

AEROMILITARIA

The AIR·BRITAIN Military Aviation Historical Quarterly



No 1
1984



AEROMILITARIA

The AIR-BRITAIN Military Aviation Historical Quarterly

Edited by James J. Halley and Peter M. Corbell

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

* * * * *

As a new year begins, we welcome new readers to AM with the usual blurb.

Aeromilitaria is designed to be taken apart for filing so that each article or set of tables can be filed in whatever order is required. Back issues can be obtained from A.J. Lee Wesson, Magdalene House, Wrattling Road, Haverhill, Suffolk, CB9 ODE and cost 75p each. 1975, 1976 and 1977 issues have been reprinted as annual volumes and cost £3.00 for each year. A few issues are out of stock.

Also available are military monographs on subjects too bulky for the pages of AM as follows:

The Squadrons of the Royal Air Force	£9.00
The Halifax File	£6.00
The Typhoon File	£4.00
The Washington File	£2.00
Royal Air Force Aircraft K1000-K9999	£2.50
L1000-L9999	£2.50
N1000-N9999	£2.00
P1000-P9999	£2.00
R1000-R9999	£2.50
T1000-T9999	£3.00
V1000-W9999	£4.00
WA100-WZ999	£5.00
Kent's Listening Ears	£1.50

The Stirling File is now sold out

Orders to Air-Britain Sales Dept., Stone Cottage, Great Sampford, Saffron Walden, Essex, CB10 2RS.

All prices quoted above include postage and relate to members only.

IN THIS ISSUE

The front cover photograph shows Gannet AEW.3 XJ440 over Ringway. The back cover photo is of Ansons of No.269 Squadron at Abbotsinch in July 1937 in rural surroundings, a far cry from today's concrete jungle of Glasgow Airport.

The 'fire brigade' operation in Kuwait was one of the tasks which the RAF undertook in the Gulf area in the 1950s and 1960s and Mr. P.T. Williams has kindly supplied an account of this activity and contemporary photographs.

The York was the long-haul workhorse of Transport Command in the years just after the end of World War Two. Although unglamorous in looks, it put in a lot of hard work and was as safe and reliable as any of its contemporaries - and a lot safer than some.

As is normal with the first issue in each year, we have included a list of RAF aircraft written-off thirty years ago, in this case 1953, the facts now being in the public domain under the Public Records Act.

Among the obscurer facets of RAF operations in World War Two were the mobile classrooms. Colin Read has kindly supplied some photographs and details of Dunlop's flying squad.

We have continued with the XA100-XZ999 register begun in AM.4/83.

* * * * *

SITS VAC, STILL!

In AM.3/83 we asked for help with black and white copying and printing from anyone near the editorial office. As this has resulted in a resounding silence, perhaps we should show our trust in the Post Office by extending the area to the British Isles. While we use slave labour exclusively in Air-Britain, we do pay for the materials to slave over.

