	15.9.44
Newport, Mon.	17.9.44	30.11.44
Barry Roads	30.11.44	2.12.44
Greenock	3.12.44	11.12.44
Rothsay	11.12.44	25.12.44
Greenock	25.12.44	14.1.45
Rosyth	15.1.45	24.5.45
Greenock	26.5.45	30.6.45
Belfast	1.7.45	3.7.45
Greenock	3.7.45	7.7.45
Cochin, India	26.7.45	31.7.45
Colombo, Ceylon	1.8.45	3.8.45
Trincomalee, Ceylon	4.8.45	8.8.45
Colombo, Ceylon	9.8.45	10.8.45
Trincomalee, Ceylon	11.8.45	17.8.45
Colombo, Ceylon	18.8.45	19.8.45
Trincomalee, Ceylon	20.8.45	2.9.45
Hong Kong	11.9.45	22.9.45
Colombo, Ceylon	1.10.45	5.10.45
Cocos Islands	10.10.45	14.10.45
Singapore	19.10.45	24.10.45
Trincomalee, Ceylon	28.10.45	3.11.45
Bombay, India	6.11.45	9.11.45
Singapore	15.11.45	16.11.45
Cochin, India	21.11.45	7.12.45
Colombo, Ceylon	8.12.45	10.12.45
Trincomalee, Ceylon	11.12.45	14.12.45
Madras, India	15.12.45	20.12.45
Singapore	26.12.45	28.12.45
Trincomalee, Ceylon	1.1.46	4.1.46
Cochin, India	6.1.46	17.1.46
Colombo, Ceylon	18.1.46	21.1.46
Greenock	11.2.46	14.2.46
Faslane	14.2.46	4.3.46
Glasgow	4.3.46	10.3.46
Halifax, Canada	18.3.46	18.3.46
Norfolk, USA	20.3.46	Retd to USN

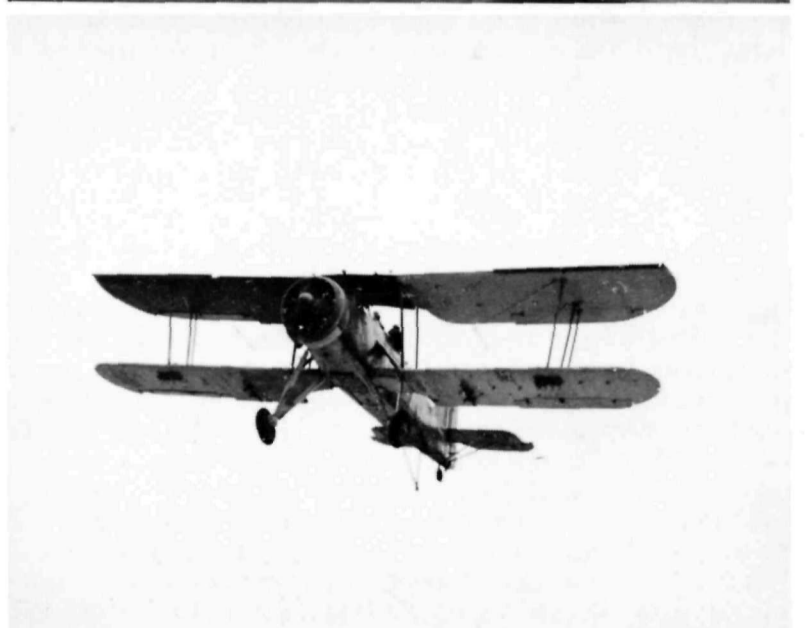
Characteristics

Displacement: 11,420 tons      Crew: 646  
Dimensions: 492 ft overall; beam 69½ ft  
Machinery: 9,350 shp geared turbine; speed 17 kts  
Capacity: 24 aircraft; guns: two 4 in, 16 x 40mm, 20 x 20 mm

Photographs:

*FAA aircraft engaged in deck landing training in the Firth of Forth included Firefly I, Swordfish and Barracuda as shown in the photographs on the right.*

*All photographs illustrating this history were kindly supplied by Mr. Cyril J. Norman, late of HMS Smiter*



# LINCOLNS



One of No.75 Squadron's trio of Lincolns, RF399, over Lincolnshire, September 1945

(RAF Museum photo P.421)

The Lancaster had not been in operational service for long before the inevitable updating of the design was under way in the shape of Specification B.14/43 which resulted in the Lancaster IV. This version was stretched in both directions with a greater wing span and longer fuselage. Using updated Merlins, the designed weight went up to 70,000 lb, later to 75,000 lb and a 22,000 lb bomb load was catered for.

The prototype Lincoln flew in June 1944 but it was over a year later before the first production aircraft reached a squadron. Although not a long time between first flight and first delivery, it was later than anticipated for an aircraft which had considerable commonality with its earlier versions. However, the major changes which had taken place in the airframe resulted in the Lancaster Mark Nos. being replaced by a new name, Lincoln, appropriate for being in the heart of Bomber Command country.

Possible disruption of the existing Lancaster production lines slowed the changeover to Lincolns as delays in delivering aircraft to Bomber Command for the continuing bomber offensive were unacceptable. There were also delays in delivery of the new Bristol B-17 turret which housed a pair of 20 mm cannon, although shortages of these guns resulted in the use of Martin turrets with a pair of 0.5 in machine guns. The planned FN.82 tail turret with another pair of 0.5s was predated by a Lancaster FN.121 with four 0.303 in guns. The nose housed a Boulton Paul F turret with two 0.5s.

The provision of 20mm Hispano guns and 0.5 in Brownings, and the proposal to fit a FN.88 ventral turret, was the result of an increasing awareness that the 0.303 guns standard in RAF bombers had outlived their usefulness. In the early years of the war, four-gun turrets could spray out a formidable number of bullets and, especially at night, this was a useful deterrent to an attacking fighter. But heavier armour and the ability to attack from longer distances with improved cannon gave fighters an advantage over the shorter-ranged 0.303s. There was also a requirement to operate by day as bases were captured close to enemy territory and fighter escort could be provided. By the last six months of the war in Europe, Bomber Command was operating in strength by day as well as night, supplementing the Eighth Air Force's day bombers as well as providing round-the-clock attacks on Germany. Flak, being radar guided, was no more effective by day than by night while Bomber Command's radar aids were equally effective during the murky winter clouds as they were in complete darkness.

The first 82 Lincolns were Mk.Is with the interim armament fit while the ventral turret was not pursued as standard armament. Subsequent Lincolns were Mk.IIs with Merlin 86s replacing the Mk.I's Merlin 85s and providing another 70 hp each. The ceiling of over 30,000 feet was attained without the crew having the comfort of a pressure cabin and would not have been comfortable when the normal range with 14,000 lb load was 2,800 miles. The crew of seven consisted of two pilots, one navigator/air bomber, two radio operators/gunners and two air gunners.

The role of the Lincoln at its inception had been to supplement and eventually replace Lancasters in Bomber Command where load-carrying capacity was a primary requirement. The collapse of the Third Reich in the first half of 1945 made the Lincoln theoretically redundant but production was under way and the first jet bomber specification B.3/45 was five years away from squadron service. There was also the fact that after the defeat of Germany, Bomber Command was committed to providing a force of heavy bombers for the Far East where range was more essential than load and Lincolns were intended to join that command, known as 'Tiger Force', as soon as they could be deployed. Bases in Okinawa were earmarked for use in the bomber offensive against the Japanese mainland currently being maintained by B-29s from the Marianas. It was inevitable that all the planning was wasted since the atomic bomb was ready for use only months after the defeat of Germany but, despite having started work on this weapon at the beginning of World War Two, there was no way that the British Government could avoid the build-up without revealing the existence of this weapon to a wide field of military staffs. Besides, the A-bomb was not guaranteed to work!

Compared to the B-29, the Lincoln appeared a very basic aircraft. It lacked the B-29's pressure cabin, was 5,000 down on service ceiling, had lighter armament than the ten 0.5s in barbettes of the B-29, and looked a generation older. The gap, however, was not as wide as at first appeared. The Lincoln's range of 2,800 miles with a 14,000 lb load was not far off the B-29's normal range of 2,850 miles at which point the bomb load dropped down to only 6,000 lbs for greater ranges. Where the B-29 scored was its ultimate range of up to 4,000 miles if one did not object to transporting a minimal bomb load. This worked because one bomb was all that was needed in the final analysis.

The Lincoln's operational limitations were more likely to be human than material. While B-29 crews had a 'shirt-sleeve' environment, Lincoln crews depended heavily on Polar research for their survival.

In August 1945, No.57 Squadron received its first Lincolns for operational trials, followed by No.75 in September and No.44 in October, although No.75 disbanded after a month, having received only three Lincolns.

*Right: Bereft of turrets, RE364 had Lancastrian-type fairings and was named 'Aries II'.*

*Below: RF498 of the Central Gunnery School was named 'Crusader' but later passed on to normal squadron service*

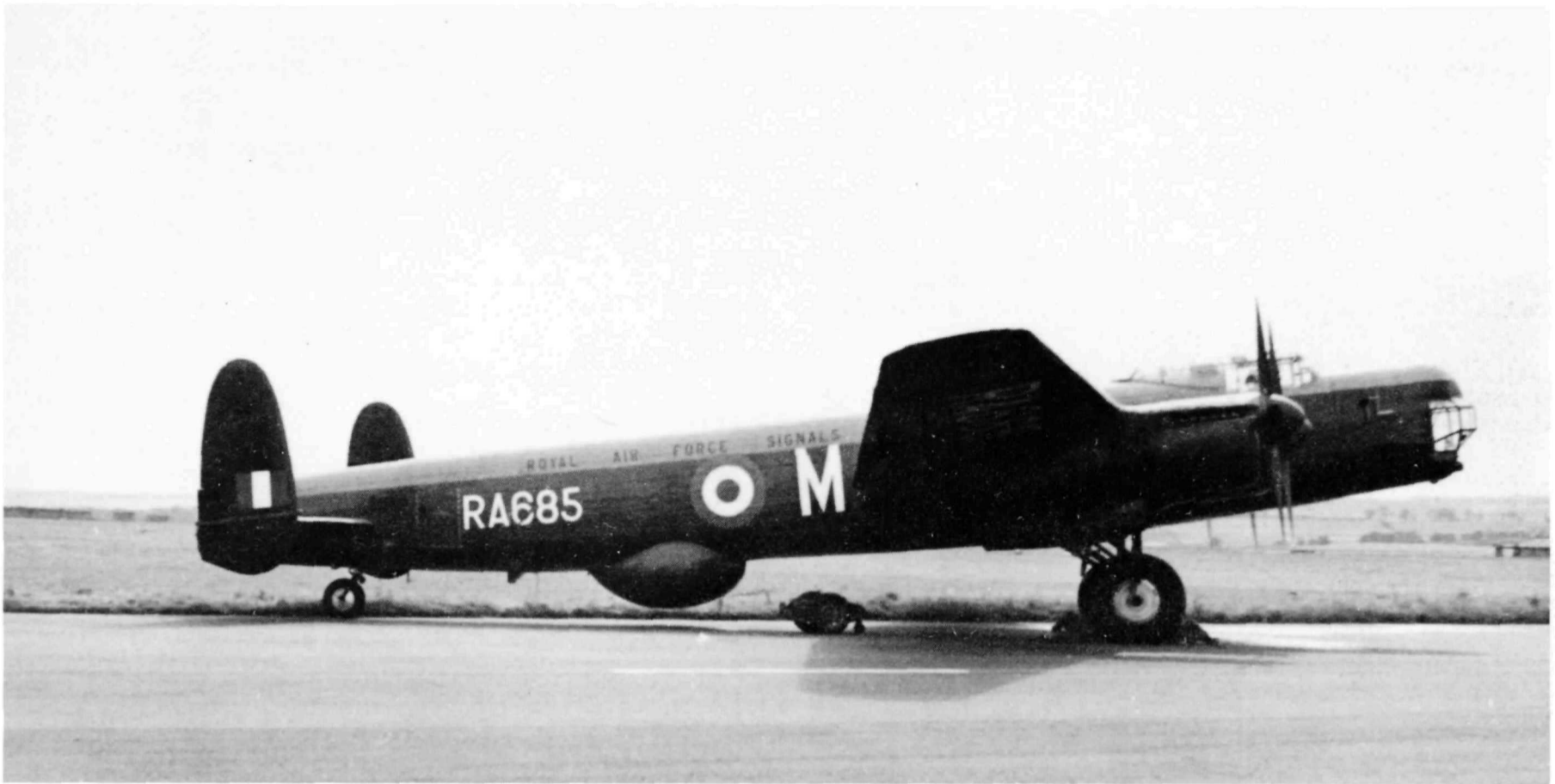


Replacement of Lancasters continued at a slow pace during 1946 and by the end of the year Bomber Command had ten squadrons of Lincolns. Training was also slowed down by restrictions on flying hours because fuel cost dollars and most of Britain's assets abroad had been sold off to pay for weapons from the USA, creating a chronic dollar shortage.

In pre-war days, RAF squadrons had engaged in 'cruises' but these had been restricted mainly to flying boat units which had the range and self-sufficiency to make such lengthy progresses practicable. With heavy bombers, such trips became feasible for Bomber Command units and in October 1946, three Lincolns of No.100 Squadron made a 20,000 mile round trip to Chile and back. In the previous month, a Lincoln had set up a Britain - New Zealand record of 57 hours. But the biggest effort was in July and August 1947 when 16 Lincolns from No.617 Squadron toured the USA and Canada, visiting Andrews Field, DC, Selfridge Field, Mich., Smokey Hill, Kansas, Mather Field and March Field, Cal., Fort Worth, Texas, Maxwell Field, Ala., and Trenton, Ontario. The initial hop was the first non-stop Atlantic crossing by an RAF squadron from Britain to the USA.

The Lincoln squadron's normal operational role was the same as the Lancasters, bombing by day or night and in bad weather conditions using their radar bombing techniques. The wartime H2S radar was updated and the Lincoln B.2 received suffixes to the mark number to indicate the radar fit; B.2/3G indicated that the aircraft had H2S Mk.IIIG, Gee Mk.II and Rebecca Mk.II; B.2/4A had H2S Mk.IVA plus the same Gee and Rebecca, although Rebecca Mk.IV could also be fitted. This form of designation has resulted in references to Lincoln B.3s and B.4s appearing instead of the standard B.2.





*Signals Command made considerable use of Lincolns. RA685 belongs to No.151 Squadron at Watton in 1962*

*(R.Bishop)*

Prior to World War Two, practice bombing had been restricted to bombing ranges not far from base but these had been unpopular with the populace, especially fishermen around the Wash. During wartime, nobody complained publicly, for obvious reasons, but peacetime resulted in a recurrence of local opposition to bombing ranges which could affect tourism, sports and other non-vital pursuits.

One way to avoid disturbing the British public was to export the nuisance in time-honoured Imperial fashion. Since the Middle East Air Forces had ample room in the complex of airfields around the Suez Canal, and the weather record was better than around Britain, squadrons were despatched in turn to Shallufa on 'Sunray' flights. For about a month, each squadron carried out a programme of bombing on a desert range, engaging the resident fighters on affiliation exercises and exercising the gunners on towed targets and ground ranges, both by day and night. A standard long-distance mission of around 1,000 miles was flown from Shallufa to the Habbaniya ranges in Iraq while Nicosia airfield became a target for the cameras as the resident Vampires tried to intercept. All this activity was difficult to achieve in the crowded skies over Britain while weather often prevented the aircraft getting airborne. Exercises which were realistic in terms of bad-weather operation were not usually productive if nobody could be certain of what had happened in the murk. There was also the safety factor in peacetime exercises, despite which losses were suffered due to weather, collision and other hazards.

There were other losses due to mechanical defects although not on the scale of the B-29s which tended to shed engines and propellers with alarming regularity.

Lincolns took part in the periodic air defence exercises in the UK designed to keep the fighter squadrons and the control and reporting organisation on their toes. At first, these were mainly Meteor-opposed and the extra 200+ mph enabled the fighters to make fast beam attacks on formations of Lincolns and B-29s. Watched from the ground, the straight lines of the vapour trails

soon became intersected by the curving trails of the fighters. The 1950 exercise, 'Emperor', included mass B-29 attacks which were intercepted by Meteors, Vampires and Hornets. Soon afterwards, B-29s were engaged in similar raids in Korea where MiG-15s forced a withdrawal of the B-29s from day raids.

The more lightly-armed Lincolns depended on their agility to throw off fighter attack but it was increasingly obvious that the day of the heavily-armed day bomber fighting its way to the target in large formations was at an end. On the horizon was the Canberra, unarmed and fast, while taking shape were the three V-bombers with their nuclear bombs. Time was all but run out for the Lincoln and to give crews experience of pressure cabins and other more modern equipment, Bomber Command took delivery of a batch of B-29s for a few years of service until the jet bombers were available in quantity.

The peak of 20 Bomber Command squadrons in 1950 had other work to do than exercises. In Malaya, Communist guerillas were disrupting the economy of the country by ambushing trains and road convoys and maintaining a campaign of terror among the civilian populations. Operation 'Firedog' was started by the Far East Air Forces to support the Commonwealth ground forces and the Malayan police in their operations against guerilla bands in the jungle and Lincolns were drawn into this action when they were directed against areas in which guerilla camps had been located. The jungle gave almost total cover from pinpoint attacks so the Hornets and Brigands were supplemented by detachments of Lincolns which area-bombed the designated camp with 1,000 lb bombs fused to explode a few feet above ground level.

A flight of six Lincolns could usually carpet the area with a pattern in a 1,000 by 400 yard box. Ground patrols moved in to check the results. Although many raids misfired due to wrong assessment of the position of camps, the overall result was a lowering of guerilla morale and, on occasion, destruction of a complete guerilla unit.

When the first Canberras arrived in 1951, it marked the beginning of a new career for the Lincoln, this time in the role of 'signals' aircraft, a term which covered a multitude of duties entailing electronic reconnaissance, training and experimentation. The Central Signals Establishment at Watton was the main unit covering such activities and as radio countermeasures (now ECM) increased in importance, its work expanded. Several squadrons were formed to work with CSE including Nos.116, 192, 199 and 527 and the CSE eventually expanded to command status as Signals Command.

While operations against guerillas in Malaya continued, a new area of operations opened up in Kenya when a nationalist campaign against white settlers escalated into full-scale terrorism. Again the jungle gave cover but not to the same extent as in Malaya since Kenya was more open country. A flight of Harvards was formed to engage in counter-insurgency duties and in November 1953 a detachment of four Lincolns from No.49 Squadron moved to Eastleigh to undertake similar pattern-bombing of terrorist bases as carried out by Lincolns in Malaya. A joint Army/RAF operations centre was set up and this directed the Lincolns on to the target with the minimum of delay, using a ground radar system to guide the bombers. This proved very accurate and other squadrons provided detachments in rotation. Six Lincolns dropping 84 thousand-pounders was found to be the optimum force and on one raid 15 out of 18 terrorists in a group were killed. These tactics led to many bands giving up and peace returned to the area prior to independence.

Similarly, in Malaya, the local security forces gradually got the upper hand and the detachments of Lincolns from the UK ended in February 1955.

On 1 January 1956, the last three Lincoln squadrons of Bomber Command disbanded, making the command an all-jet force since the Washingtons had also gone back to the USA. No.90 Group was still responsible for RCM work and Lincolns remained in service with its flying units until 1963. The last to go were with No.151 Squadron which had formed from the Signals Command Development Squadron on 1 January 1962 and three Lincolns made a final farewell flypast over Norfolk and Suffolk on 12 March 1963 to mark the retirement of the type from RAF service, although a few aircraft remained on charge until May.

In addition to operational use, the Lincoln also contributed to development of navigation, radio and gunnery skills. The Empire Air Navigation School at Shawbury, later the Royal Air Force Flying College, received a modified Lincoln for long range navigation training.

Since no armament was necessary, the nose and tail turrets were removed and Lancastrian-style fairings substituted. RE364 was named 'Aries II' and replaced a Lancaster and on 1 May 1947 it set a new record for London -Cape Town, 5,900 miles in 26½ hours. Other flights followed to Australia, Singapore, South Africa and North America. After its destruction in a ground fire at Manby, RE367 'Aries III' took its place and carried on until replaced by 'Aries IV', Canberra WH699, in 1953. Among its flights was a 25,000-mile trip around the world via Australia and the USA.

By the end of World War Two, production plans were well advanced to build Lincolns in Canada and Australia. Only the first Lincoln FM300 was flown before production at Victory Aircraft was closed down. This was a standard Lincoln despite the statement in the Putnam 'Avro Aircraft since 1908' that it was completed as a Tudor II and was designated a B.XV. It had a Martin 23A dorsal turret with a pair of 0.5s.

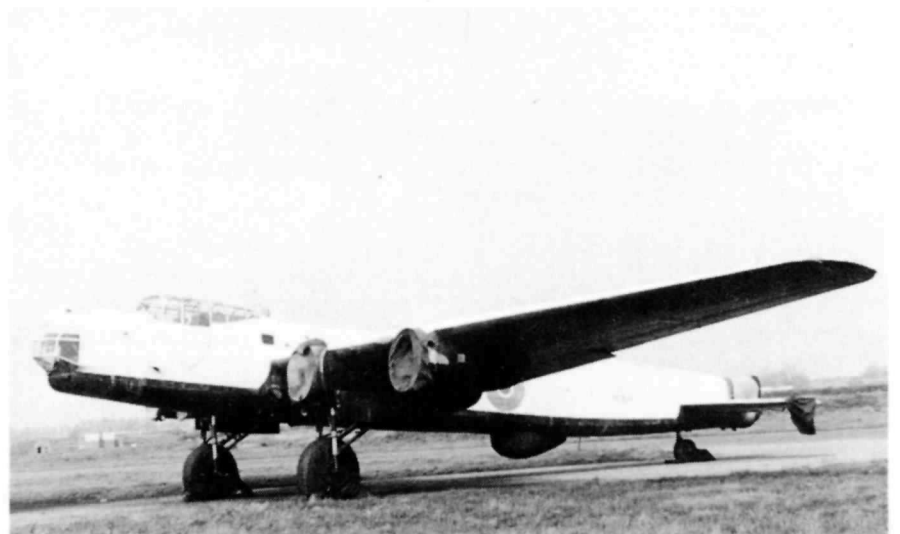
In Australia, the Beaufort Division of the Australian Department of Aircraft Production was busy on the B.30. Components were shipped out from the UK for the first five and A73-1 made its first flight on 17 March 1946. As they were required to replace Lend-Lease Liberators, production continued despite the end of the war having overtaken the original programme and 73 were built, the last 19 being MR.31s with an extended nose for ASW duties.

Nos.1, 2 and 6 Squadrons were equipped with Lincoln B.30s and No.10 with MR.31s, the latter flying the last RAAF Lincoln sortie on 13 June 1961 with A73-65. No.1 Squadron took part in the Malayan campaign from 1950 to 1958.



Above: A Lincoln B.30 of No.1 Squadron, Royal Australian Air Force at Butterworth, Malaya (A73-45) in 1954

Engine-less Lincolns await the scrap merchant; left, RE294 from No.230 OCU and right, CNCS's RE304 in tropical rig



## UNITS EQUIPPED

<i>Unit</i>	<i>Code</i>	<i>From</i>	<i>To</i>	<i>Replaced</i>	<i>Converted to</i>	<i>Bases</i>
No.7 Squadron	MG	Aug 1949	Dec 1955	Lancaster	Disbanded	Upwood
No.9 Squadron	WS	Jul 1946	May 1952	Lancaster	Canberra	Binbrook
No.12 Squadron	PH	Aug 1946	Mar 1952	Lancaster	Canberra	Binbrook, Hemswell
No.15 Squadron	LS	Feb 1947	Oct 1950	Lancaster	Washington	Wyton
No.35 Squadron	TL	Sep 1949	Feb 1950	Lancaster	Disbanded	Mildenhall
No.44 Squadron	KM	Oct 1945	Jan 1951	Lancaster	Washington	Mildenhall, Wyton
No.49 Squadron	EA	Oct 1949	May 1955	Lancaster	Disbanded	Upwood, Waddington, Wittering
No.50 Squadron	VN	Jul 1949	Jan 1951	Lancaster	Disbanded	Waddington
No.57 Squadron	DX	May 1945	Apr 1951	Lancaster	Washington	E.Kirkby, Elsham Wolds, Scampton, Lindholme, Waddington
No.58 Squadron	-	May 1951	Oct 1951	-	-	Benson
No.61 Squadron	QR	May 1946	Aug 1954	Lancaster	Canberra	Waddington, Wittering
No.75 Squadron	AA	Sep 1945	Oct 1945	Lancaster	Disbanded	Spilsby
No.83 Squadron	OL	Jul 1946	Dec 1955	Lancaster	Disbanded	Coningsby, Hemswell
No.90 Squadron	WP	May 1947	Sep 1950	Lancaster	Washington	Wyton
No.97 Squadron	OF	Jul 1946	Dec 1955	Lancaster	Disbanded	Coningsby, Hemswell
No.100 Squadron	HW	May 1946	Apr 1954	Lancaster	Canberra	Lindholme, Hemswell, Waddington, Wittering
No.101 Squadron	SR	May 1946	Jun 1951	Lancaster	Canberra	Binbrook
No.115 Squadron	KO	Sep 1949	Mar 1950	Lancaster	Disbanded	Mildenhall
No.116 Squadron	-	Aug 1952	Apr 1954	-	-	Watton
No.138 Squadron	NF	Sep 1947	Sep 1950	Lancaster	Disbanded	Wyton, Scampton
No.148 Squadron	AU	Jan 1950	Jul 1955	Lancaster	Disbanded	Upwood
No.149 Squadron	OJ	Oct 1949	Mar 1950	Lancaster	Disbanded	Mildenhall
No.151 Squadron	-	Jan 1962	May 1963	-	-	Watton
No.192 Squadron	-	Jul 1951	Mar 1953	-	-	Watton
No.199 Squadron	-	Jul 1951	Jun 1957	-	Valiant	Watton, Hemswell
No.207 Squadron	EM	Aug 1949	Mar 1950	Lancaster	Disbanded	Mildenhall
No.214 Squadron	QN	Feb 1950	Dec 1954	Lancaster	Disbanded	Upwood
No.527 Squadron	-	Aug 1952	Mar 1957	-	-	Watton
No.617 Squadron	KC	Sep 1946	Jan 1952	Lancaster	Canberra	Binbrook
No.230 OCU	SN	Feb 1949	Dec 1952	Lancaster	To BCBS	Lindholme, Upwood
Bbr Cmd Bbg School	-	Dec 1952	Feb 1960	-	Hastings	Scampton, Lindholme

## OTHER UNITS

No.1321 Flight, Hemswell June 1954 - Mar 1958; No.1426 Flight, Khormaksar Jan 1956 - Jan 1957  
 No.1689 Flt, Aston Down Sep 1951 - Jun 1952; Empire Radio School, Debden Apr 1947 - Apr 1950  
 Empire Air Nav School, Shawbury, Feb 1947 - Jan 1948; Bomb Ballistic Unit, Woodbridge Jun 1947 - Nov 1948  
 Empire Central Flg School, Hullavington Aug 1945 - Mar 1946; Central Nav and Control School, Shawbury Oct 1951 - Oct 1955  
 Coastal Cmd Gunnery School, Leconfield Jan - Dec 1955; Empire Air Nav School, Manby Jun 1946 - May 1950  
 Airborne Forces Exp Estab, Beaulieu Oct 1945 - Apr 1946; Radar Research Flight, Wyton Oct 1951 - Aug 1957  
 Central Bomber Establishment, Marham Feb 1946 - Oct 1949; Central Gunnery School, Leconfield Mar 1951 - Jan 1955  
 Bombing Development Unit, Gransden Lodge, May 1945 - Mar 1946; Central Signals Estab., Wyton Aug 1946 - Aug 1952  
 Telecommunications Flying Unit, Defford Mar 1945 - Dec 1948; Signals Intelligence Unit, Honiley Apr 1945 - Sep 1946  
 Air Torpedo Dev Unit, Gosport Jul 1946 - Apr 1956; RAF Technical College, Lindholme & Debden Jun 1950 - Sep 1951  
 RAF Flying College, Manby Jun 1950 - Sep 1953; Ferry Training Unit, Benson Apr 1953 - Jul 1954

Also used by the Aeroplane & Armament Experimental Establishment, Royal Aircraft Establishment and the Empire Test Pilots School

Some aircraft were delivered to Bomber Command stations and were held on the charge of the station as immediate reserve aircraft. They were at the disposal of squadrons based at these stations in the event of a shortage of aircraft at any time but did not come on the strength of the squadron.

The above dates for miscellaneous units cover the period between which Lincolns were used but in the case of smaller units, there were periods when no Lincoln was in service

## SERVICE USE

RA628	-	SS 29.12.49	RA710	-	SS 4.9.59
RA629	-	SS 29.12.49	RA711	617/9/83/ 97/83/BCBS	SOC 3.9.59
RA630	-	To 6627M 1.49	RA712	617	Undershot landing at Binbrook and hit SX958 and RF537, 18.1.51
RA631	-	SS 29.12.49			
RA632	-	SS 29.12.49	RA713	97	SOC 23.5.55
RA633	Scot Avn/BBU	Retained by MoS	RA714	CBE/100	SS 23.9.55
RA634	-	SS 3.11.49	RA715	230 OCU/BCBS	SOC 17.12.49
RA635	-	SS 3.11.49	RA716	Bristols	SS 26.11.57
RA636	-	SS 3.11.49	RA717	230 OCU	Flew into ground on BABS approach 2½m NE of Scampton, 22.1.51
RA637	RAE	Retained by MoS			
RA638	BBU/LRWE	MoS aircraft	RA718	-	SS 29.12.58
RA639	-	SS 29.12.49	RA719	7/BCBS	SOC 23.11.59
RA640	-	MoS aircraft	RA720	-	SOC 18.6.58
RA641	-	SS 3.11.49	RA721	230 OCU	SS 25.1.57
RA642	-	SS 3.11.49	RA722	CBE/83/BCBS	SS 30.10.61
RA643	Napier/Bristols	SOC 20.3.51	RA723	-	SS 4.9.59
RA644	BBU/LRWE	MoS aircraft	RA724	CSE/199	SS 12.5.58
RA645	-	SS 29.12.49	RA725	to	
RA646	-	To 6632M 2.49	RA749	-	Cancelled
RA647	-	To 6636M 2.49	RA763	to	
RA648	Mkrs & AAEE	SS 29.12.49	RA786	-	Cancelled
RA649	AFEE/BCIS	To 6420M 8.47	RE227	AAEE	To 6361M 6.47
RA650	-	SS 3.11.49	RE228	RR/AAEE	To 6279M 3.47
RA651	-	SS 29.12.49	RE229	TRE	SS 29.8.49
RA652	-	To 6631M 2.49	RE230	RR & AAEE	To 5926M 4.46
RA653	-	SS 29.12.49	RE231	Mkrs	SS 28.11.57
RA654	-	SS 29.12.49	RE232	RAE/AAEE	Undercarriage collapsed on take-off, Silloth, 14.4.50
RA655	-	SS 29.12.49			
RA656	617/9/97/RRF	SS 29.6.56	RE233	-	SS 3.11.49
RA657	FRL/Hemswell	DBR 28.9.56	RE234	Mkrs	SS 29.12.49
RA658	-	SS 2.4.58	RE235	RR	To 6624M 1.49
RA661	-	SS 30.12.59	RE236	-	To 6623M 1.49
RA662	83	SOC 16.4.55	RE237	-	SS 3.11.49
RA663	-	SS 21.3.58	RE238	TFU/CBE	To 6651M 4.49
RA664	AFEE/CBE/9/617/49/ 214/148/7/148/7/ 1426 Flt	SOC 17.6.57	RE239	-	SS 3.11.49
RA665	230 OCU/97/BCBS	SS 21.3.58	RE240	TFU/BDU	SS 3.11.49
RA666	12/148/7/148/ 49/83/BCBS	SOC 7.5.57	RE241	-	SS 3.11.49
RA667	230 OCU/BCBS/ 83/BCBS	SS 28.6.57	RE242	BBU	MoS aircraft
RA668	97	SOC 6.4.55	RE243	SIU	SS 3.11.49
RA669	97/BCBS	SS 10.10.57	RE244	-	To 6629M 1.49
RA670	617/148/CGS	SS 24.5.57	RE245	-	SS 3.11.49
RA671	-	SS 30.12.59	RE246	-	SS 3.11.49
RA672	83	SOC 13.12.54	RE247	-	SS 3.11.49
RA673	101/9/617/49/148/ 49/148/97/BCBS	DBR 7.5.56; SOC 24.5.56	RE248	-	SS 3.11.49
RA674	230 OCU/BCBS	To MoA 20.6.61	RE249	-	SS 3.11.49
RA675	9/617/214	SS 4.2.60	RE250	SIU/ATDU	SS 29.8.49
RA676	CBE	SS 14.3.58	RE251	TFU/CBE	SS 29.12.49
RA677	83	SOC 9.8.55	RE252	TFU/CBE	To 6630M 1.49
RA678	149	SOC 21.9.50	RE253	SIU/AWA	Retained by MoS
RA679	12	Overshot landing and undercarriage coll- apsed, Binbrook, 24.8.51	RE254	RAE	SS 29.12.49
			RE255	-	SS 3.11.49
			RE256	-	To 6635M 2.49
			RE257	-	SS 3.11.49
			RE258	RR/WRE/Mkrs/ LRWE	SOC 2.2.53
RA680	Waddington/Upwood	SS 14.3.58	RE259	BBU/LRWE	SOC 2.2.53
RA681	12/BCBS	To MoA 20.6.61	RE260	-	SS 29.12.49
RA682	230 OCU	Swung on landing and undercarriage coll- apsed, Scampton, 24.4.51	RE261	-	SS 3.11.49
			RE262	-	To 6652M 4.49
RA683	100	SS 1.5.57	RE263	-	To 6634M 2.49
RA684	230 OCU/BCBS/199	SOC 11.6.57	RE264	-	SS 29.12.49
RA685	Watton/151	SS 28.11.63	RE265	-	SS 29.12.49
RA686	CBE/230 OCU/BCBS	SS 1.5.57	RE266	-	SS 29.12.49
RA687	12/617/7/61	FA 17.2.54	RE267	-	Tp 6622M 1.49
RA688			RE268	-	SS 3.11.49
RA689	101/9	Undercarriage collapsed on landing, Shallufa, 26.9.51	RE281	ATDU	SOC 30.11.56
			RE282	-	SS 29.12.49
RA690	-	SS 21.3.58	RE283	BCIS/BCIRE	SS 29.12.49
RA691	230 OCU/BCBS	SS 25.4.56	RE284	Mkrs	To 6987M 5.52
RA692	230 OCU	Flew into ground on night approach 3m ENE of Scamp- ton, 14.7.51	RE285	ATDU	Ran out of fuel at night and abandoned, Chirton, Wilts, 8.11.46
RA693	83/97/BCBS	SOC 4.10.57	RE286	-	SS 29.12.49
RA709	149/214	SS 24.5.57	RE287	-	SS 29.12.49
			RE288	-	SS 3.11.49
			RE289	61/9/100/97	SS 19.7.55



RE290	RR	Sold 5.5.49	RE372	12/97/101/12/44	SS 19.7.55
RE291	CSE/527	SS 28.6.57	RE373	50/101/97	Dived into ground out of cloud near Coltishall, 24.9.47
RE292	-	SS 1.5.57			
RE293	-	SS 8.8.57			
RE294	230 OCU	SS 19.7.55	RE374	61/50/57	Collided with RF407 and crashed near Newarke, Salop, 26.9.49
RE295	7/49/7/148	SS 26.3.57			
RE296	207/214/148/49/61/49/BCBS	SS 11.2.58	RE375	50/101/97/83/100/61/100	SS 19.7.55
RE297	617/12/49/61	Crashed near Andover and DBF, 22.3.54	RE376	61/617/57/100/61	To MoS 11.1.55
RE298	-	SS 21.3.58	RE377	57/50	To 7025M 12.53
RE299	RR/7/149/49/148/7/214/49	SS 26.3.57	RE378	TFU/CBE/230 OCU/Waddington/230 OCU/83	SS 11.2.58
RE300	-	SS 2.4.58	RE379	57/50/Waddington/50/57	SS 19.5.55
RE301	207/214/7	SS 15.2.57	RE380	57/50/61/50/RAFFC	To MoS 11.1.55
RE302	101/97/83/61/Lindholme/RAFTC	Undercarriage collapsed on landing, Marham, 22.9.51	RE393	230 OCU	SS 15.4.57
RE303	-	SS 12.5.58	RE394	BTU	MoS aircraft
RE304	CNCS	SS 26.3.57	RE395	CSE/CGS	To MoS 10.1.55
RE305	101/9/617/9/97	SS 22.4.55	RE396	230 OCU/CGS/CCGS	SS 5.2.57
RE306	-	SS 14.3.58	RE397	148	FA 5.9.53
RE307	CBE/57	To MoS 29.12.54	RE398	12/617/12/230 OCU/7/1426 Flt	SS 11.2.58
RE308	CSE/116/Watton	SS 5.4.57	RE399	-	SS 30.9.59
RE309	CNCS	SS 26.3.57	RE400	207/7/230 OCU/Upwood/7/Upwood/7/148	SS 1.5.57
RE310	230 OCU/148/7/148/BCBS	SOC 1.5.58	RE401	-	SS 2.4.58
RE311	CSE/116	SS 17.12.57	RE402	-	SS 1.5.59
RE312	101/100/61/100	SS 25.1.55	RE403	-	SS 26.3.57
RE313	230 OCU	To MoS 10.1.55	RE404	CBE	SS 8.8.57
RE314	-	SS 4.9.59	RE405	CSE	SS 28.8.57
RE315	230 OCU	SS 19.7.55	RE406	-	SS 20.7.55
RE316	CGS/CCGS	SS 1.5.57	RE407	101/61/49/148	SS 25.5.57
RE317	230 OCU	SS 19.7.55	RE408	to	To Argentine AF 20.6.47 as B-010 to B-012
RE318	Upwood	SS 17.2.58	RE410	-	SS 1.5.56
RE319	115/49/148/RRF	SS 17.2.58	RE411	115/49/148/49/61	SS 20.3.58
RE320	207/214/148/49/100	SS 1.5.57	RE412	-	Crashed on approach to Marham, Fincham, Norfolk, 22.1.52
RE321	CNCS	To 7111M 12.53	RE413	97	To 6790M 9.50
RE322	214/49/7/1426 Flt	SS 28.8.57	RE414	ERS	To 7196M 4.55
RE323	101/61/49/BCBS	SS 2.4.58	RE415	83	SS 18.10.57
RE324	207/214	SS 4.2.60	RE416	Debden	To MoS 19.1.55
RE325	RAFFC/CSE/527	SS 17.12.57	RE417	CGS	SOC 2.2.53
RE338	230 OCU	Undercarriage collapsed on landing, Lindholme, 3.2.49	RE418	Mkrs/Bristols/AAEE/Lyneham & Mkrs	SS 19.7.55
RE339	Mkrs/ARDU Australia	SOC 3.10.56	RE419	230 OCU	SS 15.2.57
RE340	BTU/RAE	SOC 16.12.49	RE420	230 OCU	To MoS 19.1.55
RE341	617/15/1689 Flt/FTU	SS 19.5.55	RE421	230 OCU	SS 20.3.58
RE342	7	Flew into ground on approach, Upwood, 10.10.51; to 6915M	RE422	BTU	SS 24.5.57
RE343	-	Sold to Argentine AF 20.6.47 as B-001	RE423	207/214/230 OCU/49	Crashed at Westfield Farm, Lincs, 23.12.52
RE344	12	Crashed on landing, Binbrook, 12.12.50	RE424	101/61	Cancelled
RE345	115/148/49/7/214/148/7/1426 Flt	SS 28.6.57	RE425	to	Cancelled
RE346	-	MoS aircraft	RE435	-	Cancelled
RE347	7/115/49/148/7/148	SS 1.5.57	RE449	to	Cancelled
RE348	7/Upwood/BCBS	SS 28.6.57	RE493	-	Cancelled
RE349	to	All sold to Argentine AF 20.6.47 as B-002 to B-009	RE518	to	Cancelled
RE356	-	SOC 18.4.55	RE561	-	Cancelled
RE357	115/49/148/7	SOC 10.1.55	RE575	to	Cancelled
RE358	83	SOC 16.1.61	RE605	-	Cancelled
RE359	148/7/148/49/61/49/Watton/CSE	SS 30.5.60	RE621	to	Cancelled
RE360	207/214/BCBS	SOC 16.2.54	RE670	-	Cancelled
RE361	115/49	SS 28.6.57	RE683	to	Cancelled
RE362	617/9/7	SS 1.5.57	RE726	-	Cancelled
RE363	617/148	Caught fire refuelling at Shawbury 26.1.48; Not repaired	RE740	to	Cancelled
RE364	EANS	To MoS 1.12.54	RE785	-	Cancelled
RE365	230 OCU	To MoS 31.10.54	RE798	to	Cancelled
RE366	90/50/CGS	SS 12.1.54	RE839	-	Cancelled
RE367	EANS/RAFFC	SS 19.5.55	RE853	to	Cancelled
RE368	230 OCU	To MoS 11.1.55	RE895	-	Cancelled
RE369	101/12/44	Undercarriage collapsed on landing, Shallufa, 7.4.49	RE918	to	Cancelled
RE370	12/97/101/50/57/61	SS 8.8.57	RE955	-	Cancelled
RE371	12/97/101/12/57/CGS		RE967	to	Cancelled
			RE999	-	Cancelled
			RF111	to	Cancelled
			RF119	-	Cancelled
			RF329	TRE	SS 28.8.57
			RF330	230 OCU/BCBS/83	SS 27.1.55
			RF331	230 OCU/58/RRF	SS 1.5.57
			RF332	Binbrook/ATDU	SS 13.10.58

RF333	-	SS 3.11.49	RF407	57/100/57/50/61/ 57/50/61	Collided with RE374 and crashed, Staythorpe, Salop., 26.9.49
RF334	-	SS 3.11.49			
RF335	RAE/100	DBR on ground, 20.1.54	RF408	230 OCU	Bellylanded during over- shoot, Scampton, 20.4.50
RF336	149/49/214/7/ 214/49/214	To 7160M 12.54	RF409	100/617/100/61/100	To 7020M 10.53
RF337	AAEE/CSE/199/CSE	Engine cut on take-off; swung into sea, Gibraltar, 17.11.51	RF410	44/1689 Flt/FTU	SOC 11.10.55
RF338	DH	SOC 29.1.46	RF411	230 OCU/CGS/CCGS	SS 24.5.57
RF339	CBE/Lindholme/Debden	SS 10.6.55	RF412	EANS/BCBS	SOC 8.7.60
RF340	7/148/49/230 OCU/49/ 7/BCBS/1426 Flt	SS 28.8.57	RF413	138	SS 19.5.55
RF341	Debden	SS 14.3.58	RF414	83	SOC 1.5.58
RF342	-	To MoS 26.11.48	RF415	Upwood	SS 1.5.57
RF343	61	FA 3.9.52	RF416	CSE/199/CGS/CCGS	SS 25.1.57
RF344	230 OCU/Upwood/148	SS 28.8.57	RF417	44	To MoS 13.1.55
RF345	90/BOAC/90	To 6828M 2.51	RF418	90	SS 19.7.55
RF346	-	SS 14.3.58	RF419	44	Flew into ground on over- shoot, Wyton, 31.8.48
RF347	230 OCU/BCBS	SOC 23.11.59	RF420	Hemswell	SS 2.4.58
RF348	230 OCU/214/148/49	SS 8.8.57	RF421	-	SS 14.3.58
RF349	7/148/49	Crashed in Middle East, 17.12.53	RF422	83/97	SS 19.7.55
RF350	230 OCU/BCBS/1321 Flt	SS 13.10.58	RF423	44/AAEE	To RRWE Australia, 25.3.52
RF351	RAFFC/CNCS/CGS/ CCGS/BCBS	SS 28.2.63	RF424	1689 Flt	SS 29.12.58
RF352	-	SS 4.9.59	RF425	Debden	SS 1.5.57
RF353	230 OCU	Undercarriage collapsed on landing, Scampton, 20.11.51	RF426	138	To MoS 19.1.55
RF354	AAEE	SS 12.5.58	RF427	138	To MoS 19.1.55
RF355	12/214/49/7/214	SS 25.4.56	RF440	138	Crashed on overshoot, Shallufa, 10.11.48; DBF
RF356	83/BCBS	SS 28.8.57	RF441	61	Undercarriage collapsed taxying at Waddington, 28.8.46; 6148M allotted but not used
RF357	83/617/83	To MoS 19.1.55	RF442	CGS/CCGS	SOC 27.5.55
RF358	Scampton/61/Wadding- ton/50/61/RAFFC	SS 26.5.55	RF443	230 OCU/Lindholme/ Debden	SS 19.8.55
RF359	57/617/100/57/61	Undercarriage collapsed on landing, Merignac, 1.4.49	RF444	12/49/Lincoln CF	SOC 28.2.57
RF360	230 OCU/199/61	SS 1.5.57	RF445	AFEE/50/44/CGS/CCGS	SS 8.8.57
RF361	138/CNCS	To MoS 13.1.55	RF446	-	SS 12.5.58
RF362	61/101/617/RAFFC	SOC 18.1.55	RF447	90	To 6830M 2.51
RF363	97	SS 11.2.55	RF448	230 OCU/BCBS/ Upavon/230 OCU/199	SOC 17.12.57
RF364	138	To MoS 13.12.54	RF449	15	SOC 1.7.47
RF365	Scampton/61	Crashed on approach, Waddington, 23.5.47	RF450	50/57/50/57/12/101/ 617	SS 1.5.57
RF366	-	SS 21.3.58	RF451	90	To 6827M 2.51
RF367	83/617/83	To MoS 19.1.55	RF452	230 OCU/BCBS	SS 17.12.57
RF368	AAEE/RAE	SOC 12.1.53	RF453	7/214/7	DBR 19.12.52
RF369	100/9/83/57	SS 26.1.55	RF454	-	SS 17.2.58
RF370	AAEE/15/HP	To MoS 15.1.55	RF455	50/57/12/101/617	To MoS 18.1.55
RF383	101/9/617/50/9/ 61/100	Hit by RF498 while parked, Tengah, 27.6.50; DBR	RF456	61/617/50	To MoS 21.11.51
RF384	ECFS/617/100/50/CNCS	SS 3.3.55	RF457	-	SS 30.12.59
RF385	57	Control lost in cloud; crashed near Barsby, Leics., 20.2.46	RF458	44	To MoS 19.1.55
RF386	57/101/50/57/CGS	SOC 7.7.54	RF459	-	SS 29.12.58
RF387	57/230 OCU	SS 25.1.55	RF460	97/83/97	SOC 11.1.55
RF388	75/617/12/199	SOC 4.12.56	RF461	CSE/151	SS 27.4.64
RF389	75/44/BCBS	SS 30.10.61	RF462	9/50/St.Athan/CNCS	SS 22.4.55
RF390	75/44/12/101/9/ 101/12/61/100	To 7026M 9.53	RF463	100/61/100	To MoS 19.1.55
RF391	101/12/97	SOC 23.1.48	RF464	230 OCU	SS 28.10.55
RF392	15/CGS	SOC 25.8.54	RF465	12/50/12/57/CGS	SS 19.8.55
RF393	BDU/CBE/97/BCIS/CBE	To 6502M 1.48	RF466	90	To 6829M 2.51
RF394	101/12/57/50	SS 12.3.56	RF467	100/50/83	Undercarriage collapsed on landing, Hemswell, 21.10.47
RF395	15/CGS	To MoS 31.10.54	RF468	57/100/97/83/97	SOC 11.7.51
RF396	50/12/617/9/617/ 57/61/50/57/CGS	To MoS 10.7.55	RF469	100/50/57	Swung on take-off and undercarriage collapsed, Shallufa, 1.11.49
RF397	CSE	SS 11.2.55	RF470	100/9/57	Swung on overshoot, Waddington, 24.11.49
RF398	BCBS/CSE/151	SOC 30.4.63	RF471	100/61/RR/61	Crashed 4m WNW of Waddington, 15.7.49
RF399	AAEE/CBE/AAEE/ CBE/RAFFC/CNCS	SS 13.10.58	RF472	57/100	Overshot landing at night and crashed 1½m NE of Hemswell, 15.3.50
RF400	230 OCU	To MoS 19.1.55	RF473	50/57/CGS	To MoS 18.1.55
RF401	101/AAEE	SS 11.2.55	RF474	57/100/9	Broke up in cloud and crashed near Istres, 30.4.48
RF402	Napier	MoS aircraft	RF475	57/100/617/101/100	Undercarriage collapsed on take-off, Hemswell, 19.10.48
RF403	DH	To ARDU Australia, 3.10.56	RF476	57/100/61/100	SS 13.5.55
RF404	100/617/100/61	To MoS 13.1.55	RF477	57/100/9/617/ 50/617/61/100/61	To MoS 11.1.55
RF405	57/50/57/50/RAFFC	SOC 16.9.54			
RF406	57/51/50/617/ 101/50/100/61/50	SS 19.7.55			