* * * * *

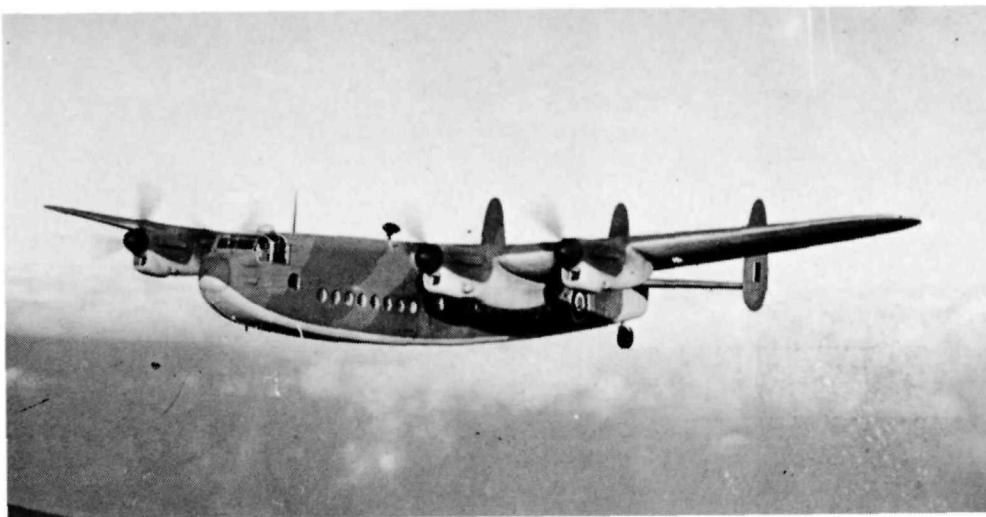
COLOUR SLIDES

Catalogues of military slides are available from the editorial office address at 60p per section. There is a main catalogue plus a further section as a supplement. There is even a civil section.

Meteor F.8 WL117 served with Nos.19 and 72 Squadrons. So what are the curious markings shown in the photograph below



Avro York



After the successful modification of the twin-engined Manchester to a highly-efficient four-engine bomber in the shape of the Lancaster, it was inevitable that Avro should turn its attention to a transport version which would have good range and carrying capacity. While filling a requirement for long-range military communications, such a type would be available for airline use when peace came and civil operators could get back to revenue-earning activities.

Unfortunately, international politics got in the way. Desperate for combat aircraft to carry the war to the enemy, the British Government had agreed to concentrate all their production facilities on producing fighters and bombers while the United States would provide transport aircraft. This rather naive acceptance of a virtual ban on producing transport aircraft left the US Government in the happy knowledge that at the end of the war every country would have to start to design civil airliners from scratch - except the US.

No backing was available from the British Government for Avro to build a prototype from their own resources but with massive production lines of Lancasters churning out aircraft, it was difficult to keep track on every bit of metal or ensure that no component was diverted so it was no surprise that the prototype York took to the air on 5 July 1942. It incorporated Lancaster wings, undercarriage and tail unit but had a new, low-slung fuselage with plenty of interior space.

After trials at Boscombe Down, the building of three more prototypes and a small run of production aircraft was authorised, not least because the Prime Minister was averse to turning up at conferences in a foreign aircraft, his original Liberator having first frozen him and then threatened to burst into flames from the remedial heating system.

The third prototype was earmarked for the PM, named 'Ascalon', and had a long and useful life. Originally twin fins and rudders had been fitted on the first two aircraft but handling trials showed that the new, bulky fuselage required a additional central fin.

Production was slow as no priority could be allotted to the York in a factory turning out large numbers of Lancasters. The first three production aircraft were earmarked for the Prime Minister, the Chiefs of Staff and Lord Mountbatten respectively. The eighth was transferred to the SAAF for the use of General Smuts and manned by the VIP Flight of No.5 Wing, SAAF. Later, MW140, named 'Endeavour', went to Australia for the use of the Governor-General. The RAAF serial group prefix A74 was allocated but was not used.

The first prototype was modified to take Bristol Hercules engines but no production was undertaken of the York C.II.

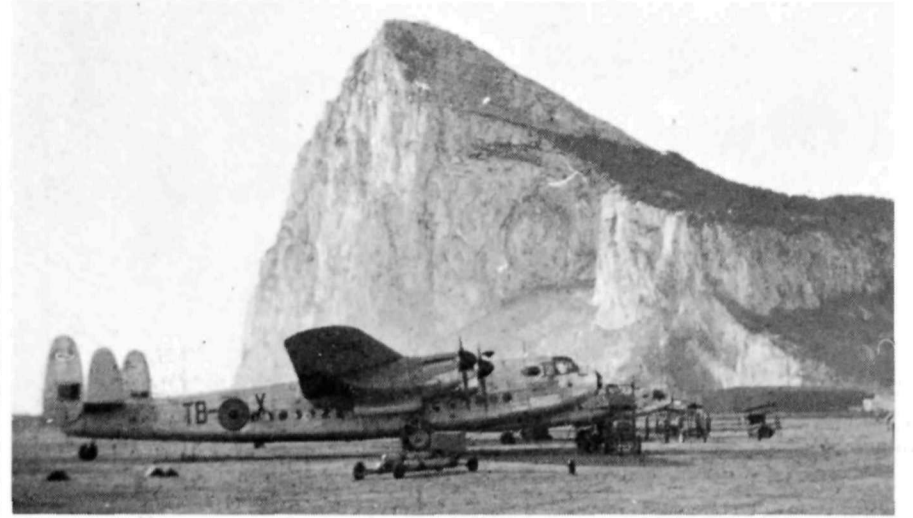
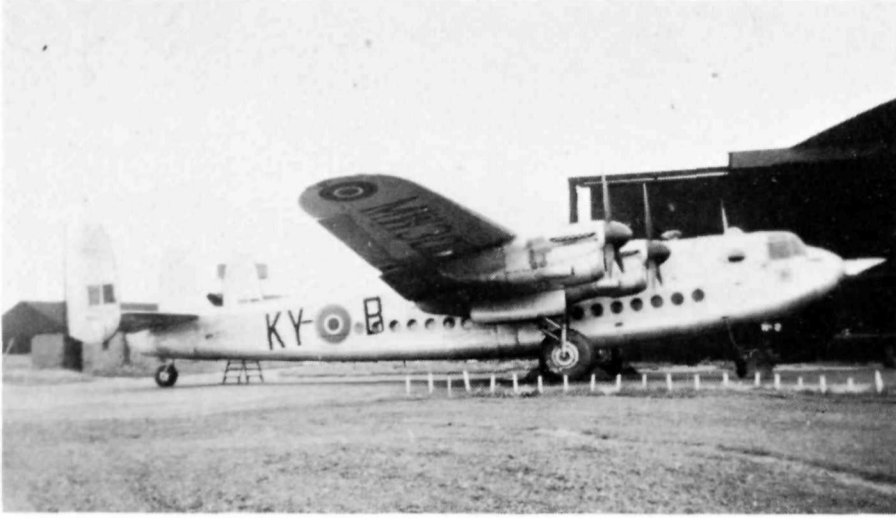
No.511 Squadron at Lyneham received its first York in November 1943, adding it to its collection of Liberators and Dakotas which it used for trips to North Africa, the Mediterranean and the Far East. It was to be more than a year before the squadron became fully equipped with Yorks. No.24 had acquired the responsibility of the PM's York in May 1943 but was not fully equipped with the type until after the war.

It was some time before the York came off the Secret List. When it did, the only photo issued showed it sitting on a murky day on its dispersal pan at Boscombe Down, in stark contrast to the original Constellation publicity that had long lines of passengers queuing to enter a shining airliner in the sun!

The York became newsworthy in October 1944 when MW126 went missing on a flight to the Far East. Aboard was Air Vice Marshal Sir Trafford

MW253 of No.242 Squadron at Luqa, September 1947 (A.J.Linnegar) The Chief of Staff's MW101 at Mauripur, India (J.J.Halley)





MW301 of No.242 Squadron at Oakington in 1947 (left) and MW271 at North Front, Gibraltar in April 1948 (A.J.Linnegar)

Leigh-Mallory and his wife en route to a new appointment in ACSEA. The wreckage was found well off the planned route in mountains near Grenoble. All ten aboard were killed.

Another navigational error resulted in MW116 ditching when it ran out of fuel after missing Malta with the loss of twelve lives two months later. To some newspapers, this was proof of how dangerous an aircraft a York was.

Once No.511 had its full complement of Yorks, No.246 began conversion at Holmsley South in the New Forest, to be followed in April 1945 by No.242 at nearby Stoney Cross.