RF478	100/50/57	SS 19.5.55	RF561	TRE	To MoS 31.3.56
RF479	83/61/50/57	Undercarriage collapsed on landing, Woodbridge, 24.2.47	RF562	230 OCU/BCBS	SS 14.3.58
RF480	83/61/12/101/617/RAFFC	To MoS 10.1.55	RF563	230 OCU/Upwood/Hemswell/BCBS	To MoS 20.6.61
RF481	BCIS/83/100/83	SS 22.4.55	RF564	AAEE	To 7600M 3.59
RF482	12/61/50/100	SOC 16.9.54	RF565	149/35/49/148/214/49	DBR 29.9.54
RF483	12/83/617/83/138	To MoS 17.12.54	RF566	-	SS 30.12.59
RF484	CBE/Waddington/St.Athan	To MoS 13.1.55	RF567	230 OCU	Hit hangar on overshoot, Scampton, 1.12.51
RF485	50/101/97	Caught fire in hangar, Coningsby, 29.8.46	RF568	CNCS	SS 1.5.57
RF498	CBE/61/100/61	To 7021M 7.53	RF569	12/Upwood	SOC 17.1.57
RF499	50/61/617/101/617/61/57/100/61	SS 30.1.58	RF570	207/149/214/BCBS/115/151	SS 28.11.63
RF500	61/12/101/617/CGS	Crashed on approach, Leconfield, 26.11.51	RF571	-	SS 13.11.57
RF501	61/12/57/Waddington/CGS	To MoS 19.1.55	RF572	-	SS 12.5.58
RF502	101/12/617/101/50/12/61	SS 17.12.57	RF573	-	SS 12.5.58
RF503	15/Wyton/15/CGS	SOC 25.8.54	RF574	97/83	DBR on ground, 9.8.55
RF504	BCIS/83/100/83/50/83/97/83/57	SS 8.11.57	RF575	83/97/83/BCBS/Lincoln CF/199	SOC 10.10.57
RF505	50/97/617/97/CSE/151	SS 28.11.63	RF576	RRF/Upwood/RRF/Fairey	SS 4.11.58
RF506	CBE/230 OCU	To MoS 11.1.55	RF577	-	SS 29.12.58
RF507	97/617/97/100	SS 8.8.57	SS713	-	To 6633M 2.45
RF508	12/83/Hemswell/83/97/83/57	SS 8.8.57	SS714	-	SS 3.11.49
RF509	230 OCU/9/199/1321 Flt	SS 4.9.59	SS715	CSE/192/CSE	SS 24.5.57
RF510	61/12/61/100	To 7377M 12.56	SS716	RAE/Upwood	SS 18.10.57
RF511	230 OCU	Flew into mountain near Bethesda, Caernarvon, 15.3.50	SS717	230 OCU/BCBS	SOC 17.4.57
RF512	617/97/101/50/97/83/15	SS 15.2.57	SS718	CNCS	SS 17.12.57
RF513	617/101/50/100/61	SS 28.10.55	SX923	49	FA 22.1.52 *
RF514	15/CNCS/CGS/CCGS	SS 15.2.57	SX924	TRE/WEE Canada	SOC 10.11.48
RF515	230 OCU	To MoS 10.10.56	SX925	97/BCBS	SOC 21.2.58
RF516	61/617/83/97	SS 5.4.57	SX926	230 OCU/BCBS/Upwood/230 OCU/199	SOC 5.7.57
RF517	61/617/12/617/61/57	To MoS 25.4.55	SX927	-	SS 4.2.60
RF518	61/12/61	Stalled on landing, Wittering, 9.7.48	SX928	230 OCU	Crashed near Scampton, 25.2.52
RF519	Mkrs & RAE	MoS aircraft	SX929	148	SS 14.3.58
RF520	CBE/230 OCU/617/15/44	To MoS 10.1.55	SX930	TFU	To MoS 3.12.52
RF521	12/97/101/12/90	SS 8.8.57	SX931	-	To 7173M 2.55
RF522	101/617/101/50/101/617/101/12/230 OCU	SS 5.4.57	SX932	-	SS 1.5.57
RF523	EAAS/RAFFC	SS 8.8.57	SX933	100	To 7153M 10.54
RF524	-	SS 5.4.57	SX934	101/RAFFC	Undercarriage collapsed on landing, Manby, 13.11.58
RF525	57/617/100/97/100/83/CGS/CCGS	SS 5.2.57	SX935	57/RAFFC	To MoA 20.6.61
RF526	97	SS 5.4.57	SX936	617	SS 1.5.57
RF527	230 OCU/1689 Flt/FTU	SS 1.5.57	SX937	100	SS 5.4.57
RF528	ETPS	SOC 27.10.55	SX938	RAFFC	To MoA 20.6.61
RF529	61/97/101/9/12/230 OCU	SS 5.4.57	SX939	83/100	Overstressed 26.11.51; to 6943M 12.51
RF530	Napier	To RR 6.2.57	SX940	97	SS 21.3.58
RF531	57/12/101/617/CGS	Shot down by Russian fighter, Boizenburg, RZG, 12.3.53	SX941	50	SS 21.3.58
RF532	15/44/15	SS 19.5.55	SX942	100/CSE/192/CSE	SOC 16.1.61
RF533	TFU	MoS aircraft	SX943	61/RAFFC/CNCS	SS 8.8.57
RF534	ETPS	SOC 2.10.50	SX944	100/61/BCBS	SS 30.5.60
RF535	ETPS	MoS aircraft	SX945	230 OCU/199	SS 5.4.57
RF536	CSE	SS 17.2.58	SX946	RAFFC	To MoA 20.6.61
RF537	230 OCU	Hit by RA712 while parked, Binbrook, 18.1.51	SX947	CSE	SS 19.2.59
RF538	ETPS	To MoS 11.3.56	SX948	CBE/CBCS/527	SOC 8.3.61
RF539	97/83	SOC 16.5.55	SX949	44/CNCS	SS 18.10.57
RF553	-	SS 17.2.58	SX950	12/CSE/527	SS 5.4.57
RF554	230 OCU/BCBS	SS 5.4.57	SX951	138/1321 Flt	SS 4.9.59
RF555	101/9/61	SS 24.5.57	SX952	15/7/148/CSE/192	SS 14.3.58
RF556	-	SS 26.3.57	SX953	90/115/RAFFC	To MoA 20.6.61
RF557	CSE/199	DBR 20.12.57	SX954	9	SS 4.9.59
RF558	230 OCU/12/1426 Flt	SS 30.9.59	SX955	RAFFC	To MoA 20.6.61
RF559	CBE	SS 17.12.57	SX956	CSE/116	SS 5.4.57
RF560	AAEE	Spun into ground near Boscombe Down, 2.7.48	SX957	35/148	Collided with Vampire VZ188 12m ENE of Fayid, 11.5.50
			SX958	101/9/617/214/49/148/BCBS/214/148/214/148	SS 24.5.57
			SX970	9/BCBS	SOC 2.5.60
			SX971	AST/NGTE	SS 28.8.57
			SX972	Bristols	SOC 21.7.53
			SX973	Napier	SOC 13.5.53
			SX974	RAE/7/49	SS 8.8.57
			SX975	CBE/149/148/214/7/148/49/148/83/BCBS	SS 21.3.58

SX976	TRE/35/148/214	SS 24.5.57	WD125	Mkrs & AAEE	SS 4.11.58
SX977	9/97/BCBS	SS 17.12.57	WD126	CSE/199	SS 13.10.58
SX978	9/101/61	To 7195M 4.55	WD127	617/9/230 OCU/ 148/7/148	To 7164M 12.54
SX979	9/101/12/100/49/61	SS 5.4.57	WD128	230 OCU/Waddington/ 230 OCU	FA 14.7.55
SX980	CSE/192/CSE	SS 11.2.58	WD129	RAE	MoS aircraft
SX981	101	Abandoned after engine fire near Drifffield, 5.2.51	WD130	CSE/192/CSE	SOC 8.3.61
SX982	CBE/149/148/214/ 7/1426 Flt	SOC 30.1.57	WD131	CSE/199/CSE/199	Collided with F-84G over Germany, 26.6.55
SX983	35/148/49/148/7/RRF	SS 17.2.58	WD132	230 OCU/CSE/151	SOC 27.11.62
SX984	9/101/61/49	FA 19.2.55	WD133	CNCS	SS 18.10.57
SX985	101/61	SS 10.6.55	WD141	CSE/527	SS 26.3.57
SX986	101/61/49/Debden	To 7193M 7.57	WD142	CSE/527	SS 26.3.57
SX987	35/148/7/148	SS 1.5.57	WD143	RAFFC/97/BCBS	SS 30.10.61
SX988	35/148/7/148	SS 18.10.57	WD144	Hemswell/RAFFC	Bellylanded at Manby, 22.3.61
SX989	100	SS 26.3.57	WD145	RAE	SOC 8.1.58
SX990	35	Crashed 1m S of Skipsea, Suffolk, 29.9.49	WD146	CNCS	SS 26.3.57
SX991	230 OCU/58/RRF	Flew into ground on approach, Benson, 20.12.51	WD147	CSE/527	SS 1.5.57
SX992	CSE	SOC 1.5.59	WD148	100/CSE	SOC 8.3.61
SX993	-	SS 11.2.58	WD149	230 OCU/100	SS 24.5.57
WD122	90/199/1321 Flt	SS 4.9.59	WD150	to	
WD123	Mkrs	SS 4.9.59	WD154	-	Cancelled
WD124	CSE/116	SS 5.4.57			* RE413 and SX923 both crashed on the same date. Details for RE413 may relate to SX923.

\* \* \* \* \*

#### PROTOTYPES

The prototype Lincoln made its first flight at Ringway on 9 June 1944 with the serial PW925 and was delivered to Boscombe Down on 13 June. Initially powered by four Merlin 85s, the two outboard engines were later replaced by Merlin 68s.

The second prototype, PW929, first flew on 9 November 1944 but the third, PW932, had its initial flight delayed until 6 November 1945.

#### PRODUCTION

RA628-RA658	January	Metropolitan	
RA661-RA693	to	Vickers	79
RA709-RA724	December 1945	Manchester	
RE227-RE268			
RE281-RE325	March 1945 to	Avro, Manchester	
RE338-RE380	April 1946	and Woodford	162
RE393-RE424			
RF329-RF370			
RF383-RF427	April 1945	Armstrong	
RF440-RF485	to	Whitworth,	200
RF498-RF539	May 1947	Baginton and	
RF553-RF577		Bitteswell	
SS713-SS718	August 1945	Avro, Yeaton	6
	to April 1946		
SX923-SX958	May 1947 to	Arm Whitworth	60
SX970-SX993	August 1949	Baginton	
WD122-WD133	May 1950 to	Arm Whitworth	21
WD141-WD149	March 1951	Baginton	
FM300	August 1945	Victory Acft	1
		Malton, Ont.	
A73-1/A73-73	March 1946	Beaufort Divn, DAP	73
	to 1950	Fisherman's Bend	

Total production: 528 in UK, 73 in Australia and 1 in Canada

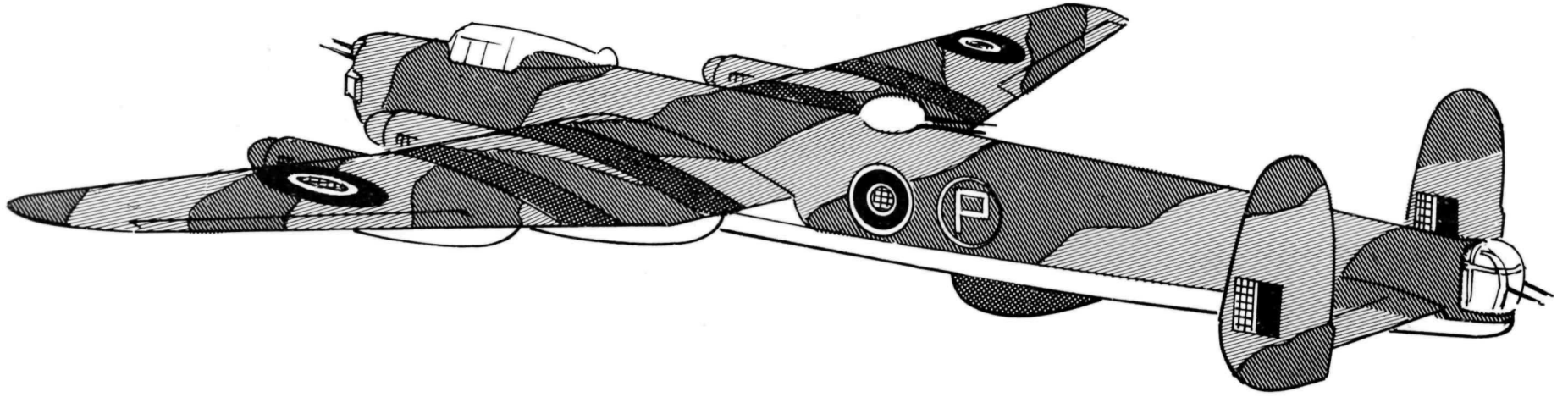
#### SPECIAL LINCOLNS

The Lincoln was adapted for a number of operational and experimental requirements. Aircraft so modified included the following:

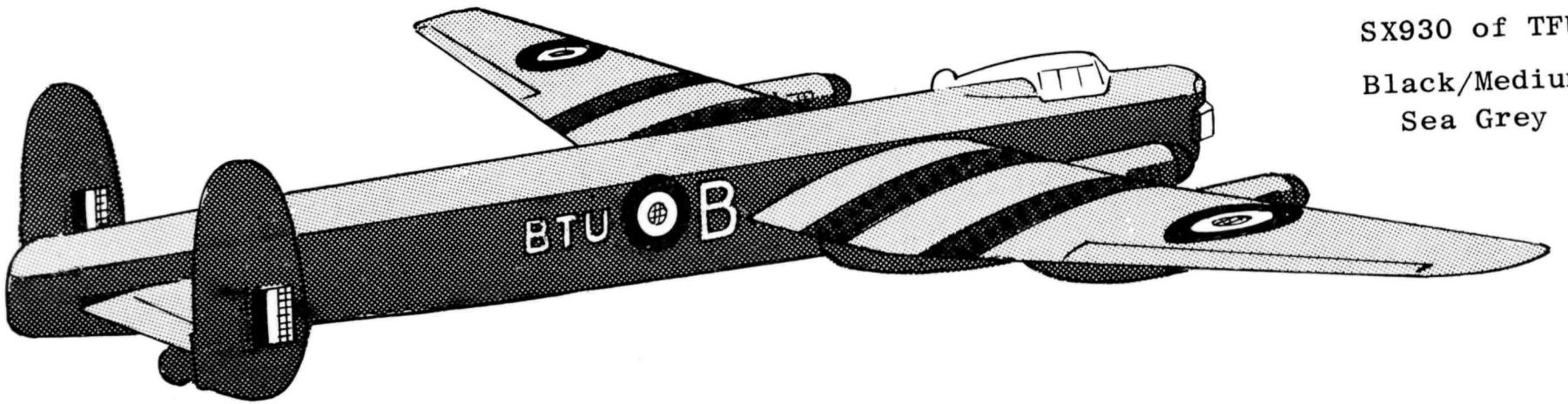
RA643	Bristol Phoebus test bed; fitted in bomb bay
RA716	Bristol Theseus test bed in outboard engine positions. First flight 17 February 1947 Replaced by RR Avon for A & AEE use
RE339	AS Python test bed in outboard engine positions, later replaced by Bristol Theseus 21s
RE364	Aries II of EANS fitted with faired nose and tail for navigation trials
RE414	Mercury II of ERS for radio trials
RE367	Aries III; replacement for Aries II
RE418	Bristol Theseus 21 test bed
RF342	Anti-icing trials
RF368	Bristol Proteus test bed
RF402	Icing trials of dummy Napier Naiad in nose
RF403	Fitted with AS Pythons in outboard positions
RF498	Crusader of CBE for radio trials
RF523	Thor II of EAAS for armament trials
RF530	Napier Naiad test bed in nose
RF533	Extended nose for RAE firecontrol systems
RF844	Excalibur of CBE
SX971	RR Derwent test bed in bomb bay for NGTE
SX972	Bristol Proteus test bed in outer nacelles
SX873	Napier Nomad test bed in nose
G-37-1	Ex-RF533 RR Tyne test bed in nose

# Avro Lincoln

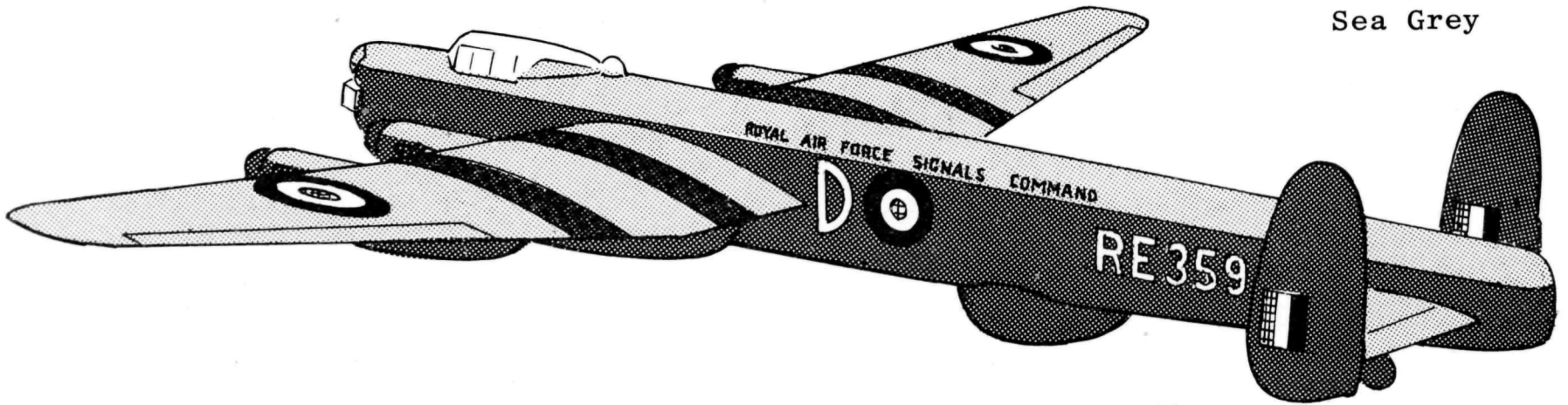
Prototype PW932  
Brown/green/yellow



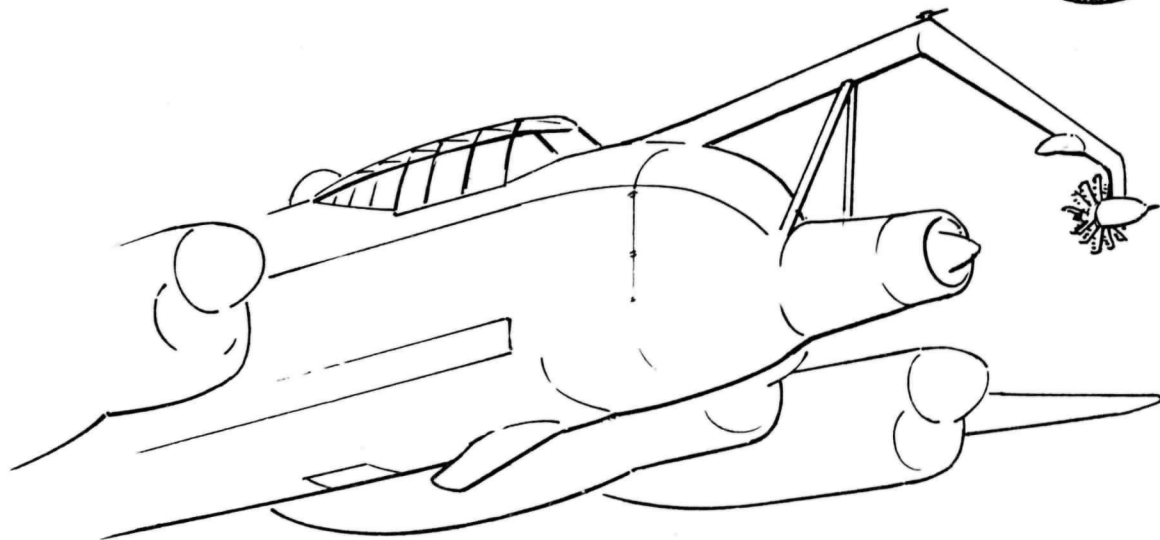
SX930 of TFU  
Black/Medium  
Sea Grey



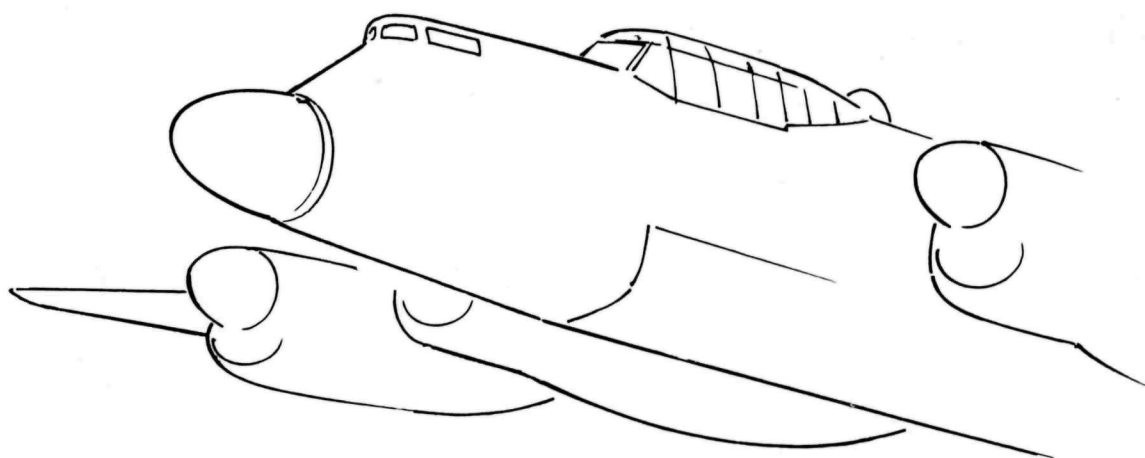
RE359 of CSE  
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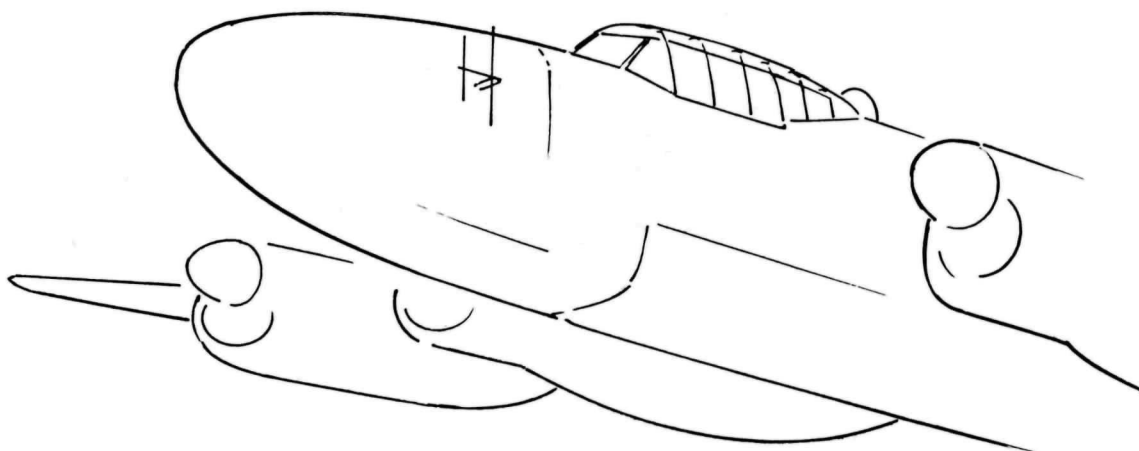
RF402 with  
Napier test-  
rig for Dart  
de-icing



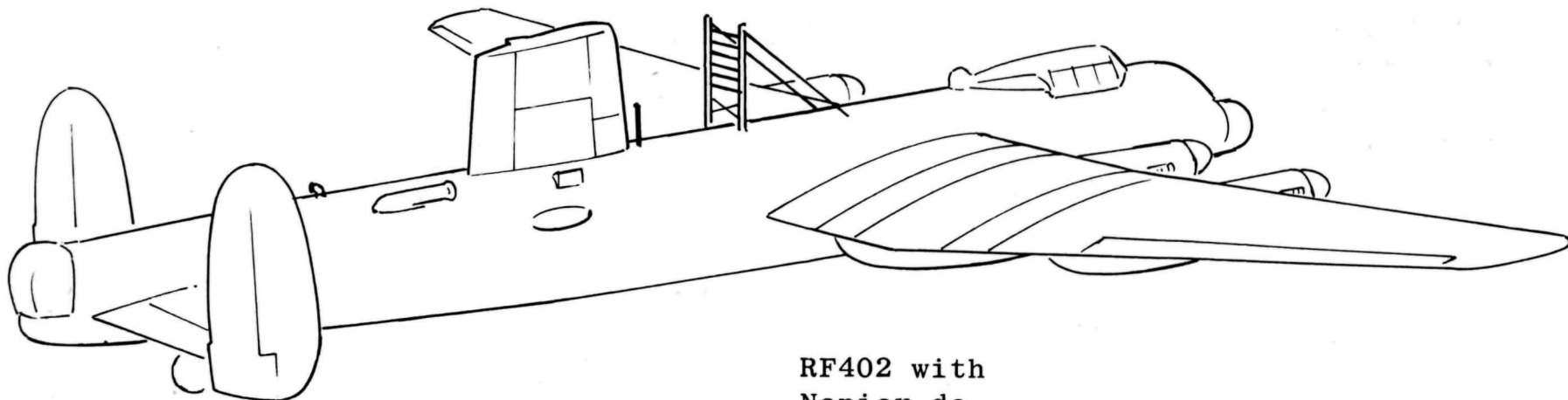
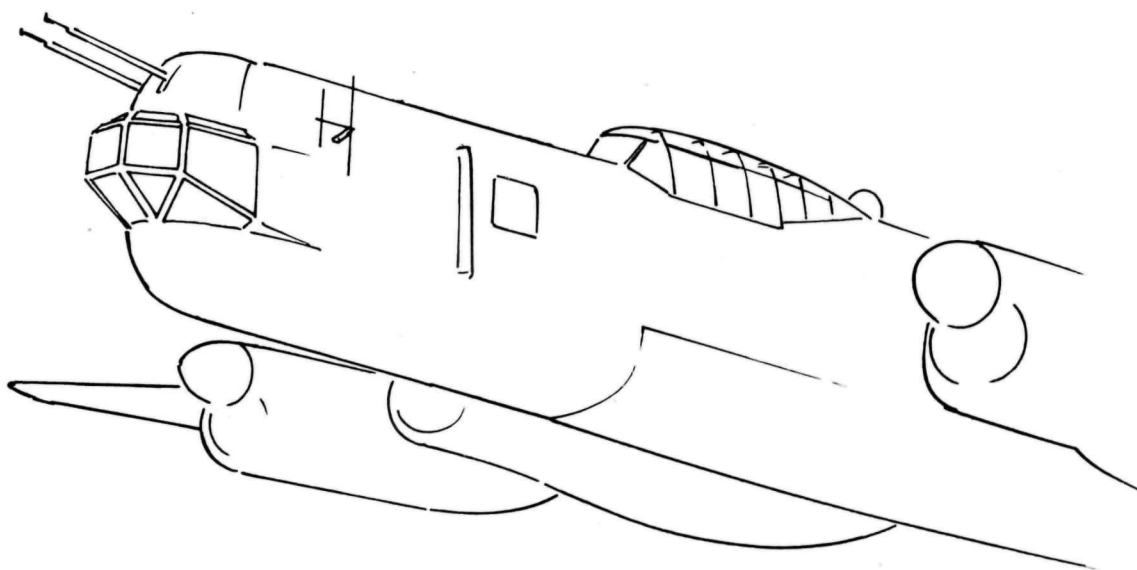
RF533 used for  
RAE radar trials



Lancastrian nose  
fitted for EANS

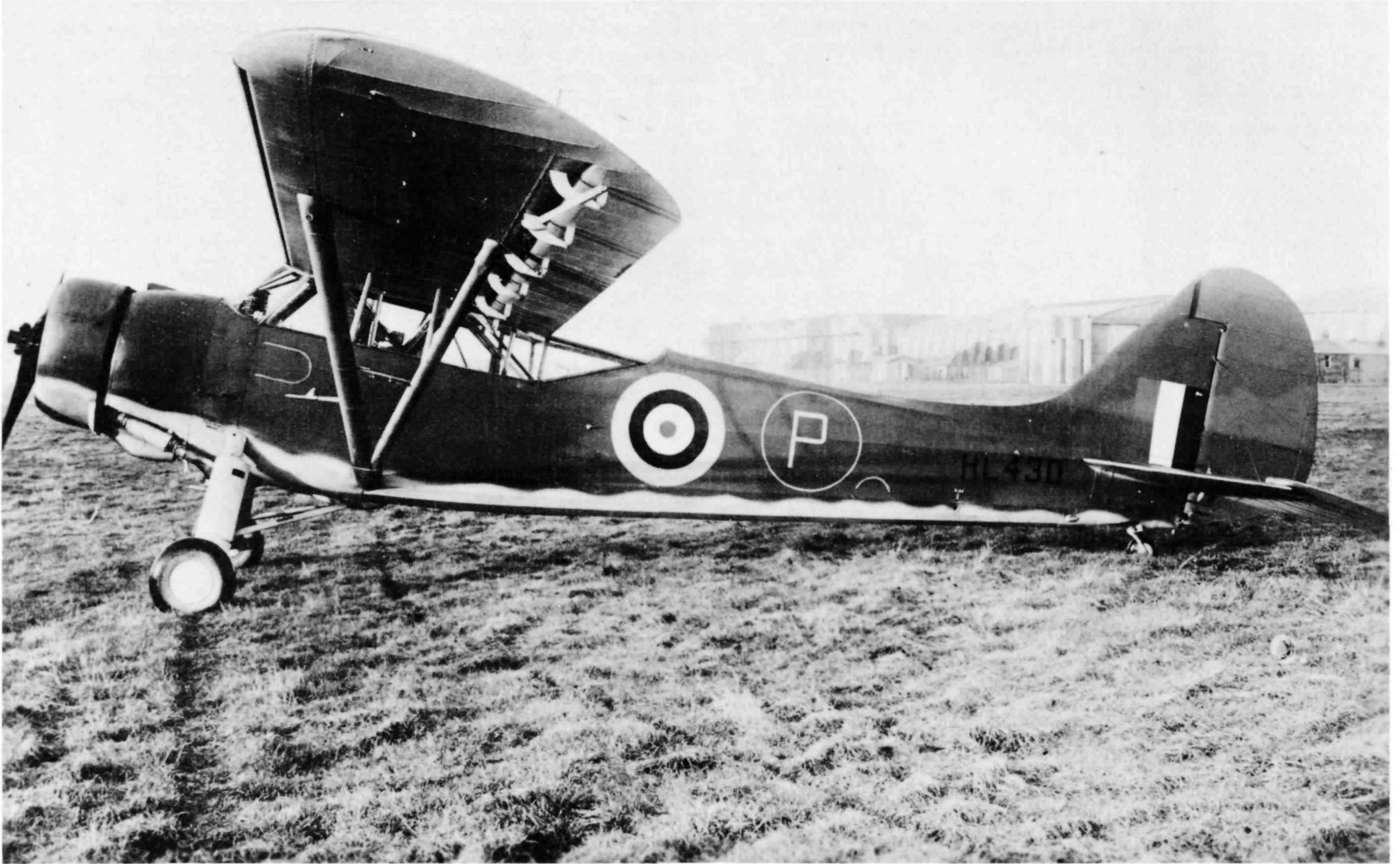


Extended nose  
for MR.31



RF402 with  
Napier de-  
icing rig

# RAF VIGILANTS



By 1940, the success of the light Fieseler Fi 156 Storch as a liaison aircraft operating in close support of ground forces had not gone unnoticed in both the UK and the USA. In Britain, several light civil aircraft had been tested as part of a new concept of unarmed, light army cooperation aircraft to replace the traditional, and now-vulnerable, Lysander class of multi-purpose aircraft. A small lightplane could provide the ability to land and take-off from short strips and provide a reasonable amount of short-range observation for the artillery. The reconnaissance tasks of the AC aircraft would, in future, be performed by camera-carrying fighters.

In the USA, the Storch concept resulted in the appearance of several high wing liaison designs, usually adaptations of civil aircraft but including specialised designs like the Ryan YO-51. In a similar class was the Stinson Model 74 which became the L-1 Vigilant.

In layout, the L-1 resembled the standard AOP aircraft of the future, being a high-wing monoplane with a well-glazed cabin for the pilot and observer. The side windows were angled to give a better-than-normal view downwards and a 295 hp Lycoming radial gave it a better-than-average performance for its class. In production numbers, however, it was soon swamped by large numbers of lighter L-4 Grasshoppers and L-5 Sentinels and went out of production.

The Vigilant was to have entered RAF service in some numbers as the Vultee Vigilant IA, the Stinson company having become a subsidiary of Consolidated Vultee. In the event, only a few arrived, many of the original batch being taken over by the USAAC after Pearl Harbor. This was no great loss as British AOP squadrons were in the course of receiving large numbers of Aus-

ters. Four arrived in November and December 1941 and were tested at the A&AEE and by No.1424 Flt and No.651 Squadron at Larkhill and Old Sarum before being rejected as AOP aircraft and consigned to communications use. Of the 96 serials BZ100 to BZ195, only nine arrived and four of these were only fit for spares, allegedly having been squashed by a consignment of cheese during shipment. All arrived in February 1942. Vigilant service histories were as follows:

BZ100	651/1424 Flt/43 OTU 84 Gp SU/84 Gp CS	SOC 20.9.45
BZ101/2	-	To spares on arrival
BZ103	CFS/7 FIS/AEE/ 43 OTU/RAE/SHAEF CS	SOC 26.4.45
BZ104	651/43 OTU/ 83 Gp CF/2 TAF CS	DBR 19.12.44
BZ105	651/43 OTU/83 Gp CF/ 43 OTU/2 TAF CS	Overtaken on landing, Southwick Park, Hants, 24.5.44
BZ106	-	To spares on arrival
BZ107	651/43 OTU/84 Gp CS/ AEE/84 Gp CS	Blown into fence on take-off from field in Normandy, 6.7.44
BZ108	651/43 OTU/140/43 OTU/ 2 TAF CS/BAFO CWg	Blown away in gale, B.151 Hannover, 26.10.45
BZ109	-	Not delivered
BZ110	-	To spares on arrival
Remainder not delivered		
HL429	AEE/651/43 OTU/83 Gp CF/2 TAF CS/BAFO CWg	SOC 21.3.46
HL430	AEE/1424 Flt/651/ 43 OTU/83 Gp CF/ 2 TAF CS	SOC 15.4.46
HL431	AEE/AEE/CF/SHAEF CS	SOC 15.5.47
HL432	1424 Flt/AFDU/651/ AEE/SHAEF CS/BAFO CS/ 84 Gp CS/BAFO CS/Air- borne Div CS	Sold 24.6.46

In addition to the above, six Vigilants were used by the Western Desert Comm Unit after they had been transferred from the USAAF in February 1943.

HK925	WDCU	Undercarriage collapsed landing at Lentini, 12.8.43	ex-18960
HK926	WDCU	SOC 29.2.44	ex-18997
HK927	WDCU	SOC 29.2.44	ex-3126
HK928	WDCU	Undercarriage collapsed taxiing in Western Desert, 23,7,43; DBR	ex-3122
HK929	WDCU	SOC 8.3.44	ex-3110
HK930	WDCU	SOC 8.3.44	ex-3128

FY prefixes were 40 for 3xxx series and 41 for others

Of the UK-based aircraft, only one USAAC serial is known: HL429 was 40-264. Serials HL340 to 342 have not been traced as arriving although they should logically have predated Pearl Harbor.

HL432 was sold to Prince Bernhard of the Netherlands and it would be interesting to know what use was made of this as the type had long been out of production. 324 Vigilants in all were built.





# Conversion Units



*Halifax II W7927 TT-R of No.1658 Heavy Conversion unit comes to grief at Fairwood Common, 9 April 1944 (RAF Museum photo P.9453)*

The arrival in large numbers of Stirlings, Halifaxes and Lancasters in service with RAF squadrons resulted in major changes in the operational training pattern for bomber crews. After a period at an Operational Training Unit, crews had formerly passed on to operational squadrons equipped with similar aircraft. Because of the need for crews to convert to four-

engined aircraft, an intermediate stage was required between the OTU and the squadron. The former heavy bombers at OTUs were twin-engined aircraft not too far removed from the Oxfords at the SFTSSs but it was impracticable to re-equip OTUs for two jumps ahead. The establishment of Conversion Units filled this gap and most were prefixed 'Heavy' but a small number were formed for other purposes as shown below.

No.	Prefix	Formed	Ex-	Base	Disbanded	Aircraft
No.1330	-	1.8.44	1 ME Check & Conversion Unit	Bilbeis	1.3.46	Dakota, Liberator, Beaufighter, Baltimore Spitfire IX, Hellcat, Expediter
No.1331	-	1.9.44	C & CU, Risalpur	Risalpur	15.1.46	Dakota, Liberator, Wellington, Beaufighter, Spitfire, Hurricane, Thunderbolt, Mosquito
	Hvy Tpt	15.12.46	Halifax Flt, 1332 TCU	Syerston	5.1.48 to 241 OCU	Halifax
No.1332	Transport	11.8.44	-	Longtown		Stirling, Liberator, York, Dakota, Skymaster, Oxford
				7.10.44 Nutts Corner	5.1.48	
				25.4.45 Riccall	to 241 OCU	
				3.11.45 Dishforth		
No.1333	Transport	1.3.45	107 OTU	Leicester East	6.7.46	
				25.10.45 Syerston	to 1333 TSTU	Dakota, Halifax, Horsa, Oxford
No.1334	Transport	11.4.45	TSTU	Gujrat	31.3.46	Dakota
				8.8.45 Baroda		
No.1335	Meteor	8.3.45		Colerne	15.8.46	Meteor, Oxford, Hornet, Spitfire
				8.3.45 Molesworth	to 226 OCU	
No.1336	Tpt Supp	30.6.45		Welford	1.3.46	Dakota, Oxford, Horsa
No.1380	Tpt	10.8.45	81 OTU	Tilstock	21.1.46	Wellington, Anson, Oxford
No.1381	Tpt	10.8.45	105 OTU	Bramcote	18.2.48	Dakota, Wellington, Anson
				19.11.45 Desborough		
				1.1.47 Dishforth		
No.1382	Tpt	10.8.45	108 OTU	Wymeswold	5.1.48	Dakota, Oxford, Anson
				10.12.47 N.Luffenham	to 240 OCU	
No.1383	Tpt	10.8.45	109 OTU	Crosby	6.8.46	Dakota, Halifax
No.1384	Hvy Tpt	1.11.45	6 LFS	Ossington	30.6.46	Dakota, York Lancaster, Oxford
No.1385	Tpt	1.4.46	ORTU	Wethersfield	10.7.46	Halifax, Horsa, Oxford
				3.7.46 Syerston		
No.1584	Hvy Bbr	9.11.43	1584 Flt	Kolar	1.2.44	Liberator
					to 1673 HCU	
No.1651	Heavy	2.1.42	26 & 106 CF +15 & 214 in Oct 1942	Waterbeach	13.7.45	Stirling, Lancaster, Hurricane
				20.11.43 Wratting Common		Beaufighter, Oxford
				9.11.44 Woolfox Lodge		

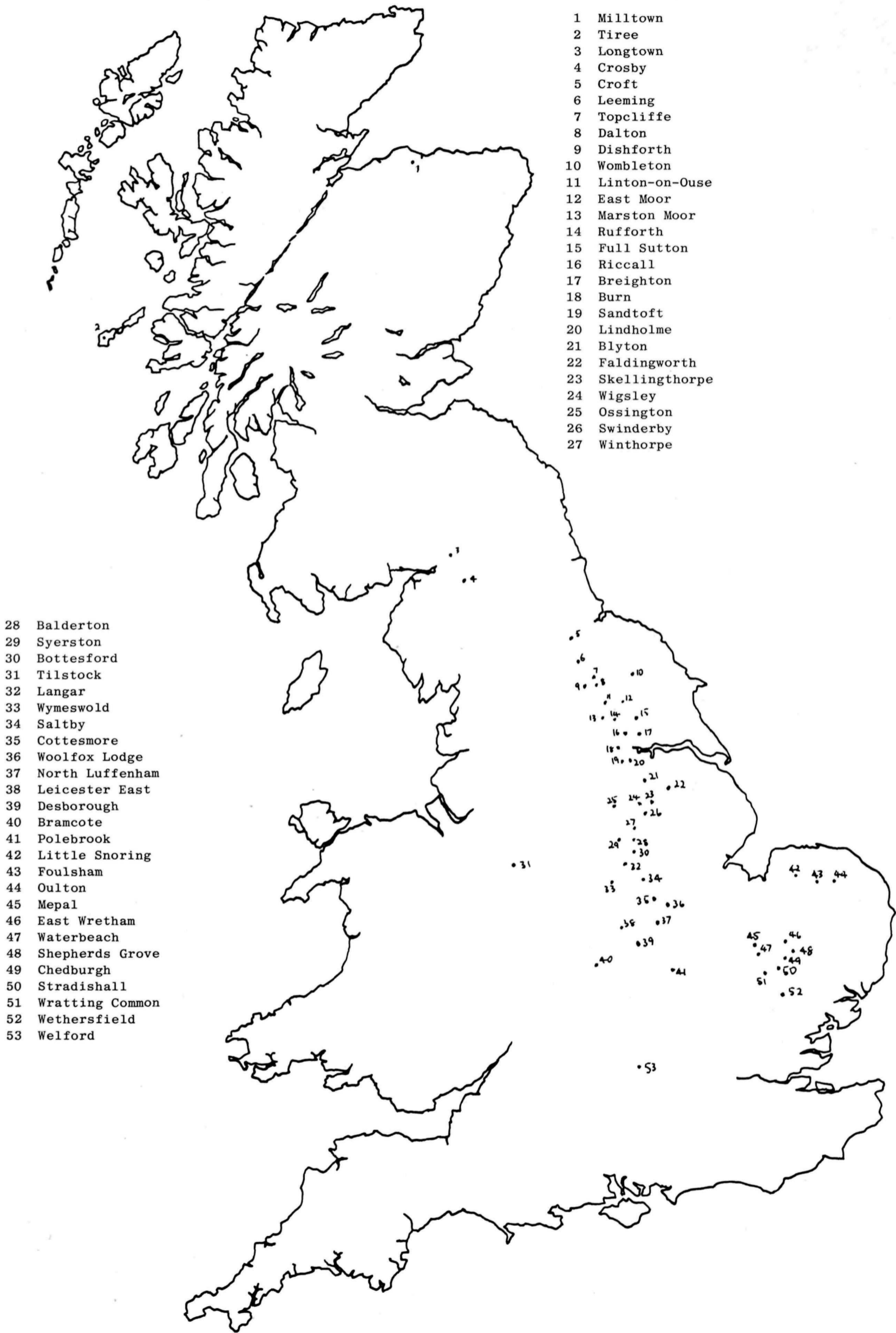
<i>No</i>	<i>Prefix</i>	<i>Formed</i>	<i>Ex-</i>	<i>Base</i>	<i>Disbanded</i>	<i>Aircraft</i>
No.1652	Heavy	2.1.42	35, 107 & 158 CF	Marston Moor 7.7.42 Rufforth 25.7.42 Dalton 24.8.42 Marston Moor	25.6.45	Halifax, Hurricane, Spitfire
No.1653	Heavy	9.1.42 21.11.43		Polebrook 3.6.42 Burn Chedburgh 27.11.44 N.Luffenham 28.10.46 Lindholme	31.10.42 15.3.47 to 230 OCU	Liberator, Blenheim Stirling, Lancaster, Mosquito, Beaufighter, Hurricane
No.1654	Heavy	16.5.42	50 & 83 CF	Swinderby 15.6.42 Wigsley	1.9.45	Manchester, Halifax, Stirling, Lancaster, Oxford, Hurricane, Spitfire
No.1655	Mosquito Trg Unit	30.8.42 1.6.43		Horsham St.Faith Finmere 1.7.43 Marham 7.3.44 Warboys 28.12.44 Upper Heyford	30.4.43 to 13 OTU 1.1.45 to 16 OTU	Mosquito, Blenheim Mosquito, Oxford
No.1656	Heavy	10.10.42	103 & 460 CF	Brighton 26.10.42 Lindholme	10.11.45	Manchester, Lancaster, Halifax, Oxford, Defiant, Hurricane, Spitfire
No.1657	Heavy	7.10.42	7, 101, 149 & 216 CF +1427 Flt	Stradishall 14.5.44 Shepherds Grove 5.10.44 Stradishall	15.12.44	Stirling, Lancaster, Oxford
No.1658	Heavy	1.10.42	10, 76, 78 & 102 CF	Riccall	13.4.45	Halifax, Oxford, Hurricane, Spitfire
No.1659	Heavy	6.10.42	405 & 408 CF	Leeming 14.3.43 Topcliffe	10.9.45	Halifax, Lancaster, Hurricane Spitfire
No.1660	Heavy	20.10.42	61, 97, 106 & 207 CF	Swinderby	11.11.46	Manchester, Lancaster, Halifax, Stirling, Spitfire, Hurricane
No.1661	Heavy	7.10.42	9, 44 & 49 CF	Skellingthorpe 31.12.42 Winthorpe	24.8.45	Manchester, Lancaster, Halifax, Mosquito, Spitfire, Hurricane
No.1662	Heavy	26.1.43		Blyton	6.4.45	Lancaster, Halifax, Hurricane, Spitfire
No.1663	Heavy	1.3.43		Rufforth	28.5.45	Halifax, Oxford, Hurricane, Spitfire
No.1664	Heavy	10.5.43		Croft 7.12.43 Dishforth	6.4.45	Halifax, Lancaster, Hurricane, Spitfire
No.1665	Heavy	23.4.43		Mepal 1.5.43 Waterbeach 5.6.43 Woolfox Lodge 23.1.44 Tilstock 26.3.45 Saltby 1.8.45 Marston Moor 4.11.45 Linton-on-Ouse	13.7.46 to 1332 HCU	Stirling, Halifax, Lancaster, Oxford, Anson, Horsa, Spitfire, Hurricane
No.1666	Heavy	5.6.43	6 Gp Pool	Dalton 21.10.43 Wombledon	3.8.45	Halifax, Lancaster, Oxford, Hurricane, Spitfire
No.1667	Heavy	1.6.43		Lindholme 8.10.43 Faldingworth 18.2.44 Sandtoft	10.11.45	Halifax, Lancaster, Oxford, Hurricane, Spitfire
No.1668	Heavy	15.8.43 28.7.44		Balderton 17.11.43 Syerston Bottesford 15.9.45 Cottesmore	21.11.43 To 5 LFS 7.3.46	Halifax, Lancaster, Manchester Lancaster, Oxford, Hurricane, Spitfire, Beaufighter, Mosquito
No.1669	Heavy	15.8.44 15,1,46		Langar Full Sutton	16.3.45 1.4.46	Halifax, Lancaster, Hurricane, Spitfire Lancaster, Lancastrian
No.1670	Thunder- bolt	20.6.44		Yelahanka	25.1.45 to 8 RFU	Thunderbolt, Vengeance
No.1671				Baigachi	5.6.44	Beaufighter
No.1672	Mosquito	1.2.44		Yelahanka 3.6.44 Kolar 29.10.44 Yelahanka	25.7.45	Mosquito, Blenheim, Oxford Anson



The demands of the bomber training programme could not afford to stop for snow. Halifax III OO-M of No.1663 HCU is dug out for the day's training schedule at Rufforth. (IWM photo CH12431)

No	Prefix	Formed	Ex-	Base	Disbanded	Aircraft
No.1673	Heavy	1.2.44	1584 HCU	Salbani 4.4.44 Kolar	8.11.44 to 6 RFU	Liberator
No.1674	Heavy	10.10.43	Lib Flt, 1 OTU	Aldergrove 19.10.43 Longtown 1.2.44 Aldergrove 8.8.45 Milltown	30.11.45	Liberator, Halifax, Fortress, Oxford, Wellington, Oxford, Anson
No.1675	Heavy	15.10.43		Lydda 30.7.44 Abu Sueir	12.10.45	Liberator, Defiant, Hurricane, Spitfire, Anson
No.1678	Heavy	21.5.43		East Wrethem 6.8.43 Little Snoring 16.9.43 Foulsham 23.11.43 Waterbeach	15.6.44	Lancaster
No.1679	Heavy	18.5.43		East Moor 13.12.43 Wombledon	27.1.44	Lancaster
No.1699	Bbr Supp	24.10.44	1699 Flt	Oulton	29.6.45	Fortress, Liberator
Met CU		28.10.43		Tiree	14.2.44	Halifax
Heavy Glider CU		15.7.42		Brize Norton 2.3.44 N.Luffenham 16.10.44 Brize Norton	20.10.44 to 21 HGPU	Whitley, Horsa, Hadrian Albemarle, Oxford
21 HGPU		20.10.44	HGPU	Brize Norton 30.12.45 Elsham Wolds 5.12.46 N.Luffenham	3.12.47	Whitley, Albemarle, Halifax, Horsa, Hadrian
22 HGPU		15.10.44		Keevil 16.6.45 Blakehill Farm	15.11.45	Albemarle, Horsa, Hadrian
23 HGPU		28.10.44		Peplow	17.1.45	Albemarle, Horsa. Hadrian

LOCATIONS OF HEAVY CONVERSION UNITS



- 1 Milltown
- 2 Tiree
- 3 Longtown
- 4 Crosby
- 5 Croft
- 6 Leeming
- 7 Topcliffe
- 8 Dalton
- 9 Dishforth
- 10 Wombledon
- 11 Linton-on-Ouse
- 12 East Moor
- 13 Marston Moor
- 14 Rufforth
- 15 Full Sutton
- 16 Riccall
- 17 Brighton
- 18 Burn
- 19 Sandtoft
- 20 Lindholme
- 21 Blyton
- 22 Faldingworth
- 23 Skellingthorpe
- 24 Wigsley
- 25 Ossington
- 26 Swinderby
- 27 Winthorpe

- 28 Balderton
- 29 Syerston
- 30 Bottesford
- 31 Tilstock
- 32 Langar
- 33 Wymeswold
- 34 Saltby
- 35 Cottesmore
- 36 Woolfox Lodge
- 37 North Luffenham
- 38 Leicester East
- 39 Desborough
- 40 Bramcote
- 41 Polebrook
- 42 Little Snoring
- 43 Foulsham
- 44 Oulton
- 45 Mepal
- 46 East Wretham
- 47 Waterbeach
- 48 Shepherds Grove
- 49 Chedburgh
- 50 Stradishall
- 51 Wratting Common
- 52 Wethersfield
- 53 Welford

# LULSGATE BOTTOM

Bristol Airport is today a busy provincial airport handling scheduled services and holiday traffic but started life in a very modest way.