Trials at the Airborne Forces Experimental Establishment demonstrated that while a York was easy to load, it was decidedly unhealthy for parachute troops due to unfortunate slip-stream effects along the slab-sided fuselage.

The abrupt cessation of Lend-Lease caused a problem in obtaining spares for US-built transport aircraft and Liberators soon disappeared from Transport Command service. In their place Yorks were issued to a number of squadrons and by the end of 1947 there were eight York squadrons. Backing them up was the conversion unit at Riccall which handed over to No.241 OCU at Dishforth in January 1948 where it had an establishment of eighteen Yorks and seven Halifax A.9s.

In the aftermath of war, Transport Command flew long lines of communication through Italy and the Middle East to India and Singapore. Long-service troops were returned home while replacements were flown out. Yorks played a major part in trooping, being much preferred to the cramped Stirlings or smaller Dakotas for long flights.

In the eight years that the York was in service with RAF squadrons, 45 were written off in flying accidents and three were destroyed by fire on the ground. Ten of these accidents involved fatalities to the crew and passengers, the worst being when MW125 crashed

into the Bay of Bengal with the loss of 21 lives. The others all appear to have been the result of human error. Undercarriage collapse was the main cause of write-offs arising from technical failures.

Lack of adequate navigational aids and ground equipment accounted for numerous accidents to both civil and military transports during 1946 and 1947 and the total York casualties of 81 between 1944 and 1948 were not excessive when compared with other types. In the worst year, 1946, 31 were killed in Yorks compared with 195 in Dakotas.

In the summer of 1948, a new task arose for Transport Command as the Russians imposed a blockade on land communications with Berlin. The subsequent airlift kept the city supplied for over a year until the Russian blockade collapsed and opened up a variety of new loads for Yorks. Nothing in the original specification mention carrying coal, one of the York fleet's standard loads. This unpopular cargo left coal dust everywhere and many of the Yorks left service with it still in residence. The airlift cost the RAF eight Yorks, fortunately without casualties.

During this period, all squadrons except No. 24 lost their aircraft which were pooled at Lyneham, Abingdon and Bassingbourn and issued as required to German airfields where they were flown by crews from all squadrons on rotation.

At the end of their service life, many Yorks were sold to civil operators. Some were never registered, some were registered but not used, being used for spares. Of the 76 which entered civil airline service, 21 crashed.

Four prototypes and 208 production aircraft were built for the RAF plus one more in Canada. Civil production amounted to 45. One York MW320 appears to have had no RAF use but the reason for this has not yet been traced

MW295 'Ascalon II' was the last active RAF York and left service in March 1957 to be sold.

MW295 of No.241 OCU at No.218 MU, Colerne, in 1947 (J.J.Halley) MW232 of No.242 Squadron in flight (Ministry of Defence)



SERVICE USE

LV626	Mkrs & AAEE/Cv Mk II/ ATTDU	To 5554M 13.8.45	MW146	246/511/242/51/ Bassingbourn	SS 4.2.54
LV629	RAE & Mkrs	To 6554M 16.6.48	MW147	246/511	Sold 29.12.54; became CF-HMZ
LV633	AAEE/24/MCS/246/511/ 1359 Flt/FECS	SOC 10.6.54	MW148	246/241 OCU/Abingdon/ Bassingbourn	Sold 25.1.52
LV639	AFEE & Mkrs	To 6466M 29.10.47	MW149	246/1332 HCU/Lyneham/ Bassingbourn	Sold 16.7.54; became G-ANTJ
MW100	Northolt/511/24/MCS/ 246/511/1359 Flt/24	Sold 27.5.53; G-ANAA NTU	MW161	1332 HCU	Tyre burst on take-off; bellylanded at Riccall, 17.10.45; to 5733M
MW101	511/24/MCS/246/511/ 1359 Flt/24/FECS	SS 29.6.55	MW162	1332 HCU/1310 Flt	Sold 21.2.55
MW102	511/ACSEA CS/24/ FECS	SOC 25.10.50	MW163	246/TCDU/511/Lyneham/ Bassingbourn	SS 29.6.55
MW103	-	To BOAC as G-AGJA	MW164	246/1332 HCU/241 OCU/ Bassingbourn/51	Caught fire on ground after refuelling, Bassingbourn, 2.6.50
MW104	511/1332 HCU	Sold 27.5.53; G-ANAB NTU	MW165	246/Lyneham/Bassing- bourn	Sold 3.9.54
MW105	511/1332 HCU/241 OCU	Sold 25.1.52	MW166	246	Undercarriage failed to lock down, collapsed on landing; attempted to take-off but sank back, Holmsley South, 7.6.45; to 5635M
MW106	511/1332 HCU/511/ 1332 HCU/BOAC	SS 16.1.51	MW167	246/BOAC	Sold 15.12.54; became CF-HMX
MW107	-	To SAAF 2.5.44 as 4999	MW168	ATTDU/TCDU	Crashed on take-off, Brize Norton, 28.11.46
MW108	-	To BOAC as G-AGJB	MW169	242	To Armée de l'Air 25.6.45
MW109	511	SS 16.1.51	MW170	511/242	To 6082M 16.8.46
MW110	511/241 OCU	Sold 25.9.52; became G-AMUS	MW171	246/Abingdon	SS 9.4.51
MW111	511	Undercarriage collapsed while taxying at Negombo, 30.10.47	MW172	246/242/1332 HCU/ 241 OCU/Abingdon	SS 29.6.55
MW112	511/RR/AAEE	SOC 17.3.54	MW173	48/242/Bassingbourn	SS 4.2.54
MW113	-	To BOAC as G-AGJC	MW174	242/246/511/Abingdon/ Bassingbourn	SS 18.11.53
MW114	511/51	SOC 9.9.48	MW175	246/BSAA	SS 29.6.55
MW115	511/51	SOC 9.9.48	MW176	246	Two engines cut; lost height on approach and bellylanded near Holmsley South, 16.7.45
MW116	511	Ran out of fuel and ditched off Lampedusa, 1.2.45	MW177	246/511/Abingdon/ Bassingbourn	Sold 20.7.54; became G-ANTH
MW117	511/TRE/1332 HCU/ 511/51	SOC 25.8.49	MW178	246/511/Lyneham/24	Sold 7.2.55; became G-ANXK
MW118	511	SOC 17.2.45	MW179	1332 TSCU/242/511/ Lyneham	SS 9.7.55
MW119	511	Stalled on overshoot and hit runway, Gibraltar, 26.7.44	MW180	1332 TSCU/511	Undercarriage collapsed on landing, Lyneham, 11.4.46