No.10 Elementary Flying Training School, a No.50 Group unit based on the former civil airport at Weston-super-Mare, had outgrown the confines of its grass field and was in the market for a satellite field to use as a relief landing ground for its Tiger Moths. A suitable site was found at Lulsgate Bottom and a small grass field was cleared twelve miles WNW of Weston. Flying began on 4 March 1941 but soon was suspended in order to permit the building of runways.

Shortly after the work of reconstructing the airfield had begun, a visitor arrived at 06.20 on 24 July. Unlike most visiting aircraft to RAF airfields, this one carried black crosses and proved to be a Ju 88A-6 of 3/KG 30 coded 4D+DL. It had taken off from Lanveoc-Poulmic, a combined airfield and seaplane station on the Rade de Brest for an attack on Birkenhead. Flying south over Wales, the crew became lost and on finding themselves over the sea, landed at the nearest airfield before fuel ran out. Unfortunately, the English Channel turned out to be the Bristol Channel and the welcoming airfield turned out to be Lulsgate. It is difficult to know who was most surprised, the German airmen or the airfield constructors. The crew of four went into the bag and the Ju 88 was flown off to Farnborough by Sqn Ldr Wilson on 1 August for testing, being given the RAF serial EE205.

Work continued on the runways and on 15 January 1942, Lulsgate was declared operational and reopened in No.10 Group, Fighter Command. Nine days later, No.286 Squadron arrived with its mixed complement of Ox-fords, Defiant target tugs and Hurricane Is. During March, the squadron drifted back to Colerne but returned as a squadron on 30 April where it administered detachments at Colerne, Middle Wallop, Exeter, Carew Cheriton, Fairwood Common, Rhoose, Kemble and Perranporth.

Each of these detachments had one or two of the squadron's aircraft, the Ox-fords being used for predictor and gunlaying training, the Hurricanes, now supplemented by some Mark IICs, for simulated low level attacks and the Defiants for towing targets for live firing practice over the gunnery ranges, the local ones being off Sand Bay north of Weston and Watchet down on the Somerset/Devon border.

The squadron's stay was again short and on 26 May 1942, No.286 moved south to Zeals. Lulsgate was transferred to No.23 Group, Flying Training Command, on 1 June 1942. It was taken into use as a satellite of No.3 (Pilots) Advanced Flying Unit at South Cerney, which had another satellite at Long Newton in Gloucestershire. After its Ox-fords had flown from Lulsgate for fifteen months, No.3 PAFU moved to Southrop and transferred Lulsgate to No.3 Flying Instructors School from Bab-down Farm and Castle Combe. The FIS was organised into five flights, A to E, and flew Ox-fords and Masters. In April 1944, the unit had an establishment of 50 Ox-fords and ten Masters.

On 18 July 1945, No.3 FIS disbanded and the aircraft of No.7 Flying Instructors School at Upavon used the airfield as a relief landing ground with Harvards organised into A to D Flights. These eventually moved to Little Rissington on 26 April 1946 for the reformation of the Central Flying School and in May the airfield was reduced to care and maintenance status. It was abandoned on 25 October 1946 and the site was taken over by the Ministry of Civil Aviation on 1 January 1947.

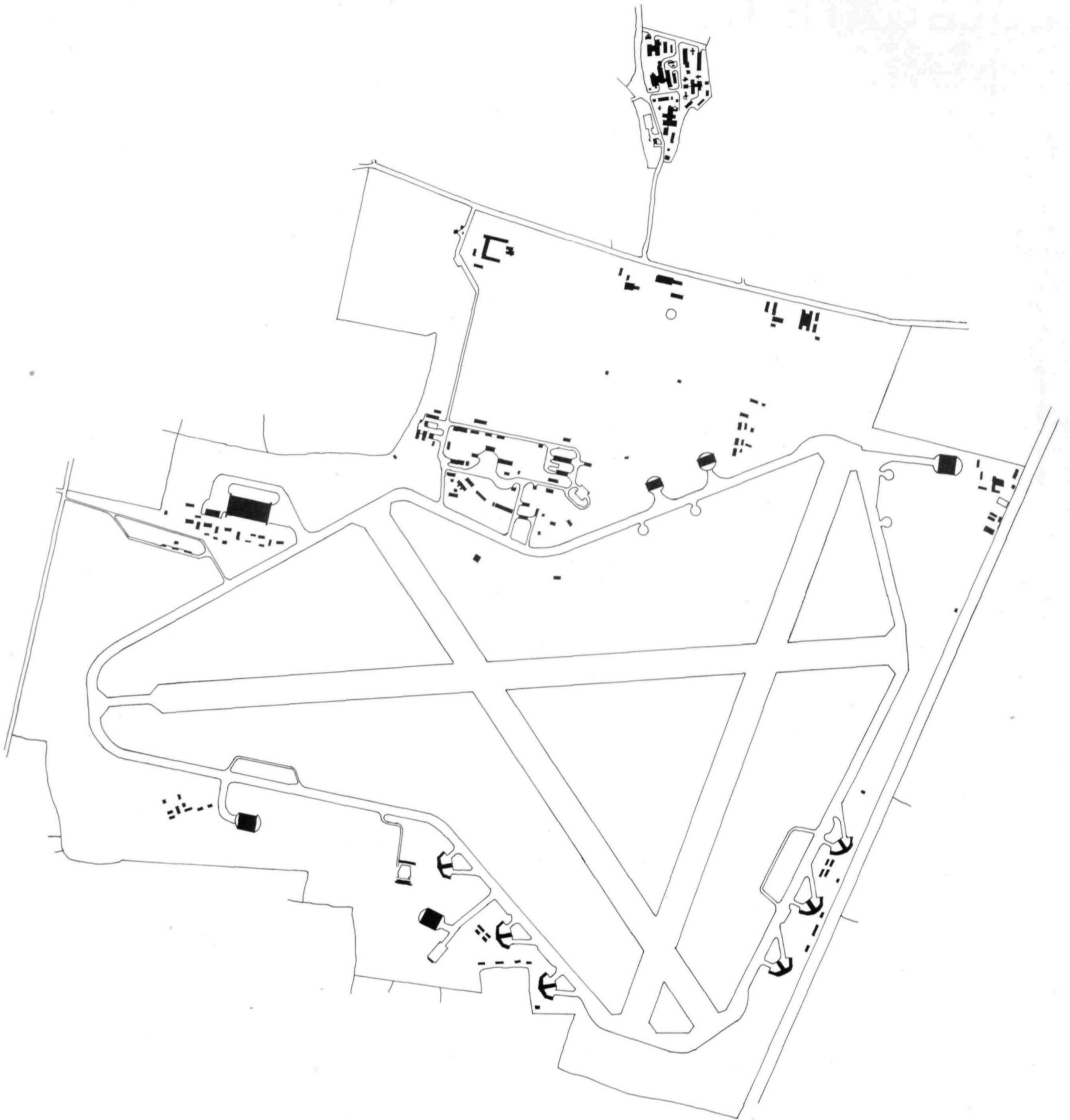
It was the intention of the MCA to use Lulsgate as a replacement for the pre-war Bristol Airport at Whitchurch, on the southern outskirts of Bristol which had a very short runway and was too close for comfort to Dundry Hill, a steep slope that apparently grew out of the southern perimeter of the airfield. Whitchurch had been a busy airfield during the war when the British civil airlines had abandoned Croydon and moved westwards away from possible air attacks. This plan had not calculated on the enemy being based in western France but Whitchurch still remained a major base for civil operations and maintenance despite its small size. Several large hangars were built on the north side for the BOAC base while two hangars supplemented the small pre-war flying club hangar on the original terminal buildings on the south side.

Since on any day when the temperature rose above 70F, admittedly not a common occurrence in England, a 32-seat DC-3 had to offload four passengers to reach Dublin safely, a replacement was overdue but financial problems kept the promise of a move to Lulsgate illusory. Lulsgate was not entirely without aircraft movements and the Ministry of Civil Aviation was occasionally seen chasing the odd Gemini on his bicycle while the disembarked passengers departed by fast car from the opposite side of the airfield.

Some legal activity had been seen in the shape of gliders before Lulsgate was sold to Bristol Corporation in 1956 and work was put in hand to construct some airport buildings, including a small terminal. Thus equipped, Bristol Airport Mark II was opened on 1 May 1957.

In 1963, the runway was lengthened and two years later the terminal facilities were extended. By this time traffic had reached 30,000 movements per annum, handling 107,000 passengers and 700 tonnes of cargo. The escalating discovery of Majorca and the Costa Brava by the British Public boosted the traffic at Lulsgate, mainly during the summer months and the runway was further extended to permit operations by One-Elevens, Boeing 737s, Tridents, Comets, Caravelles, Viscounts and Vanguard. By the early 1970s, the terminal building had also been extended to cater for a throughput of up to 300,000 passengers, the new facilities being formally opened on 1 April 1969.

The inclusive tour market mushroomed during the 1970s as the time-honoured BEA tradition that passengers should converge on a corner of England to join their aircraft rather than aircraft being sent to pick up the passengers sometimes hundreds of miles away from home base withered. Independent operators increased in size as opportunities for transporting weather-beaten Brits to the sun opened up and Lulsgate got its share of the growing traffic. Big jets started to appear and today the former Tiger Moth practice field is a major airport, handling a volume of traffic which could never have been envisaged forty years ago when the first Tiger bumped across the Bottom.



The above plan shows Lulsgate Bottom in the condition it was in at the end of World War Two. The detached site to the north of the airfield was the Communal Site housing the mess halls, NAAFI, officers' mess, the CO's quarters and decontamination centre. The old farm buildings

on the road bordering the north side of the airfield was Stone Farm, converted into the station offices. Only one Bellman hangar was provided, the only other covered accommodation for aircraft being the five blister hangars, two being double size. The original intention to base fighters at Lulsgate can be seen in the six double dispersal pens.



Left: Lulsgate Bottom's private Luftwaffe 4D+DL seen after renumbering EE205. From the photograph, it is obvious that black crosses have been painted over the roundels, probably so that EE205 could appear in a film. The starter trolley was not captured at the same time so cannot be the reason why the Ju 88 ran out of fuel halfway home.....



#### PEMBROKE DOCK

In AM.4/80, we printed a short history of Pembroke Dock and the above photograph has now come to light showing PD as it was in May 1937.

Four of No.210 Squadron's Singapores are afloat with a Stranraer of No.228 Squadron. In the background is the RAF floating dock illustrated in AM.1/82 with a fifth Singapore inboard. In the foreground are four more Singapores, two without their outer wing panels, and a hangar under construction. The slipway shown on page 87 of AM.4/80 can be seen on the left with the platform at the water's edge. From the number of people visible, we would guess that the photograph was taken during the Empire Air Day display which most RAF stations, and some civil airports, arranged in May each year.

One peculiarity of Pembroke Dock was the railway lines which ran through it, a feature inherited from the old naval dockyard. One line is equipped with a swing bridge to cross the seaplane slipway - which must make it unique as the only RAF slipway with a bridge across it!

#### BACK COVER PHOTO

Illustrated on the back cover of this issue is a trio of aircraft from the Empire Central Flying School in September 1942. The Hurricane is Z4791, a Mk.I, and the Spitfire IIAs are P7882 and P7926.

When the photograph was taken, the Empire Central Flying School was based at Hullavington in Wiltshire.

#### RAF MITCHELLS

In AM.2/78, we listed the RAF Mitchells and their allocations and fates. Mr. D.W.Nijenhuis, Roerdomp 28. 7423 CV Deventer, Netherlands, is trying to tie-up as many serial/code combinations as possible. Would any reader who can help in this please contact Mr. Nijenhuis direct.



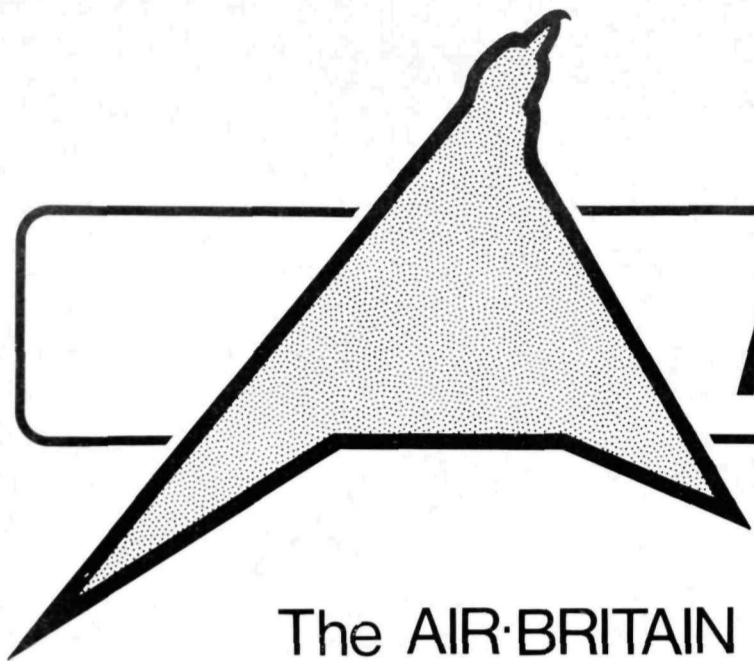
#### MORE S-SERIALS

The above RAF Museum photo (P.1574) shows No.812 Squadron on parade at Hal Far. S1569 in the foreground is a Baffin, as are the others strewn around and if there is a certain lack of spick and polish, then one could blame the gale which struck Malta on the night of 23/24 November, 1936.

In the background are Nimrods which obviously did survive the same storm, probably disembarked from HMS Glorious which was in Grand Harbour.







# AEROMILITARIA

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#### THE HALIFAX FILE

Nick Robert's monumental tome on the Handley Page Halifax - and its civil derivatives - is now available to members from the Sales Dept at £6.00 post free.

Its 160 pages list all the Halifaxes built with the now-customary listing of unit allocations and fates for each aircraft. These are supplemented by histories of all the civil Halifaxes and Haltons which served in a wide variety of fragile airlines, most of which have now vanished without trace. Even BOAC used some in the same way as it flew Lancastrians until more orthodox airliners came along (or, to be more precise, the money to buy them was supplied).

The text is illustrated by around 150 photos of all marks of Halifax and the usual details of units flying Halifaxes have been included. Pages are devoted to Halifaxes at Boscombe Down, contracts, cutaway drawings and the salvage of the RAF Museum's W1048.

Several pages are devoted to the 'nose art' carried by Halifaxes. Although one tends to remember these as being mainly on Royal Canadian Air Force aircraft, several RAF squadrons followed their lead.

Although we admit to a certain amount of prejudice, we think this is another monograph which members must have on their bookshelves if they have any interest in RAF history.

#### MILITARY AIRFIELDS IN THE BRITISH ISLES 1939-1945 Part 2 (F-O).

Steve Willis and Barry Holliss

In AM.4/81 we recorded the appearance of Part 1 of this three-volume opus and now Part 2 is with us.

The format is the same as in Part 1 except that the handwritten details have now been typed and it is hoped that Part 3 will appear around the turn of the year. The customary details from the wartime handbook appear, giving runway headings and lengths, hangar descriptions, landmarks and controlling formations. Details of the units based there are again as at 1 December 1944 and include non-flying units.

The small plans show the location of the airfield and are large enough to indicate the runway layout in relation to local landmarks. A small square for notes gives current activities in brief.

The cost of this volume is £4.95 post free and includes an amendment list to Part 1. Orders to: D. Willis, 10 North Street, Titchmarsh, Kettering, Northants NN14 3DH.

#### ACTION STATIONS Part 4

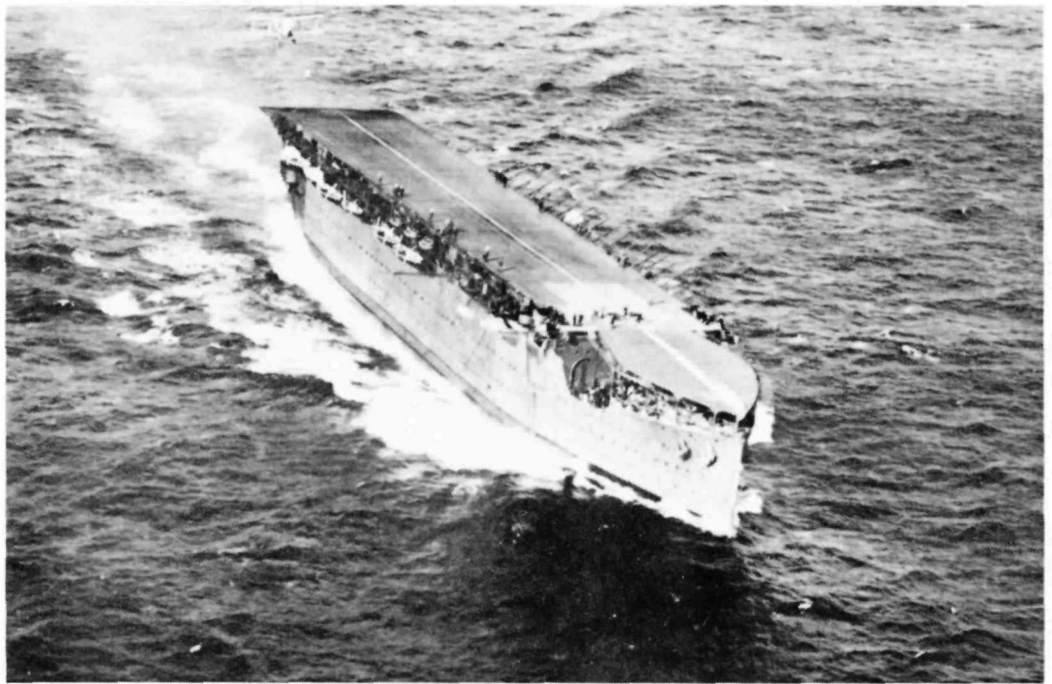
B.B. Halpenny, Patrick Stephens Ltd £8.95

Another approach to airfield histories is provided by a commercial book, the fourth in a series which provides photographs and potted histories of UK airfields and the aircraft which used them, this time on a geographical basis. Part 4 covers Yorkshire and is thus bomber-orientated. Some plans are provided on a scale of about two inches to the mile which is too small for details of buildings to be shown but does reveal dispersal pens. There are some interesting photos of bygone years - like the WW.1 hangar at Helperby airfield.

*Below: Halifax II TL-P of No.35 Squadron (RAF Museum 5930-9)*



## H.M.S. Argus



When the hull of the Italian liner 'Conte Rosso' was laid down in 1914, it was naturally assumed that her destiny would be that of ferrying passengers in quiet luxury. The naval architects who designed her hull and superstructure never envisaged the use to which their work would be put.

On the outbreak of World War One in August 1914 construction was suspended but the incomplete hull was taken over by the Admiralty and construction resumed in August 1916 for use as a seaplane carrier. On 2 December 1917, she slid down the slipway of William Beardmore's yard on the Clyde as HMS Argus. By now, flying-off decks had become common on seaplane carriers while HMS Furious had acquired a landing-on deck aft. It was a short step to decide to combine the two so when Argus was completed in September 1918, she displayed all the majestic grace of an inverted flat-iron. The original hull of the liner was unchanged but the superstructure carried a flat deck for the entire length of the ship. The only armour plating was around the magazines.

There was no funnel; the boilers exhausted via ducts at a point astern from under the flight deck directly under the approach path. Below on the quarterdeck was a steel door leading to the hangar which allowed access for the seaplanes which were hoisted out from the quarterdeck. A lift near the bows provided access to the twenty-foot high hangar, its height allowing aircraft to be hoisted over the top of parked aircraft to any available space. A photo of the hangar appears in AM 2/81 (back cover). A retractable charthouse mounted on a hydraulic ram could be raised from a position flush with the flight deck when no flying was in progress..

On 14 September 1918, Argus commissioned at Dalmeir and began trials in the Clyde. After a few days, she sailed for the Firth of Forth and anchored in Burntisland Roads, downstream from the Forth Bridge. On 24 September, two aircraft from the Grand Fleet's aircraft base at Turnhouse, now Edinburgh Airport, flew on and off thirteen times each. Two days later, 21 landings and take-offs were carried out.

High on the list of priorities of the Commander-in-Chief was a proposed torpedo strike on the German High Seas Fleet in its harbours since it had failed to venture out since the Battle of Jutland over two years earlier. The main tool for this operations was to be the Sopwith Cuckoo torpedo bomber and Argus' clear deck was to launch torpedo-laden Cuckoos in a Taranto-type raid, supported by Camels from Furious. On 10 October, 25 RAF personnel joined the ship from Turnhouse followed by 13 officers and 85 men on the 19th. Bombs and torpedoes were embarked and on the 22nd, flying began. One aircraft went over the side but the pilot was rescued and the wreck

*HMS 'Ditty Box' at sea with a Blackburn Blackburn landing on. The aircraft is just about to encounter the turbulence caused by the engine exhaust ports ejecting hot gasses just under the round-down. Palisades are raised to catch any aircraft which swung on touchdown. The lines of the merchantile hull betray Argus' origins.*  
(RAF Museum photo P.4263)

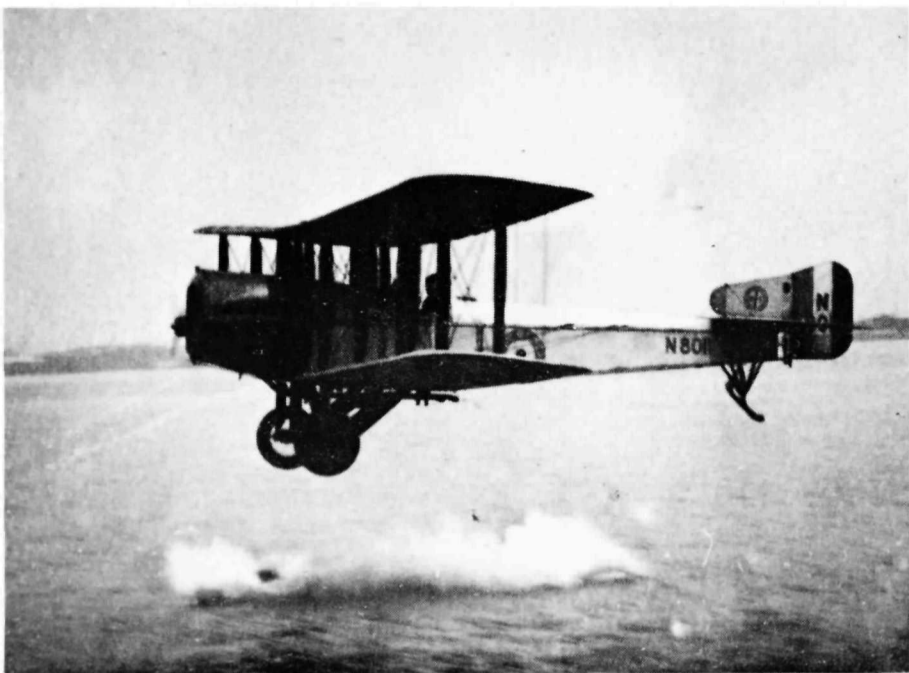
hoisted in. The ship's crew watched these strange activities for four days and the officer responsible for the ship's log was obviously not well-versed in matters aeronautical since he insisted on calling the noisy objects 'airioplanes'. However, on 3 November he recognised a Pup and on the 6th a Torpedo-bomber flew off. Practice torpedo drops were carried out before the Armistice on the 11th brought the whole operation to a halt when the German Fleet mutinied. The Royal Navy had to wait another twenty-two years for its Taranto raid.

After a visit to Devonport early in 1919, Argus returned to the Forth for deckflying training. On 10 April an aircraft, probably a Sopwith 1½-strutter, overshot landing into the sea and the pilot was killed. Another 'strutter did the same on the 22nd. A drifter accompanied Argus to pick up any ditched crews, an early version of the omniscient planeguard destroyer. On 12 June, Argus arrived off Dundee to undertake seaplane flying.

Having been deprived of seeing action in World War One, Argus seemed to be about to become operational when, on 24 July, she sailed for Archangel after embarking Fairey IIIC seaplanes from Killingholme seaplane station. On 30 July, she arrived in the Arctic and transferred her seaplanes to the seaplane carrier Pegasus. One seaplane crashed but was recovered and moored alongside; unfortunately it later sank. On return to Rosyth in August, Argus began a refit.

On 24 October, she began trials and embarked three aircraft but flying did not begin until 5 November. On the 7th, she left for Copenhagen and after arriving there transferred aircraft to Vindictive, embarking seaplanes in return.

On 17 January 1920, Argus sailed for Arosa Bay and Gibraltar with a battle squadron. Two aircraft crashed on the 30th, probably Parnall Panthers, as Argus began flying this type in 1920. She then headed into the Mediterranean for the first time, visiting Majorca and Algiers before returning home. After a cruise round Britain, visiting Scapa Flow and demonstrating deck flying to the King aboard the Royal Yacht at Holyhead, she arrived at Plymouth on 26 July and paid off on 21 September 1920



*N8011, a Blackburn-built Sopwith Cuckoo drops its torpedo during a practice. (MoD photo H967)*

On 6 January 1921, Argus recommissioned at Devonport for service with the Atlantic Fleet. There were trials with a D.H.9A on the 21st and Panthers and Fairey IIIBs joined the ship before she sailed for Gibraltar on the 22nd. For the first time, Argus had a fully-operational unit aboard, with the Ship's Flight flying Panthers N7431, N7432, N7451, N7452, N7453, N7456, N7457, N7458, N7471 and N7502 plus Fairey IIIBs N2258, N2259. N7456 and N7503 crashed on landing on 25 February. On return to Portsmouth, no flying was carried out until 1 June when deck-landing training began in cooperation with Gosport. Panther N7452 crashed overside on 29 June, another ditched on 18 July and a third went over the side on the 26th.

*One of Argus Flight's Camels running up before take-off. Only the single Vickers gun is fitted. (IWM photo Q70162)*



Various types of arrester gear were tested but the fore-and-aft wires were favoured. Alternatives included rows of wooden fences which were knocked over as the aircraft rumbled down the deck to retard speed while a last ditch could be provided by lowering the elevator a few inches. While expensive in undercarriages, it did save some aircraft from going over the bows. About a quarter of all landings incurred damage of some kind during this period of development.

Argus also served as a trials carrier for new and modified aircraft. Tests with the Parnall Puffin amphibian took place on 24 August along with a D.H.9 which crashed on the 26th. Other tests were carried out with the Vickers Viking and Westland Walrus on the 29th and on the 30th with a Panther fitted with an oleo undercarriage which might have stood up to the bumps better than the standard version.

A cruise to Scapa Flow and the Moray Firth began at the end of September during which Panther N7408 ditched on 3 November. On the 9th, Panther N7468 suffered an accident while detached to the battle-cruiser Repulse when it overturned while running up on a turret platform. On returning to Portsmouth, trials were carried out on the Supermarine Seagull, Fairey IIID and Walrus on the 23rd and of the Gloucester (ex-Nieuport) Sparrowhawk on 16 January 1922.

Next day, Argus left for another cruise to the Mediterranean with a complement of Panthers and two Fairey IIIB seaplanes (N2257 and N2258) plus two IIIDs (N9452 and N9456). Eight Panthers appear to have been aboard (N7430, N7469, N7473, N7481, N7482, N7529, N7530 and N7531). N7430 ditched on 24 March but the crew was picked up. Five aircraft were flown off for a dummy torpedo attack on the opposing fleet during exercises and on return to Portsmouth, three seaplanes shadowed the fleet and N7482 and N7469 were launched to intercept. Off the Isle of Wight, nine Cuckoos from Gosport carried out a torpedo attack on the battle squadron.

Cuckoos carried out DLT from June and there were more trials with the Seagull in July, followed by



One of No.4 Squadron's Bristol Fighters takes off from Argus en route to Kilia, Turkey, 11 October 1922 (IWM Q70161)

Bison and Blackburn trials on 22 August. Also trials with a radio-controlled aircraft took place on 31 August.

A crisis blew up in Turkey where the Greeks were being turned out of Asia by Kemal Ataturk's resurgent Turkish army. With political confusion reigning in the region, the former Allies were in a difficult position since they still retained forces on the shores of the Dardanelles to ensure it remaining open as an international waterway. Argus was despatched with Nightjars of No.203 Squadron aboard, arriving off Chanak on 27 September 1922. On 8 October, the seaplane carrier Ark Royal disembarked No.4 Squadron's Bristol Fighters to Argus which sailed on the 11th to fly off twelve BFs to Kilia airfield. She left for home on 19 December.

Flying resumed on 28 February 1923 when Snipe E6611 began DLT and on 2 March, Flycatcher N163 carried out deck trials, followed by Plover N160, Snipe E6570, Dart N9540 and Blackburn N9590. On 9 March, Dart N9551 hit the exhausts on landing. Eight Panthers returned aboard for a short trip to Arosa Bay, the ship returning to a welcome from torpedo-carrying Darts. DLT was resumed and visitors included Avro 504N J8539, Nightjar H8540 and Panther N7512, the last mentioned overshooting the landing wires and ending up in the sea on 8 May. It was ignominiously hauled back aboard. On the 16th, Fairey IIID N9474 crashed in the sea and was salvaged.

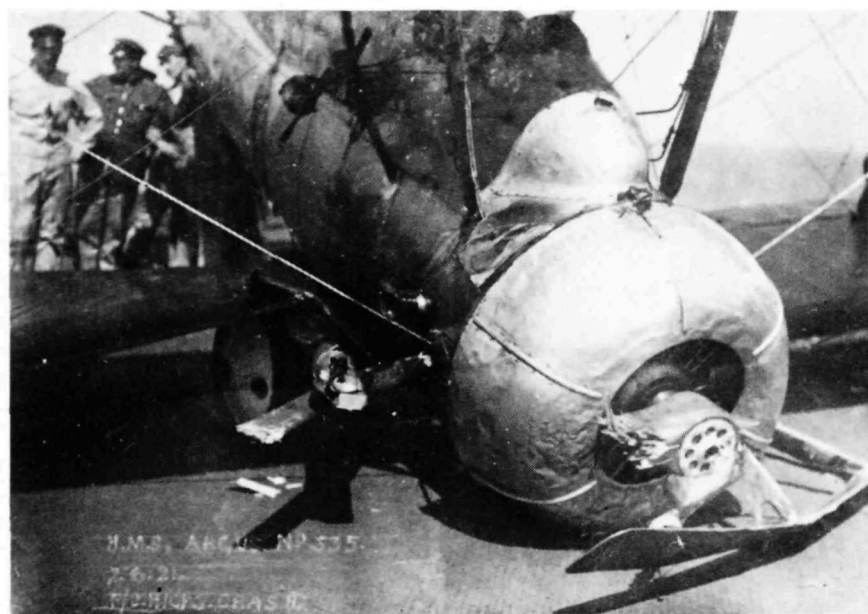
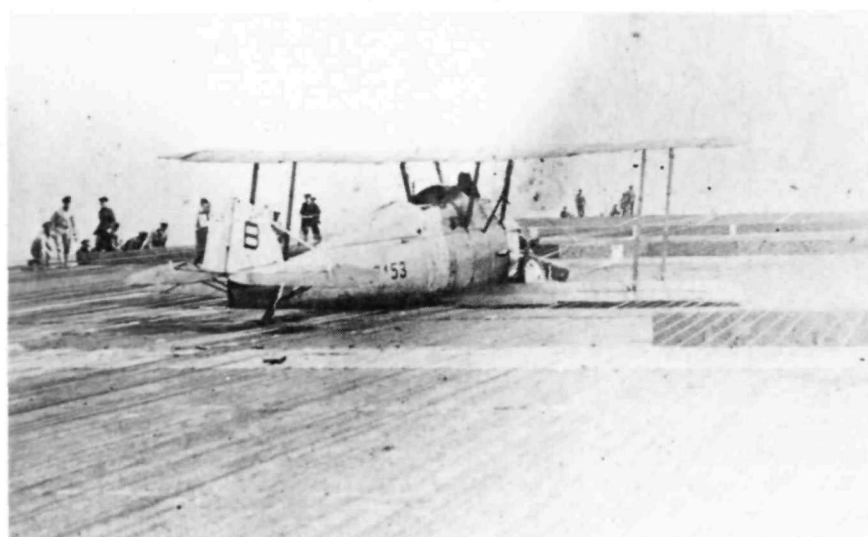
Cuckoos embarked in May when N6931 and N6937 landed on with Panthers and Nightjars for a torpedo bomber exercise off Bournemouth in June. On 12 July, Nightjar J6937 went over the side while Cuckoo N6947 crashed on landing. Argus sailed north on 31 August, flying off No.203's remaining Nightjars en route to Leuchars. On return to Portsmouth, DLT and trials resumed, including Bison N154 and Fairey IIID N9630 on 2 October, Flycatcher N165 and Blackburn N9682 on the 8th, Seagull II N9565 on the 9th, Seagull I N9603 on the 15th, H.P.Hanley N145 on the 16th and Snipe E6317 on the 30th, the latter being damaged. Plover N9609 and

Flycatcher N163 visited on 8 November before Argus paid off on 24 January 1924. During this commission, the Ship's Flight had been replaced by independent Flights from 1 April 1923, No.401 with Nightjars and No.442 with Panthers.

Argus recommissioned immediately with a new crew and left for the Mediterranean on 19 February 1924. Aboard were Panthers N7460, N7461, N7466, N7469, N7486 and N7487, Flycatchers N9661, N9679 and N9680 and Fairey IIIDs N9636, N9637, N9638 and N9640. Panther N7461 crashed in the sea on take-off near Majorca on 11 March and the pilot was drowned. On return to Portsmouth, DLT was resumed with Bisons and Darts. The Panthers had a bad day on 27 May when N7460, N7466 and N7486 all crashed on deck while N7464 crashed in the sea and sank on the 29th. Plover N9698 ditched on 17 June but was hoisted in and flew again on the 19th, which illustrates the resilience of naval aircraft and explains why the Fleet Air Arm did not run out of aircraft completely as many an aircraft had a bath but was back in the air quite soon. On 18 June, H.P.143 landed on for trials. This probably referred to Hanley N143 and next day Flycatcher N163 crashed but was repairable. Panther N7486 was not so lucky; after ditching, it sank. H.P.72 trials took place on 18 July; exactly which aircraft this was is unclear as the number quoted cannot be tied up with any H.P.aircraft (while N72 was not built).

When Argus left for a cruise to Scotland on 12 September, her complement consisted of Panthers N7475, N7476, N7479, N7515, N7527, N7535, IIID N9479, Flycatchers N9661, N9679 and N9680 and Bisons N9591, N9596, N9598, N9601 and N9602. The Bisons carried out gunnery spotting for the fleet en route and Argus returned to Portsmouth on 15 November.

She was due for another trip to the Mediterranean early in 1925 and embarked Bisons N9602, N9598, N9601, N9591 and N9595, Fairey IIIDs N9730, N9739, N9740 and N9741 plus two Seagull IIIs, N9642 and



Top: A Panther landing on Argus on 1 April 1921. Note the fore-and-aft arresters wires and the athwartships fences. The Panther carries a hydrovane under the nose to prevent nosing over when ditching. The cylinders under the wing roots are deflated flotation bags. (RAF Museum P 1530)

Centre: Panther N7453 'B' splays its undercarriage on landing (RAF Museum P 1528)

Bottom: Flying Officer Hicks prangs his Panther landing on Argus on 2 June 1921 (RAF Museum P 1527)

N9646. Bison N9602 went overside on 30 January but the pilot was rescued. Fairey IIID N9741 crashed outside the breakwater at Gibraltar on 5 March before Argus returned home on 2 April.

On 15 May, she sailed for Invergordon and Rosyth with seven Bisons aboard. No.401 Flight flew on from Leuchars on 2 June while Argus was at anchor. Bison N9843 crashed in the sea off Cromarty on 19 May. After DLT in the Forth, the carrier returned to Portsmouth for more DLT. As usual, not everyone got safely on to the narrow deck. Darts N9695 and N9722 both went overside while landing on 8 July, Blackburn N9584 crashed on deck with an Air Comm-

odore on board on 17 July, Dart N9718 went into Sandown Bay on the 17th and Bison N9595 followed suit on the 23rd.

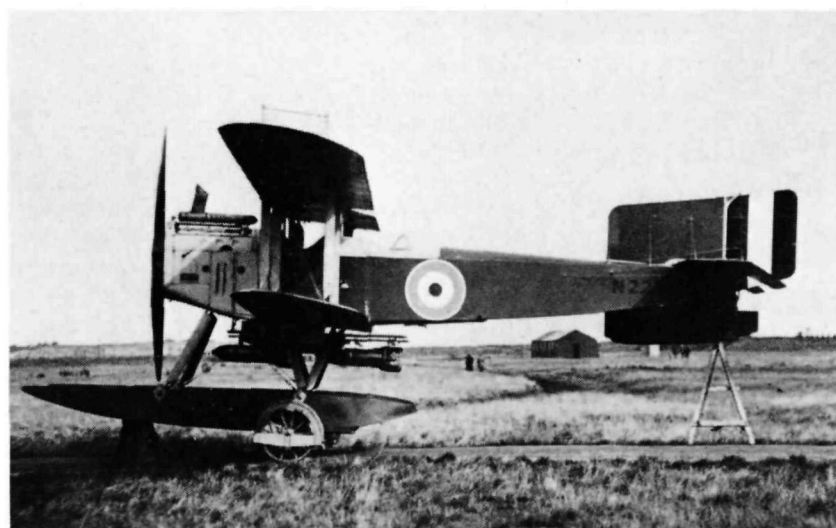
On 2 September, the Hawker Hedgehog N172 was aboard for trials and carried out seven landings. Fairey Ferret N190 was not so lucky and damaged its undercarriage on its second landing; repaired, it did five more next day. On the 7th, the H.P. Hendon torpedo-bomber had trial landings before Argus sailed for Invergordon. Putting into the Forth, three Flycatchers were flown off to Leuchars and six Bisons to Donibristle before Argus put into Chatham to pay off on 2 November 1925.

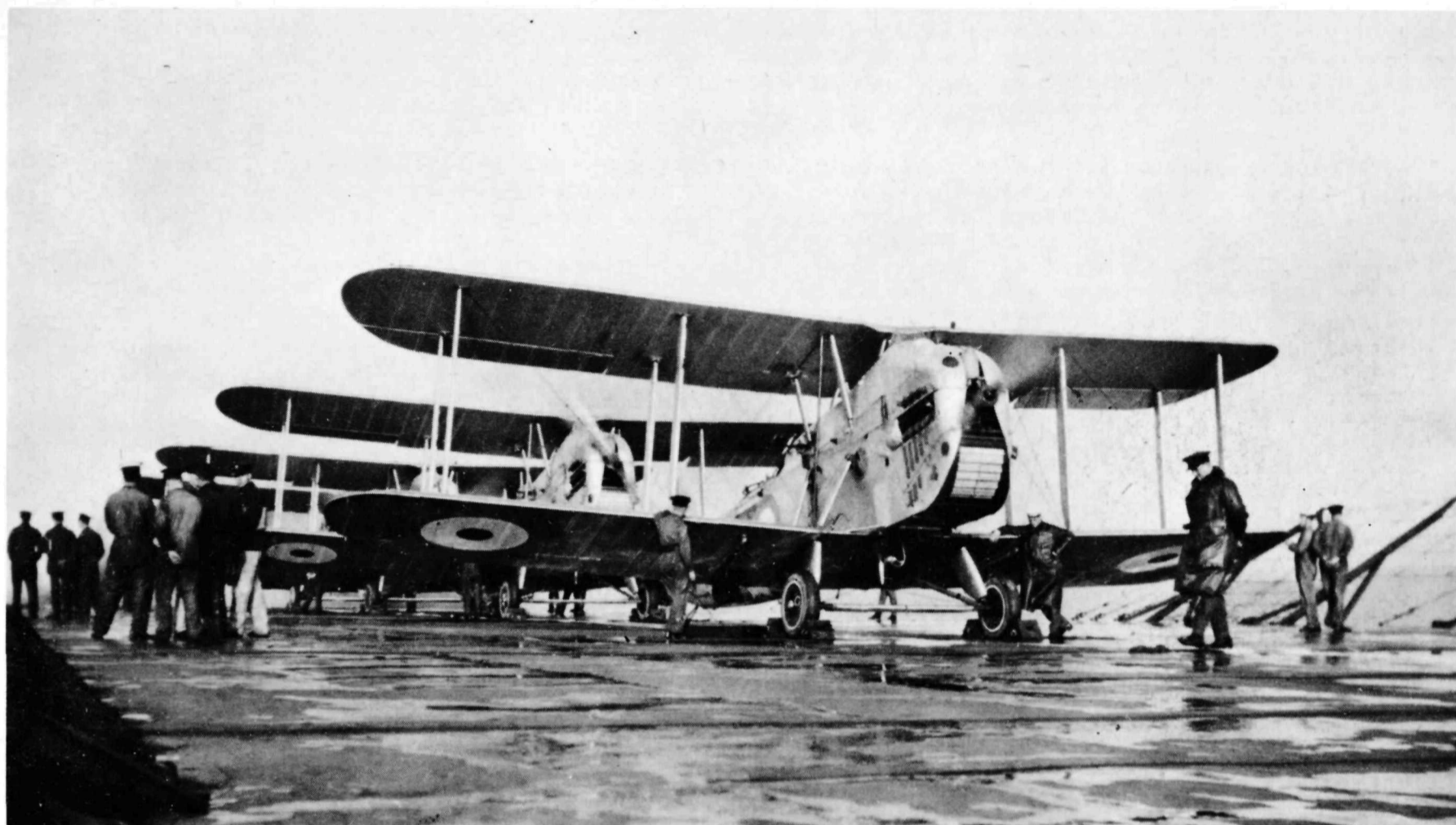
On 23 November 1926, Argus recommissioned for trials at Chatham and joined the Atlantic Fleet on 19 January 1927. Her service at home was brief as she sailed on 1 February for the Far East with No.422 Flight's Blackburns and No.404B Flight (half of 404 Flight) from Donibristle. Passing Malta, No.441 Flight's Fairey IIIDs joined from Eagle. On arrival in Hong Kong, all aircraft were disembarked. A civil war had broken out in China between factions in north and south and the International Settlement at Shanghai felt a need for protection. Argus sailed on 23 March, anchoring off Woosung on the 26th before proceeding up river. Next day, a North Chinese cruiser sailed in from the darkness and engaged two South Chinese cruisers at anchor, damaging one before proceeding up river under fire from the Woosung Forts. Argus followed and anchored off Shanghai on the 31st to send her seaplanes out on patrol. Some IIIDs of 441 Flight were sent ashore to the racecourse. The crowded waters of the Bund claimed IIID S1032 when it hit the sail of a junk on take-off but the crew escaped.

Hostilities died down and on 28 June Argus left for the China Fleet's anchorage at Wei-hai-Wei where 404 Flight were disembarked. Little flying was done in this period until 422 Flight returned on 17 September. As was customary at Hong Kong, Argus swung at her hook while aircraft operated on floats until 2 March 1928, when aircraft were embarked ready for the voyage home. Hermes arrived on the 19th to relieve Argus which sailed next day. Seven seaplanes were disembarked to Seletar and on arrival at Malta on 24 April, 421B Flight was embarked for passage home. Arriving at Portsmouth on 4 May, Argus went into refit until August, flying resuming on 17 August when Blackburn N9526 crashed on landing.

Argus left for Invergordon on 5 September, losing Blackburn N9834 which went missing with its crew of three off Smith's Knoll Lightship. Her Flycatchers and Blackburns took part in gunnery exercises, the latter spotting for practice firing by the battle fleet on the target ship Centurion.

The Fairey IIIB was the first type of seaplane operated by Argus and was hoisted in and out by a crane mounted immediately aft of the hangar on the quarterdeck. (IWM photo Q 63904)





*Blackburn Blackburns of No.450 Flight on the flightdeck of Argus in 1929. Note the palisades fitted to catch aircraft inadvertently heading out to sea after landing (RAF Museum P 4142)*

On 15 January 1929, Argus sailed for Gibraltar with three Flycatchers of No.401 Flight and six Blackburns of No.422 Flight aboard, plus Parnall Peto N181 for submarine M-2. On 6 February, IID crashed in the sea 1 mile west of the South Mole at Gibraltar, killing the crew of two. On 1 March No.441 Flight was embarked for a cruise to Oran and Majorca, Flycatcher N9962 ditching off Pollensa Bay on the 18th. On the 25th, Argus joined Furious, Courageous and Eagle to provide the fleet with its greatest concentration of carriers to date for exercises en route to Portsmouth where 441 Flight and Peto N182 were disembarked. Nos.401 and 422 Flights reembarked on 29 April for a cruise to Scotland, being joined by 450 Flight later. On 1 June, 401 and 450 Flights flew off to Donibristle and No.441 to Gosport on return to Portsmouth for refit.

Argus' air group now consisted of Nos.401, 441 and 450 Flights but many other aircraft used her deck for DLT after these embarked on 6 July 1929. On 7 September, Argus was literally a grandstand for the 1929 Schneider Trophy race before sailing north. Fairey IIIF S1245 from Donibristle crashed in the sea near the ship on 28 October and one of the crew was fatally injured.

On 14 January 1930, Argus left for another cruise to the Mediterranean for exercises with the fleet, including a convoy escort exercise which foreshadowed the later escort carrier operations with similar ships. On return to Portsmouth, a Fairey IID landed on at 1300 on 30 March 1930. It was to be the last deck landing for a long time as Argus was paid off and reduced to reserve on 7 May 1930.

It was another eight years before Argus put to sea again. In a time of financial stringency, HMS 'Ditty Box' was the obvious candidate among the carriers for laying up, the available cash going to the big carriers. When she did commission for trials at Devonport on 26 May 1938, it was not as an operational carrier but for training duties.

The development of radio-controlled aircraft had resulted in the Queen Bee target, a modified Tiger Moth. Argus was 'modified' to operate as a Queen

Bee carrier; apart from the fitment of a catapult (standard in other carriers), it is not clear what modifications needed to be made to operate these light aircraft. The impression given at the time, and since repeated, was that Argus spent her sea time firing off Queen Bees. The actual events are rather different.

After paying off on 8 June, Argus was commissioned for service at Devonport on 30 July, 1938, moving to Portsmouth in August. On the 23rd, she embarked a Swordfish and a Moth but did not go to sea for trials until 2 December when she embarked a Queen Bee in Spithead. Next day four aircraft landed on and two others flew on and off. The types are not specified in the ship's log. The new catapult was tested on the 7th and on 27 January 1939 two aircraft were catapulted. Queen Bees were aboard since they had their controls tested on deck on 6 February. The Fleet Requirements Unit from Lee-on-Solent embarked on 13 March and on 20 March Queen Bees were operated in Sandown Bay, four crashing in the sea. Queen Bee flying also took place on 4 April and on 12 May, Argus began embarking aircraft and stores of No.2 AACU, followed on the 16th by 28 officers and 186 men of the RAF for passage to Alexandria. After returning to Portsmouth on 12 June, no further Queen Bee flying took place and in all, the 'Queen Bee Carrier' seems to have been in operation for only seven or eight days in all.

The outbreak of World War Two found Argus still under refit but on 5 November she put out for trials in Spithead. On the 11th, No.770 Squadron joined from Lee-on-Solent and two days later No.767 brought its aircraft down from Donibristle to embark. She sailed for Gibraltar on the same day and passed through the Straits into the Mediterranean, arriving off Toulon on the 21st. For the next six months, Argus operated off Hyeres as a DLT carrier.

The two squadrons based their aircraft ashore at Hyeres/Polyvastres naval airfield, sending out aircraft for DLT. These included Swordfish, Skuas, Gladiators and Moths. As only two Moths appear to have gone to the Admiralty, it is likely that they were Tiger Moths. Skua L3022 and pilot were lost when it crashed in the sea during night landing

practice on 26 November. Gladiator N5508 hit the edge of the flightdeck on landing and fell into the sea and sank on 15 January 1940 while N5502 lost a wheel on landing on 26 February. On a second attempt to land on, it overturned and went over the side.

The imminent collapse of French resistance resulted in Argus flying on aircraft on 4 June and next day she left for Gibraltar. The DLT squadrons' Swordfish flew to Malta via North Africa to become No.830 Squadron on 22 June and form Malta's strike force. Argus left Gibraltar for the Clyde as escort for a convoy and on arrival proceeded up river to Yorkhill Quay where she embarked Walruses of 701 Squadron on 19 June. Sailing on the 23rd, she flew off three Gladiators and four Skuas and flew on more Walruses before leaving for Iceland. For three weeks, Argus acted as a tender for the Walruses at Reykjavik, returning to Glasgow on 19 July when she flew off two Moths to Abbotsinch.

On 20 July, 12 Hurricanes and two Skuas were loaded before she sailed for Gibraltar and the Mediterranean on operation 'Hurry'. On 1 August, Italian aircraft carried out high level attacks without hitting any ships, which included Ark Royal and the battleship Valiant. Next day, the 12 Hurricanes, with two Skuas as navigational escort, flew off in two flights from a position south-west of Sardinia to Malta. Returning home, Argus embarked more Hurricanes at Birkenhead for passage to Takoradi, where they were lightered ashore on the first stage of their long ferry flight to the Middle East. On the return trip, a U-boat surfaced nearby on 2 October. The escort opened up, Argus dropped her port and starboard depth charges and legged it out of the area. It was probably the only time an aircraft carrier carried out a DC attack on a U-boat! Argus was in action again when she opened up with her 4-inch AA guns during a German bombing attack on Clydebank on 16 October.

On 18 October, she sailed for Reykjavik and embarked five Walruses which carried out some pat-

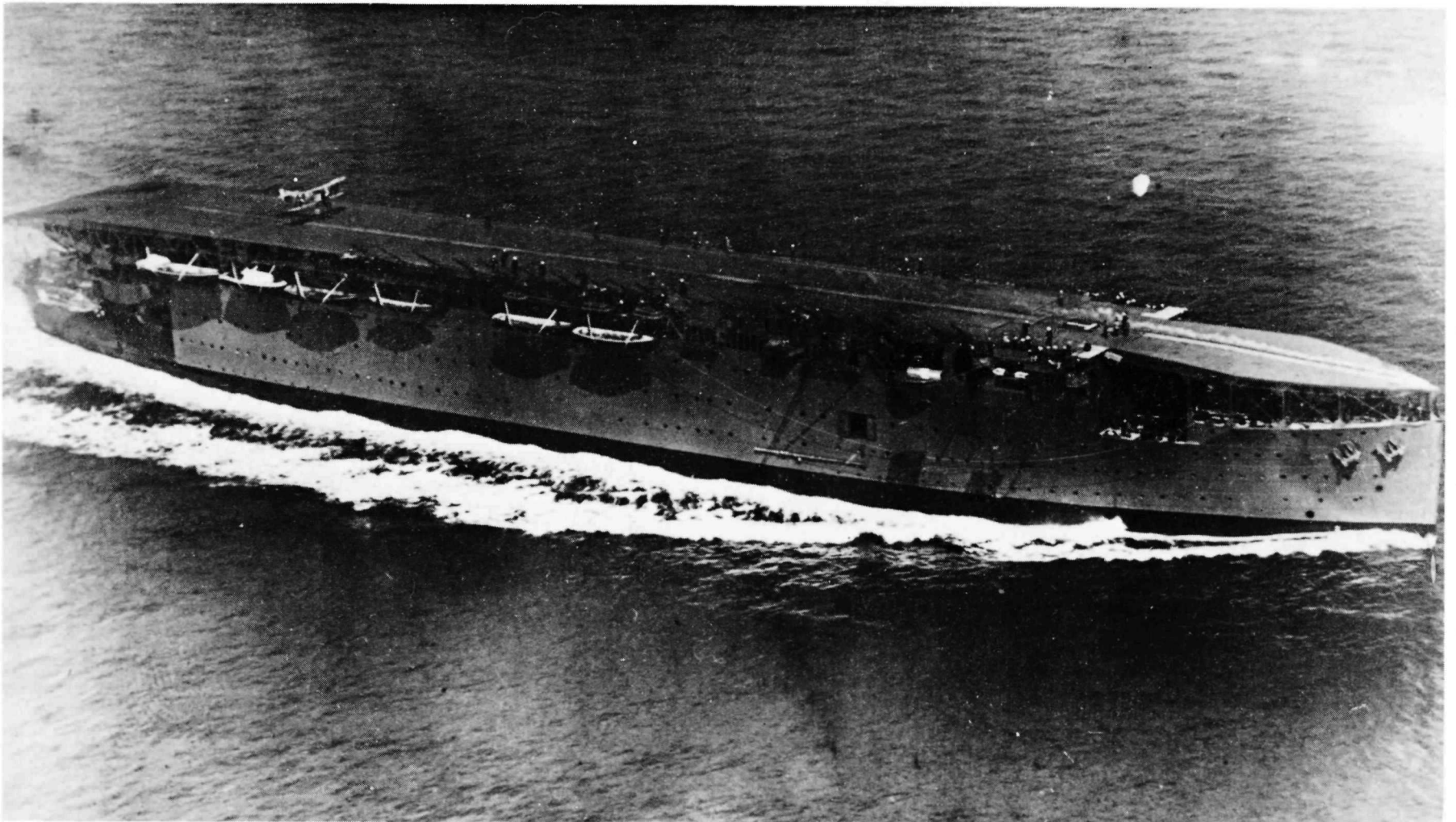
rols on the homeward voyage before being disembarked in the Clyde. On the 26th, more Hurricanes began to be loaded at Glasgow plus a pair of escort Skuas. Twelve Hurricanes and two Skuas were flown off to Malta on 17 November but eight ran out of fuel before reaching the island and ditched.

The first Fulmar to land on arrived on 17 December, followed by three more and six Swordfish of 768 Squadron on the 19th on leaving the Clyde to escort a convoy to Gibraltar. On the 21st, a U-boat was sighted on the surface and Argus altered course to ram but the submarine crashdived. Swordfish flew patrols but had no luck.

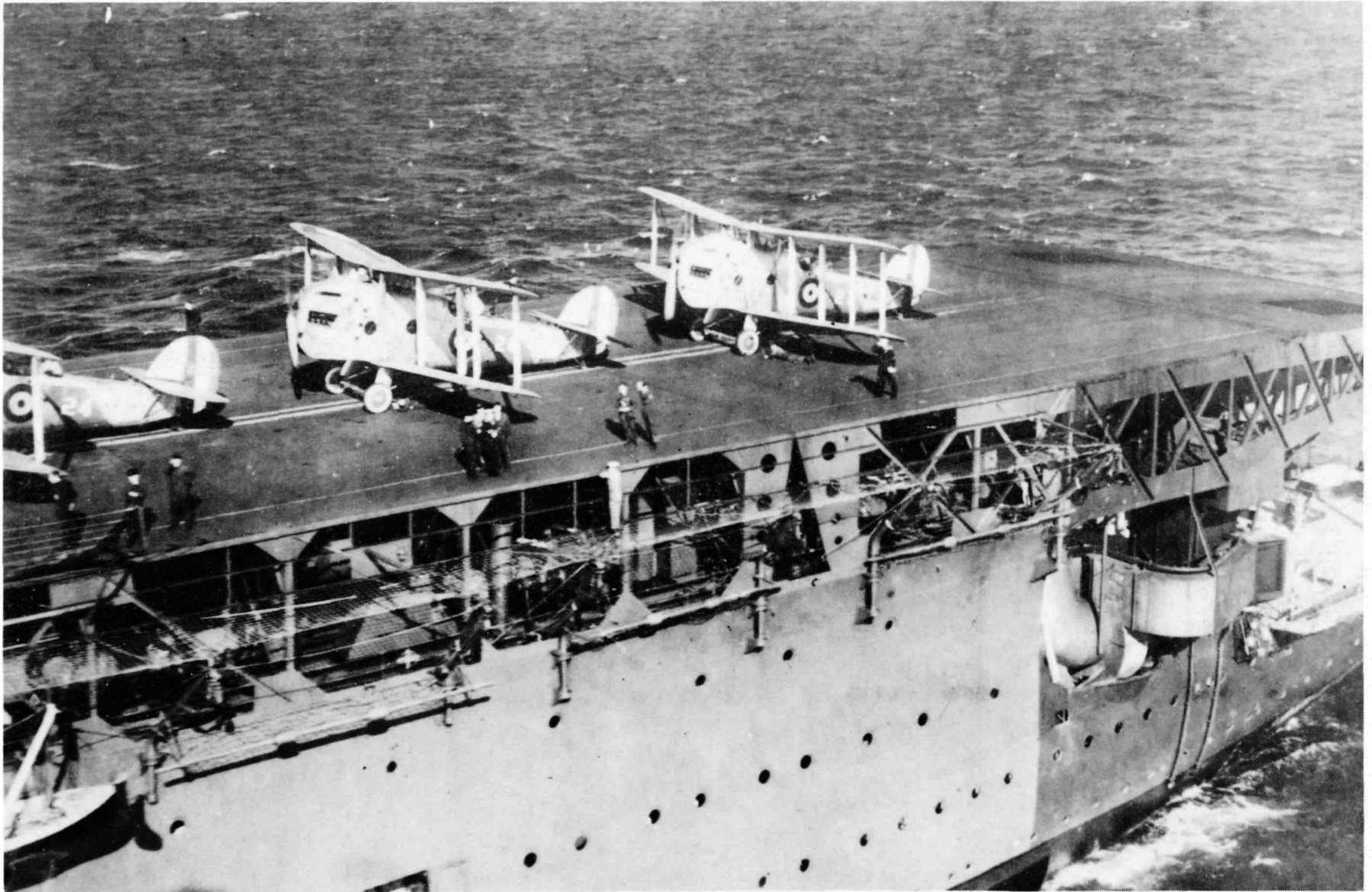
Another trip to Gibraltar followed a period of DLT in the Clyde, with Fulmars, Skuas and Swordfish and, on 31 January 1941, the first Martlet to land on. No.768 Squadron disembarked on 17 March after losing two Swordfish over the side, plus a Fulmar. Twelve Hurricanes and two Skuas were loaded aboard and on the 30th these were disembarked at Gibraltar for conveyance to Malta aboard Ark Royal. Argus returned to the Clyde and flew off the two Skuas which had been carried for possible anti-submarine strikes if required. No. 812 Squadron embarked on 11 April for another trip to Gibraltar with Hurricanes which were disembarked at Gibraltar. More Hurricanes were embarked on 20 May for delivery to Gibraltar and three Fulmars of No.800Y Squadron came along to provide air cover but were not required to fly.

In July, DLT was resumed with Fulmars, Martlets, Sea Hurricanes, Albacores and Swordfish. An urgent requirement to take Hurricanes to North Russia resulted in a batch being loaded at Greenock. The Official History states 48 but as Victorious went too, it may be that some were taken aboard her as this seems an excessive number for Argus when she could only manage twelve to Malta. Two Wildcats also came along from 802 Squadron and after erection on the flightdeck, the Hurricanes were flown off to Murmansk from the Barents Sea on 7 September. Two days later, the Martlets flew over to Victorious, the maintenance crews being collected by Albacores and two Fulmars arrived as replace-

*Argus in the late 1920s with a Flycatcher landing on. The 'T' marks the position of the retractable navigation bridge which lay flush with the flightdeck while flying was in progress. The lines of the original merchantile hull can be clearly seen. Palisades line the slides of the flightdeck and a steam wind indicator is fitted in the bows to ensure that the ship is headed directly into wind while landing on aircraft.* (RAF Museum P 4277)







*Blackburn IIs lined up on Argus' flightdeck demonstrate both their portly shape and the narrowness of the deck  
(RAF Museum P 4147)*

ments for the return voyage via Iceland.

On 20 September, 768 Squadron embarked for DLT and on the 26th, 828 Squadron joined from Crail for a trip to Gibraltar. On arrival, Argus secured astern of Ark Royal and transferred twelve Albacores, embarking unserviceable aircraft for return to the UK. Another twelve Hurricanes were taken to Gibraltar and eleven were flown off to Malta as two flights of Blenheims arrived overhead to act as escort on the 12th. On return to Gibraltar, three Fulmars of 807 Squadron and eight Swordfish of 812 Squadron came aboard for eleven days of operations in the Atlantic.

DLT off Gibraltar, during which Swordfish V4708 crashed in the Bay, was followed by a trip into the Mediterranean with 807 and 812 aboard to join Eagle in covering a Malta convoy, 807 Squadron's being put on CAP at the approach of enemy aircraft. Returning to the Clyde at the end of May, Argus embarked the Sea Hurricanes of 801 Squadron from Skeabrae and sailed on 31 May with Nelson, nine destroyers and 18 merchant ships. The Sea Hurricanes were flown off to Eagle on arrival at Gibraltar and the convoy entered the Mediterranean. On 14 June, Fulmars embarked at Gibraltar were flown off during air attacks and five S-79 torpedo bombers were shot down. BR-20s carried out high-level attacks on Eagle and Argus was divebombed by 12 Ju 88s but escaped with two near misses. Later 40 more divebombers, high-level bombers and torpedo bombers scored four near misses, one S-79 being shot down. In the evening, Beaufighters arrived to provide cover.

On return to the Clyde, 768 Squadron reembarked for DLT until the end of July. Three Swordfish, five Fulmars and a Sea Hurricane crashed in the course of this training period. On 31 July, Argus left for Gibraltar with 804 Squadron's Sea Hurricanes aboard, these being disembarked on 10 August for Furious. On return, she went

into dry dock at Hebburn-on-Tyne for a month and resumed DLT in the Clyde on 7 October, Seafires landing on for the first time. It was found, incidentally, that Seafire with fixed wings would fit the elevator. No.880 Squadron embarked for a period which included another trip to Gibraltar at the end of October to support the landings in North Africa. On 8 November, Seafires patrolled over the landing beaches. At 1710 on the 10th, a divebomber scored a hit which killed four men while torpedo-bombers narrowly missed. On the 11th, Sea Hurricanes were received for transfer to Avenger but she was torpedoed and blew up early next day. Argus returned to the Clyde and went into drydock on 22 November.

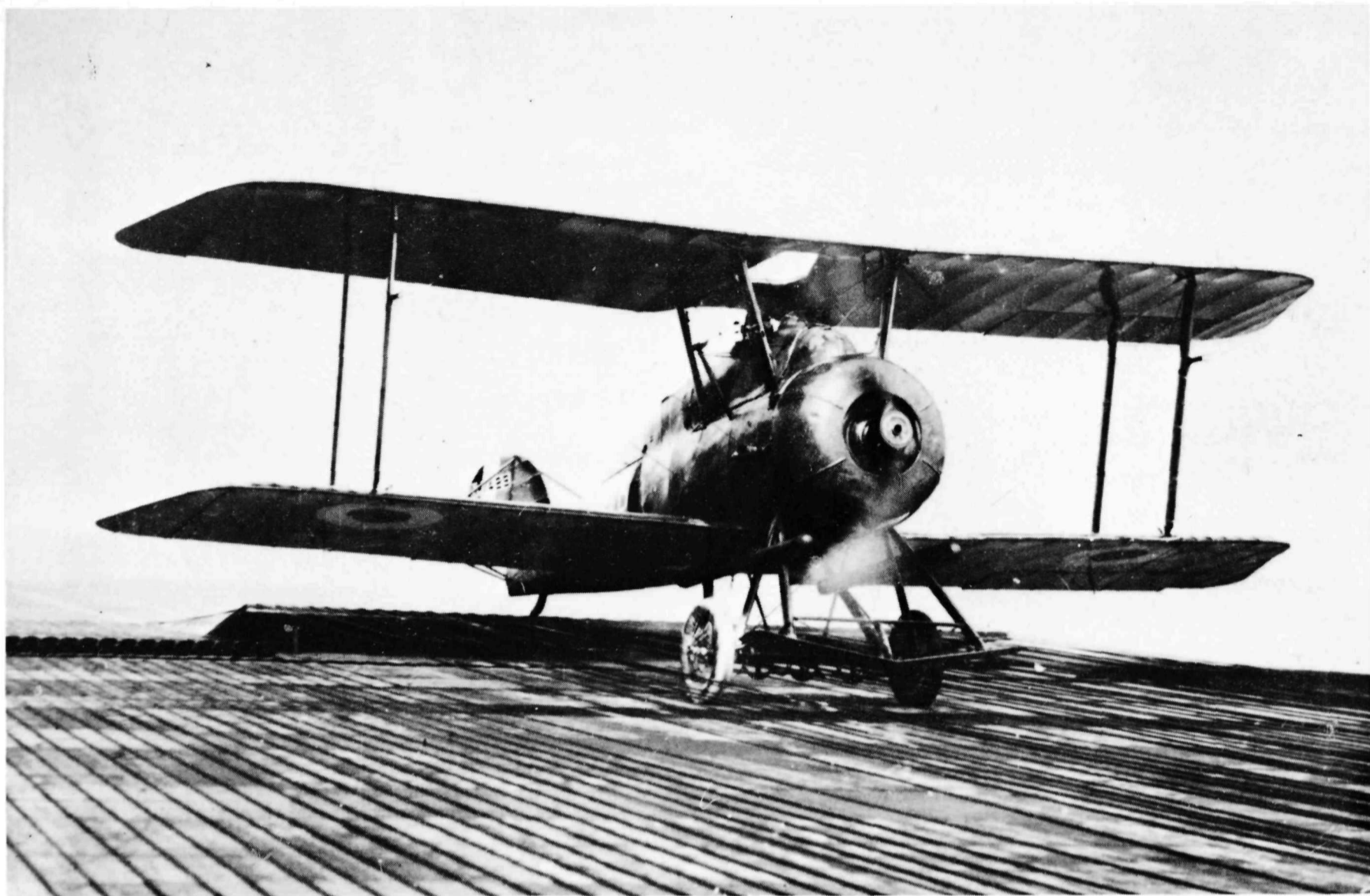
After another ferry trip to Gibraltar in January, Argus returned to the Clyde for DLT. A Barracuda landed on for the first time on 10 September, a Hellcat on 30 January 1943 and a Firefly on 28 February. Auster IIIs carried out DLT between 19 August and 16 September. Swordfish, Sea Hurricanes, Wildcats, Fulmars, Seafires and Martlets were also on and off the deck. A 12-lb missile pierced the flight deck from out of the blue on 24 May. The Free French ship Gaston Revere was the prime suspect.

On 10 October 1944, an Anson ditched alongside 13 miles west of South Stack and at 2217 on Sunday 24 September 1944, a Swordfish flew off to end Argus' flying career. She sailed south on 16 October and moored at Gillingham on the 21st for the last time. For a short time she was used as an accommodation ship before being scrapped in 1946.

Although too small to have any major effect in World War Two, Argus had shown the way for the numerous conversion from merchant ship hulls which provided air cover for convoys in mid-Atlantic and could be regarded as the prototype escort carrier.

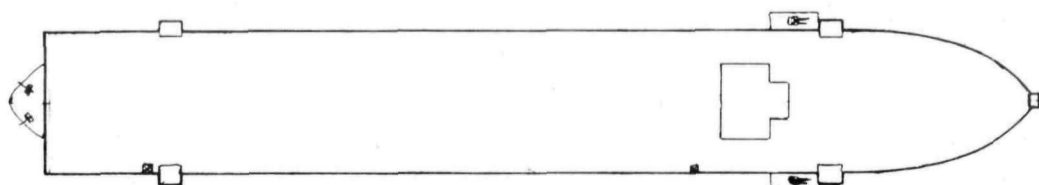
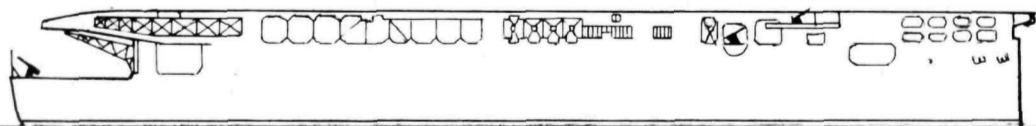
## MOVEMENTS

<i>Place</i>	<i>Arrived</i>	<i>Sailed</i>	<i>Place</i>	<i>Arrived</i>	<i>Sailed</i>
Commissioned at Dalmeir	14.9.18		Palma, Majorca	14.3.25	21.3.25
Greenock	16.9.18	20.9.18	Gibraltar	23.3.25	28.3.25
Burntisland	22.9.18	4.10.18	Portsmouth	2.4.25	15.5.25
Rosyth	4.10.18	22.12.18	Invergordon	18.5.25	31.5.25
Devonport	24.12.18	14.3.19	Rosyth	2.6.25	4.7.25
Rosyth	21.3.19	12.6.19	Torbay	7.7.25	8.7.25
Dundee	12.6.19	23.6.19	Portsmouth	8.7.25	14.9.25
Rosyth	23.6.19	21.7.19	Invergordon	17.9.25	19.10.25
Killingholme	22.7.19	24.7.19	Rosyth	20.10.25	22.10.25
Archangel, North Russia	30.7.19	2.8.19	Sheerness	24.10.25	30.10.25
Rosyth	7.8.19	7.11.19	Chatham	30.10.25	
Copenhagen, Denmark	9.11.19	14.11.19	Paid off	2.11.25	
Rosyth	16.11.19	9.12.19	Recommissioned at Chatham	23.11.26	24.1.27
Plymouth	12.12.19	17.1.20	Portsmouth	25.1.27	1.2.27
Arosa Bay, Spain	19.1.20	28.1.20	Malta	8.2.27	12.2.27
Gibraltar	31.1.20	17.2.20	Colombo, Ceylon	26.2.27	28.2.27
Palma, Majorca	19.2.20	1.3.20	Singapore	6.3.27	7.3.27
Algiers, Algeria	2.3.20	11.3.20	Hong Kong	12.3.27	23.3.27
Gibraltar	12.3.20	19.3.20	Woosung, China	26.3.27	31.3.27
Arosa Bay, Spain	21.3.20	22.3.20	Shanghai, China	31.3.27	28.6.27
Devonport	24.3.20	19.5.20	Wei-hai-Wei, China	30.6.27	27.7.27
Rosyth	21.5.20	31.5.20	Hong Kong	31.7.27	31.8.27
Invergordon	1.6.20	2.7.20	Shanghai, China	4.9.27	11.9.27
Scapa Flow	2.7.20	6.7.20	Wei-hai-Wei China	13.9.27	12.10.27
Greenock	7.7.20	14.7.20	Shanghai, China	14.10.27	3.11.27
Holyhead	14.7.20	16.7.20	Hong Kong	6.11.27	20.3.28
Swansea Bay	17.7.20	19.7.20	Singapore	25.3.28	26.3.28
Falmouth	20.7.20	26.7.20	Colombo, Ceylon	31.3.28	2.4.28
Devonport	28.7.20		Bombay, India	5.4.28	8.4.28
Paid off	21.9.20		Port Sudan, Sudan	16.4.28	17.4.28
Recommissioned at Devonport	6.1.21	9.1.21	Malta	24.4.28	26.4.28
Portsmouth	10.1.21	22.1.21	Portsmouth	4.5.28	5.9.28
Gibraltar	26.1.21	9.3.21	Invergordon	8.9.28	23.10.28
Vigo Bay, Spain	11.3.21	18.3.21	Rosyth	24.10.28	14.11.28
Portsmouth	21.3.21	26.9.21	Portsmouth	16.11.28	12.1.29
Invergordon	28.9.21	3.10.21	Portland	12.1.29	15.1.29
Scapa Flow	3.10.21	7.10.21	Gibraltar	20.1.29	4.3.29
Invergordon	7.10.21	17.10.21	Oran, Algeria	5.3.29	12.3.29
Scapa Flow	27.10.21	30.10.21	Pollensa Bay, Majorca	13.3.29	23.3.29
Banff Bay	30.10.21	31.10.21	Gibraltar	26.3.29	2.4.29
Invergordon	31.10.21	12.11.21	Portsmouth	6.4.29	1.5.29
Rosyth	13.11.21	15.11.21	Rosyth	4.5.29	8.5.29
Portsmouth	17.11.21	16.1.22	Invergordon	9.5.29	31.5.29
Weymouth Bay	16.1.22	17.1.22	Portsmouth	3.6.29	8.7.29
Arosa Bay, Spain	20.1.22	25.1.22	Torbay	9.7.29	12.7.29
Gibraltar	27.1.22	6.2.22	Portland	12.7.29	22.7.29
Pollensa Bay, Majorca	9.2.22	20.2.22	Portsmouth	23.7.29	6.9.29
Malta	22.2.22	26.3.22	Cowes	6.9.29	10.9.29
Gibraltar	30.3.22	1.4.22	Invergordon	13.9.29	24.10.39
Vigo Bay, Spain	3.4.22	8.4.22	Rosyth	25.10.29	5.11.29
Portsmouth	10.4.22	18.9.22	Portland	7.11.29	29.11.29
Malta	23.9.22	24.9.22	Portsmouth	29.11.29	11.1.30
Khalia Liman, Turkey	27.9.22	6.11.22	Portland	11.1.30	14.1.30
Constantinople, Turkey	6.11.22	13.11.22	Gibraltar	19.1.30	24.2.30
Khalia Liman, Turkey	14.11.22	19.12.22	Barcelona, Spain	26.2.30	6.3.30
Malta	23.12.22	26.12.22	Pollensa Bay, Majorca	7.3.30	9.3.30
Portsmouth	4.1.23	25.3.23	Palma, Majorca	11.3.30	16.3.30
Arosa Bay, Spain	28.3.23	31.3.23	Gibraltar	18.3.30	25.3.30
Portsmouth	3.4.23	22.6.23	Portsmouth	30.3.30	1.5.30
Portland	23.6.23	30.6.23	Devonport	2.5.30	
Portsmouth	30.6.23	31.8.23	Paid off and reduced to reserve	7.5.30	
Longhope	2.9.23	14.9.23	Commissioned for trials, Devonport	26.5.38	
Scapa Flow	25.9.23	21.9.23	Paid off	8.6.38	
Portsmouth	26.9.23		Commissioned for service, Devonport	30.7.38	10.8.38
Paid off	24.1.24		Portsmouth	10.8.38	21.3.39
Recommissioned at Portsmouth	24.1.24	8.2.24	Poole	21.3.39	24.3.39
Rosyth	10.2.24	10.2.24	Portsmouth	24.3.39	29.5.39
Portsmouth	12.2.24	19.2.24	Malta	1.6.39	5.6.39
Gibraltar	23.2.24	7.3.24	Portsmouth	12.6.39	13.11.39
Pollensa Bay, Majorca	11.3.24	15.3.24	Gibraltar	17.11.39	18.11.39
Gibraltar	17.3.24	29.3.24	Toulon, France	21.11.39	4.40
Arosa Bay, Spain	1.4.24	4.4.24	Malta	4.40	29.5.40
Portsmouth	7.4.24	9.9.24	Toulon, France	4.6.40	5.6.40
Portland	9.9.24	12.9.24	Gibraltar	7.6.40	12.6.40
Invergordon	15.9.24	20.10.24	Greenock	16.6.40	17.6.40
Rosyth	21.10.24	5.11.24	Glasgow	17.6.40	23.6.40
Torbay	7.11.24	15.11.24	Reykjavik, Iceland	26.6.40	16.7.40
Portsmouth	15.11.24	19.1.25	Glasgow	19.7.40	21.7.40
Portland	21.1.25	26.1.25	Greenock	21.7.40	24.7.40
Gibraltar	31.1.25	9.2.25	Gibraltar	30.7.40	31.7.40
Cartagena, Spain	10.2.25	13.2.25	Western Mediterranean	31.7.40	4.8.40
Barcelona, Spain	14.2.25	23.2.25	Gibraltar	4.8.40	4.8.40
Gibraltar	25.2.25	11.3.25	Birkenhead	10.8.40	21.8.40
			Takoradi, Gold Coast	5.9.40	7.9.40



This view of a Parnall Panther shows the grapples fitted to the axle which were intended to engage with the fore-and-aft wires; a raised baffle behind the aircraft was one of several intended to retard the aircraft. A slightly-lowered lift formed a last ditch before the bows. (IWM A 22496)

Place	Arrived	Sailed	Place	Arrived	Sailed
Freetown, Sierra Leone	10.9.40	25.9.40	Greenock	26.10.41	2.11.41
Greenock	8.10.40	18.10.40	Gibraltar (operating base)	7.11.41	24.5.42
Reykjavik, Iceland	20.10.40	23.10.40	Greenock	28.5.42	31.5.42
Glasgow	25.10.40	7.11.40	Gibraltar	7.6.42	19.6.42
Gibraltar	14.11.40	15.11.40	Greenock	23.6.42	31.7.42
Western Mediterranean	15.11.40	19.11.40	Gibraltar	10.8.42	20.8.42
Gibraltar	19.11.40	7.12.40	Greenock	25.8.42	26.8.42
Clyde	14.12.40	19.12.40	South Shields	28.8.42	26.9.42
Gibraltar	29.12.40	5.1.41	Greenock	28.9.42	27.10.42
Clydebank	14.1.41	30.1.41	Gibraltar	3.11.42	14.11.42
Greenock	30.1.41	21.3.41	Greenock	21.1.42	24.1.43
Gibraltar	29.3.41	4.4.41	Gibraltar	31.1.43	4.2.43
Greenock	11.4.41	17.4.41	Greenock	9.2.43	5.1.44
Gibraltar	24.4.41	8.5.41	Rothesay	5.1.44	16.1.44
Greenock	15.5.41	22.5.41	Gareloch	16.1.44	26.1.44
Gibraltar	31.5.41	6.6.41	Rothesay	26.1.44	25.4.44
Glasgow	14.6.41	8.7.41	Gareloch	25.4.44	7.5.44
Greenock	8.7.41	19.8.41	Rothesay	7.5.44	10.10.44
Scapa Flow	20.8.41	30.8.41	Greenock	10.10.44	16.10.44
Scapa Flow	14.9.41	17.9.41	Sheerness	18.10.44	21.10.44
Greenock	18.9.41	30.9.41	Gillingham for disposal	21.10.44	
Gibraltar	8.10.41	21.10.41			

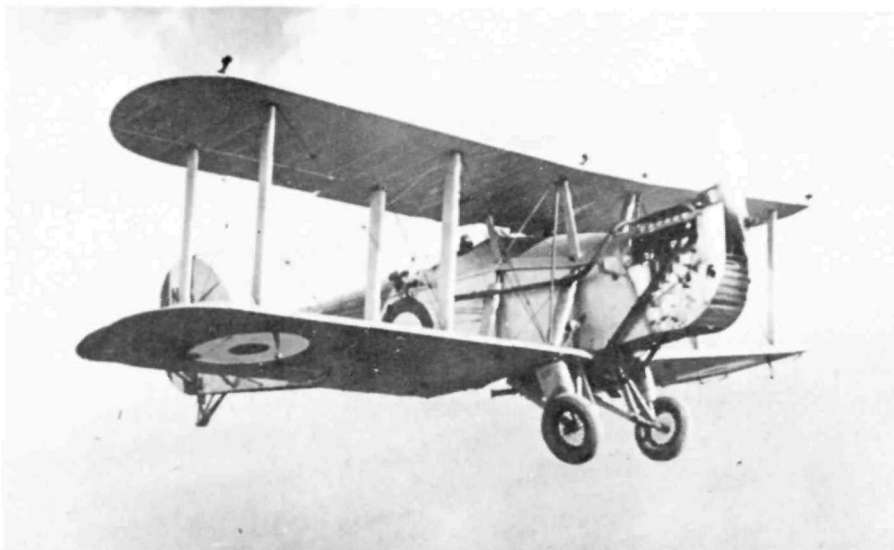


## OPERATIONAL UNITS EMBARKED

Unit	On	Off	Aircraft
Argus Flight	19.10.18	1.4.23	Camel, Panther
203A Squadron	22.9.22	5.1.23	Nightjar
401 Flight	8.5.23		Nightjar
442 Flight	8.5.23	22.10.25	Panther
423 Flight	16.5.24	22.10.25	Bison
401 Flight	2.6.25	22.10.25	Flycatcher
422 Flight	26.1.27	6.4.29	Blackburn
441 Flight	12.2.27	4.5.28	Fairey IIID
404 Flight (½)	3.27	31.7.27	Flycatcher
443B Flight	5.28	4.5.28	Fairey IIIF
421B Flight	25.4.28	4.5.28	Bison
441 Flight	7.1.29	31.3.30	Fairey IIIF
422 Flight	10.1.29	6.4.29	Blackburn
401 Flight	5.28	31.3.30	Flycatcher
450 Flight	30.4.29	31.3.30	Blackburn
2 AACU/771 Sqn	5.39	29.6.39	Queen Bee
770 Squadron	11.11.39	6.40	Skua, Gladiator
767 Squadron	13.11.39	21.11.39	Swordfish
812 Squadron	11.4.41	16.5.41	Swordfish
800Y Squadron	19.5.41	14.6.41	Fulmar
802 Squadron	23.8.41	8.9.41	2 Wildcats
828 Squadron	26.9.41	8.10.41	Albacore
812 Squadron	16.11.41	27.11.41	Swordfish
807 Squadron	16.11.41	27.11.41	4 Fulmars
812 Squadron	26.2.42	1.4.42	Swordfish
807 Squadron	26.2.42	1.4.42	Fulmar
807 Squadron	23.5.42	7.6.42	Fulmar
824 Squadron	23.5.42	17.6.42	Swordfish
801 Squadron	30.5.42	6.6.42	Sea Hurricane
807 Squadron	18.6.42	23.6.42	Fulmar
804 Squadron	27.7.42	13.8.42	Sea Hurricane
880 Squadron	16.10.42	21.11.42	Seafire
890 Squadron	5.3.43	25.3.43	Wildcat
884 Squadron	25.3.43	11.5.43	Seafire

Note: The above table has been compiled from available information. Unfortunately, official records of the movements of FAA squadrons are unreliable while the ship's log leaves a lot to be desired in recording movements of aircraft and units. Consequently, the above should be taken as a guide and not as a definitive listing. Squadrons using Argus for DLT are not included unless housed aboard.

Below: Blackburn Dart



## SPECIFICATION

Displacement: 14,000 tons (standard);  
16,500 tons (full load)

## Dimensions:

Length: 567 ft overall

Flight deck: 470 ft x 85 ft

Beam: 79 ft 6 in (waterline)

Hangar: 294 ft x 50 ft

Elevator: 37ft x 25 ft 10 in

Machinery: Two sets geared turbines  
= 21,376 shp. Max 20.5 kts  
Fuel 2,100 tons = 4,370 nm @ 16 kts

Aviation fuel: 14,000 galls

Armament: Six 4-in AA originally. In 1939 had  
Two 4-in AA and three quadruple 0.5-in  
later replaced by 13 Oerlikon 20 mm.

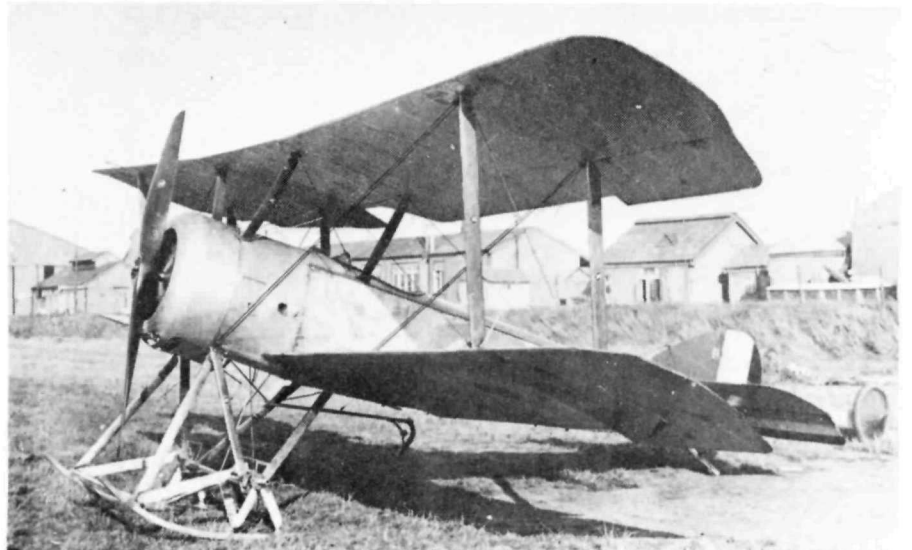
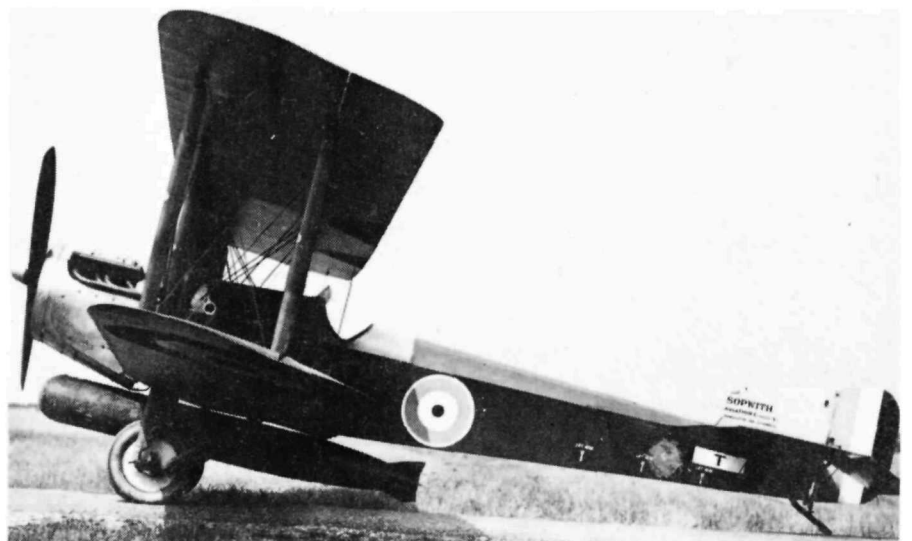
Complement: Originally 495 but increased up to 760

Below, top to bottom:

Sopwith 1½-strutter with flotation gear

Sopwith Cuckoo with torpedo

Beardmore-built Pup with decklanding skids



# Royal Air Force January 1939

The following Order of Battle of the Royal Air Force in January 1939 has been compiled by Flt Lt G.R. Sunderland. Arranged under Commands and Groups, it illustrates the complexity of the organisation required to maintain the RAF at that time. Among the Commanding Officers mentioned are many whose names reappear in the history of World War Two.



*Spitfires of No.19 Squadron*

## BOMBER COMMAND

Headquarters: Uxbridge, Middlesex

ACM Sir Edgar Ludlow-Hewitt

### No.1 (Bomber) Group

Headquarters: Abingdon AVM P.H.L.Playfair

Abingdon: Wg Cdr H.S.P.Walmsley

No.15 Sqn.	Sqn Ldr J.G.Llewelyn	Battle
No.40 Sqn.	Sqn Ldr H.C.Parker	Battle
No.103 Sqn.	Sqn Ldr J. Coverdale	Battle
Oxford UAS	Wg Cdr F.L.B.Hebbert	Tutor, Hart
Stn Flt	Sqn Ldr P.D.Cracroft	
Otmoor Bombing Range		

Andover: Wg Cdr T.M.Williams

No.12 Sqn.	Sqn Ldr R.W.G.Lywood	Battle
No.142 Sqn.	Sqn Ldr R.K.Hamblin	Battle
Stn Flt	Sqn Ldr G.R.Ashton	
Staff College	AVM A.S.Barratt	
Porton Bombing Range		

Bicester: Wg Cdr C.J.S.Dearlove

No.90 Sqn.	Sqn Ldr G.J.C.Paul	Blenheim I
No.101 Sqn.	Sqn Ldr E.C.Bates	Blenheim I

Boscombe Down: Wg Cdr S.E.Toomer

No.88 Sqn	Sqn Ldr E.C.Lewis	Battle
No.150 Sqn	Sqn Ldr W.M.L.MacDonald	Battle
No.218 Sqn	Sqn Ldr G.N.Warrington	Battle

Eastchurch: Gp Capt C.B.Dalison

No.21 Sqn	Sqn Ldr L.T.Keens	Blenheim I
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Harwell: Wg Cdr L.G.Maxton

No.105 Sqn	Sqn Ldr G.W.Tuttle	Battle
No.107 Sqn	Sqn Ldr V.Q.Blackden	Blenheim I
No.226 Sqn	Sqn Ldr C.E.S.Lockett	Battle

Upper Heyford: Wg Cdr W.A.C.Morgan

No.18 Sqn	Sqn Ldr K.W.Niblett	Hind
No.34 Sqn	Sqn Ldr A.W.S.Matheson	Blenheim I
No.57 Sqn	Sqn Ldr W.L.Payne	Blenheim I
Long Range Development Unit		
Wg Cdr O.R.Gayford		Wellesley

### No.2 (Bomber) Group

Headquarters: Wyton AVM C.T.Maclean

Bassingbourn: Wg Cdr F.Wright

No.104 Sqn	Sqn Ldr D.P.Lascelles	Blenheim I
No.108 Sqn	Sqn Ldr J.H.Powle	Blenheim I

Castle Bromwich: Sqn Ldr Lord Willoughby de Broke, AAF

No.605 Sqn	CO as above	Hind
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Cottesmore: Wg Cdr H.V.Drew

No.35 Sqn	Sqn Ldr H.F.Chester	Battle
No.207 Sqn	Sqn Ldr J.N.D.Anderson	Battle

Cranfield: Wg Cdr F.R.Wynne

No.62 Sqn	Sqn Ldr G.Farnhill	Blenheim I
No.82 Sqn	Sqn Ldr N.C.Pleasance	Blenheim I

Hucknall: Wg Cdr J.L.M.de C.Hughes-Chamberlain

No.98 Sqn	Sqn Ldr R.H.Donkin	Battle
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Upwood: Wg Cdr R.T.B.Houghton

No.52 Sqn	Sqn Ldr L.C.Bennett	Battle
No.63 Sqn	Sqn Ldr J.A.Hawkings	Battle

Wyton: Wg Cdr C. Findlay

No.114 Sqn	Sqn Ldr G.L.Menzies	Blenheim I
No.139 Sqn	Sqn Ldr L.W.Dickens	Blenheim I
Stn Flt		

### No.3 (Bomber) Group

Headquarters: Mildenhall Air Cdre A.A.B.Thomson

Feltwell: Gp Capt L.H.Slatter

No.37 Sqn	Wg Cdr F.J.Fogarty	Harrow
No.214 Sqn	Wg Cdr W.Sanderson	Harrow

Honington: Gp Capt A.P.V.Daly

No.38 Sqn	Wg Cdr E.G.Goodwin	Wellington I
No.115 Sqn	Wg Cdr F.L.Hopps	Harrow

Mildenhall: Gp Capt F.H.Coleman

No.99 Sqn	Wg Cdr H.E.Walker	Wellington I
No.149 Sqn	Wg Cdr E.H.Richardson	Heyford
Stn Flt	Flt Lt N.M.Hall	
Berners Heath Bombing Range		

Stradishall: Gp Capt J.H.Herring  
 No.9 Sqn Sqn Ldr L.S.Lambe Heyford  
 No.148 Sqn Sqn Ldr M.D.Crichton-Biggie Heyford

**No.4 (Bomber) Group**

Headquarters: Linton-on-Ouse Air Cdre C.H.B.Blount

Dishforth: Gp Capt E.G.Hopcroft

No.10 Sqn Wg Cdr W.E.Statton Whitley I  
 No.78 Sqn Wg Cdr R.Harrison Whitley I

Driffield: Gp Capt A.Lees

No.77 Sqn Wg Cdr C.R.Strudwick Whitley I  
 No.102 Sqn Wg Cdr C.F.Toogood Whitley III

Finningley: Gp Capt H.J.F.Hunter

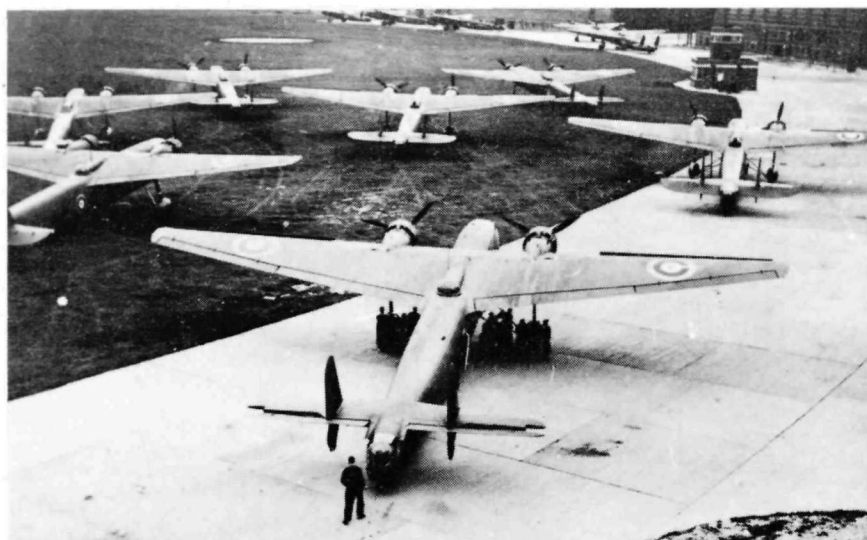
No.7 Sqn Wg Cdr W.E.Theak Whitley III  
 No.76 Sqn Sqn Ldr N.A.Pearce Wellesley

Leconfield: Gp Capt A.W.Mylne

No.97 Sqn Wg Cdr E.Burton Heyford  
 No.166 Sqn Wg Cdr J.C.Foden Heyford

Linton-on-Ouse: Gp Capt A.D.Pryor

No.51 Sqn Wg Cdr K.H.R.Elliot Whitley II/III  
 No.58 Sqn Wg Cdr J.Potter Whitley II



*Harrows of No.214 Squadron*

**No.5 (Bomber) Group**

Headquarters: Grantham Air Cdre W.B.Callaway

Hemswell: Wg Cdr A.O.Lewis-Roberts

No.61 Sqn Sqn Ldr C.H.Brill Blenheim I  
 No.144 Sqn Sqn Ldr R.C.Field Blenheim I  
 Misson Bombing Range

Scampton: Gp Capt O.C.Bryson

No.49 Sqn Sqn Ldr P. McG Watt Hampden  
 No.83 Sqn Sqn Ldr L.S.Snaith Hampden

Thornaby: Gp Capt S.P.Simpson

No.106 Sqn Sqn Ldr W.C.Sheen Battle  
 No.185 Sqn Sqn Ldr D.Addenbrooke Battle

Waddington: Wg Cdr W.J.Daddo-Langlois

No.44 Sqn Sqn Ldr J.A.Tindall Blenheim I  
 No.50 Sqn Sqn Ldr L.Young Hampden  
 No.110 Sqn Sqn Ldr A.S.Q.Robins Blenheim I

**No.6 (Auxiliary) Group**

Headquarters: London Air Cdre J.C.Quinnell

Hooton Park: Sqn Ldr I.R.Parker

No.610 Sqn as above Hind

Speke: Sqn Ldr G.L.Pilkington

No.611 Sqn as above Hind



*Heyford of No.149 Squadron*

**FIGHTER COMMAND**

Headquarters: Stanmore, Middlesex

ACM Sir High Dowding

**No.11(Fighter)Group**

Headquarters: Uxbridge AVM E.L.Gossage

Biggin Hill: Wg Cdr R.Grice

No.32 Sqn Wg Cdr R.Pyne Hurricane  
 No.79 Sqn Sqn Ldr G.D.Emms Hurricane

Debden: Wg Cdr S.L.G.Pope

No.29 Sqn Sqn Ldr M.W.S.Robinson Blenheim I  
 No.85 Sqn Sqn Ldr D.F.W.Atcherley Hurricane  
 No.87 Sqn Sqn Ldr J.R.Jones Hurricane

Filton: Sqn Ldr M.V.M.Clube AAF

No.501 Sqn as above Hind

Hawkinge: Wg Cdr R.A.George

No.25 Sqn Sqn Ldr D.M.Fleming Blenheim I

Hendon: Wg Cdr V.Buxton

No.24 Sqn Wg Cdr H.K.Goode DH 86, DH 89  
 etc

No.600 Sqn Sqn Ldr the Viscount Carlow Blenheim  
 No.601 Sqn Sqn Ldr B.S.Thynne AAF Gauntlet/Blenheim  
 No.604 Sqn Sqn Ldr C.P.Gabriel AAF Demon

Hornchurch: Wg Cdr C.T.Walkington

No.54 Sqn Sqn Ldr H.M.Pearson Gladiator  
 No.65 Sqn Sqn Ldr D.Cooke Gladiator  
 No.74 Sqn Sqn Ldr G.E.Sampson Spitfire

Kenley: Wg Cdr W.K.Mercer

No.3 Sqn Sqn Ldr H.H.Chapman Gladiator  
 No.17 Sqn Sqn Ldr C.Walter Gauntlet  
 No.615 Sqn Sqn Ldr A.V.Harvey AAF Gauntlet

Northolt: Gp Capt A.H.Orlebar

No.111 Sqn Sqn Ldr J.W.Gillan Hurricane  
 Stn Flt Sqn Ldr J.W.Donaldson  
 London UAS Wg Cdr H.A.Hamersley

North Weald: Wg Cdr J.H.Dand

No.56 Sqn Sqn Ldr A.E.J.Pratt Hurricane  
 No.151 Sqn Wg Cdr W.V.Hyde Gauntlet/  
 Hurricane

Tangmere: Gp Capt F.Sowrey

No.1 Sqn Sqn Ldr I.A.Bertram Hurricane  
 No.43 Sqn Sqn Ldr R.E.Bain Hurricane

**No.12 (Fighter) Group**

Headquarters: Hucknall AVM T.L.Leigh-Mallory

Catterick: Sqn Ldr R.K.Brougham

No.41 Sqn Sqn Ldr J.S.L.Adams Fury

Church Fenton: Wg Cdr G.T.Richardson

No.64 Sqn Sqn Ldr F.V.Beamish Demon/  
 Blenheim  
 No.72 Sqn Wg Cdr J.B.H.Rogers Gladiator