MW120	511	Undercarriage leg collapsed on landing, Ratmalana, 3.11.45; not repaired	MW181	1332 TSCU/511/BOAC	Sold 15.7.54
MW121	-	To BOAC as G-AGJD	MW182	1332 TSCU/511/242/ 511	SOC 16.2.48
MW122	511/BOAC	SOC 25.8.49	MW183	511/246/511/Abingdon/ Bassingbourn	Hit pony on landing, Holmsley South, 9.9.46
MW123	511	SS 10.11.50	MW184	1332 HCU/246	Sold 25.9.52; became G-AMUT
MW124	511/24/51/Abingdon	SOC 29.6.50	MW185	246/511/241 OCU	
MW125	511/24/511/246/511	Crashed in Bay of Bengal, 6.10.46	MW186	511/Abingdon/ Bassingbourn	SS 29.6.55
MW126	511/24/511	Flew into high ground in snow cloud, le Rivier d' Allemont, near Grenoble, France, 31.10.44	MW187	246/511/Lyneham/ Bassingbourn	SS 18.11.53
MW127	511	SS 29.6.51	MW188	246/511/Lyneham	Tyre burst on take-off; crashlanded at Gutersloh, 21.4.49
MW128	511/1359 Flt/24/ 241 OCU	SS 9.4.51	MW189	246/242/1332 HCU/ 241 OCU/Abingdon/ Bassingbourn	Sold 9.10.53
MW129	-	To BOAC as G-AGJF	MW190	511/242	Undershot landing at Luqa, 24.5.47
MW130	511/246/Abingdon/ Bassingbourn	Sold 25.1.52	MW191	246	Crashed on landing, Mauripur, 23.5.46
MW131	511 /246	Overshot landing at Holmsley South, 24.7.45; to 5559M	MW192	246/1332 HCU/246/511/ Lyneham/ Bassingbourn	Sold 9.10.53
MW132	Mkrs/AFEE/Abingdon/ AAEE	SOC 13.3.56	MW193	511/242/Abingdon/ Bassingbourn	Sold 12.7.56; became G-ANSY
MW133	511/1332 HCU	SS 29.6.55	MW194	246/511/241 OCU	Sold 21.2.55
MW134	511/246	Yawed on overshooting Holm- sley South and hit ground near New Milton, Hants., 29.12.45	MW195	246/511/Abingdon/ Bassingbourn	SS 11.1.57
MW135	511/246/1332 HCU/ 241 OCU	Sold 15.12.54; became CF-HMV	MW196	511/242/511/51/ Abingdon/Bassingbourn	Sold 7.2.55; became G-ANXL
MW136	1332 HCU/242/511	Sold 15.12.54; became CF-HMW	MW197	511/242/241 OCU/ 59/241 OCU	SS 6.5.55
MW137	511/1332 HCU/Mkrs/ Lyneham/Bassingbourn/ 59	To Aeronavale 22.6.56	MW198	511/51	Crashed on take-off, Negombo, 18.3.47
MW138	511/241 OCU	Sold 25.1.52; became G-AMRI			
MW139	511/Marshalls/AAEE	Sold 14.7.53; became G-ANAW			
MW140	246/CU Australia/24	Sold 7.9.54			
MW141	511/Lyneham	Sold 7.2.55; became G-ANXJ			
MW142	246/1332 HCU/ Lyneham/241 OCU	SS 7.5.52			
MW143	246/Abingdon	Sold 16.7.54; became G-ANTI			
MW144	246/511/1332 HCU/ Abingdon/Bassingbourn	SS 29.6.55			
MW145	246/1332 HCU/241 OCU/ Abingdon/Bassingbourn	Swung on take-off and under- carriage collapsed, Wunstorf, 30.7.49			