Digby: Sqn Ldr H.L.Rough

No.46 Sqn Sqn Ldr P.R.Barwell Gauntlet  
 No.73 Sqn Sqn Ldr E.S.Finch Hurricane



*Gauntlet of No.19 Squadron*

Doncaster:	Sqn Ldr The Earl of Lincoln AAF		
No.616 Sqn	as above	Hind	
Duxford:	Wg Cdr H.L.P.Lester		
No.19 Sqn	Sqn Ldr H.I.Cozens	Spitfire	
No.66 Sqn	Sqn Ldr J.L.F.Fuller-Good	Spitfire	
Cambridge UAS	Wg Cdr C.E.W.Lockyer	Tutor/Hart	
Stn Flt	Sqn Ldr N.W.F.Mason		
Hucknall:	Wg Cdr J.L.M.de C		
	Hughes-Chamberlain		
No.504 Sqn	Sqn Ldr Sir H.M.Seely MP AAF	Gauntlet	
Thornaby:	Gp Capt S.P.Simpson		
No.608 Sqn	Sqn Ldr G.Shaw AAF	Demon	
Turnhouse:	Sqn Ldr E.H.Stevens AAF		
No.603 Sqn	as above	Hind	
Usworth:	Sqn Ldr H.W.Mermagen		
No.607 Sqn	Sqn Ldr the Hon W.L. Runciman AAF	Demon/ Gladiator	
Wittering:	Wg Cdr D.V.Carnegie		
No.23 Sqn	Sqn Ldr R.Y.Eccles	Blenheim I	
No.213 Sqn	Sqn Ldr J.H.Edwardes-Jones	Gauntlet	
Yeadon:	Sqn Ldr G.H.Ambler AAF		
No.609 Sqn	as above	Hind	

*Demon of No.23 Squadron*



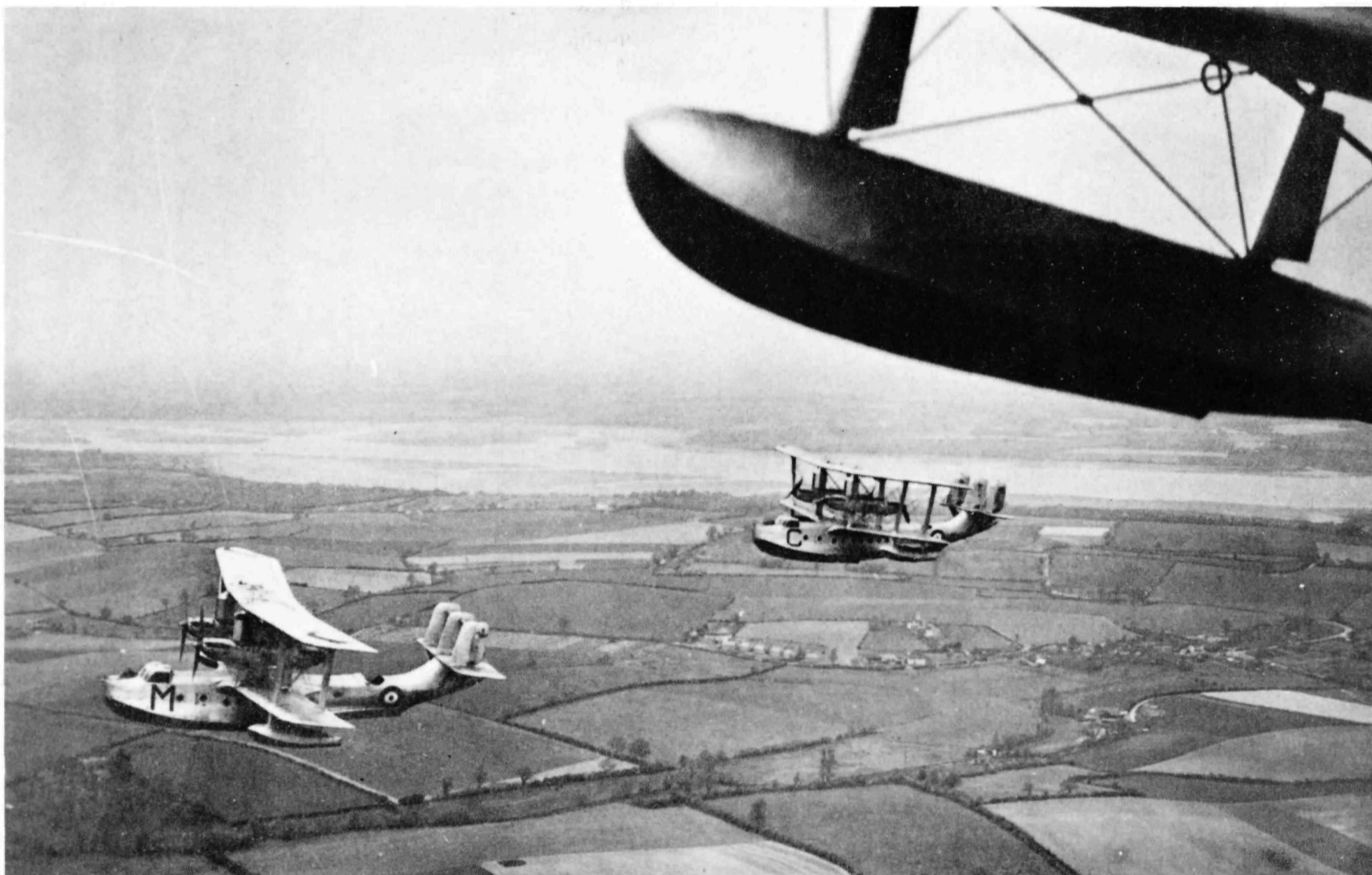
**No.22 (Army Cooperation) Group**

Headquarters: Farnborough AVM B.E.Sutton  
 Abbotsinch: Gp Capt J.H.O.Jones  
 No.602 Sqn Sqn Ldr A.D.Farquhar AAF Hector/Hind  
 Catterick: Sqn Ldr R.K.Brougham  
 No.26 Sqn Sqn Ldr T.J.Arbuthnot Hector

Farnborough: Wg Cdr C.Porri  
 No.1 AACU Wg Cdr F.Beaumont Wallace/  
 Queen Bee  
 No.2 Gunnery  
 Coop Flt

Hawkinge: Wg Cdr R.A.George  
 No.2 Sqn Sqn Ldr W.A.Opie Lysander  
 Odiham: Wg Cdr F.M.F.West VC  
 No.50 Wg Wg Cdr F.M.F.West VC  
 No.4 Sqn Maj L.O'B MacGregor RA Hector  
 No.13 Sqn Sqn Ldr S.H.C.Gray Hector  
 No.53 Sqn Maj A.P.C.Hannay Hector  
 Cameron Highlanders  
 Old Sarum: Gp Capt A.J.Capel  
 S of AC Gp Capt A.J.Capel Various  
 No.16 Sqn Sqn Ldr G.P.Charles Lysander  
 No.59 Sqn Sqn Ldr J.B.Fyfe Hector  
 Splott (Cardiff): Sqn Ldr R. Cadman AAF  
 No.614 Sqn as above Hector

*Singapore IIIs of No.209 Squadron*

**COASTAL COMMAND**

Headquarters: Lee-on-Solent AM Sir Frederick Bowhill

**No.16 (Reconnaissance) Group**

Headquarters: Gillingham, Kent Gp Capt R.L.G.Marix

Bircham Newton: Gp Capt C.L.Scott  
 No.206 Sqn Sqn Ldr L.W.Burgess Anson  
 No.220 Sqn Sqn Ldr F.P.Smythies Anson  
 Calshot: Gp Capt A.Coningham  
 No.201 Sqn Sqn Ldr T.W.G.Eady London  
 Detling: Sqn Ldr C.H.Hohler AAF  
 No.500 Sqn as above Hind  
 Eastchurch: Gp Capt C.B.Dalison  
 No.48 Sqn Wg Cdr J.L.Findlay RNZAF Anson  
 Felixstowe: Gp Capt E.J.P.Burling  
 MAEE as above Various  
 No.209 Sqn Sqn Ldr W.G.Abrams Singapore  
 Landguard Bombing Range  
 Mount Batten: Gp Capt E.D.Johnson  
 No.204 Sqn Wg Cdr K.B.Lloyd London

Pembroke Dock: Gp Capt B.J.Silly  
 No.210 Sqn Sqn Ldr A.M.Watts-Read Sunderland  
 No.228 Sqn Sqn Ldr J.E.G.Thomas Sunderland  
 RAF Floating Dock

Tangmere: Gp Capt F.Sowrey  
 No.217 Sqn Wg Cdr D d'H Humphreys Anson  
 Thorney Island: Gp Capt J.C.Russell  
 No.22 Sqn Sqn Ldr M.V.Ridgway Vildebeest  
 No.42 Sqn Wg Cdr G.C.Bladen Vildebeest

**No.17 (Coastal Training) Group**

Headquarters: Lee-on-Solent Air Cdre T.E.B.Howe

Calshot: Gp Capt A. Coningham  
 No.240 Sqn Sqn Ldr M.W.C.Ridgway Singapore  
 Trg Sqn Singapore/  
 Stranraer

Dalgety Bay:  
 Bombing Range



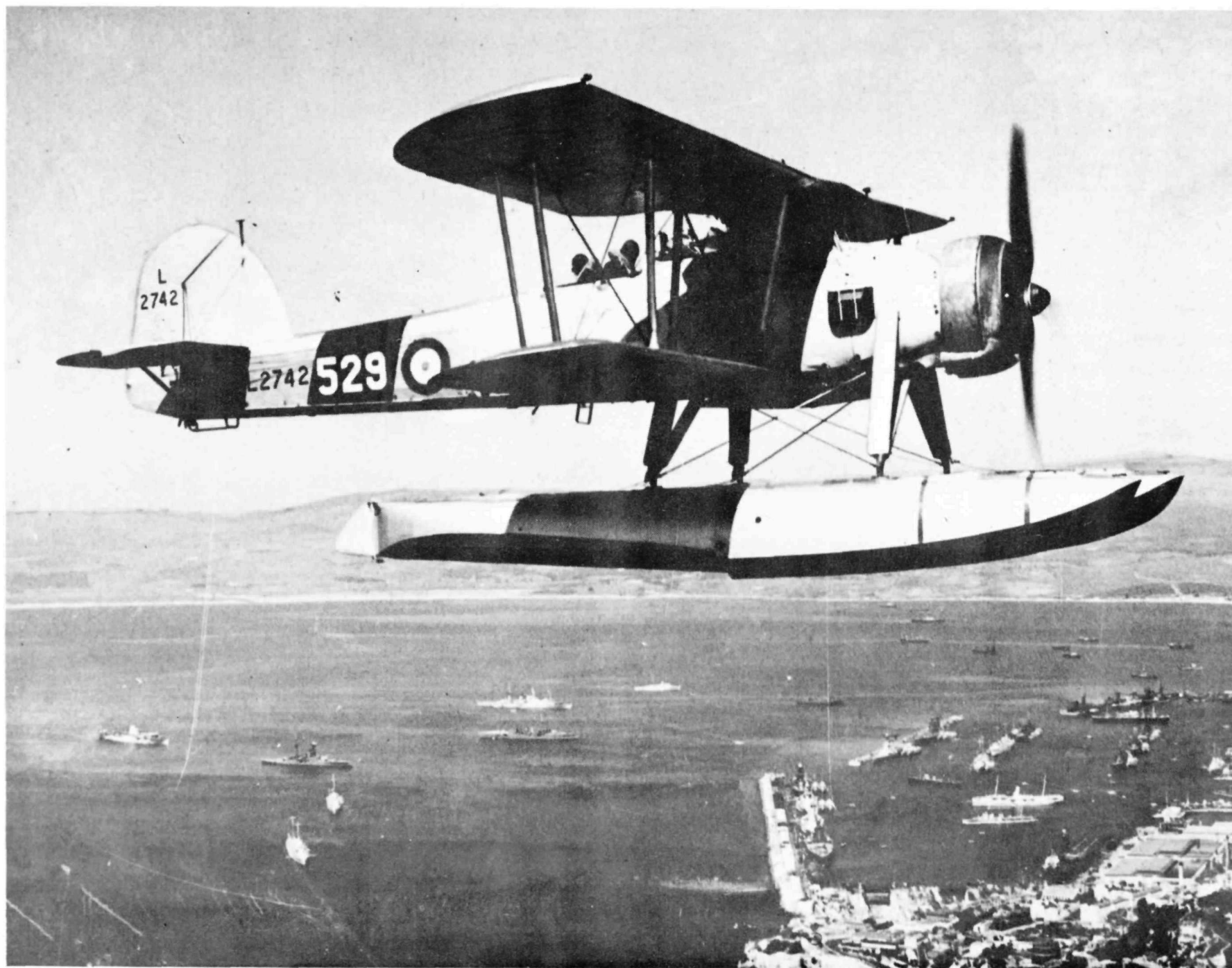
Donibristle: Wg Cdr B.A.Malet  
 \*No.702 Flt Walrus  
 \*No.712 Flt Lt Cdr E.H.Shattock RN Walrus  
 Ford: Gp Capt H.W.G.J.Penderel  
 School of Naval Coop as above Shark/Swordfish  
 Gosport: Gp Capt E.O.Grenfell  
 \*No.810 Sqn Sqn Ldr H.M.Mellor Swordfish  
 \*No.811 Sqn Lt Cdr E.O.F.Price RN Swordfish  
 \*No.822 Sqn Lt Cdr K.Williamson RN Swordfish  
 Trg Sqn  
 Torpedo Section  
 Storage Unit  
 1 Coast Arty  
 Coop Unit Sqn Ldr V.C.F.Streatfield Anson  
 Lee-on-Solent: Wg Cdr W.J.Seward  
 No.2 AACU Sqn Ldr O.I.Gilson Shark/Queen Bee  
 Southampton: Wg Cdr F.H.Laurence  
 \*No.800 Sqn Lt G.N.Torry RN Osprey  
 \*No.801 Sqn Sqn Ldr G.K.Fairclough Nimrod/Osprey  
 \*No.820 Sqn Lt Cdr A.C.G.Ermen RN Swordfish  
 \*No.821 Sqn Sqn Ldr G.R.M.Clifford Swordfish  
 Thorney Island: Gp Capt J.C.Russell  
 School of GR Wg Cdr G.H.Harrison Anson  
 Worthy Down: Wg Cdr W.Underhill  
 \*indicates shore base for these squadrons when not embarked in carriers

*Swordfish of No.810 Squadron*



*Anson of No.48 Squadron*

**No.18 (Reconnaissance) Group**  
 Headquarters: Donibristle Air Cdre C.D.Breese  
 Abbotsinch: Gp Capt J.H.O.Jones  
 No.269 Sqn Wg Cdr H.W.Evans Anson  
 Aldergrove: Wg Cdr N.C.Saward  
 No.502 Sqn Sqn Ldr L.R.Briggs AAF Hind  
 Dyce: Sqn Ldr F.Crerar AAF  
 No.612 Sqn as above Hector  
 Leuchars: Gp Capt B.E.Baker  
 No.224 Sqn Sqn Ldr R.N.Waite Anson  
 No.233 Sqn Wg Cdr L.G.le B.Croke Anson



## TRAINING COMMAND

Headquarters: Market Drayton, Salop  
AM Sir Charles Burnett

## No.21 (Training) Group

Headquarters: Cranwell AVM J.E.A.Baldwin

Cranwell: Sqn Ldr J.Mutch

RAF College AVM J.E.A.Baldwin

No.1 Elec &

Wireless School Gp Capt J.H.Simpson

RAF Hospital Gp Capt A.E.Panter

Airmen's Equipment

Training School Sqn Ldr B.W.Hemsley

Yatesbury:

No.2 E & WS (forming) WO T.R.Lawson

## No.23 (Training) Group

Headquarters: Grantham AVM L.A.Pattinson

Brize Norton: Gp Capt F.L.Robinson

No.2 FTS as above

Recruit Sub-station Sqn Ldr M.H.Kelly

Debden: Wg Cdr S.L.G.Pope

Recruit Sub-depot Sqn Ldr B.M.Cary

Dishforth: Gp Capt E.G.Hopcroft

Recruit Sub-depot Sqn Ldr W.T.F.Wightman

Driffield: Gp Capt A.Lees

Recruit Sub-depot Sqn Ldr D.J.Alvey

Farnborough: Wg Cdr C.Porri

S of Photog. as above

Exp.Sec.RAE Wg Cdr W.E.Purdin

Finningley: Gp Capt H.J.F.Hunter

Recruits Sub-depot Sqn Ldr C.Boumphrey

Halton: Wg Cdr R.S.Sugden

No.1 S of TT as above

Medical Trg Depot Gp Capt J.Kyle

Princess Mary's Hospital Gp Capt E.W.Craig

RAF Inst. of Pathology &

Tropical Medicine

Wg Cdr T.C.St.C Morton

School of Cookery

Flt Lt S.L.Delahay

Henlow: Gp Capt J.McCrae

S of Aeronautical Engineering Wg Cdr L.M.Iles

Kidbrooke: Gp Capt T.Fawdry

Officers' Equipment Trg School Sqn Ldr B.W.Hemsley

Linton-on-Ouse: Gp Capt A.D.Pryor

Recruit Sub-depot Sqn Ldr R.A.McMurtrie

London:

Central Medical Estab. Air Cdre H.E.Whittingham

Insp of Recruiting Gp Capt E.R.C.Nouson

Lympne: Sqn Ldr R.W.Collinson

School of Clerks, Accounting Sqn Ldr R.W.Collinson



*Hind of No.4 E & R FTS*

Manston: Wg Cdr E.F.Waring

No.3 S of TT Wg Cdr E.J.D.Townsend

Martlesham Heath: Gp Capt B.McEntegart

Aeroplane & Arm-  
ament Exp Est as above

Rollestone Camp:

No.2 Balloon Trg Unit Sqn Ldr E.G.C.Stokes

Hullavington: Gp Capt C.H.Elliott-Smith

No.9 FTS as above

Little Rissington: Gp Capt A ap Ellis

No.6 FTS as above

Manston: Gp Capt E.F.Waring

S of Air Nav as above Anson

Montrose: Gp Cap H.V.Champion de Crespigny

No.8 FTS as above

Netheravon: Gp Capt L.F.Forbes

No.1 FTS as above

Peterborough: Gp Capt A.Shekleton

No.7 FTS as above

Sealand: Gp Capt A.N.Gallehawk

No.5 FTS Gp Capt A.N.Gallehawk

Shawbury: Gp Capt H.P.Lale

No.11 FTS as above

South Cerney: Gp Capt D.Iron

No.3 FTS as above

Recruit Sub-depot Sqn Ldr A.N.Luxmore

Spittlegate:

Central Examination Board Sqn Ldr K.S.Brake

Ternhill: Gp Capt G.E.Livock

No.10 FTS as above,

*Left: Hart Trainer of Central Flying School*

*Right: Hart Trainer of No. E & R FTS*



Upavon: Gp Capt J.M.Robb  
CFS as above

**No.24 (Training) Group**

Headquarters: Halton AVM P.C.Maltby

Cardington: Gp Capt G.W.Murlis-Green

No.2 RAF Depot Wg Cdr A.S.Thompson  
No.1 Balloon  
Trg Unit Sqn Ldr R.A.Ford  
Balloon Development  
Establishment Sqn Ldr S.Nixon

Cosford: Gp Capt W.J.Y.Guilfoyle

No.2 S of TT (App) as above

Ruislip:

Record Office Gp Capt J.W.Cordingly

Spittlegate:

Recruit Sub-depot

St.Athan: Gp Capt E.B.Rice

No.4 S of TT as above

Uxbridge: Gp Capt W.D.Budgeon

No.1 RAF Depot as above  
RAF Central Band Sqn Ldr R.P.O'Donnell  
School of Physical  
Training Fg Off E.J.Bradbury  
AntiGas School Sqn Ldr D.V.Ivins  
Service Police  
Trg Centre  
RAF Officers' Hospital Wg Cdr H.W.Corner

West Drayton:

Reception Depot Wg Cdr V.Gaskell-Blackburn

**No.25 (Armament) Group**

Headquarters: Eastchurch AVM H.M.Cave-Brown-Cave

Acklington:

No.7 ATS Flt Lt W.A.Lindsay Watson

Aldergrove:

No.2 ATS Sqn Ldr F.W.H.Hall  
Stn Flt

Catfoss:

No.1 ATS Wg Cdr C.T.Anderson

Eastchurch:

No.2 AAS Wg Cdr A.W.Franklyn

Evanton:

No.8 ATS Wg Cdr C.W.Busk

Leconfield:

Air Observers School (Temporary)

Leuchars:

Armament Training Station (Temporary)

Manby:

No.1 AAS Gp Capt F.W.Trott  
Wainfleet Sands Bombing Range

North Coates:

No.1 AOS Sqn Ldr J.B.S.Monypenny

Penrhos:

No.5 ATS Wg Cdr T.V.Lister

Sutton Bridge:

No.3 ATS Wg Cdr F.O.Soden

Warmwell:

No.6 ATS Wg Cdr W.H.Poole

West Freugh:

No.4 ATS Wg Cdr R.S.Sorley

**No.26 (Training) Group**

Headquarters: Hendon Air Cdre S.W.Smith

Ansty:

No.9 ERFTS Air Service Training Ltd  
Coventry RAFVR Sqn Ldr C.B.Riddle

Barton-on-the-Moss:

No.17 ERFTS Airwork Ltd  
Manchester RAFVR Sqn Ldr H.A.Mitchell

Brough:

No.4 ERFTS Blackburn Aircraft Ltd  
Hull RAFVR Wg Cdr C.H.G.Benson

Burnaston:

No.30 ERFTS Air Schools Ltd  
Derby RAFVR Sqn Ldr C.A.B.Wilcock

Desford:

No.7 ERFTS Reid & Sigrist Ltd  
Leicester RAFVR Air Cdre E.L.Gerrard

Castle Bromwich:

No.14 ERFTS Airwork Ltd  
Birmingham RAFVR

Fairoaks:

No.18 ERFTS General Aircraft Ltd

Filton:

No.2 ERFTS Bristol Aeroplane Co.Ltd.  
Bristol RAFVR Gp Capt G.P.Grenfell

Gatwick:

No.19 ERFTS Airports Ltd  
London RAFVR AVM Sir T.I.Webb-Bowen

Gravesend:

No.20 ERFTS Airports Ltd

Hamble:

No.3 ERFTS Air Service Training Ltd  
Southampton RAFVR Gp Capt H.R.Busteed

Hanworth:

No.5 ERFTS Flying Training Ltd

Hatfield:

No.1 ERFTS de Havilland Aircraft Co.Ltd.

Kidlington:

No.26 ERFTS Marshalls Flying School Ltd  
Oxford RAFVR Wg Cdr T.F.W.Thompson

Luton:

No.29 ERFTS Birkett Air Services Ltd  
Luton RAFVR Wg Cdr W.H.de W Waller

Meir:

No.28 ERFTS Reid & Sigrist Ltd  
Stoke-on-Trent RAFVR Wg Cdr P.Y.Birch

Prestwick:

No.12 ERFTS Scottish Aviation Ltd  
Glasgow RAFVR Air Cdre the Hon J.D.Boyle

Redhill:

No.15 ERFTS British Air Transport Ltd

Rochester:

No.23 ERFTS Short Bros Ltd  
Rochester RAFVR Wg Cdr A.T.Whitlock

Score:

No.11 ERFTS Airwork Ltd  
Perth RAFVR Wg Cdr G.H.Hall

Shoreham:

No.16 ERFTS Brooklands Aviation Ltd  
Brighton RAFVR Wg Cdr W.H.Dolphin

## Stapleford Tawney:

No.21 ERFTS Reid &amp; Sigrist Ltd

## Staverton:

No.31 ERFTS Surrey Flying Services Ltd  
Gloucester RAFVR Gp Capt E.M.Murray

## Sywell:

No.6 ERFTS Brooklands Aviation Ltd  
Northampton RAFVR Gp Capt J.C.Halahan

## Teversham:

No.22 ERFTS Marshalls Flying School Ltd  
Cambridge RAFVR Wg Cdr S.Grant-Dalton

## Tollerton:

No.21 ERFTS Nottingham Airport Ltd  
Nottingham RAFVR Wg Cdr G.H.P.Podley

## Waltham:

No.25 ERFTS Herts & Essex Aero Club Ltd  
Grimsby RAFVR Sqn Ldr A.R.D.Metaxa

## Whitchurch:

No.33 ERFTS Chamier Gilbert Lodge & Co.Ltd  
Bristol RAFVR Gp Capt G.P.Grenfell

## White Waltham:

No.13 ERFTS de Havilland Aircraft Co.Ltd

## Woodley:

No.8 ERFTS Phillips & Powis Ltd  
Reading RAFVR Wg Cdr Ll.Griffith

## Yatesbury:

No.10 ERFTS Bristol Aeroplane Co.Ltd.

## MAINTENANCE COMMAND

Headquarters: Andover AVM J.S.T.Bradley

## Altrincham:

No.2 MU Wg Cdr T.S.James

## Brize Norton:

No.6 MU Forming

## Cardington:

No.26 MU Sqn Ldr G.G.C.Piggott

## Chilmark:

No.11 MU Wg Cdr A.W.Smith

## Coventry:

'C' MU Sqn Ldr A.J.Redman

## Fauld:

No.21 MU Sqn Ldr C.S.Whellock

## Hammersmith:

'B' MU Gp Capt J.A.Stone

## Hendon:

'A' MU Sqn Ldr L.W.Park

## Henlow:

Home Aircraft Depot Gp Capt J.McCrae

## Kemble:

No.5 MU Sqn Ldr M.F.Tomkins

## Kenley:

'F' MU Flt Lt H.Cartwright

## Kidbrooke:

No.1 MU Gp Capt T.Fawdry  
Medical Stores Flt Lt J.Holt

## Milton:

No.3 MU Wg Cdr W.C.Green

## Newport:

'E' MU Flt Lt W.MacI.King

## Park Royal:

MT Storage Sub Unit

## Pulham:

No.2 M subU Flt Lt L.H.Anness

## Ruislip:

No.4 MU Wg Cdr E.H.Eldridge

## Sealand:

Packing Depot Wg Cdr L.H.Vernon

## Shawbury:

No.27 MU Sqn Ldr C.H.Abbott

## Ternhill:

No.24 MU Sqn Ldr N.W.Law

## Wembley:

'D' MU Sqn Ldr P.J.Mote

## BALLOON COMMAND

Headquarters: London AVM O.T.Boyd

## No.30 (Balloon) Group

Headquarters: London Air Cdre J.G.Hearson

## Chigwell:

No.4 Balloon Centre Sqn Ldr J.B.Bowen, AAF  
No.908 Sqn Sqn Ldr P.L.Dyson-Skinner AAF  
No.909 Sqn Sqn Ldr D.A.J.Buxton AAF  
No.910 Sqn Sqn Ldr A.M.Lyons AAF

## Hook:

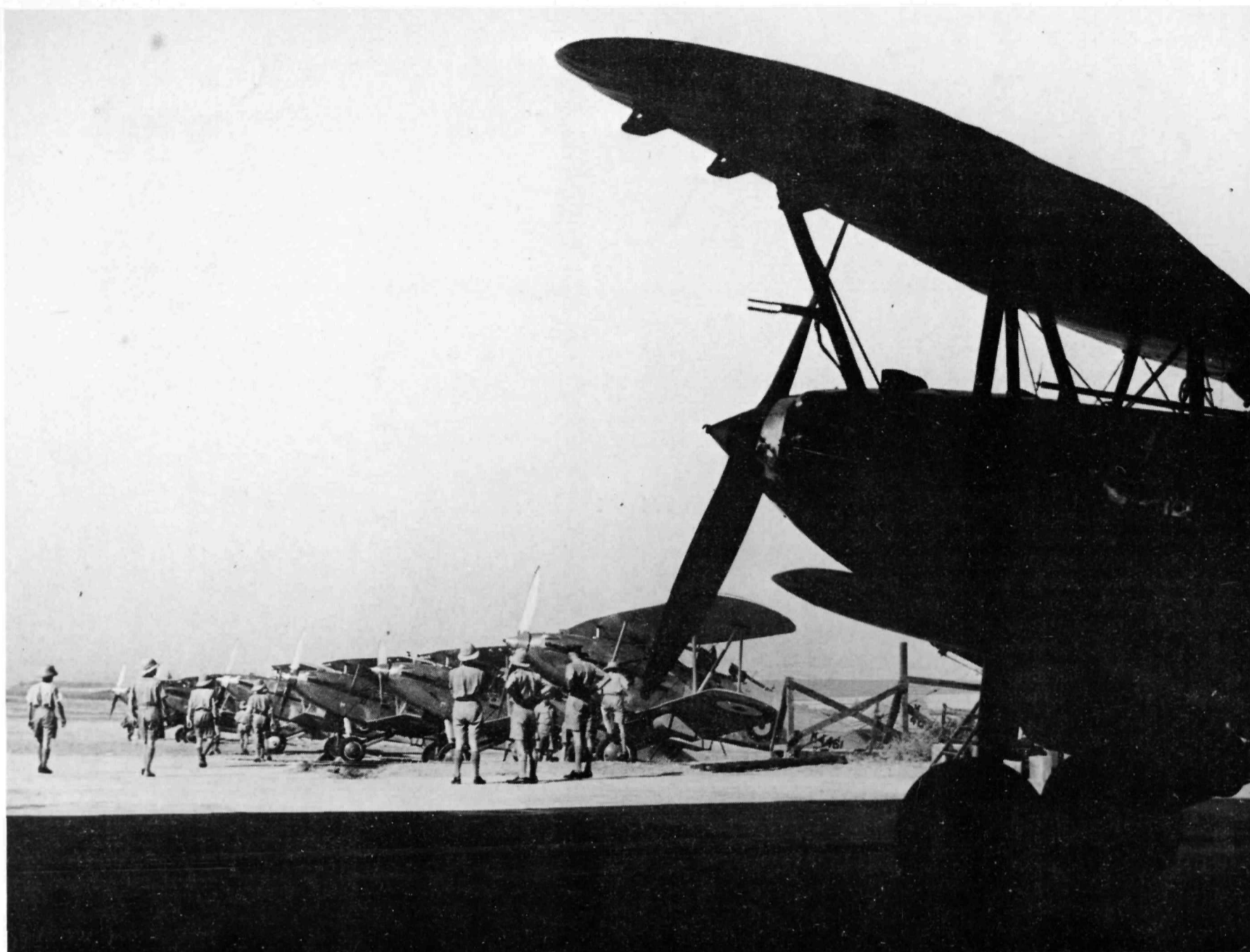
No.2 Balloon Centre Flt Ltd E.Bowman  
No.904 Sqn Sqn Ldr E.J.Davis AAF  
No.905 Sqn Sqn Ldr W.G.Horne AAF

## Kidbrooke:

No.1 Balloon Centre Sqn Ldr B.C.H.Drew AAF  
No.901 Sqn Sqn Ldr J.S.Wheelwright AAF  
No.902 Sqn Flt Lt A.H.Allen  
No.903 Sqn Sqn Ldr G.M.Haslam AAF

## Stanmore:

No.3 Balloon Centre Wg Cdr R.F.S.Norton  
No.906 Sqn Sqn Ldr E.L.Gower AAF  
No.907 Sqn Sqn Ldr G.Aste AAF



*Hardys of No.6 Squadron*

OVERSEAS

ROYAL AIR FORCE MIDDLE EAST

Headquarters: Cairo AVM H.R.Nicholl  
 Aboukir: Gp Capt A.L.Gregory  
 RAF Depot Gp Capt A.L.Gregory  
 Abu Sueir: Gp Capt G.S.M.Insall VC  
 No.4 FTS as above Oxford/Audax  
 Heliopolis: Gp Capt R.Collisham  
 No.113 Sqn Sqn Ldr F.H.Cator Hind  
 No.208 Sqn Sqn Ldr G.N.J. Stanley-Turner Audax  
 No.216 Sqn Wg Cdr G.C.Gardiner Valentia  
 Comm Flt  
 Helwan: Wg Cdr W.R.Cox  
 No.45 Sqn Sqn Ldr N.V.Moreton Wellesley  
 No.211 Sqn Flt Lt D.P.Barclay Hind (HQ)  
 Ismailia: Wg Cdr W.E.G.Mann  
 No.33 Sqn Sqn Ldr H.D.BcGregor Gladiator  
 No.80 Sqn Sqn Ldr R.C.Jonas Gladiator  
 Khartoum: Sqn Ldr G.R.C.Spencer  
 No.47 Sqn as above Vincent  
 Nairobi: Wg Cdr G.S.Shaw  
 No.223 Sqn Flt Lt D.P.Frost Wellesley

BRITISH FORCES PALESTINE AND TRANS-JORDAN

Headquarters: Jerusalem Air Cdre A.T.Harris  
 Amman: Sqn Ldr A.D.Selway  
 No.14 Sqn as above Wellesley  
 Ma'an:  
 No.2 Armoured Car Company, 1 Section  
 Ramleh: Wg Cdr A.C.Anderson  
 No.6 Sqn Sqn Ldr N.C.Singer Hardy  
 No.211 Sqn Flt Lt R.H.Spencer Hind (2 flts)  
 No.2 Armoured Car Coy Sqn Ldr C.H.Stilwell  
 Sarafand:  
 Combined Supply Depot Sqn Ldr F.D.D.Gaussen  
 General Hospital Gp Capt K.Biggs

BRITISH FORCES IRAQ

Headquarters: Habbaniya AVM J.H.S.Tyssen  
 Basrah: Gp Capt R.H.Kershaw  
 No.203 Sqn Wg Cdr C.H.Cahill Singapore  
 Supplies & Transport Depot Maj A.D.Gunn (Retd)  
 Iraq Levies  
 Habbaniya: Gp Capt T.Q.Studd  
 No.30 Sqn Sqn Ldr G.H.Stanforth Blenheim  
 No.55 Sqn Sqn Ldr R.A.T.Stowell Vincent  
 No.70 Sqn Wg Cdr H.S.Broughall Valentia

Comm Flt Fg Off K.J.Mellor  
 Aircraft Depot Gp Capt W.S.Caster  
 Supplies Depot Wg Cdr J.V.Mason  
 General Hospital Gp Capt R.J.Aherne  
 No.1 Armoured Car Coy Wg Cdr W.A.B.Savile  
 Iraq Levies

Shaibah: Sqn Ldr D.L.Thomson  
 No.84 Sqn as above Vincent  
 Iraq Levies

#### ROYAL AIR FORCE INDIA

Headquarters: New Delhi AM Sir Philip Joubert de la Ferte

Ambala: Wg Cdr C.F.Horsely  
 No.28 Sqn Sqn Ldr H.G.Blair Audax  
 No.1 Sqn IAF Sqn Ldr C.H.Smith Wapiti

Karachi:

Aircraft Depot Gp Capt A.W.F.Glenny

Lahore: Sqn Ldr C.Stephenson  
 No.31 Sqn as above Wapiti  
 BT Flt Sqn Ldr J.A.B.Begg Valentia  
 Aircraft Park Gp Capt A.S.Maskell

No.1 (Indian) Group

Headquarters: Peshawar Air Cdre C.C.Darley

Chaklala: Sqn Ldr E.D.Barnes

Kohat: Wg Cdr J.Oliver  
 No.27 Sqn Sqn Ldr W.N.McKechnie Wapiti  
 No.60 Sqn Sqn Ldr C.B.Hughes Wapiti

Peshawar: Sqn Ldr R.C.Mead  
 No.20 Sqn as above Audax

Risalpur: Wg Cdr B.Ankers  
 No.5 Sqn Sqn Ldr H.J.G.E.Proud Wapiti  
 No.11 Sqn Sqn Ldr W.V.L.Spendlove Hart  
 No.39 Sqn Flt Lt P.Stevens Hart

#### ROYAL AIR FORCE MEDITERRANEAN

Headquarters: Valetta Air Cdre R.Leckie

Hal Far: Wg Cdr J.S.T.Fall  
 No.3 AACU  
 Stn Flt  
 Kalafrana: Wg Cdr G.W.Bentley  
 No.202 Sqn Sqn Ldr E.A.Blake London

Fleet Air Arm disembarked units from Glorious

No.802 Sqn Lt Cdr J.P.G.Bryant RN Nimrod  
 No.812 Sqn Sqn Ldr J.H.Hutchinson Swordfish  
 No.823 Sqn Lt Cdr R.A.Kilroy RN Swordfish  
 No.825 Sqn Lt Cdr J.W.Hale RN Swordfish

From 1st Battle Squadron:

No.701 Flt Lt M.C.Hoskin RN Walrus  
 No.705 Flt Lt P.E.O'Brien RN Swordfish

From 1st Cruiser Squadron:

No.711 Flt Lt Cdr O.S.Stevinson RN Walrus

From 3rd Cruiser Squadron:

No.713 Flt Lt M.Johnstone RN Seafox/Walrus

#### BRITISH FORCES ADEN

Headquarters: Steamer Point Air Cdre G.R.M.Reid

Aden:

RAF Hospital Gp Capt E.A.Lumley

Khormaksar: Wg Cdr J.F.T.Barrett  
 No.8 Sqn as above Vincent

Steamer Point:

Equipment & Supply Depot Sqn Ldr A.H.Allen  
 Armoured Car Section Fg Off R.N.J.White



*Valentias of No.216 Squadron*

#### ROYAL AIR FORCE FAR EAST

Headquarters: Singapore AVM J.T.Babington

Kai Tak: Gp Capt A.H.Peck  
 Stn Flt Flt Lt C.A.Watt

Disembarked FAA units from Eagle

No.813 Sqn	Lt Cdr C.R.V.Pugh RN	Swordfish
No.824 Sqn	Sqn Ldr R.G.Forbes	Swordfish
No.714 Flt	Lt P.W.Hunphreys RN	Seafox/Walrus
No.715 Flt	Lt Cdr H.H.Caddy RN	Walrus

Seletar: Gp Capt C.R.Cox

No.36 Sqn	Sqn Ldr R.L.Wallace	Vildebeest
No.100 Sqn	Sqn Ldr G.F.Simond	Vildebeest
No.205 Sqn	Gp Capt P.E.Maitland	Singapore
No.230 Sqn	Gp Capt W.H.Dunn	Sunderland

No.4 AACU Sqn Ldr T.S.Horry  
 Straits Settlements Volunteer Air Force  
 Sqn Ldr J.N.Jefferson  
 Aircraft Depot WO C.H.Lucas

#### COASTAL COMMAND UNITS OVERSEAS

New Zealand:

No.720 Sqn Lt T.P.Coode RN Walrus

South Africa:

No.716 Sqn Lt F.E.C.Judd RN Seafox/Walrus

America and West Indies:

No.718 Sqn Lt Cdr A.A.Murray RN Seafox/Walrus

Note: No.716 Sqn was with the 6th Cruiser Squadron and  
 No.718 with the 8th Cruiser Squadron



Type	In	Total	IE	Res	U/S Units	Stored S	U/S	Ctrs	Type	In	Total	IE	Res	U/S Units	Stored S	U/S	Ctrs
Hendon	UK	11						11	Stranraer	UK	14	9	5				
Heyford	UK	81	47	28	2	4			Sunderland	UK	12	11		1			
Hind LB	UK	251	190	21	3	30	7			FE	8	6	2				
	EP	46	24	14	18				Swordfish	UK	320	109	65	4	99	40	3
Hind T	UK	120	45		1	40		34		EP	18				18		
Hurricane	UK	201	151	41	8			1		FE	37	18	16	3			
London	UK	22	13	4	1			4		Med	73	49	14	10			
	Med	6	4		2				Tiger Moth	UK	259	140	7	1	104		7
Lysander	UK	62	44	13		3	2			FE	3	3					
	EP	24	12	5	6			1		Iq	3	2		1			
	I	1		1						I	1		1				
Magister	UK	451	247		2	202				Ad	1	1					
	EP	-						+2 e/r	Tomtit	UK	1	1					
Mentor	UK	26	26						Tutor	UK	232	171	40	4	10	6	1
Nimrod	UK	9		4	1	3		1		EP	13	6		7			
	EP	1				1				FE	4	2	2				
	Med	10	9		1			+5 e/r		Med	3	2	1				
Osprey	UK	39	20	12	3	3	1		Sea Tutor	UK	8						8
	Med	10	3	4	3				Valentia	UK	3	3					
Overstrand	UK	19	5	2		7	5			EP	33	12	18	3			
Oxford	UK	151	100	48	2			1		Iq	32	12	11	9			
	EP	-						+20 e/r		I	3	2	1				
Prefect	UK	6	5				1		Vega Gull	UK	2	1	1				
Q.Bee	UK	68	14	33	1	13	3	4	Vildebeest	UK	41	27	5	3	6		
	FE	4	4							EP	1		1				
	Med	6	4		2					FE	65	28	30	5			+4 e/r
Rota	UK	6					6		Vincent	EP	58	12	31	15			
Scapa	UK	6	2	4						Iq	66	26	28	12			
Seafox	UK	56	12	4		26	14			Ad	42	20	12	10			
	EP	1				1			Virginia	UK	5	3	2				
	Med	5	3		2				Wallace	UK	138	87	31	1	4	15	
Seal	UK	28	14	4	1	5	4		Walrus	UK	124	33	41	4	11	33	2
	FE	4	2	2						EP	3		1		2		
	Med	2	1		1					FE	31	15	9	7			
Shark	UK	182	58	20		40	9	55		Med	6	3	2	1			
	FE	6	6					+3 e/r	Wapiti	UK	7	7					
Sidestrand	UK	1				1				I	102	50	28	24			
Singapore	UK	13	7	6					Wellesley	UK	37	16	14	1	1		5
	FE	6	4		2					EP	95	48	23	24			+15 e/r
	Iq	7	3		4				Wellington	UK	41	37	2	2			
Skua	UK	18	9	7	2				Whitley	UK	135	85	19	8	20		3
Spitfire	UK	56	43	11	2												

The above tables divide the available aircraft into location and status. The geographical regions are shown in Col.2

UK: British Isles, Gibraltar and Home Fleet disembarked units; EP: Egypt and Palestine; FE: Far East; I: India; Iq: Iraq; Ad: Aden; Med: Mediterranean (in effect, Malta).

Col.4 is the 'initial equipment'; this is the normal strength of squadrons and other units as set out in their establishments. 'Reserve' consists of aircraft held by units for immediate use. Col.6 indicates the number of unserviceable aircraft held by units. Cols 7 and 8 show the stored reserves, serviceable and unserviceable. Col.9 shows aircraft held by 'contractors', e.g. the manufacturer had aircraft still under test or awaiting equipment or modification; aircraft held by other civilian organisations for research or awaiting modification to another role, etc. The final column shows aircraft 'en route'. Since most aircraft sent overseas went crated on ships, there were invariably aircraft in this state.

Because of the distances involved, the actual dates of the census varied within the month. The UK element was on 1 January while the Far East was on 31 January, the figures thus being slightly out of alignment if one takes into account write-offs which might have occurred during the month. Noteworthy is the presence of the first foreign-built aircraft in the shape of the first four Harvards.

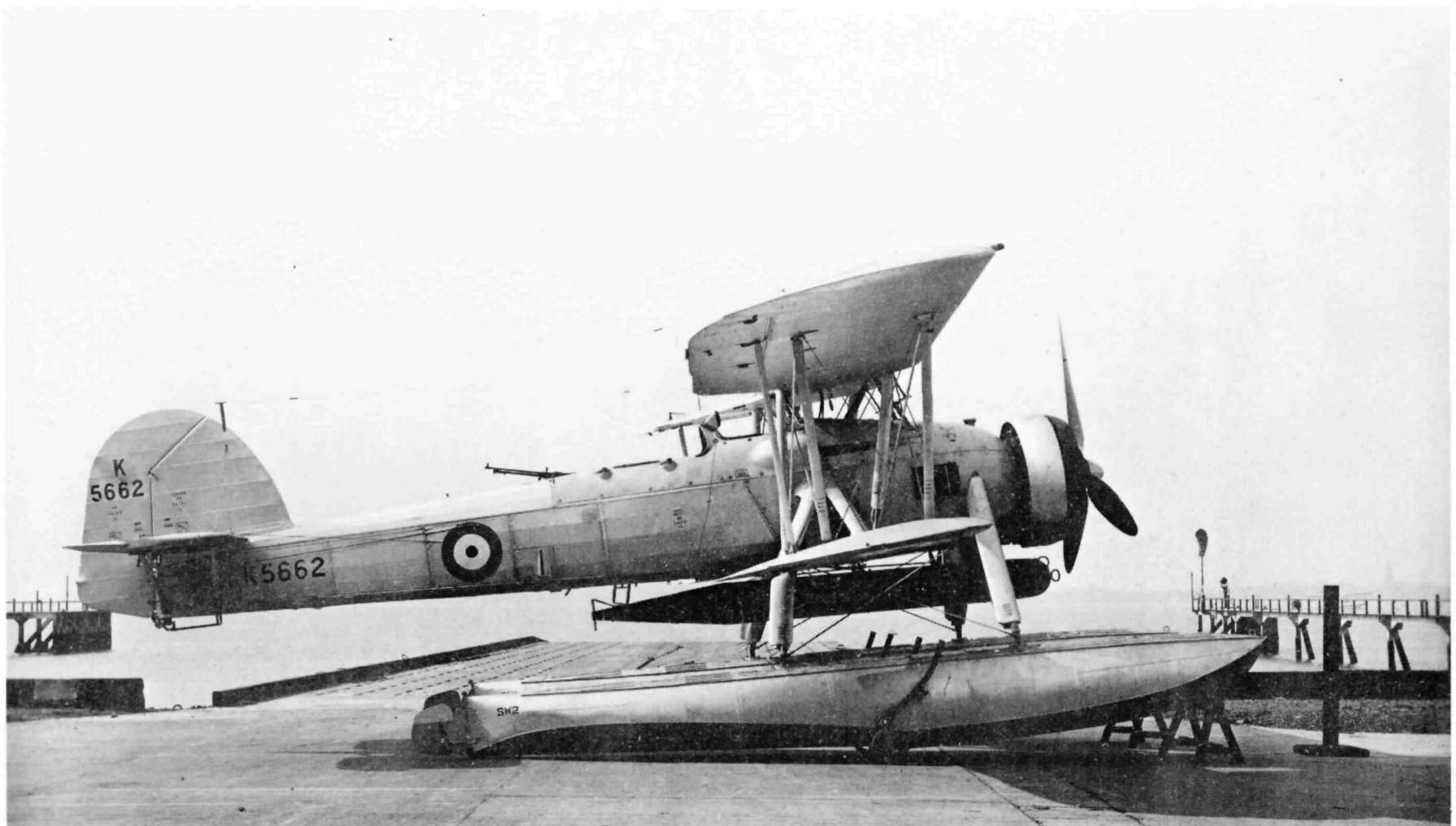


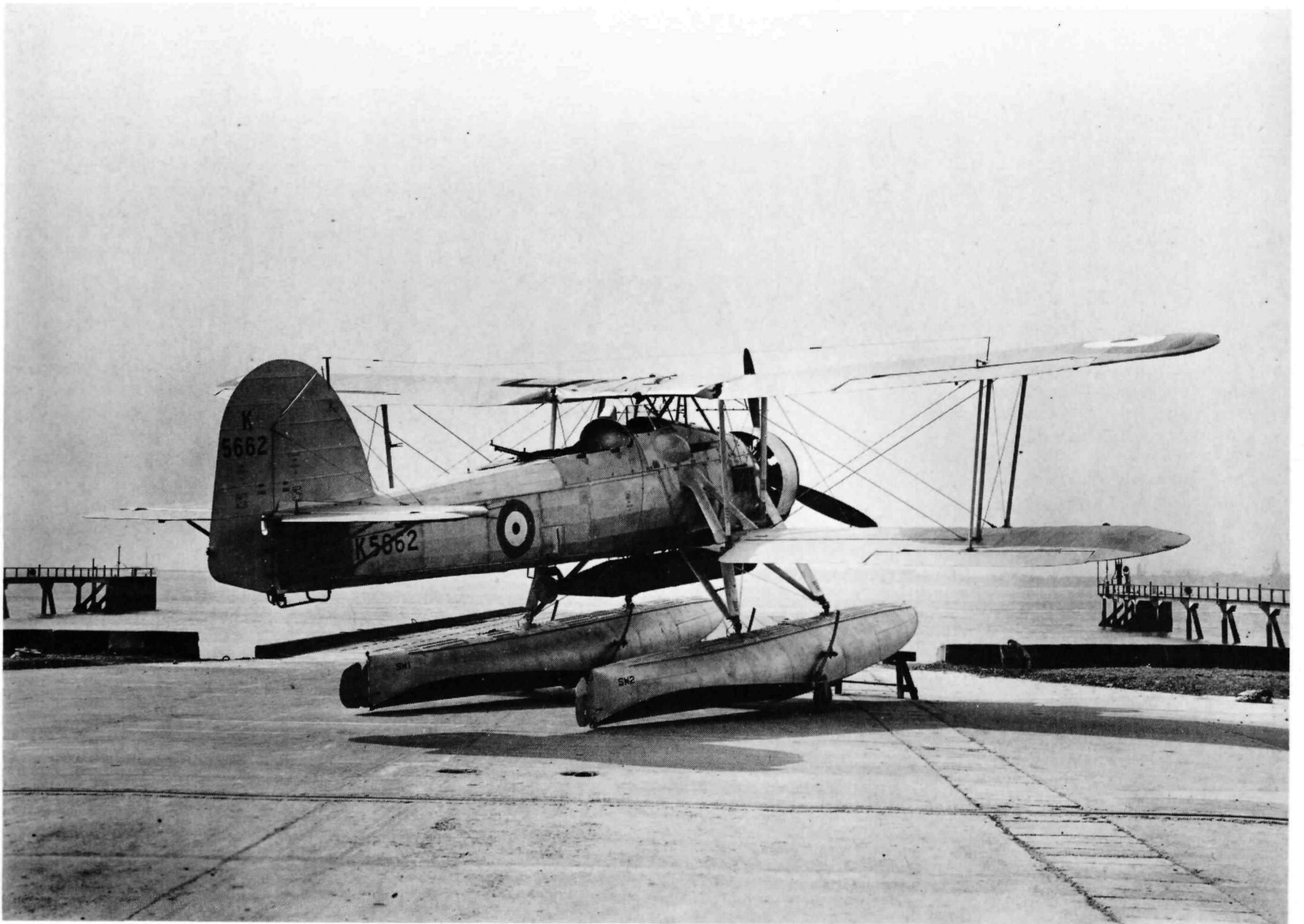
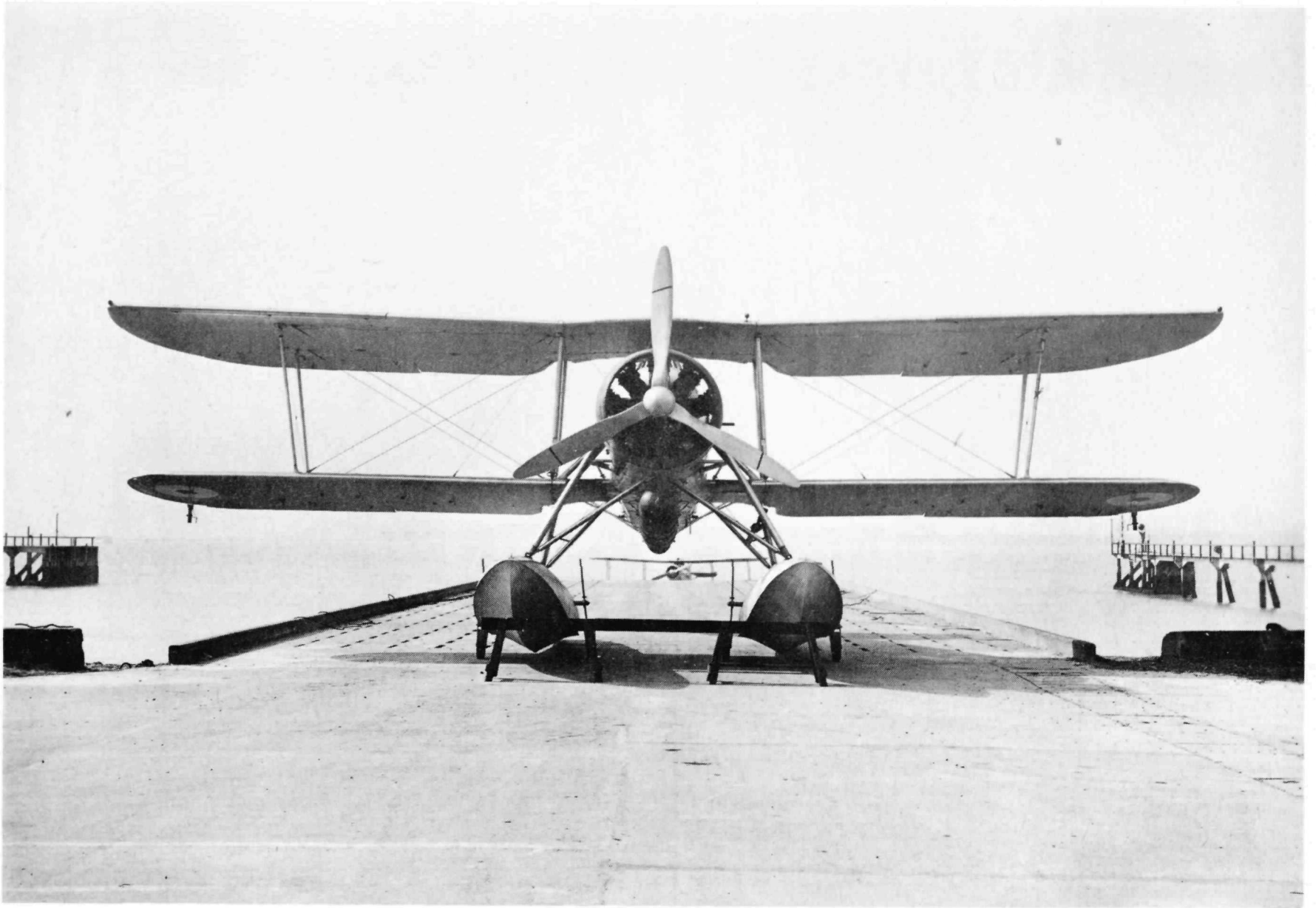
## Swordfish Torpedo-bomber Floatplane



Among the various trials carried out by the Marine Aircraft Experimental Establishment at Felixstowe on Swordfish was K5662 fitted out as a floatplane and equipped to carry a standard 18-inch naval torpedo. This aircraft was Fairey C/N F.2144, The photos were taken on 5 September 1936 and a report (F/138A) was produced which cleared the Swordfish in this mode as satisfactory in the air but was not too happy about its water-handling

characteristics. It took a long time to unstick and this resulted in considerable quantities of sea water getting into the engine. Taxying in a circle of specified radius could not be achieved with the water rudders fitted. In the event, the Swordfish was not required to operate with torpedoes off water although they might have been of use in the Far East in place of the unfortunate land-based Vildebeests. (MAEE photo 1241)





## ROUNDBABOUT



CANNON-LYSANDERS

The above photograph is that referred to in AM.2/82 and for which we asked for ideas as to its identity.

From the letters we have received to date, there seems to be no knowledge of any aircraft other than the prototype K6127 which was tested with 20mm guns in June 1940. Peter Clarke points out an interesting article in Airfix Magazine for December 1975 which states that after trials at AFDU Northolt, K6127 went to No.110 Squadron RCAF for service trials and it was decided that all but two squadrons in the UK would have half their initial equipment fitted with cannon by the end of the year. The 16 Squadron aircraft illustrated would seem to be one of these 'production' versions but how far the fitment programme progressed is not clear. No.16's record books make no reference to the modification.

The installation was not very clean and cut 12 mph off the Lysander's top speed. The ammo drums especially were drag producers. The main purpose is variously stated as anti-invasion barge and anti-tank tasks although there was no AP ammunition on hand for the latter role.

(Photo via Cliff Minney)

### FUTURE PROJECTS

One of the interesting series of numbers used on British aircraft is the experimental Ns. These were used for 'naval' aircraft in the final months of World War One and the early 1920s.

The Editors have a fair number of photographs of N1 to N300 series aircraft but would like to locate as many as possible. We would appreciate help from readers initially in being provided with details of what photos are available for borrowing later in the year.



PRINCE BERNHARD'S VIGILANT

Following on from the item in AM 2/82 on RAF Vigilants, Mr. H. Decker has provided some information on the subsequent career of HL432 after its sale on 24 June 1946. It arrived on the Netherlands civil register on 10 January 1949 as PH-PBD in the name of Prince Bernhard (C of R No.670). The C of R was changed on 1 October 1949 to 207. On 10 March 1954, the aircraft was transferred to NV Aero Ypenburg and on 11 June 1954 to Bankierskantoor M de Jong & Zn. On 3 December 1958, the registration was cancelled as 'broken up'.

The registration date quoted was long after the aircraft had been active as PH-PBD and photos exist of it on 10 February 1948 and 12 July 1948. In the early fifties, the aircraft was loaned to Shell for experiments in air spraying and Mr. van Bommel of Shell designed a spraying device which can be seen on the photograph. Extensive tests were carried out over the Noord Oost Polder in the Ysselmeer.

Following on from the above is the tale of the Fieseler Fi 156 Storch mentioned in the tables to the article on the disposal of captured German aircraft in AM.3/81 as having gone to the Netherlands. This also was taken over by Prince Bernhard and was to be registered PH-PBD (!) but this did not happen and the Storch was offered to KNVvL for use as a glider tug and the registration PH-NDF allotted. It was inspected by KNVvL officials and the RLD representative, Mr. J.C. van der Wal who put down in his report the details found on the constructor's plates. This read:

'Engine No.4462601 Argus AS-10-P 240 hp  
Fabr.AG fur Flugzeugindustrie Prag-Litnany  
Fuselage No. 8-156 148 - 20737 - 13' and on another plate '8 - 156 C-3 trop - 5987 - HPS'.

This last plate provides a link with RAF serial VN266. Handover to KNVvL at Ypenburg was intended to take place between 26 and 31 January 1948.

And indeed, a Storch with the registration PH-NDF has been reported there around that time. But the whole scheme failed, reportedly because the wing was not approved by RLD and although it did enter the Dutch register at last, it was not as PH-PBD or PH-NDF but as PH-NEL.

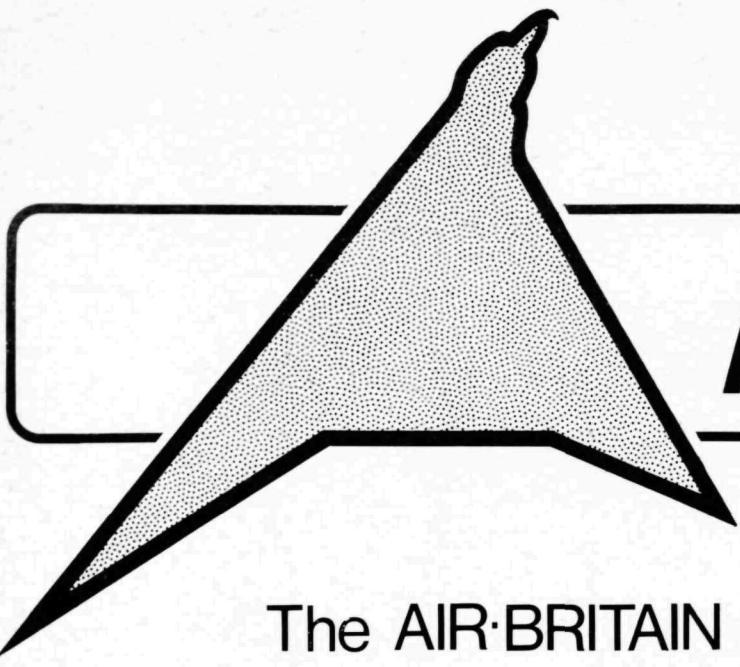
So we have as pedigree:

VN266 to PH-PBD\* to PH-NDF\*to PH-NEL, registered on 1 October 1949 to Anker Emaillefabrick (C of R No.235) and sold to Germany on 29 February 1956 to become D-EGON.

### HELP WANTED

Tony Day, 1289 Killarney Street, Penticton, BC Canada, V2A 4R3 is seeking contacts with former Blenheim and Vengeance aircrew who flew in the India-Burma area in 1942-43.





# AEROMILITARIA

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The AIR-BRITAIN Military Aviation Historical Quarterly

Edited by James J. Halley and Peter M. Corbell

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Shepperton, Middlesex TW17 ORW

What if? Starting a thought with these two words can produce a vast amount of interesting speculation, some of it quite alarming:

What if Robert Watson-Watt had, by way of some gene-scrambling, arrived in this world as Roberta Watson-Watt? Would she have turned out to be the father of British radar? Not very likely as scientific research seldom had mothers in those days, being a male preserve. Thus it could follow that many of our members under 40 might not exist; certainly a lot over 40 would not. On the other hand, perhaps we would have a lot more Schmidts and Mullers on our membership lists.

Without radar, how would Britain have been defended against air attack? There was one form of early warning which was a type of stone-age radar. Around the coasts, large acoustic mirrors would have gathered in the sounds of aircraft engines, plotted their direction and height and the results transmitted by landline to control rooms. From evidence so gathered on the plotting tables, fighters would have been scrambled to meet the threat.

Mention has been made of experiments with acoustic mirrors but the scope of these has hitherto been vague. The impression gained was of the odd mirror being set up by an experimental section from time to time. That was not so and a considerable effort went into building a defence system which would be operational in the mid-1930s.

To remedy the lack of information on this subject, we are producing an Aeromilitaria Special titled 'Kent's Listening Ears', a study of Britain's first early warning system. David Collyer has studied the subject in depth and in this special issue relates the trials and tribulations of what could have been Britain's first line of defence. There are many illustrations of the structures and aircraft used with descriptions of the pieces of aviation archaeology that still survive, mainly unrecognised for what they are.

We have always maintained that there is more to military aviation history than describing aircraft and this is a prime example. Too large for coverage in a single article, we decided to produce it in the same format as a normal Aeromilitaria. The price is £1.50 post free and orders should be sent to the editorial office for delivery, barring accidents, during January.

As a sideline, the mirrors need not have been restricted to gathering in sound. The big one at Biggin Hill was fitted with a loud klaxon and beamed out sound to guide in aircraft in foggy conditions. It was one of the earliest methods of blind approach and could be heard by pilots leaning out of their cockpits with their engines ticking over.

The local window glazers loved it too!

## IN THIS ISSUE

The Ventura has been chosen as the main subject in this issue of AM and has caused some problems. As is normal with aircraft delivered to overseas commands, the movement records compiled by the Air Ministry are of little use as they simply show the date of delivery overseas and, in most cases, a SOC date. The latter is often a 'book' date since the aircraft was written off at an earlier date.

In the case of squadron aircraft, the unit's Operations Record Books often identify which aircraft the squadron flew. As is sometimes the case, the serials for some Ventura squadrons are not recorded, only the aircraft code letter being shown. This makes it difficult to tie up individual aircraft with their units. For example, No.13 Squadron received a number of Venturas during its proposed conversion but mentions only one serial - which it got wrong! A fair number went to training units in Egypt and Palestine whose records are of little use and some of the aircraft reported as 'missing' may have been from these units as they carried out navigation exercises over the sea and desert. Any additions will, as always, be welcome.

Earl's Colne was an airfield with a multi-racial history. Our thanks to Roger Freeman for the loan of the photos.

The article on the RAF's system of nomenclature is not definitive as there were obvious examples which did not fit the systems mentioned. Doubtless, someone will write a book about it some day.

Target gliders have not been over-publicised so a short note on some of the types developed has been included.

## COLOUR SLIDES

For the benefit of members who do not receive 'Air-Britain News', there is a new supplement to the colour slide library catalogue. This lists about 2,000 more slides and costs 60p to cover printing and postage, available from the editor at the heading address. The original two catalogues, one civil and one military, are still current and also cost 60p each.

## RNZAF IN DETAIL

Highly recommended is Volume 1 of RNZAF Aircraft by Warren P. Russell. This is available from Sqn Ldr J.K. Barry, RNZAF Museum, RNZAF Base Wigram, Christchurch 4, New Zealand at \$18.00 in NZ currency. Your bank will arrange for a cheque for this amount to be issued which will avoid currency fluctuations and save paying for an International Money Order, which is the other way.

Volume 1 covers the AESL Airtourer to the Bell 47G Sioux via Oxfords, Ansons, Avro 504s and 626s and Strikemasters. Plenty of photographs, pages of drawings of colour schemes and if anybody is building a half-scale Airtrainer, then they can include on their model all the mini-scale writing that appears on the full-size aircraft.

As a supplement to the types covered, there is a list of instructional airframes from 1 (a Grebe) to 213 (a Harvard) and details of RNZAF paints.

Well worth putting on the bookshelf. Paint your Oxford model to look authentic in RNZAF colours with the undercarriage up - then mount it on a grass-coloured base.

# VENTURA



*Ventura V 6469 'E' of No.22 Squadron, SAAF, flying near Gibraltar. This aircraft appears to have been received at the end of the war as replacement for a lost Ventura as it does not appear in the operational list (SAAF photo)*

The portly shape of the Lockheed Hudson was a familiar sight in the skies of wartime Britain and the original Mark I had been modified and improved in the light of operational experience. By 1942, the last of the Ansons had retired from operational patrols and arriving in small numbers were the first of the long-range Liberators.

In April 1942, there arrived at Speke two aircraft which resembled the Hudson in many ways. In fact, they were a militarised version of the Lockheed 18 transport in the same way as the Hudson had grown from the Lockheed 14. The new aircraft was dubbed 'Ventura' and was higher-powered and had improved armament, both features which would be useful to Coastal Command's anti-submarine squadrons. After erection and testing, No.21 Squadron at Bodney received its first two Venturas on 31 May. The snag was that 21 was in No.2 Group, Bomber Command, not a Coastal squadron.

The story of the RAF's Venturas goes back to February 1940 when the Air Ministry accepted an updated Hudson design from Lockheed based on their Lodestar airliner. The success of the Hudson resulted in an order for 300 of the new aircraft which were to be powered by commercial Pratt & Whitney Double Wasps of 1850 hp placed in May and increased by 375 more by the end of the year.

Development of the design should have been rapid in the light of its proven airframe and the experience gained with the Hudson. Vega at Burbank, a subsidiary of Lockheed, was selected as the production centre and AE662 was retained

there as a test aircraft.

The commercial Double Wasps of the Ventura I were replaced in the Mk.II by 2000 hp Pratt & Whitney R-2800-31s and the overall performance was considerably better than the Hudson, at least 50 mph faster at maximum speed and more at normal cruising speed. Bomb load was 2,500 lbs instead of a maximum of 1,000 in the Hudson. Armament was increased and consisted of a two-gun turret which was neater than the bulky one fitted in the Hudson, two flexible and two fixed guns in the nose and a pair of guns in a ventral position, all 0.303 in. apart from the 0.5 in. fixed nose guns.

During the development of the Ventura, the theories of the Thirties had been reshaped as a result of experience during the Battles of France and Britain. With all the facing coasts of Europe in enemy hands, the RAF had a wide variety of targets which did not require deep penetration raids and these were No.2 Group's responsibility, the other Bomber Command groups providing some aircraft for night raids as a way of giving newly-trained crews some experience before sending them out on long trips to Germany.

The Blenheim IV had been No.2 Group's main tool during 1940 and 1941 but these ageing light bombers were very vulnerable to fighters and light flak which appeared in increasing numbers as the months went by. Bostons had begun to supplement Blenheims in the summer of 1941, many of the earlier aircraft having been diverted to night fighting and night intruder duties as the Havoc in Fighter Command.



*Ventura V 6403 'K' of No.22 Squadron, SAAF, flying east of Gibraltar in May 1945*

*(SAAF photo)*

Also on the horizon was the B-25 Mitchell which showed promise and was eventually delivered to No.2 Group (see AM.2/78). Third of the trio was the Ventura.

Initially, the Ventura was considered as a replacement for Blenheims engaged in night intruder raids against airfields and other targets in France and the Low Countries, a role in which the cockpit visibility in the Blenheim was inadequate. Although the Ventura was a bulky and unmanoeuvrable aircraft, it provided a stable platform for night operations where agility was not of prime importance.

No.21 Squadron gathered in its full complement of Venturas, using a dual-control Hudson for conversion training. Various teething troubles had to be cured and Cunliffe-Owen Aircraft undertook the debugging while Boulton-Paul checked the armament shortcomings. Night flying training demonstrated that visibility from the cockpit was not very good and the night role was abandoned before any operations were flown. Day intruder raids with cloud cover were still considered practicable but the emphasis swung towards escorted daylight raids by formations of bombers. Two more squadrons, No.464 Squadron, RAAF and No.487 Squadron, RNZAF, received Venturas to form a wing, both squadrons being based at Feltwell while No.21 operated from Methwold.

Crews posted to the Ventura squadrons were less than impressed with their mounts. Mitchells had begun to arrive for other 2 Group squadrons and Mosquitos had been sighted and questions were asked why they had been picked to fly these ponderous beasts - and in daylight. No.487 was particularly vociferous, bending the ear of the visiting High Commissioner on the subject. To try and get some reasonable arguments to put to the aircrews in favour of the Ventura, the CO listed some of the doubts, including the valid question why, if the Ventura was as effective as they had been told, there was no sign of the USAAF flying Venturas on bombing raids. They got a 'mama knows best' reply from Group with a hint that asking questions about the effectiveness of one's aircraft could be construed as mutiny! Perhaps if they had been told that the Albemarle had been considered as a day bomber, they might have counted their blessings.

On 3 November 1942, three Venturas set out to bomb rail targets at Hengelo and two attacked without being intercepted. On the 6th, 21 Squadron sent out ten aircraft on day intruder missions to targets in the Netherlands using cloud cover. Three failed to return. Next day, six more sorties were flown over the mouth of the Scheldt and another Ventura was reported missing. Four aircraft missing in 19 sorties was not a promising start.

For the next month, the three Ventura squadrons practiced formation flying in preparation for further - escorted - raids and on 6 December a major effort was mounted by No.2 Group against the Philips factory at Eindhoven, 80 miles inland. Fighter escort would be provided up to about 20 miles and last 60 would be flown at low level. Three squadrons of Spitfires were allocated for the outward trip and a squadron of Typhoons was to give outward cover. Eight Mustangs of 268 Squadron put on a diversion attack over Alkmaar in the hope of drawing off German fighters.

The bomber raid was a melange of 36 Bostons, 10 Mosquitos and 47 Venturas, 17 from 21 Squadron, 14 from No.464 and 16 from No.487. The run-in was subjected to a mixture of flak and birdstrikes and several aircraft were lost. Twenty-three of the aircraft which returned had damage from birdstrikes and No.21 had no undamaged aircraft.

The factory was heavily damaged and the timing of the raid had resulted in few civilian casualties, the factory being virtually empty at the time. Ten Venturas were lost, 16 more were damaged by flak and one collided with a tree but got home. Four Bostons and a Mosquito were also lost, with damage to five Bostons and one Mosquito. The raid was highly effective and the losses, originally estimated at about 30% before the raid, were lower than anticipated. If the Venturas squadrons had been flying Mosquitos, most of the losses would probably have been avoided.

Following the Eindhoven raid, the Ventura squadrons settled down to escorted raids against coastal targets and, occasionally, targets up to about 25 miles inland. This provided some protection against German fighters but the cloudy conditions prevailing in winter often meant that the escort was out of



touch with their charges. Even with close fighter escort, the flak around some targets was very accurate as when 18 Venturas visited Maupertus airfield outside Cherbourg. Three of them failed to return with several others damaged. In April, five were lost in two days, two during an attack on Rotterdam when 20 aircraft were damaged by flak and two shot down by fighters and three more on the 5th when Fw 190s attacked 12 Venturas bombing a tanker off Brest, a fourth ditching near Portreath on return.

On 3 May 1943, 12 Venturas of 487 Squadron left to attack a power station at Amsterdam but one lost its escape hatch and aborted. The remaining eleven had an escort of three Spitfire squadrons but an earlier sweep had alerted the defences and the bombers found about 70 enemy fighters in the air. With their escort heavily engaged. One Ventura was badly damaged and turned for home; the remainder pressed on to the target. No.487's sole surviving aircraft was the damaged Ventura; no other aircraft returned and the ten crews were either dead or prisoners. Sqn Ldr Leonard Trent, the formation leader, was later awarded the VC and survived as a POW. The squadron's early doubts about the Ventura's ability to undertake daylight bombing had been confirmed.

Fringe targets continued to be attacked until September 1943. On 9 September, nine Venturas made two raids on Boulogne and Mer-ville, the last operations by Venturas in No.2 Group.

In the UK, some Venturas were flown on meteorological flights and some were sent as interim equipment to No.299 Squadron as transports. A few also were used by OTUs for crew training.

Back in the peaceful skies of the USA, a new version of the Ventura was coming off the production lines. This was a patrol aircraft for the US Navy designated PV-1 and was a successor to the diverted RAF Venturas which

had been used by the US Army for anti-submarine patrols. After the usual infighting between Army and Navy, it was finally agreed that attacking U-boats was Navy work and remaining aircraft transferred. PV-1s were supplied to the RAF and SAAF as the Ventura V. They differed from the earlier marks by having the flexible nose guns deleted and the bombbays adapted to take six depth charges. Deliveries began in April 1943, most of the aircraft going directly to the Mediterranean or to South Africa.

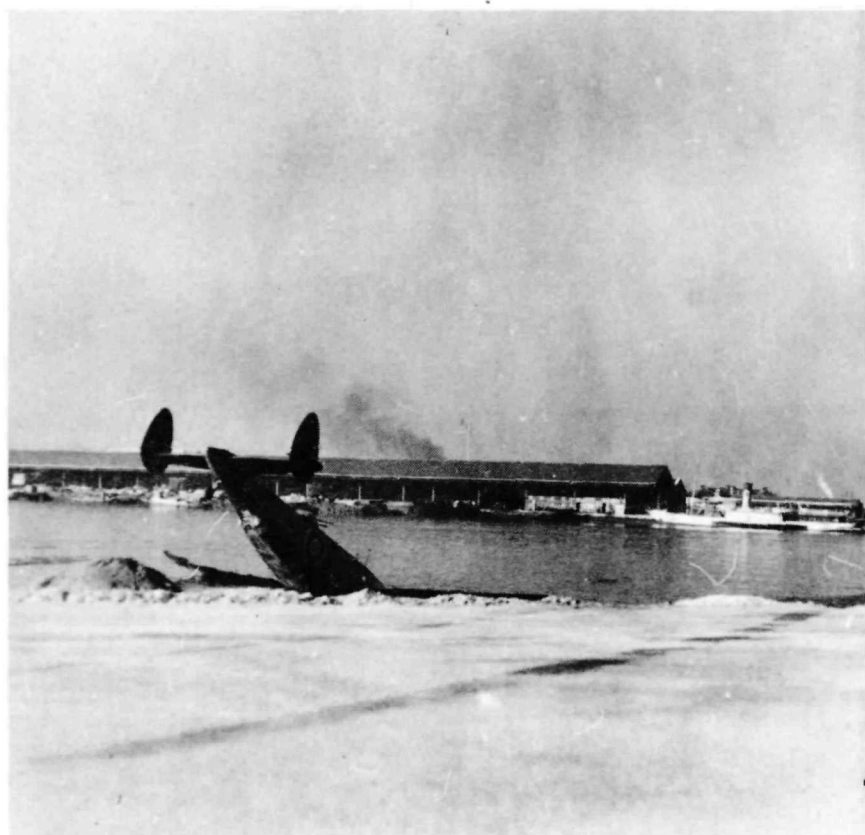
Over the Mediterranean, the Ventura began a new career, this time as a maritime reconnaissance aircraft, following in the steps of the Hudson. No.500 was the main RAF user, No.13 having Venturas for only a short time at the end of 1943. No.459 Squadron, RAAF, supplemented No.500's patrols, mainly over the Eastern Mediterranean. No.17 Squadron, SAAF, was equipped with Venturas from RAF stocks and in June 1944, one of the South African-based squadrons flew north for operations from Gibraltar, bringing its own SAAF aircraft with it.

Although patrols were the most frequent tasks undertaken by Venturas in the Mediterranean, No.17 SAAF also engaged in attacks on shipping and airfields and carried out anti-shipping sweeps along the coast of Italy. No.27 SAAF arrived in July 1944 and took over No.500's aircraft and tasks and later moving to Malta. No.459 also carried out some night intruder raids.

The task of training crews fell to No.75 OTU at Gianacalis with conversion courses being run at 1 (Middle East) Check and Conversion Unit and No.1330 Conversion Unit.

Some Venturas were converted to transports and flow by communications units. A number of GR aircraft were similarly converted before being transferred to the SAAF and Venturas remained in service with that service for many years after the end of the war. No.27 SAAF began to leave to South Africa in January 1945 while its ground echelon moved to Egypt to re-equip with Warwicks.

*In common with many other aircraft, JT896 ended up in Gibraltar Bay after overshooting on 25 August 1944 (SAAF photo)*



## VENTURA OPERATIONS

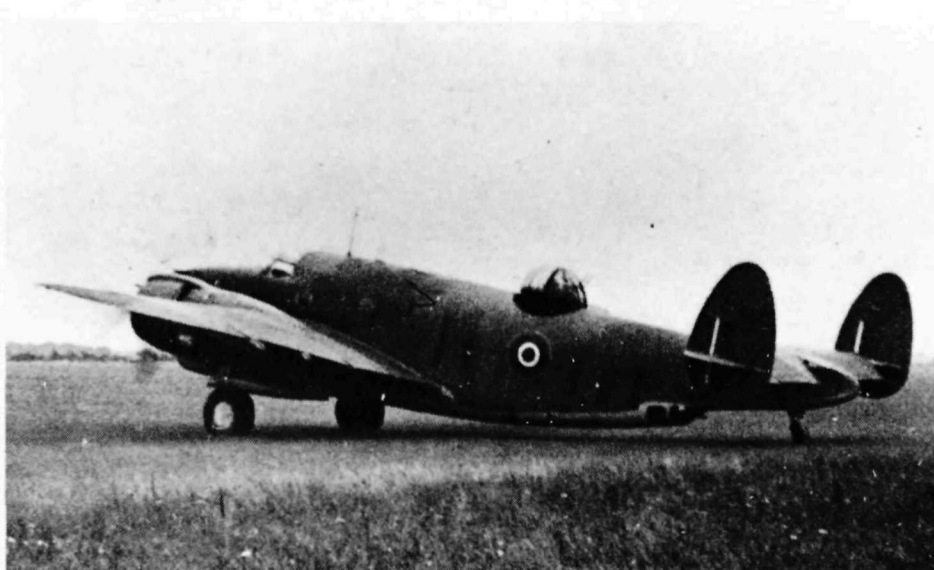
Date	Target	A/c	Miss	Serial	Date	Target	A/c	Miss	Serial
3 November 1942	Hengelo	3			3 May 1943	Amsterdam	12	10/487	AE684
6 November 1942	Netherlands			AE784					AE713
	day intruders	10	3/21	AE848					AE716
				AJ220					AE731
7 November 1942	Ghent/Terneuzen	6	1/21	AE734					AE780
6 December 1942	Eindhoven	47	3/21	AE687					AE798
				AE707					AE956
				AE940					AJ200
			3/464	AE781					AJ209
				AE945					AJ478
				AJ213	4 May 1943	Abbeville	12		
			4/487	AE701	16 May 1943	Morlaix a/f	12		
				AE702					
				AE902	19 May 1943	Morlaix (Recall)	12		
				AJ196	23 May 1943	Zeebrugge	12		
21 December 1942	Den Helder	6			28 May 1943	Zeebrugge	12	1/21	AJ444
	Valenciennes	1			29 May 1943	Carpiquet	12		
	Monceaux	2			31 May 1943	Carpiquet	12		
23 December 1942	Den Helder	6							
9 January 1943	Ijmuiden	12							
13 January 1943	Abbeville	18			11 June 1943	Zeebrugge	12		
18 January 1943	Caen (Recall)	18			12 June 1943	Carpiquet	12	1/487	AE797
21 January 1943	Carpiquet	15			13 June 1943	St. Brieuc	12	1/464	AE937
22 January 1943	Maupertus	18	3/464	AE876	20 June 1943	Meaugen viaduct	12		Task abandoned
				AE899	22 June 1943	Abbeville	12	1/21	AE910
				AJ188	24 June 1943	Vlissingen	12		
26 January 1943	Bruges	12							
	Morlaix	12							
29 January 1943	Ijmuiden	12			10 July 1943	St. Omer	12		
2 February 1943	St. Omer	12			27 July 1943	Zeebrugge	12		
	Bruges	12			30 July 1943	Yainville	12		
	Abbeville	12			12 August 1943	Poix (Recalled)	12		
3 February 1943	Wevelghem	12			16 August 1943	Tricqueville	12		
	Fort Rouge	24	1/464	AE781	30 August 1943	Foret d'			
	Ijmuiden	12							
	Abbeville	12			2 September 1943	Foret d'Hesdin	20		
10 February 1943	Caen	12			3 September 1943	Foret			
13 February 1943	Boulogne	10							
	Ijmuiden	24							
17 February 1943	Dunkerque	12			4 September 1943	d'Eperlecques	18	1/21	AE776
18 February 1943	Dunkerque	12							
19 February 1943	Den Helder	12			4 September 1943	Abbeville	19		
26 February 1943	Dunkerque	60							
27 February 1943	Dunkerque	24							
15 March 1943	St. Brieuc	11	1/21	AE742	6 September 1943	Boulogne	18		
18 March 1943	Maasluis	12			8 September 1943	Abbeville	18		
	Boulogne	12			9 September 1943	Boulogne	12		
22 March 1943	Maasluis	12							
	Caen	12							
28 March 1943	Rotterdam	24							
29 March 1943	Abbeville	12							
	Rotterdam	49							
3 April 1943	Brest	12							
4 April 1943	Carpiquet	25							
	St. Brieuc	11							
	Rotterdam	24	1/464	AJ169					
			1/487	AE957					
5 April 1943	Brest	12	3/21	AE715					
				AE726					
				AE839					
13 April 1943	Abbeville	12							
	Caen	12							
15 April 1943	Cherbourg	13							
16 April 1943	Ostend	13							
	Haarlem	12							
17 April 1943	Abbeville	12							
	Caen	12							
	Zeebrugge	13							
18 April 1943	Dieppe	12							
20 April 1943	Zeebrugge	12							
	Boulogne	12							
	Cherbourg	12							
21 April 1943	Abbeville	11	3/21	AE692					
				AE743					
				AE913					
27 April 1943	St. Brieuc	12							
2 May 1943	Ijmuiden	12							

The above tables show the number of sorties flown against each target, the aircraft missing from each squadron and the serial numbers of the aircraft involved.

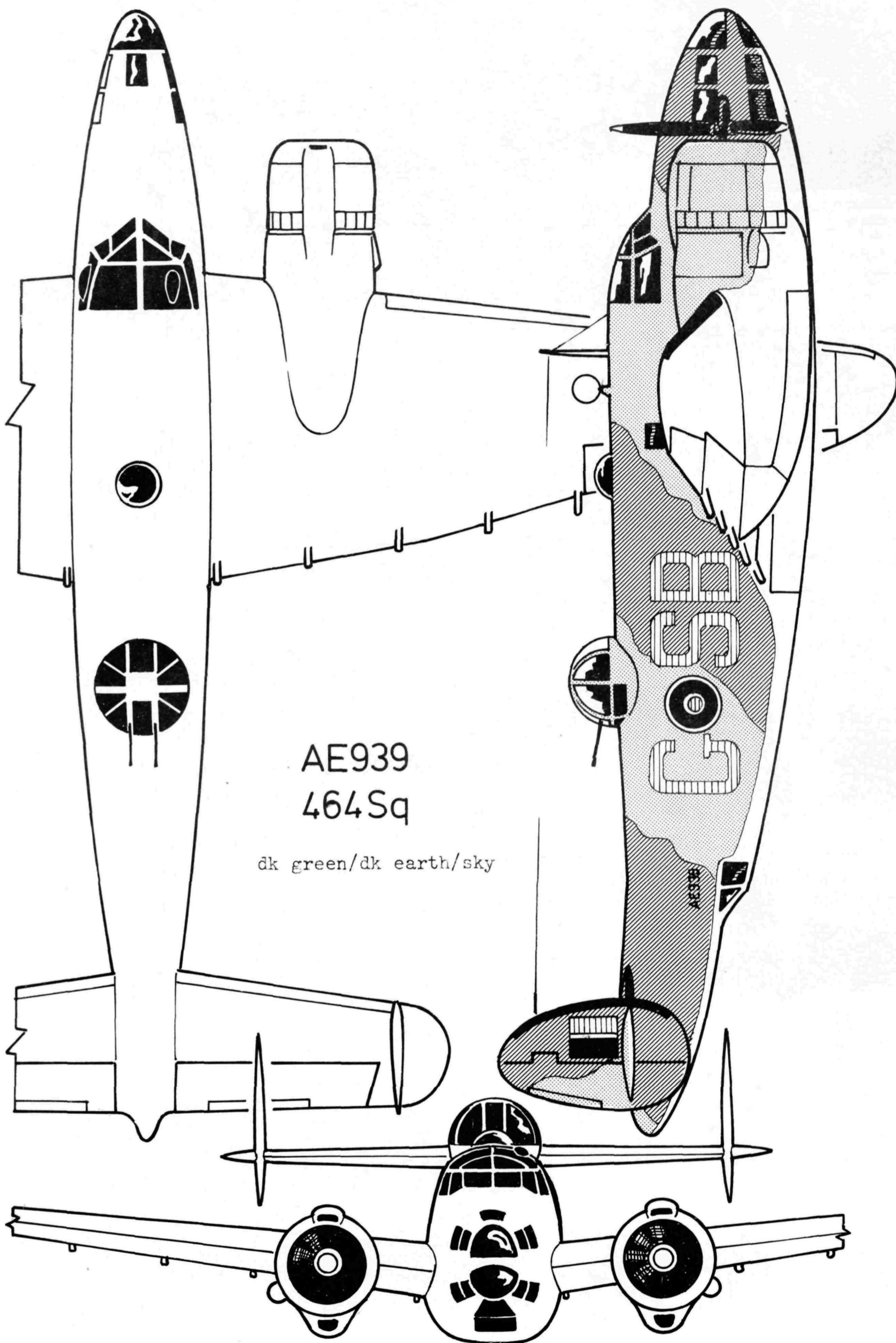
In addition to these, a number of aircraft crashlanded back in the UK and were not repaired while a few suffered such damage from flak or fighters that they were struck off charge after returning to base. Fuller details can be found in the list of RAF Venturas.

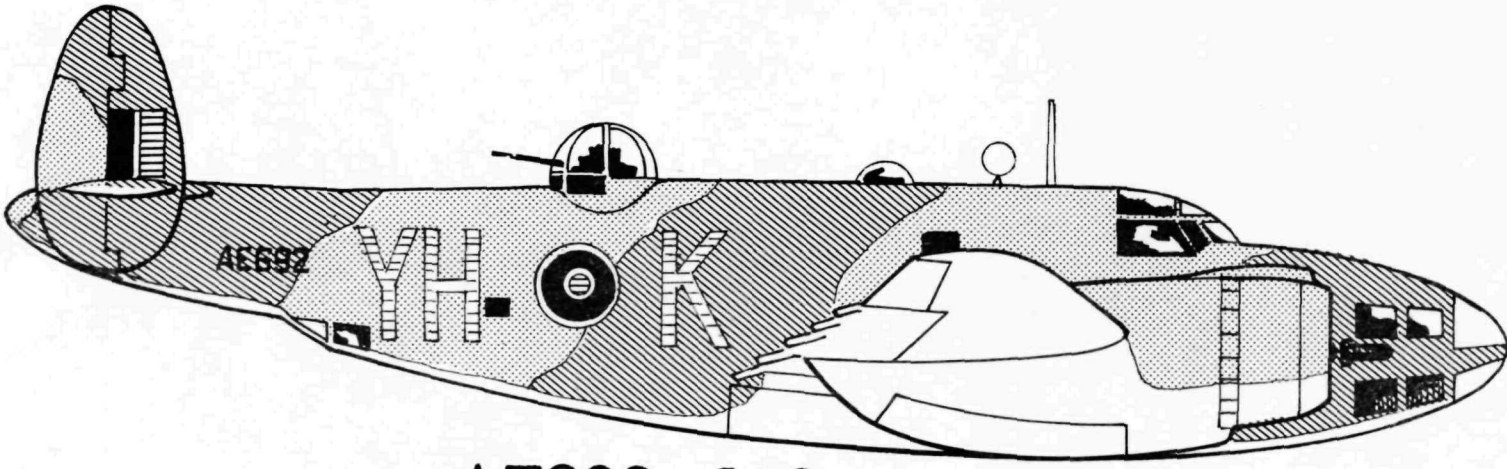
The records kept by the three Ventura squadrons of the Second Tactical Air Force have various errors in respect of aircraft lost and the above tables are taken from the Bomber Command records of each operation.

*AE742, YH-M of No. 21 Squadron was lost on 15 March 1943*



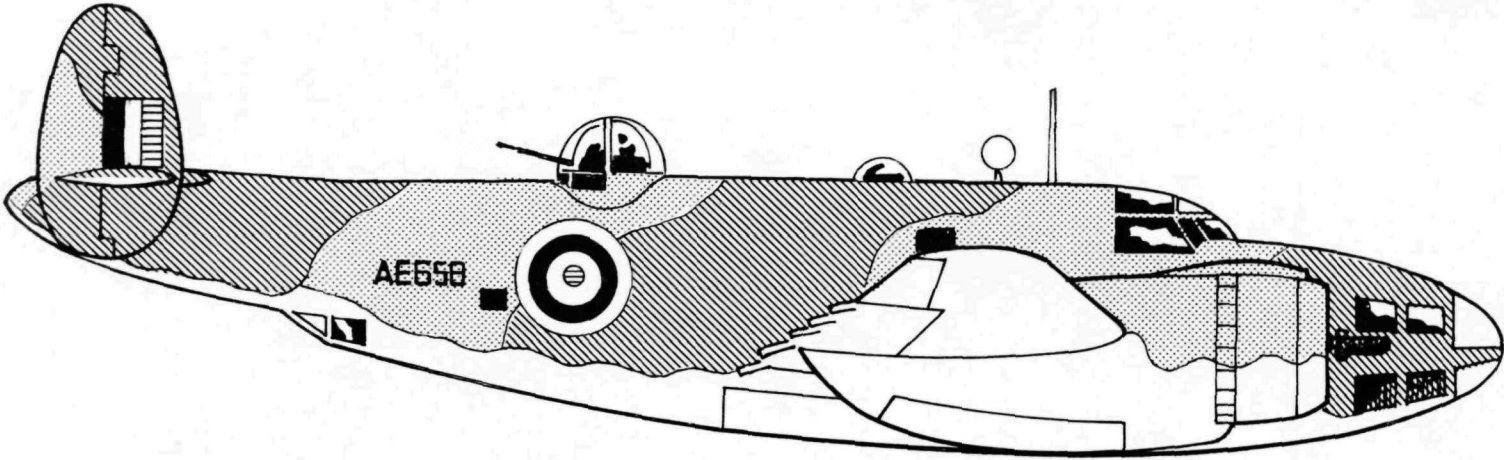
# Lockheed Ventura





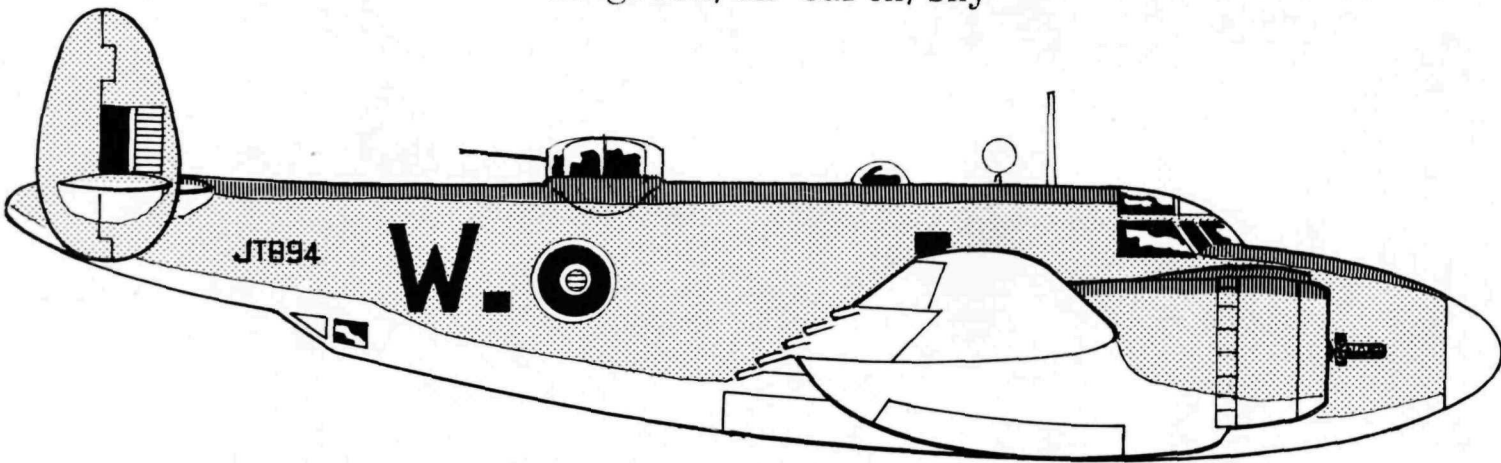
AE692 21Sq

dk green/dk earth/sky



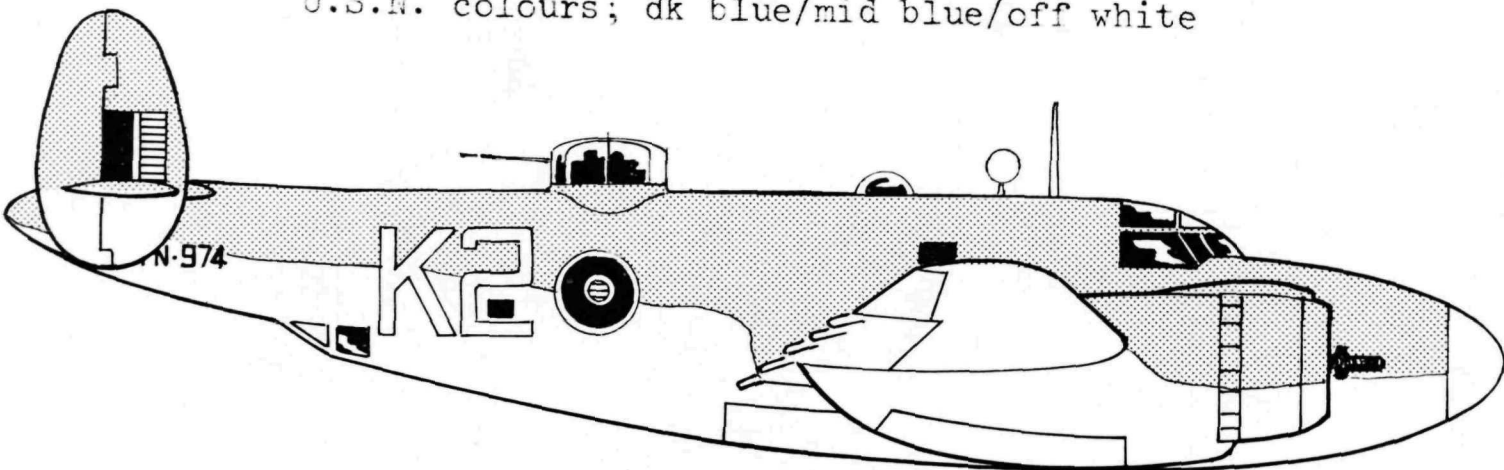
AE658 pre-delivery

dk green/dk earth/sky



JT894 521Sq

U.S.N. colours; dk blue/mid blue/off white



FN974 34 O.T.U.

U.S.N. colours, sea grey/light gray

## SERVICE USE

AE660	21/487/299	SOC 28.6.45	AE744	1653 Flt/21	Damaged by fighters and crash-landed near Deal, 3.2.43
AE675	45 Gp	SOC 10.1.46	AE745	140/GCA Wg/SFU	SOC 25.4.46
AE679	464/1482 Flt/487/299	SOC 26.7.45	AE748	AAEE/ECFS	SOC 9.8.45
AE680	21/487	Dived into ground in circuit, Methwold, 2.3.43	AE749	487/299	SOC 12.7.45
AE681	21/487/21/299	SOC 28.6.45	AE750	140	SOC 30.3.46
AE682	TFU/140	SOC 28.3.46	AE751	21/464/SDU	SOC 30.5.46
AE683	ECFS/487/1482 Flt/60 OTU/13 OTU	SOC 28.3.46	AE753	487/299	SOC 28.6.45
AE684	464/487	Shot down by fighters, Amsterdam, 3.5.43	AE758	487/299	SOC 28.6.45
AE685	21/464	Overshot landing at Feltwell, 18.11.42	AE759	21	Flew into ground, Methwold Hythe, Norfolk, 10.12.42
AE686	21/5 OTU	SOC 30.3.46	AE760	21	Dived into ground 1m W of Bodney, 15.10.42
AE687	21	Ditched 7m E of Bawdsey, Suffolk, 6.12.42	AE762	BP/AAEE/AFDU/21/299	SOC 30.3.46
AE688	464	Flew into high ground $\frac{3}{4}$ m NW of Lake Flynnor, Carmarthen, 18.8.43	AE774	21	Damaged by fighters and crash-landed at Manston, 3.2.43
AE691	21/487/21/299	SOC 5.10.45	AE776	21	Missing (Foret d'Eperlecque) 3.9.43
AE692	RAE/21	Shot down by fighters near Abbeville, 21.4.43	AE779	140/1407 Flt/519	SOC 30.3.46
AE695	464/1482 Flt/GCA Wing	SOC 28.3.46	AE780	487	Shot down by fighters, Amsterdam, 3.5.43
AE697	21	SOC 21.3.46	AE781	464	Missing (St.Omer) 3.2.43
AE698	45 Gp	SOC 10.1.46	AE784	21	Missing from day intruder over Netherlands, 6.11.42
AE699	21/1482 Flt	SOC 25.4.46	AE785	21/487/299/SDU	SOC 10.7.45
AE701	21/487	Dived into sea near Oostkapelle, Walcheren, 6.12.42	AE787	21/5 OTU	SOC 16.3.45
AE702	464/487	Shot down over Eindhoven, 6.12.42	AE788	487/21	SOC 12.7.45
AE705	487/60 OTU/13 OTU	SOC 28.6.45	AE790	21/5 OTU	SOC 31.3.46
AE706	487/299	SOC 29.11.45	AE792	21/464/21	SOC 28.3.46
AE707	21	Shot down near Woensdrecht, 6.12.42	AE794	21	Undercarriage collapsed on landing, Methwold, 26.1.43
AE708	45 Gp	SOC 10.1.46	AE796	21	Crashed in forced landing near Bodney, 21.8.42
AE713	487	Shot down by fighters, Amsterdam, 3.5.43	AE797	487	Shot down near Caen, 12.6.43
AE714	140/1407 Flt/519	SOC 30.3.46	AE798	464/487	Crashed in sea returning from Amsterdam, 3.5.43
AE715	487/21	Shot down by fighters near Brest, 5.4.43	AE806	140/1407 Flt	Engine cut on take-off, Reykjavik, 22.4.44
AE716	487	Shot down by fighters, Amsterdam, 3.5.43	AE811	487/1482 Flt	SOC 9.10.45
AE717	21	Shot down by fighters 5m N of Calais, 3.2.43	AE819	464/487/299/ECFS	SOC 9.8.45
AE719	21/1482 Flt	Engine caught fire; crashlanded in field near West Raynham, 10.8.43	AE821	21/1482 Flt/487/21	SOC 28.3.46
AE720	140/1407 Flt	SOC 30.3.46	AE822	487/21/299	SOC 29.11.45
AE722	21	SOC 30.5.46	AE824	487	Overshot landing at Feltwell, 13.11.42
AE723	487/21/GCA Wg	SOC 28.6.45	AE833	487/299	SOC 29.11.45
AE724	-	SOC 30.3.46	AE839	21	Hit by flak and fighters and ditched off Brest, 5.4.43
AE726	21	Shot down by fighters near Brest, 5.4.43	AE842	464/1482 Flt/464/1482 Flt	SOC 26.7.45
AE730	21/ATA/SFU	SOC 28.6.45	AE846	487/299/ECFS/GCA Wg	SOC 29.11.45
AE731	464/487	Shot down by fighters, Amsterdam, 3.5.43	AE847	487/464	SOC 29.11.45
AE732	464	SOC 21.10.44	AE848	21	Missing from day intruder over Netherlands, 6.11.42
AE733	487/299	Hit high ground in snowstorm near Watchfield, Wilts., 11.12.43	AE852	21	Crashed in sea off Portreath, 5.4.43
AE734	21	Missing from day intruder mission over Netherlands, 7.11.42	AE853	464/299	SOC 17.11.45
AE736	21/299	SOC 12.7.45	AE854	464/299/ECFS	SOC 3.8.45
AE737	464	Dived into ground $3\frac{1}{2}$ m from Feltwell, 4.11.42	AE855	464/RAE	SOC 17.11.45
AE738	ECFS	SOC 23.7.45	AE856	21/1407 Flt	Crashed after take-off, Reykjavik, 22.4.44
AE740	-	Crashed in approach, Reykjavik, 10.5.42	AE873	487	SOC 25.4.46
AE742	21	Damaged by flak at St.Brieuc and ditched 6m W of Guernsey, 15.3.43	AE875	45 Gp	SOC 10.1.46
AE743	487/21	Missing (Abbeville) 21.4.43	AE876	464	Dived into English Channel, 22.1.43
			AE877	487	Swung on take-off and undercarriage collapsed, Methwold, 16.4.43
			AE880	464/ECFS/GCA Wg	SOC 25.4.46
			AE881	RAE/487/161/1575 Flt	Lost on special duties flight from North Africa, 10.9.43
			AE884	487/21/5 OTU/SDU	SOC 13.3.45
			AE892	21/5 OTU/60 OTU/13 OTU	SOC 20.3.46
			AE894	487/299/GCA Wg	SOC 28.3.46

AE899	464/487/464	Missing (Maupertus) 22.1.43	AJ458	21	SOC 29.11.45
AE902	487	Shot down near Eindhoven, 6.12.42	AJ459	45 Gp	DBR 28.10.44
AE908	464	Damaged by flak near Guernsey, 13.6.43; DBR	AJ460	60 OTU/13 OTU	SOC 12.7.45
AE910	21	Shot down by flak near Abbeville, 22.6.43	AJ461	487/299	SOC 25.4.46
AE913	279/21	Missing (Abbeville) 21.4.43	AJ466	464/299/ECFS	SOC 30.7.45
AE916	487	Damaged by flak, Amsterdam, 3.5.43 and SOC	AJ478	487	Ditched 12m off Dutch coast, returning from Amsterdam, 3.5.43
AE918	21	Crashlanded near Rye, Sussex, returning from Boulogne, 6.9.43	AJ491	464/299	SOC 31.3.46
AE919	45 Gp	SOC 28.10.44	FN956	TFU/AAEE/11 FU/ Med/16 FU	SOC 14.5.47
AE920	464/299/60 OTU	SOC 25.4.46	FN957	TFU/AAEE/11 FU/ 22 SAAF	SOC 14.3.46
AE921	45 Gp	SOC 10.1.46	FN958	519	Missing on met flight, 13.3.44
AE933	45 Gp	SOC 10.1.46	FN959	-	SS 3.9.47
AE937	464	Shot down by Fw 190s near Guernsey, 13.6.43	FN960	17 SAAF/1 MECCU	SOC 14.3.46
AE938	464/1 FU	SOC 28.6.45	FN961	1407 Flt/521/519	SS 3.9.47
AE939	464/299/GCA Wg	SOC 28.3.46	FN962	519	SOC 14.5.47
AE940	21	Shot down over Eindhoven, 6.12.42	FN963	Med	SOC 30.1.47
AE941	21/ECFS	SOC 3.8.45	FN964	1407 Flt/519/ SHAEF CS/84 Gp CF	SOC 30.5.46
AE945	464/487	Shot down over Eindhoven, 6.12.42	FN966	519/ECFS	SOC 3.8.46
AE947	487/464/299	SOC 30.3.46	FN969	519	Bellylanded on beach after engine trouble, Achnahaid, Sutherland, 4.10.43
AE948	RAE/161/ 1575 Flt/624	SOC 22.2.45	FN970	519	SOC 14.5.47
AE949	45 Gp	SOC 10.1.46	FN971	17 SAAF	Engine cut; ditched in Medi- terranean, 11.3.44
AE955	45 Gp	SOC 10.1.46	FN975	Iraq CF	SOC 30.1.47
AE956	487	Crashed in sea returning from Amsterdam, 3.5.43	FN976	500	SOC 22.2.45
AE957	487	Missing (Rotterdam) 4.4.43	FN980	Med	SOC 6.7.44
AJ163	21	SOC 30.5.46	FN981	Med	SOC 14.9.45
AJ166	45 Gp	SOC 10.1.46	FN982	500	SOC 14.3.46
AJ167	464/299	SOC 30.3.46	FN983	Med	SOC 14.6.45
AJ169	464	Damaged by flak, Rotterdam, and ditched, 4.4.43	FN984	521	SOC 14.5.47
AJ171	487	Hit tree low flying near Bury St. Edmunds, Suffolk, 20.1.43	FN985	521	SOC 14.5.47
AK174	464/299/SDU	SOC 25.4.46	FN986	17 SAAF	SOC 31.12.47
AJ177	487/5 OTU/ GCA Wg/SFU	SOC 25.4.46	FN988	CCDU	SS 3.9.47
AJ178	21/60 OTU	SOC 28.6.45	FN989	CCDU/11 FU/ME/ 15 FU/16 FU	SOC 14.5.47
AJ181	21/5 OTU/RAE	SOC 28.3.46	FN990	1 FTU/Med	To SAAF 1.10.45
AJ182	464/21/299	SOC 25.4.46	FN993	17 SAAF	SOC 14.3.46
AJ188	464	Missing (Maupertus) 22.1.43	FN994	519/11 FU/ 22 SAAF	SOC 14.3.46
AJ193	487/299/ECFS	SOC 23.7.45	FN997	17 SAAF/459	SOC 14.3.46
AJ196	487	Shot down near Woensdrecht, 6.12.42	FP537	459	Engine cut; ditched off Cyprus, 3.3.44
AJ198	-	SOC 25.4.46	FP538	17 SAAF	SOC 29.3.45
AJ200	487	Shot down by fighters, Amsterdam, 3.5.43	FP540	17 SAAF/1 MECCU/ 13	SOC 14.6.45
AJ201	RAE/ECFS	SOC 11.8.45	FP541	459/75 OTU	SOC 29.3.45
AJ209	487	Shot down by fighters, Amsterdam, 3.5.43	FP542	459	SOC 4.5.44
AJ213	464	Shot down over Walcheren, 6.12.42	FP544	17 SAAF/459	Missing on patrol, 28.1.44
AJ216	487/1 FU/ 303 FTU	SOC 28.6.45	FP545	459	Missing on convoy escort, 16.2.44
AJ220	21	Missing from day intruder over Netherlands, 6.11.42	FP546	500	Crashed in sea off Oran, 7.3.44
AJ221	21	SOC 21.10.44	FP547	459	SOC 14.3.46
AJ224	464	Overshot landing at Manston, 26.2.43	FP548	17 SAAF	Crashed 1.5.44
AJ226	21/1 FU	SOC 28.6.45	FP549	Med	SOC 14.3.46
AJ229	45 Gp	SOC 10.1.46	FP550	17 SAAF/1 MECCU/ 1330 CU	SOC 14.3.46
AJ231	464/60 OTU/ 13 OTU	SOC 28.6.45	FP553	17 SAAF	SOC 2.12.43
AJ232	464/299	SOC 21.3.46	FP554	17 SAAF	SOC 14.3.46
AJ444	1404 Flt/21	Crashed in sea 2m N of Zeebrugge after collision in formation, 28.5.43	FP556	459	SOC 14.3.46
AJ446	1425 Flt/487	SOC 30.3.46	FP560	500	Crashed on take-off, Maison Blanche, 24.4.44; DBF
AJ447	21	SOC 30.1.46	FP562	17 SAAF	SOC 22.2.45
AJ452	21/298	SOC 23.7.45	FP565	17 SAAF	SOC 14.3.46
AJ453	21/464/21	SOC 21.3.46	FP566	521	Engine cut on approach, Docking, 16.7.44; DBF
AJ454	487	Crashed 1½m NE of Beechamwell, Norfolk, 9.8.43	FP568	519/11 FU/ 22 SAAF	SOC 14.3.46
AJ455	45 Gp	SOC 10.1.46	FP569	17 SAAF/459	SOC 29.3.45
AJ456	24/464/21	SOC 25.4.46	FP571	521	SOC 14.5.47
			FP572	Med	SOC 14.6.45
			FP573	Med	
			FP575	519	SS 3.9.47
			FP576	519	SOC 14.5.47
			FP577	Med	
			FP578	17 SAAF	SOC 14.3.46
			FP580	5 OTU/Med/15 FU	SOC 11.9.45

FP582	Med	SOC 14.3.46	FP679	17 SAAF	SOC 20.7.45
FP583	519/11FU/Med/ 15 FU	SOC 14.5.47	JS889	Med	SOC 26.9.46
FP585	17 SAAF/500/ 27 SAAF	Swung on take-off and under- carriage collapsed, Hal Far, 17.10.44	JS890	17 SAAF	Flew into hill returning from patrol 16.6.44
FP586	17 SAAF	Missing on convoy escort off Cyprus, 29.1.44	JS891	27 SAAF	Crashed on take-off, Hal Far 21.8.44
FP588	Med/15 FU/16 FU	SOC 14.5.47	JS892	459	SOC 14.3.46
FP592	459/Iraq CF	SOC 29.7.48	JS893	Med	
FP593	17 SAAF	Missing (Maritza airfield) 13.2.44	JS894	17 SAAF	SOC 24.6.45
FP594	500	Retd to US, 13.5.47	JS895	Med	SOC 26.9.46
FP595	17 SAAF	SOC 14.3.46	JS896	17 SAAF	To SAAF 1.10.45
FP596	17 SAAF	SOC 14.6.45	JS897	17 SAAF	Engine cut; undercarriage coll- apsed in forced landing, St. Jean, 14.2.44
FP597		Lost 10.3.44	JS898	75 OTU	SOC 26.9.46
FP598	17 SAAF/Iraq CF	SOC 25.3.48	JS899	459/75 OTU	Missing on night navex 6.10.44
FP599	459	SOC 29.1.48	JS902	75 OTU	Abandoned out of fuel, 1645N: 2950E, Sudan 18.1.45
FP600	500	To US 13.5.47	JS906	17 SAAF	SOC 14.6.45
FP601	Med		JS907	Med	SOC 14.3.46
FP602	17 SAAF	SOC 29.3.45	JS908	459	SOC 29.3.45
FP603	17 SAAF	SOC 29.3.45	JS909	17 SAAF	To SAAF 25.1.45
FP604	459	SOC 27.4.44	JS910	1 MECCU/1330 CU	SOC 14.3.46
FP605	519	SOC 14.5.47	JS911	Med	SOC 19.7.45
FP609	459	SOC 14.3.46	JS912	17 SAAF	SOC 14.3.46
FP610	521	SOC 14.5.47	JS913	Med	SOC 26.9.46
FP611	500	SOC 14.6.46	JS914	17 SAAF	SOC 24.6.45
FP612	459/Iraq CF	Flew into desert 3133N:4635E, Iraq, 25.4.46	JS915	17 SAAF	Lost 13.9.44
FP614	519/11 FU/ 22 SAAF	Undercarriage jammed; overshot into sea, Gibraltar 24.4.45	JS916	459	SOC 26.9.46
FP615	Med	SOC 31.5.44	JS917	Med	SOC 30.4.44
FP625	Med	SOC 25.9.47	JS918	519	Stalled in circuit 1m SW of Reiss, Caithness, 31.8.44
FP626	Med	To SAAF 1.10.45	JS920	303 FTU/17 SAAF	SOC 14.6.45
FP627	500	SOC 14.6.45	JS926	459	SOC 14.3.46
FP628	Med	SOC 14.6.45	JS927	17 SAAF	SOC 14.6.45
FP629	5 OTU/11 FU/ Med/15 FU/16 FU	SOC 14.5.47	JS928	17 SAAF	SOC 24.6.45
FP630	5 OTU	SOC 12.10.45	JS929	Med	SOC 14.3.45
FP631	459	SOC 29.3.45	JS930	500	To SAAF 1.10.45
FP633	500	Missing on convoy escort; pre- sumed shot down by Beaufighter in error, 1.4.44	JS931	17 SAAF	SOC 14.6.45
FP634	500	SOC 14.6.45	JS932	17 SAAF	SOC 24.6.45
FP635	17 SAAF	Missing from patrol 6.2.44	JS933	500/27 SAAF	Crashed on take-off, La Senia, 26.7.44
FP636	17 SAAF	SOC 14.6.45	JS934	17 SAAF	SOC 14.6.45
FP637	Med	SOC 14.3.46	JS935	27 SAAF	Missing from convoy escort, 13.9.44
FP638	Med	SOC 26.9.46	JS936	Med	SOC 14.3.46
FP639	500/22 SAAF	Swung on landing, Hal Far, 27.8.44	JS937	459	SOC 26.9.46
FP640	75 OTU	Undercarriage collapsed during aborted take-off, Gianacelis, 3.8.44	JS940	519/11 FU/Med/ 15 FU/16 FU	SOC 20.5.47
FP652	Med	SOC 14.6.45	JS943	Med	SOC 14.3.46
FP653	459	SOC 27.6.46	JS944	500	SOC 20.7.45
FP654	500	To SAAF 1.10.45	JS945	Med	SOC 14.4.45
FP655	1 MECCU/75 OTU	Swung on take-off and under- carriage collapsed, Gianacelis, 16.11.44	JS946	15 FU/16 FU	SOC 14.5.47
FP656	MedME CS	SOC 18.9.46	JS947	Iraq CF	SOC 10.3.49
FP657	216	SOC 27.6.46	JS948	Med	SOC 14.3.46
FP658	17 SAAF	Ran out of fuel on patrol and abandoned, Haragedik, Turkey, 3.3.44	JS949	Med	SOC 25.1.45
FP659	5 OTU	Stalled after take-off and spun into ground, Turnberry, 21.5.44	JS950	Med	SOC 14.3.46
FP660	5 OTU/11 FU/Med		JS951	17 SAAF	SOC 14.6.45
FP661	519	SOC 14.5.47	JS952	500/27 SAAF	SOC 20.7.45
FP662	17 SAAF	Missing from shipping sweep be- tween Genoa and Viareggio, 6.8.44	JS953	17 SAAF	To SAAF 25.1.45
FP668	303 FTU/Med	To SAAF 1.10.45	JS954	75 OTU	Ditched after engine failure, 3210N:3141E, 29.9.44
FP669	Med	SOC 29.3.45	JS956	17 SAAF	To SAAF 25.1.45
FP670	459	SOC 14.3.46	JS957	17 SAAF	SOC 29.3.45
FP671	Med	Crashed 6.4.44	JS958	17 SAAF	SOC 14.6.45
FP672	500	SOC 14.6.45	JS959	Med	Crashed 30.7.44
FP673	Med	Crashed 29.6.44	JS960	459	SOC 26.9.46
FP674	Med	To SAAF 1.10.45	JS961	459	SOC 14.3.46
FP675	17 SAAF	SOC 20.7.45	JS962	1 MECCU/1330 CU	SOC 14.3.46
FP676	Med	SOC 14.3.46	JS963	Med	SOC 14.3.46
FP677	Med	SOC 26.9.46	JS964	500	SOC 16.6.44
FP678	Med	SOC 27.7.44	JS965	Med	SOC 14.3.46
			JS966	Med	SOC 14.3.46
			JS967	Med	SOC 14.3.46
			JS968	Med	SOC 26.9.46
			JS969	Med	SOC 29.3.45
			JS970	Med	SOC 19.3.45
			JS972	Med	SOC 14.3.46
			JS973	-	SS 3.9.47
			JS974	1407 Flt/519/ 11 FU/Med	SOC 14.3.46

JS975 1 FTU/17 SAAF To SAAF 25.1.45  
 JS979 17 SAAF Skidded off runway on landing and hit JT873, Tarquinia, 30.10.45

JS980 459/75 OTU Engine cut; overturned in forced landing, Sorati LG, 25.8.44

JS981 Med Lost 5.6.44  
 JS982 459 SOC 26.9.46  
 JS983 Med SOC 29.3.45  
 JS984 Med SOC 29.3.45  
 JT800 Med SOC 26.9.46  
 JT803 Med SOC 14.3.46  
 JT804 Med SOC 14.3.46  
 JT809 Med SOC 14.3.46  
 JT810 CF Aden SOC 25.3.46  
 JT811 Iraq CF SOC 26.6.47  
 JT812 17 SAAF Both engines cut on approach; bellylanded, Bone, 21.4.44

JT813 17 SAAF SOC 14.6.45  
 JT814 75 OTU Missing on navex, 9.1.45  
 JT815 Med SOC 29.3.45  
 JT816 17 SAAF Spun into ground in circuit, Tarquinia, 16.11.44

JT817 Med SOC 31.10.46  
 JT818 Med SOC 14.3.46  
 JT819 17 SAAF Crashed 15m N of Cap de Fer, Algeria, 30.5.44

JT820 17 SAAF Swung on take-off, Alhero 12.8.44

JT821 Med SOC 14.3.46  
 JT823 Med SOC 14.3.46  
 JT824 459 SOC 27.6.46  
 JT825 17 SAAF Crashed on take-off, Alghero, 11.8.44

JT826 Med SOC 31.8.44  
 JT827 17 SAAF Missing from shipping reconnaissance off Italian coast, 1.9.44

JT828 Med SOC 26.9.46  
 JT829 168 MU Caught fire on approach and burnt out after landing, Heliopolis, 11.10.45

JT830 459 SOC 27.3.47  
 JT831 Med SOC 26.9.46  
 JT832 Med SOC 14.3.46  
 JT833 17 SAAF Missing from shipping reconnaissance off S.France, 18.8.44

JT834 459 SOC 26.9.46  
 JT835 459 SOC 14.3.46  
 JT836 Med Missing 16.7.44  
 JT837 Med SOC 11.4.46  
 JT838 459 Missing (Rhodes) 30.6.44

JT840 17 SAAF  
 JT841 17 SAAF Swung off runway, Alghero 15.8.44

JT845 Med To SAAF 1.10.45  
 JT846 Med To SAAF 1.10.45  
 JT853 519 SOC 14.5.47  
 JT854 - SS 3.9.47  
 JT855 Med To SAAF 1.10.45  
 JT856 17 SAAF To SAAF 1.10.45  
 JT857 17 SAAF To SAAF 5.1.45  
 JT862 1 FTU/17 SAAF To SAAF 1.10.45  
 JT864 1 FU/11 FU/Med To SAAF 1.10.45  
 JT865 1 FU/17 SAAF SOC 22.2.45  
 JT866 17 SAAF To SAAF 25.1.45  
 JT870 303 FTU/Med To SAAF 1.10.45  
 JT871 11 FU/Med To SAAF 1.10.45  
 JT872 11 FU/Med To SAAF 1.10.45  
 JT873 17 SAAF Hit by JS979 while parked, Tarquinia, 30.10.44

JT874 17 SAAF Engine cut on take-off; ditched 2m W of Tarquinia, 30.9.44

JT877 Med SOC 11.3.46  
 JT878 303 FTU/Med/15 FU/16 FU SOC 14.5.47

JT879 1 FU/17 SAAF To SAAF 15.1.45  
 JT880 303 FTU/17 SAAF To SAAF 25.1.45  
 JT884 17 SAAF Missing 3.10.44  
 JT886 1 FU/17 SAAF To SAAF 25.1.45  
 JT887 303 FTU/17 SAAF Swung on take-off and hit crater, Littorio, 31.10.44

JT888 - SS 3.9.47  
 JT889 11 FU/17 SAAF SOC 14.6.45  
 JT890 17 SAAF To SAAF 25.1.45  
 JT891 17 SAAF SOC 20.7.45  
 JT892 17 SAAF Flare caught fire in air; DBR 16.9.44  
 JT893 17 SAAF Missing presumed ditched, 24.7.44  
 JT894 Med/16 FU SOC 30.5.46  
 JT895 Med To SAAF 1.10.45  
 JT896 22 SAAF Overshot into sea, Gibraltar, returning from leaflet raid on Southern France, 25.8.44

JT897 Med SOC 30.6.44  
 JT898 17 SAAF Engine cut; ditched off Tarquinia, 28.10.44

\* \* \* \* \*

#### SAAF AIRCRAFT UNDER RAF COMMAND

Although the majority of SAAF aircraft delivered direct from the manufacturer were retained in the Union to equip GR units, some were flown north with No.22 Squadron SAAF and remained with the unit until the end of the war. It arrived at Gibraltar on 15 June 1944 and the first aircraft landed from Cairo on 2 July. On 4 June 1945, the squadron became non-operational and embarked for Egypt on 23 July where it was disbanded on 4 November 1945.

Since operations from Gibraltar came under the control of Coastal Command, these aircraft were the only SAAF-serialised aircraft to fly with Coastal Command. As all Coastal's aircraft had letter/number serials, the SAAF aircraft were normally recorded with their individual aircraft code prefixed to the SAAF serial.

A6437	C6460	D6463	F6459	G6455	H6443
J6416	K6403	L6410	M6412	N6446	P6418
Q6450	R6451	S6452	T6429	V6407	W6493
X6436	Y6438	Z6437			

W was originally 6431 but apparently a replacement aircraft took its place before it arrived at Gibraltar.

The following were lost:

N6446 Engine cut; crashlanded 4m from Bulawayo and DBF on flight north, 6.6.44  
 W6493 Hit ramp on landing and undercarriage wiped off, Gibraltar, 18.9.44  
 C6460 Missing on ASR search, 17.12.44  
 R6451 Engine cut; crashed on landing, Gibraltar, 6.1.45  
 Y6438 Undercarriage collapsed on landing, Rabat, 24.1.45  
 G6455 Missing from patrol and found crashed in Tangier, 31.1.45  
 S6452 Crashed in sea off Huelva, Spain, during U-boat search, 12.5.45  
 X6436 Swung on landing and hit wall, Gibraltar, 1.6.45

Replacement aircraft were supplied from RAF stocks as follows:

FP568:R FN957:N FP614:W FN994:Y

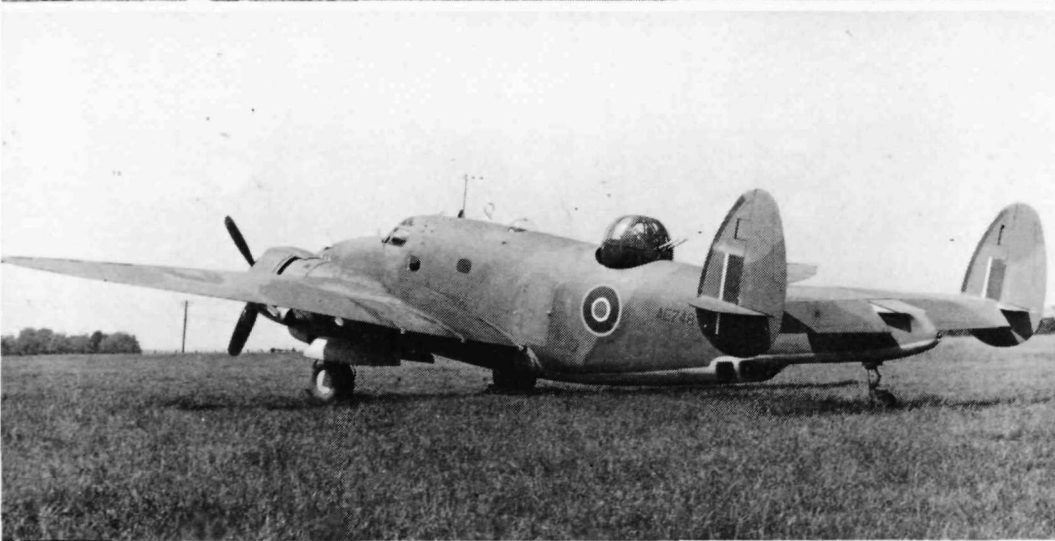
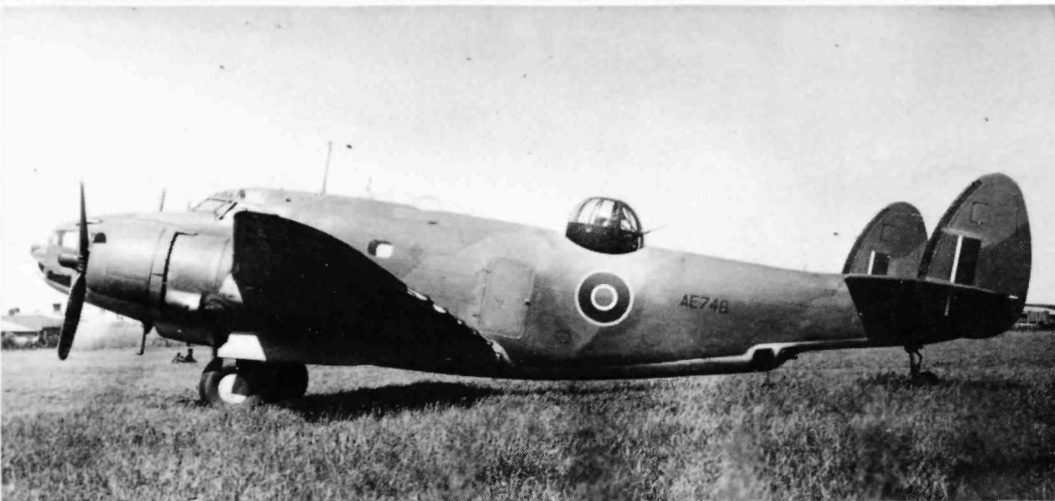
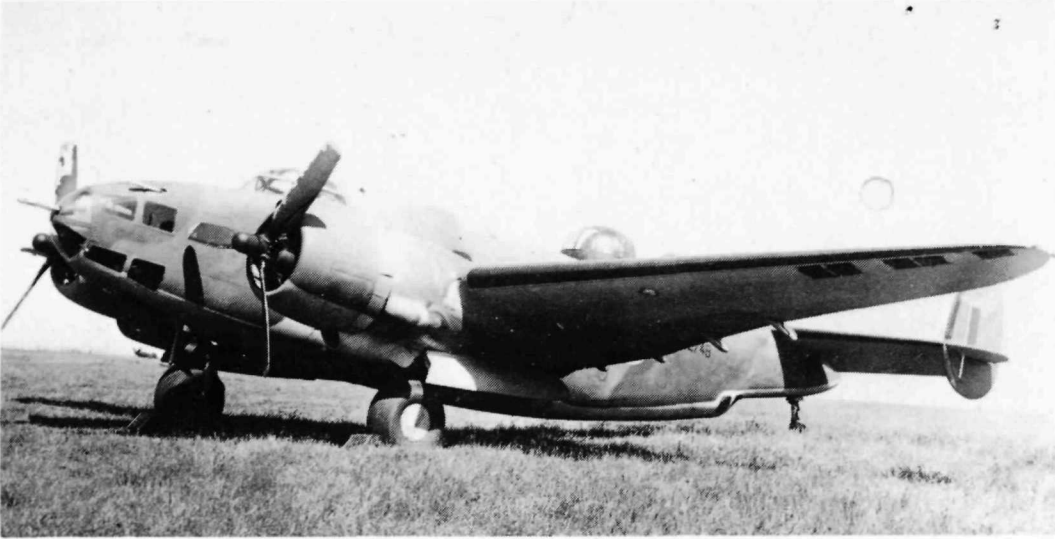
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#### DIRECT DELIVERIES TO SAAF

The following aircraft were consigned direct to SAAF:

AE690	AE694	AE700	AE704	AE709	AE710	AE712	AE718
AE727	AE735	AE739	AE741	AE746	AE752	AE757	AE761
AE765	AE766	AE768	AE769	AE770	AE772	AE773	AE775
AE777	AE778	AE782	AE783	AE786	AE789	AE791	AE795
AE799	AE800	AE801	AE802	AE804	AE805	AE807	AE808
AE809	AE810	AE812	-AE818;	AE820	AE823	AE825	-AE832;
AE834	- AE838;	AE840	AE841	AE843	AE844	AE845	AE883
AE885	AE888	AE891	AE895	- AE898;	AE900	AE901	AE903
AE904	AE909	AE914	AE915	AE924	AE951	AJ445	AJ449
AJ451	AJ457	AJ462	- AJ465;	AJ467	- AJ470;	AJ472	- AJ477





The 'walkaround' photos above illustrate the differences between the Ventura and its predecessor, the Hudson. The fuselage length of 51ft 2½ in exceeded the Hudson's 44ft 4 in and gave a slimmer effect but the height was exactly the same. The dorsal turret was moved further forward and could mount four 0.303-in guns instead of the normal two. Crew access was via the large door beside the trailing edge which betrayed the Ventura's commercial origins. The pair of fixed 0.5-in guns mounted above the nose can be clearly seen as can the twin flexible 0.303-in guns in the nose cone. The Fowler flaps gave the Ventura good handling on take-off and landing. Colours were Dark Green/Dark Earth/Sky with red codes and serials.

AJ479 - AJ489; AJ492 - AJ503; FN965  
 FN991\* FN992 FN995 FN996 FN998  
 FN999 FP551 FP552 FP555 FP558  
 FP559 FP561 FP563 FP567 FP570  
 FP574 FP579 FP581 FP584 FP587  
 FP589 FP590 FP591 FP606 - FP608  
 FP613 FP616 - FP624 FP641 - FP644  
 FP646 FP648 FP649 FP663 - FP667  
 FP680 - FP684 JS903 - JS905 JS909  
 JS921 - JS925 JS938 JS939 JS941  
 JS942 JS976 - JS979 JT805- JT808  
 JT839 - JT844 JT848 - JT852  
 JT858 - JT861 JT863 JT867 - JT869  
 JT975 JT976 JT861 - JT863 JT865

The remaining unlisted serial numbers were retained in North America, either with the RCAF or diverted to USAAF or USN use. A few were retained in Canada by the RAF as part of No.45 Group's training and communications organisation.

#### LOSSES IN TRANSIT

A number of aircraft were lost during transit flights from the factory to operational commands.

AE689 In USA  
 AE693 On ferry flight  
 AE711 On ferry flight, 4.5.42  
 AE721 On ferry flight  
 AE725 On ferry flight  
 AE729 On ferry flight  
 AE740 Crashed on approach,  
 Reykjavik 10.5.42  
 AE747 In Greenland on ferry flight  
 AE763 On ferry flight  
 AE764 Before delivery to SAAF  
 AE766 On ferry flight to SAAF  
 AE767 Swung on take-off, Kano, 5.11.43  
 AE771 On ferry flight 19.1.43 (SAAF)  
 AE793 On ferry flight  
 AE803 Crashed on take-off,  
 Reykjavik, 14.5.42  
 AE862 On ferry flight  
 AE890 On ferry flight  
 AE906 On ferry flight  
 AE917 On ferry flight, 28.8.42  
 AE935 Before delivery  
 AJ225 Crashed near Kilmartin,  
 Eire 9.8.42  
 AJ450 On ferry flight, 8.10.42  
 AJ459 On ferry flight 28.10.44  
 AJ471 On ferry flight  
 AJ490 Near Maidaguru, Nigeria  
 27.11.42  
 FN987 Crashed on take-off, Piarco,  
 Trinidad 14.7.43 (SAAF)  
 FN991 On ferry flight to SAAF  
 FP539 Crashed on take-off,  
 Takoradi, 24.9.43  
 FP557 Undershot landing at  
 Takoradi 24.8.43  
 FP632 On ferry flight 24.11.43  
 FP645 Crashed on approach, Piarco,  
 Trinidad 22.11.43  
 FP647 Missing between Trinidad and  
 Belem, 7.11.43  
 FP650 Crashed on take-off,  
 Takoradi, 1.12.43  
 FP651 Overshot landing, Almaza 22.12.43  
 JS900 Crashed on take-off, Belem,  
 Brazil, 29.1.44  
 JS971 Crashed on take-off, Belem  
 Brazil 29.1.44  
 JT801 On ferry flight, 17.1.44  
 JT802 Crashed on take-off,  
 Takoradi 16.2.44  
 JT822 Overshot landing at  
 Takoradi 22.6.44  
 JT846 Off Iceland, 19.5.44

## VENTURA UNITS

No.13 Squadron, RAF October to December 1943

Replaced Blenheim Vs at Sidi Amor, Tunisia but converted to Baltimores in January 1944

No.21 Squadron, RAF May 1942 to September 1943

Replaced Blenheim IVs at Bodney; moved to Methwold on 30.10.42 and to Oulton on 1.4.43; cv to Mosquito VI

No.299 Squadron, RAF November/December 1943

Formed 4.11.43 at Stoney Cross. Cv to Stirling IV

No.500 Squadron, RAF December 1943 to July 1944

Replaced Hudsons at Tafaroui, Algeria. To La Senia 6.1.44 and disbanded 11.7.44

No.519 Squadron, RAF October 1943 to October 1944

Replaced Hudsons and Hampdens at Wick. To Skitten 11.12.43 and replaced by Hudsons

No.521 Squadron, RAF December 1943 to October 1944

Replaced Hudsons and Hampdens at Docking. Replaced by Hudsons

No.624 Squadron, RAF September and October 1943

Formed ex-1575 Flt at Blida for special duties. Main equipment Halifaxes

No.459 Squadron, RAAF December 1943 to July 1944

Replaced Hudsons at Gambut. To Ramat David 5.4.44 and St.Jean d'Acre 15.5.44. Cv to Baltimores

No.464 Squadron, RAAF September 1942 to August 1943

Formed 1.9.42 at Feltwell. To Methwold 3.4.43 and Sculthorpe 20.7.43. Cv to Mosquito VI

No.487 Squadron, RNZAF September 1942 to September 1943

Formed 15.8.42 at Feltwell. To Methwold 3.4.43 and Sculthorpe 20.7.43. Cv to Mosquito VI

No.17 Squadron, SAAF August 1943 to February 1945

Cv at Bilbeis. To St.Jean 25.10.43; Ramat David 5.3.44; Gibraltar 5.4.44; Bone 13.4.44; Alghero 28.7.44; Rosignano 28.11.44; Alghero 15.1.45. To Egypt 10.2.45 and disbanded 23.2.45

No.22 Squadron, SAAF July 1944 to November 1945

Arrived Gibraltar from South Africa 15.6.44; to Gianacalis 30.7.45 and disbanded 4.11.45

No.27 Squadron, SAAF July 1944 to January 1945

Arrived La Senia 13.6.44. To Hal Far 16.8.44; La Senia 20.10.44; Cairo 24.11.44 onwards. To South Africa 2.1.45 onwards with ground echelon remaining at Gianacalis

No.75 Operational Training Unit October 1943 to June 1945

Partial equipment at Gianacalis

Venturas were also used in small numbers by:

No.5 OTU, Long Kesh and Turnberry

No.13 OTU, Bicester

No.60 OTU, East Fortune

No.1 MECCU, later No.1330 Conversion Unit, Bilbeis

No.303 FTU and No.11 FU, Talbenny

No.1 FU, Pershore

No.16 FU, Dunkeswell

No.216 Squadron, Cairo West

No.140 Squadron, Hartfordbridge Flats (Blackbushe)

No.1404 Met Flight, St.Eval

No.1407 Met Flight, Reykjavik

No.1482 (TT&G) Flt, West Raynham

No.1575 (SD) Flight, Blida

No.1653 Flight

Iraq Comm Flt, Habbaniya

Aden Comm Flight, Khormaksar

Signals Flying Unit and GCA Wing, Honiley

Signals Development Unit, Hinton-in-the-Hedges

Telecommunications Flying Unit, Defford

Empire Central Flying School, Hullavington

Air Fighting Development Unit, Duxford and Wittering

Aeroplane & Armament Experimental Establishment,

Boscombe Down

Notes: The dates for Nos.22 and 27 Squadrons, SAAF, relate to the months in which Venturas were used under RAF operational control. Both squadrons used Venturas in South Africa outside these dates.

No.140 Squadron used a few Venturas for experiments in night reconnaissance but not operationally.



*A formation of Venturas of No.22 Squadron SAAF over their dispersal at Gibraltar (SAAF)*

# EARL'S COLNE



*B-26C Marauder 41-34786 of the 456th Bomb Squadron was scrapped in September 1944 and is seen here undergoing maintenance at Earls Colne in July 1943*

Earl's Colne was one of the many airfields built to accommodate the USAAF bombers arriving in the UK in large numbers and was one of the earliest to be started. Work had begun in September 1941 by W.C.French Ltd as contractor and was originally intended for Royal Air Force use. It officially opened as an airfield on 1 September 1942 and was occupied by a small unit from No.3 Group until the USAAF could take over, Stradishall acting as a parent station. The first Commanding Officer was Sqn Ldr C.J.Dolby who commanded a care and maintenance party of eight officers and 249 men.

First signs of new ownership came in October 1942 when a 600-strong contingent of the US Army arrived. This was a ground echelon and soon departed and the first aircraft to use Earl's Colne's runway was B-17 124352 which landed en route to Chelveston after a raid on 9 October. The first RAF aircraft seen was Typhoon R8836 of No.181 Squadron.

The airfield's first operational unit arrived during May 1943 when the B-17s of the 94th Bombardment Group began flying in from Pueblo Army Air Base, Colorado, after the long ferry trip across the Atlantic. On 13 June, the Group went to St.Omer/Longuinesse airfield for its first operation but two days later it moved to Bury St.Edmunds.

As the B-17s moved out, the podgy shapes of B-26s thumped on to the runway at what seemed to be an unduly high landing speed. The Marauders brought with them a reputation for speed and handling complexity and compared to the more docile B-25, the B-26 was a handful. However, like most reputations, the Marauder overcame its liabilities to become a potent medium bomber with a loss rate no higher than its contemporaries.

The 323rd Bombardment Group had moved to the UK with its B-26s as part of the VIIIth Bomber Command and began operations in July under the control of the Eighth Air Force. In October, it was transferred to the Ninth Air Force which was intended to concentrate on tactical raids in support of the run-up to the invasion, the American counterpart of the RAF's Second Tactical Air Force.

On moving in from Horham, the 323rd's four squadrons, the 453rd 454th, 455th and 456th

Bombardment Squadron began a bombing campaign against enemy targets in France and the Low Countries on 16 July.

Despite the presence of the 94th, Earl's Colne was not formally handed over to the USAAF until 14 July when Col.H.B.Thatcher took over command of the station from Sqn Ldr F.Jones and the RAF Ensign was lowered to be replaced by the Stars and Stripes. Earl's Colne was now USAAF Station 358.

In preparation for the invasion, the Marauders systematically pounded Luftwaffe airfields and as D-day came nearer, marshalling yards and railways, bridges and coastal batteries began to figure considerably in the target list. An unwanted diversion from these attacks began early in 1944 when tight boxes of Marauders began to pattern-bomb woods and farms that had, on many occasions, obviously been bombed before from the numerous craters surrounding the target area. The dispersed concrete structures remained anonymous for many months before the crews discovered that they were trying to wreck flying-bomb launching sites before the V-1 offensive could begin and pose a major problem to the invasion bases in Southern England.

While many German airfields were visited by the 323rd, only one return visit was made when Ju 88A-4 3E+GS of 8/KG.6 ended its trip from Brussels/Melsbroek by crashing on the airfield, destroying a parked Marauder.

On July 21, the Marauders left for Beaulieu in Hampshire to await room on a captured airfield in France and there was no resident unit until 29 September 1944 when No.296 Squadron's Albemarle and Halifaxes flew in, followed next day by more Albemarles of No.297 Squadron. On the 29th, 22 gliders had been towed over from Brize Norton and on the 30th, 47 more were towed over to complete the move of the two squadrons. The Halifaxes which arrived were the first for converting both squadrons to the type.

The RAF squadrons approved of their new home with its wooded domestic sites and tidy dispersals. Many of the crews went on conversion courses at Tilstock and Tarrant Rushton. No.38 Group Communications Flight arrived in mid-October.

While glider-towing training occupied most of the station's flying hours, supply-dropping trips were flown for the Special Operations



Another view of 41-34786 shows her name 'Buffalo Gal' and the 'strap-on' 0.5 in. machine gun packs for ground attack

Executive (SOE) over France and the Low Countries.

The 76 gliders on the strength of Earl's Colne were used in landing exercises during December and in the middle of the month, the first Hamilcars arrived from Tarrant Rushton, sixteen eventually being received before they were moved to other bases.

During January 1945, the Halifaxes began tactical bombing in support of the 21st Army Group, the first target being Wegberg by ten aircraft. This was a road and rail junction behind the German front through which supplies were fed and was typical of the type of target attacked by No.38 Group squadrons while training for airborne operations.

At the end of February, aircraft strength was as follows: 296 Sqn had 18 Halifax IIIs and 15 Halifax Vs with 25 crews, 297 Sqn had 21 Halifax IIIs and 16 Halifax Vs with 26 crews. B Sqn, Glider Pilot Regiment, had 64 Horsa Is, two Horsa IIs and 16 Hamilcars with 72 crews.

On 17 March, Operation 'Token' had been laid on as a rehearsal for the Rhine crossing. All locally-based units joined three groups of USAAF troopcarriers and on 24 March, Operation 'Varsity' was mounted. Thirty Halifaxes from each squadron towed Horsas to the LZ at Hamminkeln.

April was busy with last-minute SOE operations to Norway, Denmark and the Netherlands as the German occupation began to crack. With the capitulation of German forces in Northern Germany, 30 Halifaxes from Earl's Colne formed part of a force taking troops to join the Norwegian resistance forces in disarming the German army, followed by regular supply flights into Oslo/Garnermoen.

Peace in Europe brought a mixture of freight flights to Continental bases and glider exercises and later in the year, aircraft were supplied for a mail run to India. In October, a major airborne exercise was set up, using Great Sampford and Stapleford Tawney as LZs.

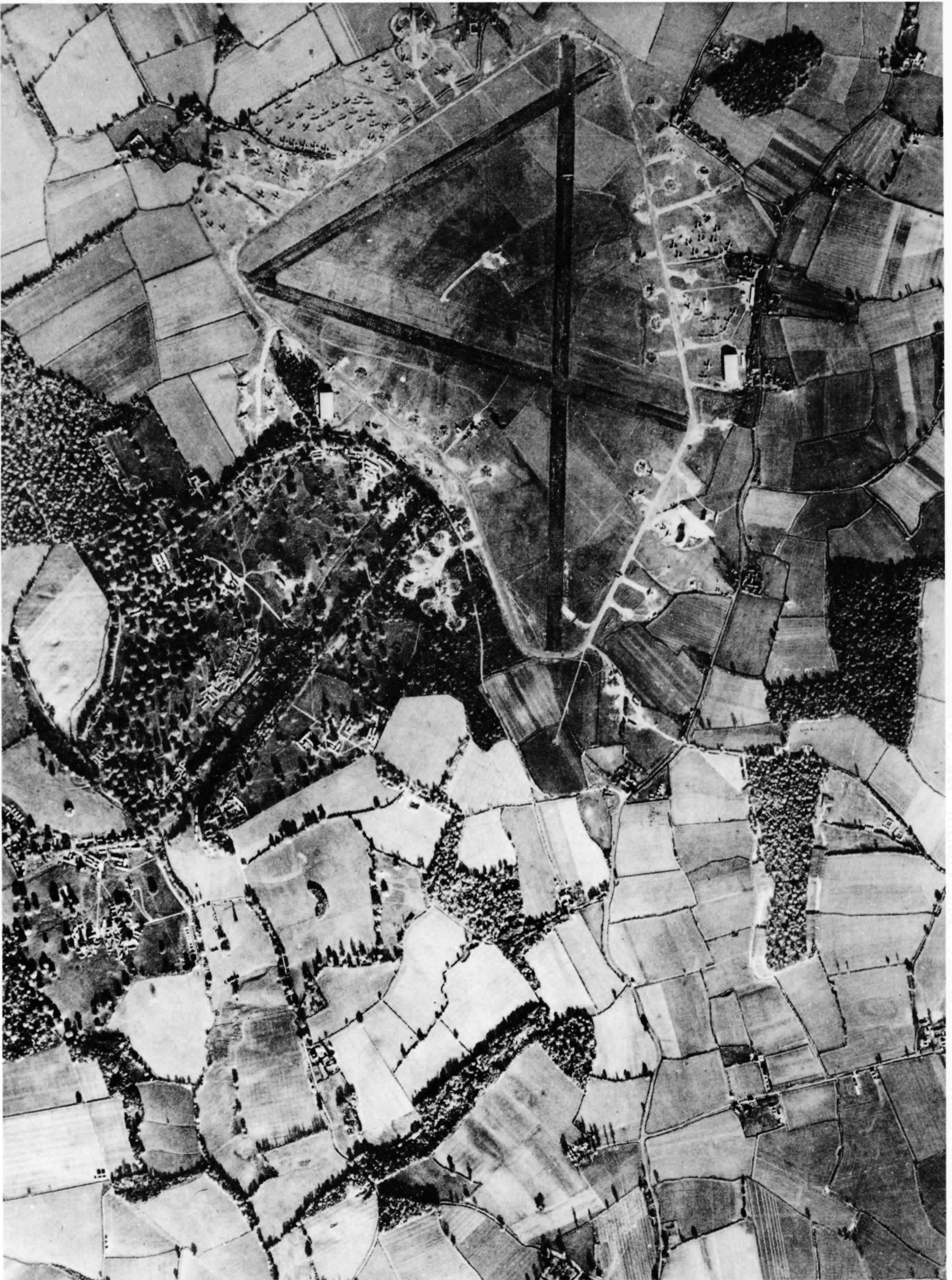
No.296 Squadron disbanded on 23 January 1946 and in March, No.297 moved out to Tarrant Rushton piecemeal. The operations room closed down on 22 March as the last Halifaxes left and the airfield was placed on a care and maintenance basis. This period lasted only until 21 January 1947 when the airfield was abandoned and the areas between the runways returned to agricultural use. By April 1958, all the land had been disposed of.

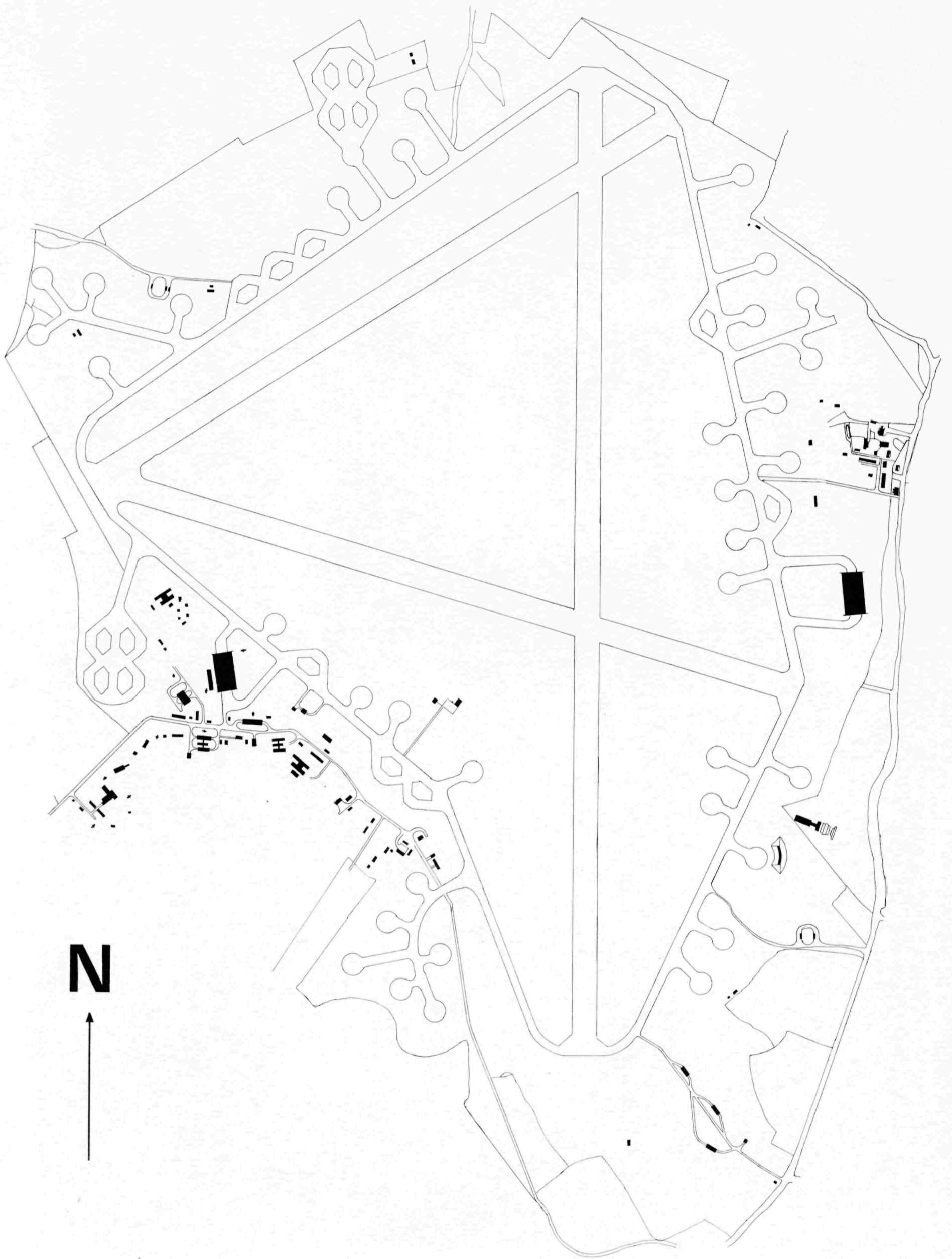
The airfield lay on the west side of the B1024 three miles southwest of Halstead at National Grid reference TL848270, Latitude 51°54'30"N, Longitude 00°41'15"E.

41-34687 of the 453rd BS taking off from Earl's Colne



EARLS COLNE, MARCH 1946





# WHAT'S IN A NAME



*The pugnacious lines, the bristling guns, all intended to strike terror into the hearts of an enemy and inspire its pilots with the creed of the offensive, the aptly-named Sopwith Sow. Sow? Would YOU want to go to war in a Sow?*

Spitfire, Corsair, Mustang, Mosquito - names that reflected the aggressive nature of the aircraft that bore them. Better than calling them 32-F-6, American Chasing No.97, Blue Swallow 30 or a Dark Flyer de Havilland D.DH.1. But it could have been the fate of the RAF's aircraft if the original thoughts on the subject of naming aircraft had been adopted and maintained. Fortunately for history, the idea did not catch on but even the final decision in World War One did not produce inspirational titles in most cases.

Back in 1916, the War Office realised that aircraft were being given names and titles at random, some of them even UNOFFICIAL. This had to be stopped if Victory was to be achieved. The task of sorting out the chaos was given to a hapless civil servant who had probably never seen an aircraft at that time.

On 23 August 1916, he came up with the first ideas on aircraft nomenclature. A system should be devised that would indicate with some precision the type and purpose of the aircraft in enough detail to ensure that an engineless aircraft got the right replacement engine. This should be as simple as possible to avoid confusion in the army's storekeeping establishment and permit the army staff to identify the classes and capabilities of its aircraft. He had in mind, possibly, all those left-footed boots which turned up in the Crimea and was not too convinced that much had changed. A possible title might contain the role + name + horsepower + date e.g. Fighter Nieuport 17 - 130 hp - 1914. At least it might have prevented a brass hat from trying to sweep the German fighters from the skies with Trainer Avro 504 - 90 hp - 1912. If the artillery could use Mark numbers, why not have them for different versions of the same basic design? Nearly 70 years later, we are still using that idea apart from the decline in educational standards which doomed Latin numerals except to conceal the age of old films.

The military side of the War Office appended various comment, including one complaining that although they kept trying to call all single-seat aircraft 'scouts', the RFC insisted on referring to them as single-seat fighters and single-seat bombers. Someone else also suggested that it should not be necessary to go into such detail to explain the type or aircraft involved; if people were dealing with technology (sic) then they should learn about it! Nobody seems to have pursued that revolutionary idea.

Around October 1916, things were beginning to move. A Mr.A.Biddulph-Ruckard assembled a comprehensive proposal; in fact, three proposals!

Why, he asked, did aircraft titles have to be in such unwieldy form? Admiral Jellicoe did not lead the Grand Fleet to sea in a Cammell Laird 50,000 hp Parsons but in HMS Iron Duke. Presumably, nobody would send a battleship to hunt submarines because the ship did not have 'battleship' in its title. So why should aircraft be described in detail in their title?

If the manufacturer's name was to appear, then why not code them by colour or possibly put in the name of the town where the factory was situated? Short could be white, or the Grahame-White 1600 (actually the G.W.XV) could be the 'Hendon Finch'. Mr.B-R appears to have been a keen ornithologist as his names all related to birds. The colour prefix would be as follows: Bristol - blue; Short - white; Sopwith silver or golden; Blackburn - black; Wight - grey; Fairey - red; Curtiss - Green; Pemberton-Billing - green; Breguet, Caudron, etc to be 'French' and the Air Department of the Admiralty - King(!). All experimental aircraft were to be 'Larks' until placed in production. The table of types now read:

#### Seaplanes, Cruiser Class, Long Range - 'Gulls'

Porte 3 x 250 hp RR	Great Cormorant
Curtiss 4 x 250 hp RR	Green Cormorant
AD 1000 Type 3 450 Sunbeam	King Cormorant

#### North Sea Class - 'Gulls'

Short 166 200 hp C-Unne	White Gull 1
Short 184 225 hp Sunbeam	White Gull 2
Short 184 240 hp Sunbeam	White Gull 3
Short North Sea 310 Sunbeam	White Gull 4
Blackburn Twin 2 x 190 RR	Black Gull
Large America 2 x 250 hp RR	Guillemot

#### Small Scouting and Carrier Class - 'Seamews'

Short 830 140 hp C-Unne	White Seamew 1
Short 827 450 hp Sunbeam	White Seamew 2
Fairey Campania 250 hp RR	Fairy Seamew 1
AD Navyplane 140 hp Smith	King Seamew 1
AD Flying Boat 250 hp RR	King Seamew 2

#### Baby Class - 'Teals'

Sopwith Baby 100 hp Mono	Silver Drake 1
Sopwith Baby 110 hp Mono	Silver Drake 2
PV-2 100 hp Mono	Dabchick
Wight Baby 100 hp Mono	Grey Drake
Sopwith Baby 130 hp Clerget	Silver Drake 3

#### Torpedo Class - 'Petrels'

Short 184 250 hp Sunbeam	White Petrel 1
Wight Twin 2 x 200 hp C-Unne	Grey Petrel
Short Torpedo	White Petrel 2

Instructional Types - 'Penguins'

Small America 2 x 100 hp Anzani	Green Penguin 1
Small America 2 x 140 hp H-S	Green Penguin 2
FBA 100 hp Mono	French Penguin
Wright School 100 hp Anzani	Grey Penguin

Two-seat Reconnaissance Class - 'Hawks'

Nieuport No.1 110 hp Clerget	French Hawk 1
Sopwith 9400S 110 hp Clerget	Silver Hawk 1
Sopwith 9400L 110 hp Clerget	Silver Hawk 1
Farman F-40 150 hp Renault	Red Hawk
Nieuport No.2 150 hp H-S	French Hawk 2
Sopwith 130 hp Clerget	Silver Hawk 3
Sopwith 140 hp Smith	Silver Hawk 4

Three-seat Reconnaissance Class - 'Eagles'

Avro 2 x 190 hp RR	Great Eagle 1
D.H.2 2 x 190 hp RR	Great Eagle 2
Sopwith Triplane 250 hp RR	Golden Eagle
Robey-Davis	Lincoln Eagle

Small Fighter Class - 'Swallows'

Bristol Scout 80 hp Gnome	Blue Swallow 1
Bristol Scout 100 hp Mono	Blue Swallow 2
Nieuport 80 hp Le Rhone	French Swallow 1
Sopwith Biplane 80 hp Le Rhone	Silver Swallow 1
Sopwith Biplane 80 hp Clerget	Silver Swallow 2
Sopwith Triplane 110 hp Clerget	Golden Swallow
Nieuport Scout 130 hp Clerget	French Swallow 2
Sopwith Triplane 130 hp Clerget	Golden Swallow 3
Sopwith Triplane 150 hp A-S	Golden Swallow 4
Sopwith Triplane 200 hp A-S	Golden Swallow 5
Blackburn 100 hp Mono	Black Swallow

Bombers, Single seat Class - 'Jackdaws'

Sopwith 1½str 110 hp Clerget	Silver Jackdaw 1
Twin Caudron 2 x 180 hp Anzani	Great Twin Jackdaw
Curtiss R-2 160 hp Curtiss	Great Green Jackdaw

Bombers, two-seat Class - 'Rooks'

Breguet Concours 250 hp RR	French Rook 1
Short Bomber 250 hp RR	White Rook 1
Short Bomber 240 hp Sunbeam	White Rook 2
White Bomber 250 hp RR	Grey Rook 1
Nieuport Bomber 250 hp Renault	French Rook 2
Fairey F-43	Red Rook 2

Bombers, Large, Twin-engined Class - 'Ravens'

Handley Page 2 x 250 hp RR	Raven 1
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Instructional Class - 'Finches'

Avro 179 80 hp Gnome	Bull Finch 1
Avro 179 80 hp Gnome	Bull Finch 2
Avro 179 100 hp Mono	Bull Finch 3
Curtiss JN-3 90 hp Curtiss	Green Finch 1
Curtiss JN-4 90 hp Curtiss	Green Finch 2
Caudron 90 hp Anzani	Chaffinch
Fairey M L 80 hp Renault	Red Finch 1
Fairey M S 80 hp Renault	Red Finch 2
Grahame-White 60 hp Le Rhone	Hendon Finch

Perusal of the systemised allocation of names and manufacturers reveals several anomalies. Why no colour prefix to 'Guillemot' and where did 'Fairy' for Fairey come from in the case of a Seamew? It had been proposed to use this prefix in a different scheme while Lincoln and Hendon also crept in. Farman and Fairey seem to have become confused, the Finches presumably being Longhorns and Shorthorns

At the same time, another proposed scheme was submitted which would show the role of the aircraft more accurately and separate seaplanes from landplanes (always referred to as 'aeroplanes'), the latter distinction presumably preventing the arrival of a squadron of Short 184s at Cranwell. In this scheme, the maker's name would be retained and the name would end in 'ing' for a seaplane and 'er' for a landplane.

The names would be related to role:

Reconnaissance Aircraft	Conner
Small Fighters	Fighter
Bombers	Bomber
Night Flying	Nighter
Long Range	Ranger
Cruiser Class seaplanes	Cruising
North Sea class	Northing
Small scout and carrier	Scouting
Baby class	Chasing
Torpedo class	Torping

for example:

Sopwith 9901 (Pup)	Sopwith Fighter No.1
Sopwith 9400 (1½-strutter)	Sopwith Conner No.1
Parnall 270	Parnall Nighter
Twin Blackburn	Blackburn Northing No.1
Sopwith Baby (110 hp)	Sopwith Chasing No.2
Short 310	Short Torping No.2

Mr. B-R was not enamoured with this system, especially with 'Torplings' and 'Nights'. One feels that his heart was really with the birds.

The third method suggested was for roles and manufacturers to be used plus a number e.g.;

Sopwith 9400	Observer Sopwith 1 or O.SP.1
Sopwith 9901	Fighter Sopwith 1 or F.SP.1
Parnall 200	Dark Flyer Parnall or D.PN
Short 310	Torpedo Short 2 or T.SH.2
Twin Blackburn	North Sea Blackburn or N.BB.1

On 16 December 1916, the Director of Air Organisation issued a circular on 'Nomenclature of Aircraft'. All new machines were to conform:

- name of designer or, for Royal Aircraft Factory, the Factory name
- function
- number to indicate type
- letter to indicate modification

for example: an Armstrong Whitworth B.E. would be an Armstrong Whitworth Reconnaissance 1, a Sopwith Scout, a Sopwith Fighter 1 and a B.E.2E a Factory Reconnaissance 2E. There was to be no retrospective redesignation.

All seemed to go quiet and nobody seemed to take any notice of the D of AO. On 13 March 1918, a new scheme was issued and actually stuck for the most part. Someone visited a lot of aircraft manufacturers to find out their views. Some wanted names, some numbers but the final result was:

<u>Fighters</u>	Zoological, vegetable or mineral
Single-seat fighters	Insects, birds, reptiles
Two-seat fighters	Mammals
Three-seat fighters	Flowers
Four-seat fighters	Shrubs
Five-seat fighters	Trees
Over five seats	Metals and Rocks

Bombers Geographical names

Single-seat	Italian towns
Two-seat	Towns in Great Britain
Three-seat	French towns
More than three and not exceeding 5 tons	Colonial Towns
5 to 10 tons	Towns in Asia
10 to 15 tons	Towns in Africa

Heavy Armoured Aircraft Proper Names

Not exceeding 2 tons	Mythological Greek
2 to 5 tons	Mythological Roman
5 to 10 tons	Mythological Eastern and Egyptian
10 to 20 tons	Mythological Northern Europe

Naval Fighters Marine zoological

Single-seat	River Fish
Two-seat	Saltwater fish
three-seat	Shell Fish





A5178 was to be named the Bristol Cow 1. This so upset the company that they painted the wrong number on it

Naval Bombers As for land aircraft but coastal, not inland, towns

Naval Patrol Proper names, but female

Quoted instances were:

Bristol Scout F	Cormorant I
BAT FK-22	Bat I
Martinsyde F.3	Mayfly I
Vickers FB.26	Vulture I
Sopwith 7F-1	Snipe I
Sopwith 2FR-2	Sow I
Avro 530	Roebuck I
Vickers FB.27	Versailles I
D.H.10	Aberdeen I
Sopwith 2B.2	Spalding I
Bristol MR.1	Cow I
Avro 529	Rothsay I
RAF NE-1	Rat I
Sopwith B.1/2	Sorrento I
D.H.9	Amiens I

As can be seen from the above table, some of the names stuck, notably the Snipe but the majority were never applied to the types indicated. The name 'Amiens' was transferred



The Vickers Versailles, first across the Atlantic non-stop  
But would the RAF clerks be able to spell it?

from the D.H.9 to the D.H.10, which was going to be the Aberdeen, probably until someone discovered that Aberdeen was on the coast and would have to be used only for naval purposes to conform.

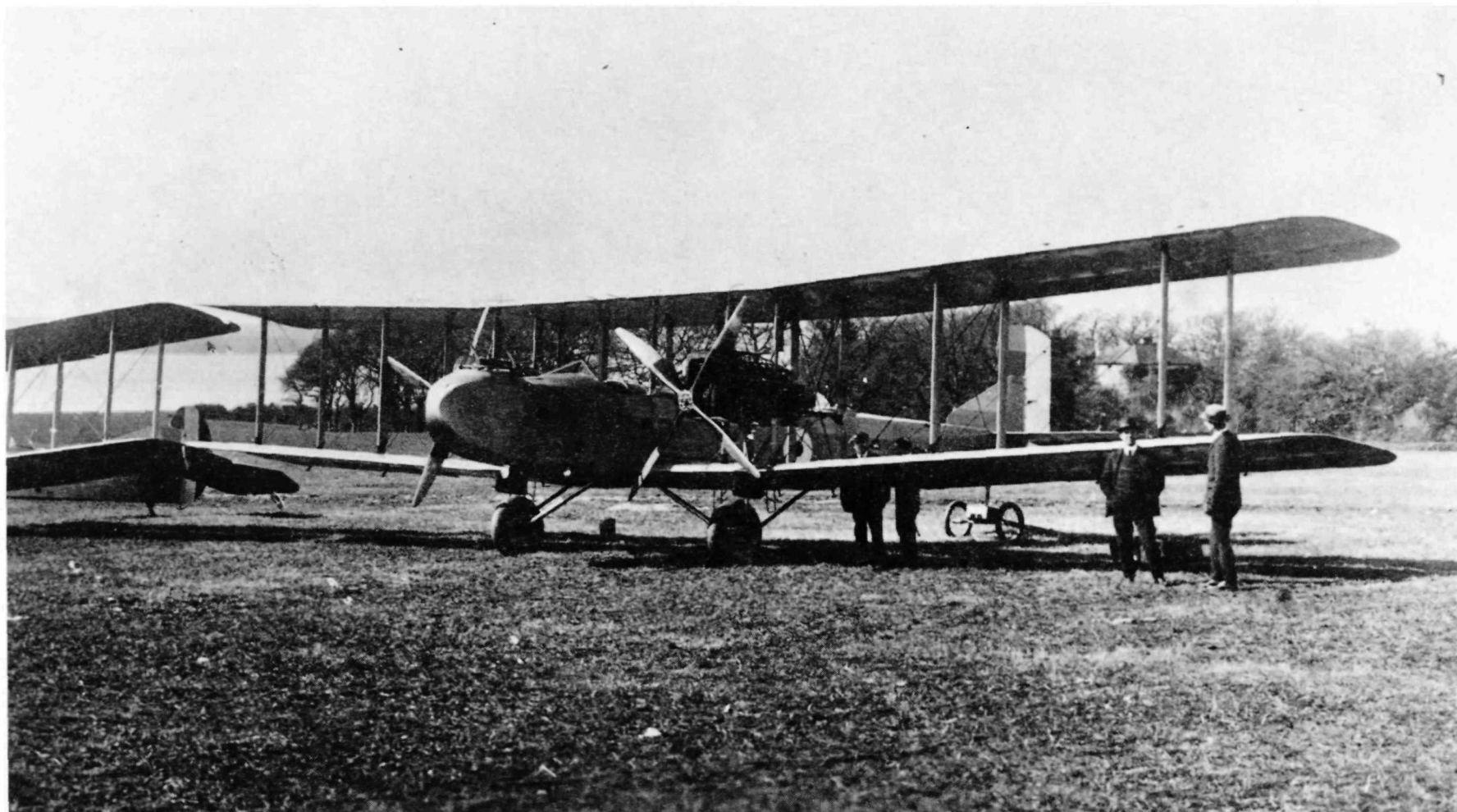
But they got Rothsay right as the Admiralty had originally backed it as a naval patrol aircraft which could be used for bombing. Whether Martinsyde appreciated their new fighter being dubbed 'Mayfly' is doubtful.

The unfortunate Sow was named Bulldog, a well-known mammal according to the table, as it was, in common with the Avro 530 Roebuck, a two-seat fighter. In fact, among the 'Animal, Vegetable, Mineral' classification, fast, four-legged animals are conspicuous by their absence.

The Sopwith 2B.2 Spalding was correctly designated but this triplane was always known as a Rhino. There was a distinct resemblance.

Postwar aircraft conformed to some extent, examples being the Woodcock and Grebe fighters, but others were way out. Aldershot for a three-seat bomber, Plover for a Naval fighter, and the Parnall Prawn was no three-seat fighter!

The Avro 529 Rothsay I



In May 1936, amended nomenclature was suggested with the following result:

Fighters: General words indicating speed, activity or aggressiveness (F)  
 Army Co-op: Classical words (A)  
 Bombers: Inland towns of British Empire or associated with RAF (B)  
 Gen.Purpose and Gen.Reconnaissance: British historical names not connected with the sea (G)  
 Torpedo-bomber: Animals (exc.Felidae) (P)  
 Bomber-Transport: Counties or districts of the British Empire (C)  
 Flying Boats: Coastal towns or seaports (R)  
 Naval Fighters: Mythical names (N)  
 Naval Reconnaissance: Sea birds (O)  
 Naval Torpedo-bombers: Oceans, seas, estuaries (M)  
 Naval Spotter: Marine animals (S)  
 Divebombers: British historical names connected with the sea (O)  
 Trainers: Words indicating tuition, places of education (but not RAF training establishments) (T)  
 Engines:  
   Rolls-Royce           Land birds  
   Armstrong-Siddeley   Animals (Felidae)  
   Bristol               Planets and constellations  
   Napier                Arms and weapons

Note: The letter in brackets indicates the class of aircraft and was the specification prefix letter

The above system catered for most aircraft in the succeeding years with notable exceptions. The naval divebomber soon to arrive in service did not conform but was named after a bird which folded its wings and dived into the sea, a worrying thought.

However, the system did cater for Hurricane, Spitfire, Defiant and Typhoon. Hector and Lysander were classical although we always thought

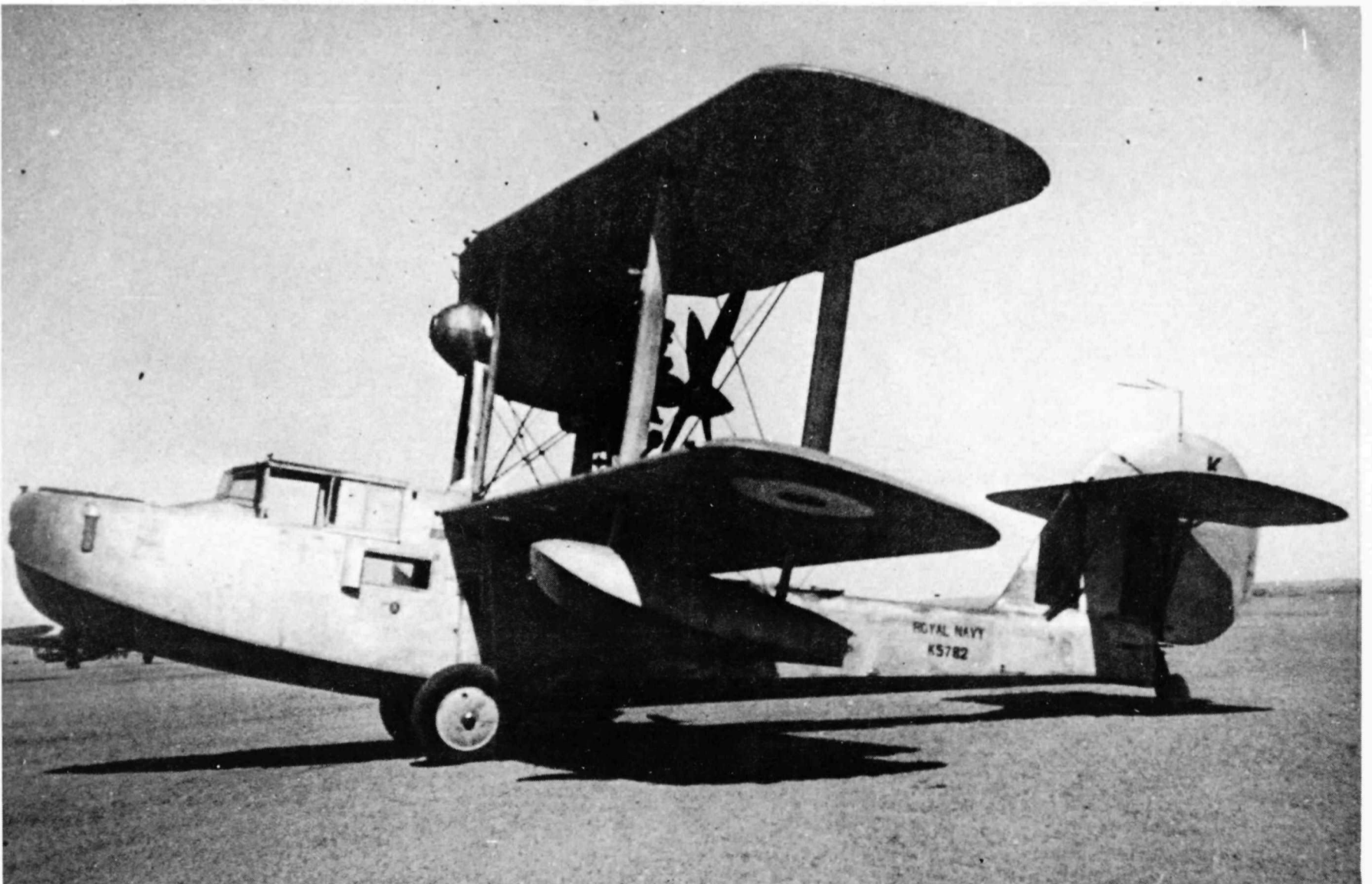


*Flying boats were named after coastal towns and seaports. A Sunderland and London illustrate this classification.*

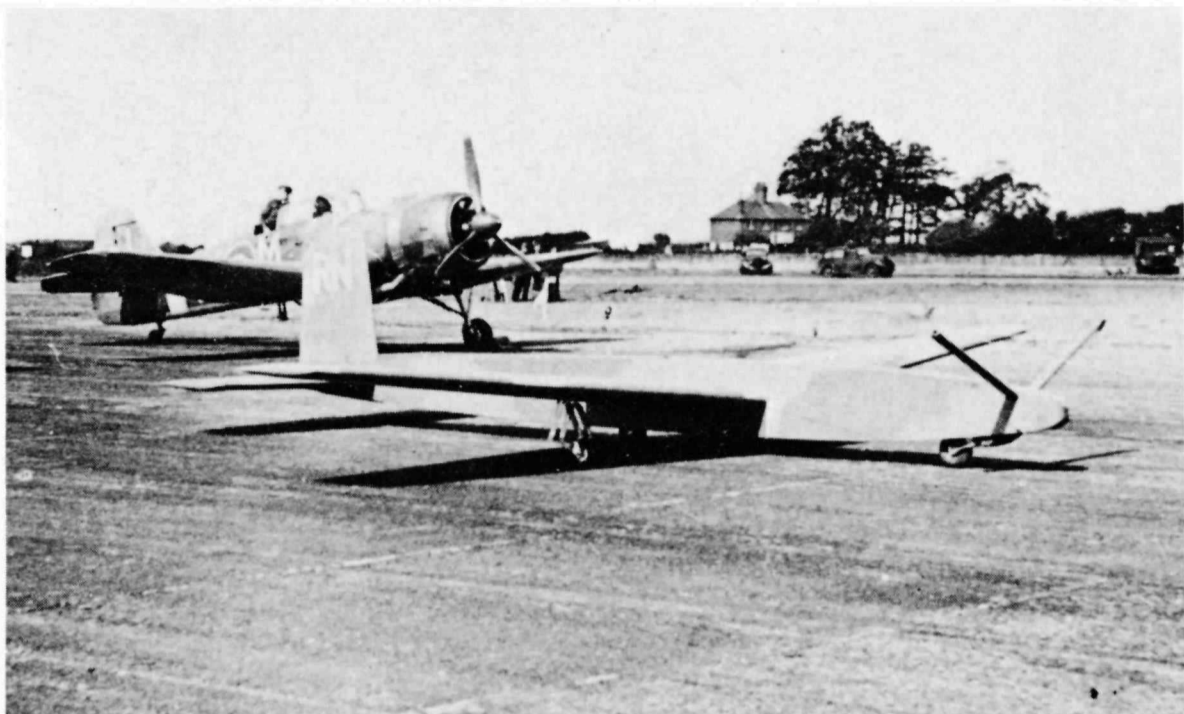
that they were chosen because both were foot-sloggers. Was Wellington named after the New Zealand one (definitely not inland) or the one in Somerset, an obscure choice but there was a public school (private school everywhere else but England) called Wellington and the Establishment tend to go overboard for such things? In any case, nothing could be more obscure than Whitley. If GR types were not to be connected with the sea, how did Anson and Hudson get in? Torpedo-bombers (landbased) seem to have expired with the Vildebeest (leopards, panthers, etc having been purloined by AS; yes, they meant 'cats'). Spanish citizens might have been surprised to find a bomber-transport called 'Valentia' but presumably it predated the system and Bombay, Hertfordshire and York conformed, unlike Dakota.

Naval fighters reverted to birds after Nimrod and naval TBs merged with spotters. Trainers were dubbed Oxford, Master, Tutor, etc. The system lasted a long time, with variations, and we still have Canberras even if no British Empire.

*Naval reconnaissance aircraft were named after seabirds, for example, the Seagull. Everybody else called it the Walrus*



# TARGET GLIDERS



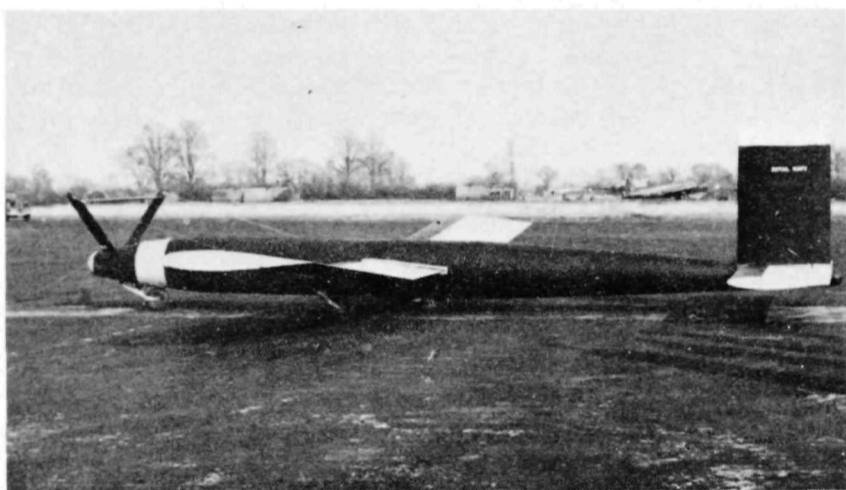
*Experimental Type C.5 target glider for naval use with Martinet tug aircraft*

Towed targets had been used for both air-to-air and ground-to-air firing practice ever since World War One, normally in the shape of a drogue but in 1942 the Admiralty decided that it would prefer a winged target with more relation to an aircraft than the old windsock.

Winged targets had been tried before, ranging from sophisticated pilotless, radio-controlled aircraft to simple gliders launched from the top wing of a carrier aircraft. What was now sought was a simple glider capable of being towed at a higher speed than drogues and flag targets, the latter being a two-dimensional banner similar to the advertising displays towed by civilian aircraft between the wars.

Offering less wind resistance, the glider target was a faster and more realistic object for ships' gunners to take aim at. The obvious choice of contractor was someone in the model aircraft trade and International Model Aircraft Ltd were given a contract to develop glider targets. They began with a series of experiments with small models towed first by cars and later by light aircraft which eventually led to a stable target with a span of eight feet.

The Admiralty in the meantime had decided to go for sixteen- and thirty-two-foot span targets and the bridle tow was modified to permit towing from a bar on the nose which



32 FT. SPAN PRODUCTION GLIDER. TYPE D.



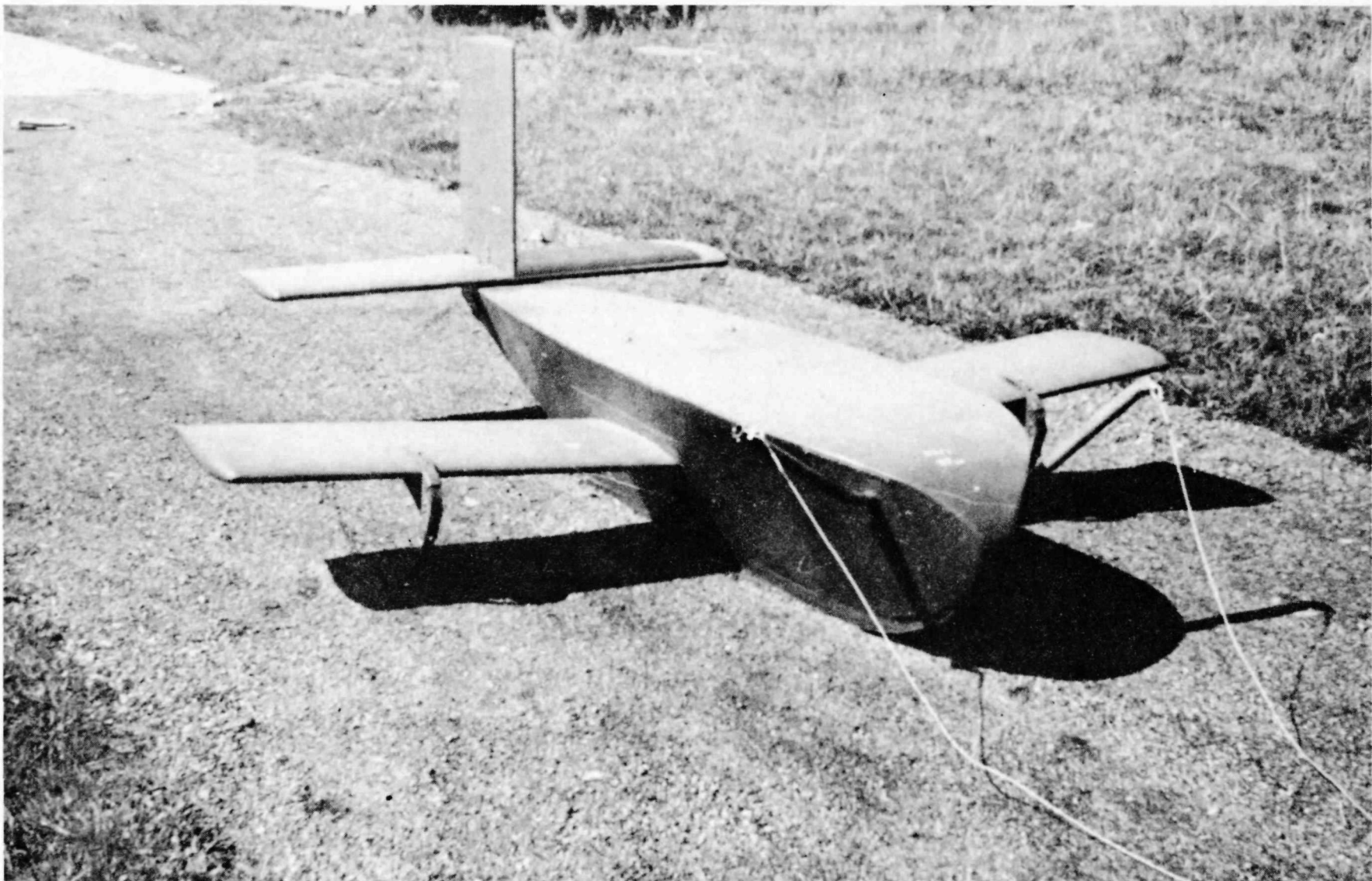
8 FT. SPAN EXPERIMENTAL GLIDER.



12 SQ. FT. HIGH SPEED TARGET.



16 FT SPAN PRODUCTION GLIDER TYPE A.



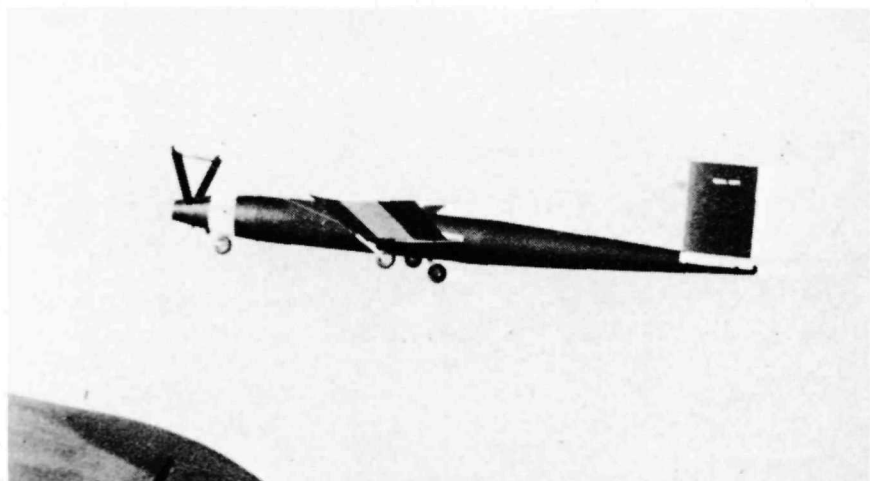
*The eight-foot span glider used skids for take-off and landing which were found to be inefficient compared to wheels*

gave improved longitudinal stability and improved general handling considerably. The original skid undercarriage was replaced in the larger gliders by wheels, the 32-footer having pairs in tandem for the main undercarriage with a single nose wheel. The 16-foot target flew first and trials took place during the autumn of 1943.

Five prototype 32-foot gliders were built for similar trials and were made of wood but the production examples were built of mild steel plate and was tested in March 1944. The Navy began acceptance trials in July of the same year.

A major problem with towed gliders was to attain stability with the minimum of movable trimming surfaces and servos but these problems were solved and the production glider had fixed wing and tail surfaces and was simple and robust. The finalised towing method was to fix a bridle tow from the ends of the

*A 32-foot target glider in flight behind a Martinet*



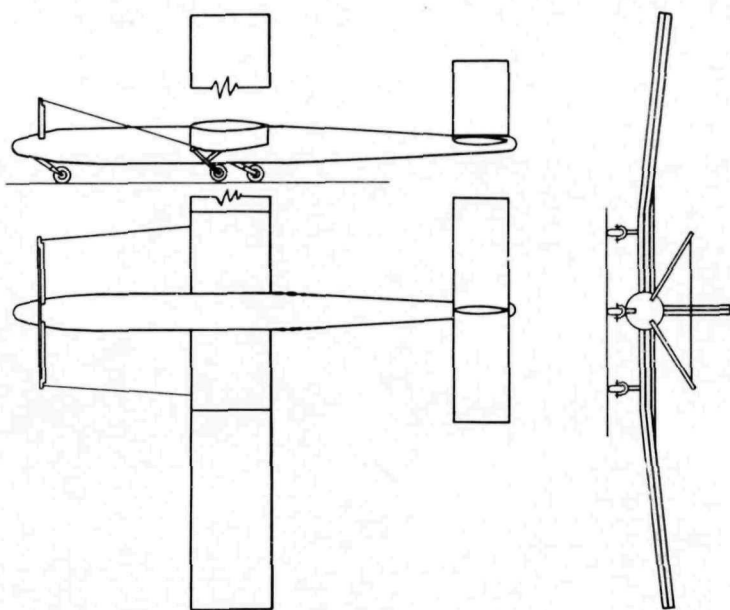
tow-bar.

On take-off, the tug became airborne first and the cable angle pulled the glider off the ground. Unlike troop-carrying gliders, normal towing was with the glider lower than the tug. Once airborne, the tow line was paid out to ensure some measure of safety for the tug when trainee gunners began blasting off ordnance.

If the target survived, the tow line was reduced to the same length as at take-off and the tug made its approach at 400 ft/min until the glider touched down when an automatic cable release activated. If this failed, the tug could cut itself loose and climb away.

Experiments were carried out for carrier use!

*Three-view plan of the production 32-foot target glider*



**32 FT. SPAN PRODUCTION GLIDER (TYPE 'D')**

# PICTURE PAGE

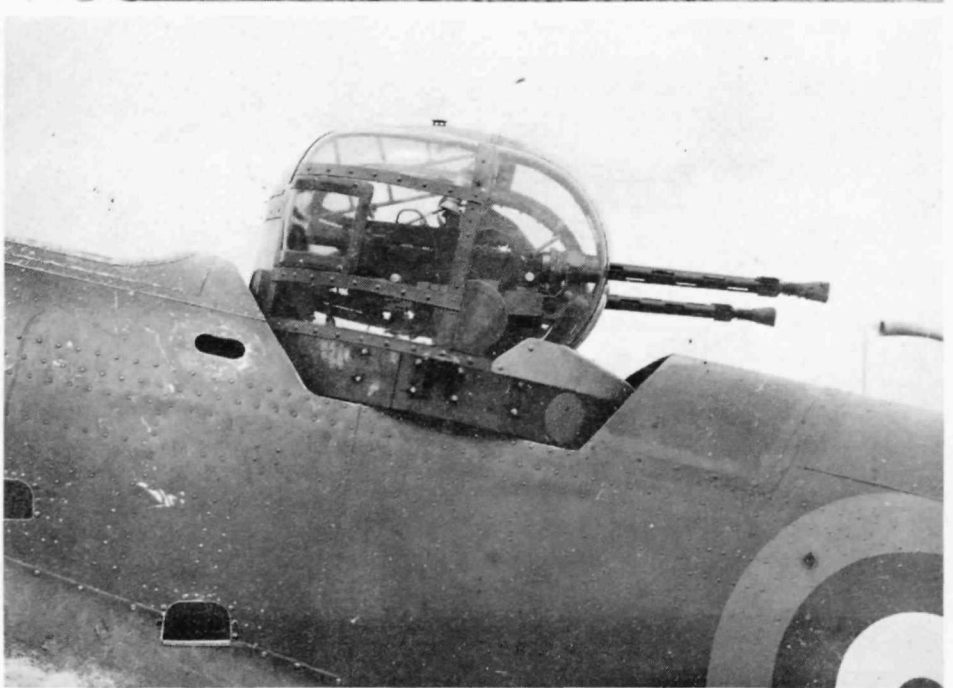
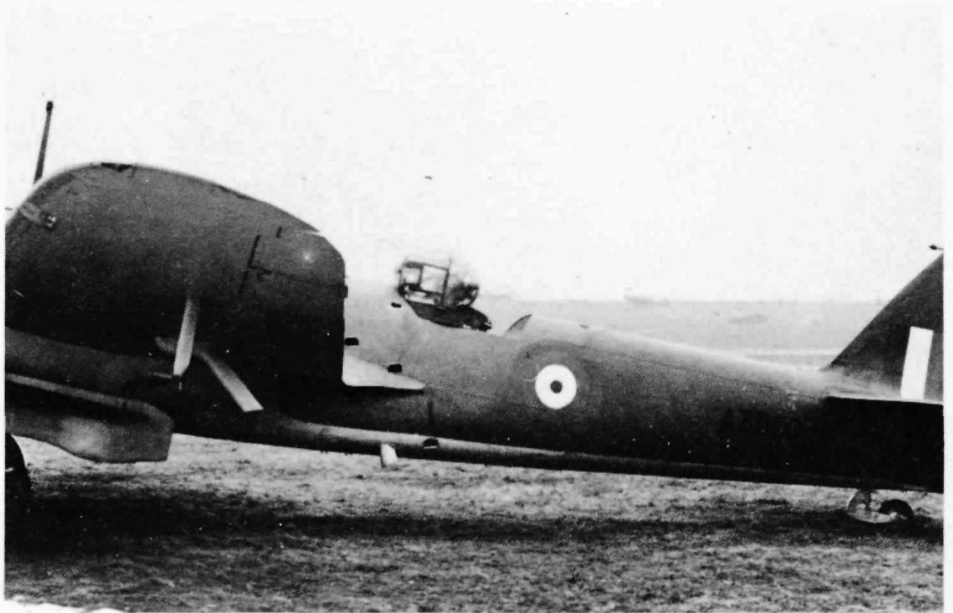


Three photographs on this page follow on from recent monographs and articles in AM, and it is intended that two pages in each issue should be devoted to 'the ones that got away'.

The heading photograph has been kindly supplied by Mr. E. Turner and shows one of No.295 Squadron's Stirling GT.IVs in the snow. LJ995 was coded 8Z-H and carries the name 'Bushwacker'. The artwork above the name is unclear but looks like Santa Claus with a top hat. There are also some emblems just aft of the nose transparency, presumably mission tallies. LJ995 hit trees on take-off from Rivenhall on 4 February 1945.

Halifax PN323 was delivered from the production line at the end of September 1945 but was retained by Handley Page. After ending its flying days, it was used for aerial tests at Radlett with a large single fin until 1961 when it was broken up, probably the last reasonably intact Halifax left in the UK.

In AM.2/82 we covered the Lincoln and the bottom photograph shows PW932 parked at the College of Aeronautics, Cranfield, where it had joined the College's collection of aircraft used as practical illustrations of the art of aircraft design. This piece of initiative was responsible for the preservation of several historic aircraft which now grace museums, including Yeovilton's FAA Corsair, an Me 163, the RAF Museum's Hoverfly and a Vickers flying bomb. But where did the last-mentioned go? (Photos by Peter M. Corbell)



*In the K-register, Hart Trainer K4757 of 7 FTS is shown as SOC 2.4.40. The cause was this forced landing at Keysoe, Beds on 7.3.40 when the pilot apparently forgot to switch on the main tank. Ron Clarke was in charge of the guard (and camera).*

*In AM.1/77 we covered the Blenheim V, an 'improved' Mark IV which had better defensive armament and protection. AZ930 is depicted.*

*Below: H.M.S. Malaya's Swordfish floatplane photographed in 1938 was K5930 (Fleet No.073) (Photo via Ron Clarke)*



## ROYAL AIR FORCE TORNADOS

No, not the recent multinational squirt-type airframes but the RB-45C which emanated from North American and entered service as the B-45A Tornado in November 1948.

No RAF serials were issued for Tornados but in 'Air Classics' for November 1974, there appears a photograph showing no less than four in RAF markings with, in the foreground, a line of RAF and USAF personnel.

The aircraft are in natural finish with large fin flashes and the background does not seem to be Sculthorpe, the logical place for any temporary handover. The faint possibility that they were painted up for a film seems to be doomed by the fact that nobody can recall any film (presumably made in the USA) that featured RAF jet bombers, however spurious.

Is it imagination or do we recall someone reporting a roundelled B-45 in BMAN or Digest around 1951/52?

## JUNGLE JUG

JeanJacques Petit, 46 residence Montadour, 40500 St Sever, France, is seeking the identity and code for a 134 Squadron Thunderbolt II at Ratnap in December 1944 which was named 'Jungle Queen'. The IWM has a photo but the serial and code are indecipherable.

## BIG GUN SHIPS

Alister Raby has brought up the subject of 20 mm cannon again which started with the ground-attack Lysanders. He would like to know if there are any photographs of Defiant K8310 and Anson R9633 with their 20 mm guns as tested by the Gunnery Research Unit at Exeter in August/September, 1940.

So would we for publication within these covers.

## LINCOLNS DOWN UNDER

From David Vincent in Highbury, South Australia, comes details of the ten Lincolns exported to Australia, mainly in connection with the LRWE (Long Range Weapon's Establishment) at Woomera. According to RAAF records, the final fate of these were as follows:

RA638 Airframe approved for disposal 19.10.53  
 RA640 Final write-off action taken 10.6.57  
 RA644 Disposal in progress 12.9.57  
 RE258 Cv to components completed 22.7.53  
 RE259 As for RE258  
 RE339 Cv to components in progress 12.8.57  
 RE418 Cv to components completed 22.7.53  
 RF403 Collected by purchaser 8.11.57 (complete with engines)  
 RF423 Residue after conversion to components transferred to Dept of Civil Aviation on a free issue basis 22.11.55

RA848 was also in Australia, apparently as a pattern aircraft for Australian production and the final entry reads 'Issued to Air Min UK 5.6.47'.

As there is no mention on the Air Ministry movement records of some of these aircraft going to Australia, this provides a reminder that those aircraft not on RAF strength but on the charge of the Controller (Aircraft) at the Air Ministry could travel around the world without the record being noted.

## ROYAL AIR FORCE JANUARY 1939

It appears that the manuscript for the above article in AM.3/82 had a sheet out of order and the compiler suggests that the following should put the matter right:

On page 74, the items from 'Debden' to 'Rollstone Camp' should be removed from No.23 Group and inserted under No.24 Group between 'Cosford' and 'Ruislip' on page 75.

Apologies!

## RAF MOHAWKS

We have had a request from a reader who is trying to form a society for all those who were involved in RAF Mohawks. His name and address is:

Frank E Robins, 2/39 Gardenia Road, Gardenvale, Victoria 3185 Australia

Please contact Frank direct - who was with both 146 and 5 Squadrons when they flew Mohawks.

## D.H.86s IN THE WESTERN DESERT

Barry Moores has been researching these from the unit ORBs at the Public Record Office as a result of reading 'Blue is the Sky' by G.D. Fleming, who flew the type with Misr, Comm Flt Western Desert, 216 and 117 Squadrons. Between mid-December 1941 and early March 1942, five D.H.86s were with 216 Squadron but the ORB does not mention them.

<u>AX672</u>	18.11.41	Comm Flt, Air HQ Western Desert
	29.11.41	216 Squadron, DH Flt
	4.3.42	117 Sqn, B Flt
	29.5.42	to Heliopolis
	18.6.42	1 Air Ambulance Unit, RAAF
	23.6.42	Damaged landing on soft sand at Siwa and not repaired (Not the 24th?)
<u>HK829</u>	9.12.41	216 Sqn, DH Flt
	19.3.42	117 Sqn, B Flt
	29.5.42	to Heliopolis
	7.7.42	1 AAU (shown in ORB as AK829)
	17.3.43	Crashed on landing, Nefatia North
<u>HK830</u>	9.12.41	216 Sqn, DH Flt
	3.42	117 Sqn, B Flt
	11.3.42	Undercarriage collapsed, Bilbeis
<u>HK831</u>	13.12.41	216 Sqn, DH Flt
	late 12.41	Shot down by fighters
<u>HK843</u>	12.41	216 Sqn, DH Flt
	3.42	117 Sqn, B Flt (first recorded 4.4.42)
	19.5.42	to Comm Flt Habbaniya
	18.10.42	1 AAU
	23.7.43	Very pistol went off in cockpit; aircraft burnt out, Pachino, Sicily
<u>HK844</u>	12.41	216 Sqn, DH Flt
	4.42	117 Sqn, B Flt
	10.4.42	Undercarriage collapsed on take-off. Maaten Bagush
<u>A31-3</u>	3.7.41	Arrived with 1 AAU flown from Australia
	19.4.42	Hit by Beaufighter and burnt out, Heliopolis
<u>A31-7</u>	3.7.41	Arrived from Australia for 1 AAU
	9.43	Withdrawn from use due to lack of availability of 77-octane fuel
	2.44	1 AAU disbanded and aircraft to Heliopolis; fate not known
<u>A31-8</u>	10.11.41	Arrived for 1 AAU from Australia
	8.12.41	Shot down by fighters