MW199	511/242/51/24	Sold 25.2.55; became G-AOAN	MW259	51/242	Crashed in forced landing, Desford, Leics., 11.8.48
MW200	246/241 OCU	Sold 28.6.55			SS 29.6.55
MW201	51/511/51/Abingdon/Bassingbourn	SS 10.4.51	MW260	59/Abingdon	
MW202	246/511	Undercarriage collapsed on landing, Lyneham, 14.3.47	MW261	51/511/Abingdon/Bassingbourn	SS 11.1.52
MW203	246/511	Sold 15.12.54; became CF-HMU	MW262	51/511/Lyneham	SS 29.6.55
MW203	511/242/51/Lyneham/241 OCU/TCEU	SS 26.4.55	MW263	51/511/Lyneham	SS 18.11.53
MW205	246/511	Flew into high ground 40m S of Suez, 20.11.46	MW264	51/1332 HCU/241 OCU/Lyneham	SS 4.2.54
MW206	511/51/Abingdon/Bassingbourn	Sold 9.10.53	MW265	511	Aeronavale 8.2.57
MW207	246/511	Overshot landing at Lyneham, 5.11.47	MW266	51/1332 HCU/241 OCU/Lyneham/241 OCU	SS 21.3.52
MW208	511/51	Crashed on take-off, Dum Dum, 20.10.46	MW267	51/242/Abingdon/Bassingbourn	SS 11.1.52
MW209	242/51	SS 18.11.53	MW268	246/511	Undershot landing at Luqa, 2.12.46
MW210	246/511	Sold 29.12.54- became G-ANYA	MW269	246/TCDU/Lyneham/241 OCU	SS 18.11.53
MW223	1332 HCU	Engine caught fire on landing, Dishforth, 2.9.47	MW270	242/1332 HCU/241 OCU/206	Abandoned take-off and undercarriage raised to stop, Wunstorf, 10.11.48
MW224	242	Dived into ground while overshooting Oakington, 1.7.47	MW271	242/511/246/51	SS 10.11.50
MW225	242	Undercarriage damaged on take-off; bellylanded at Palam, 3.11.46; DBR	MW272	RAE	Sold 13.10.53
MW226	511/51/Abingdon	Sold 25.9.52; became G-AMUV	MW284	1332 HCU	Crashed on overshoot, Dishforth, 17.11.47
MW227	511/51/Lyneham/Bassingbourn	Sold 7.2.55; became G-ANXM	MW285	1332 HCU/241 OCU	SS 11.1.52
MW228	242	Undercarriage collapsed on landing, Oakington, 16.1.47	MW286	246/511/59	SS 18.11.53
MW229	511/242/Abingdon/Bassingbourn	SS 10.4.51	MW287	511/51/1332 HCU/Lyneham/Bassingbourn	Sold 7.8.55; became CF-HIP
MW230	511/51/24/Abingdon/Bassingbourn	SS 26.5.55	MW288	51/511/24/206	Dived into ground on take-off, Wunstorf, 19.9.48
MW231	242/51/511	Sold 18.11.53; became G-ANGL	MW289	1332 HCU/241 OCU/Lyneham	SS 4.2.54
MW232	242/511	Sold 16.7.54; became G-ANTK	MW290	1332 HCU/241 OCU/Lyneham/Bassingbourn	Sold 20.7.55; became CF-HAS
MW233	242	Sold 29.12.54; became CF-HFP	MW291	242	Sold 29.12.54; became CF-HFQ
MW234	TRE/35/24/511/AAEE	To Aeronavale 9.11.56	MW292	242/Abingdon/Bassingbourn	Sold 15.12.52; became G-AMVY
MW235	511/242/241 OCU	Sold 25.2.55	MW293	242/51	Bellylanded at Santa Cruz, Bombay, 16.11.47
MW236	511/242	Sold 27.5.53; G-ANAC NTU	MW294	51/246/511/1310 Flt	Sold 7.3.55; became CF-HIQ
MW237	242/246/511/Lyneham	Sold 15.12.54; became CF-HMY	MW295	242/FECS	Sold 23.7.57; became G-APCA
MW238	51/511	SOC 29.12.48	MW296	TRE/Lyneham/Bassingbourn	SS 18.11.53
MW239	246/511/241 OCU	SS 18.11.53	MW297	1359 Flt/24/511/Abingdon/Bassingbourn	Overshot landing at Nairobi Civil Airport, 15.11.49
MW240	246/511	SS 9.4.51	ME298	51	SS 7.5.52
MW241	242/51/TCMSU	Caught fire in hangar, Honington, 19.12.46	MW299	1332 HCU/241 OCU/Abingdon	Sold 25.2.53
MW242	51	Undercarriage collapsed on landing, Waterbeach, 11.2.47	MW300	51/Abingdon	Crashed on take-off, Gatow, 14.12.48
MW243	242/1332 HCU	To Aeronavale 22.10.54	MW301	242	Bellylanded at Abingdon, 16.12.47; DBR
MW244	242/51/Abingdon/Bassingbourn	SS 29.6.55	MW302	511/Lyneham	Sold 15.12.52; became G-AMVZ
MW245	242/51/511/242/Abingdon/59	Overshot abandoned take-off, Wunstorf, 23.9.48	MW303	Lyneham	SS 29.6.55
MW246	242/51/Lyneham	Crashed on landing, Gatow, 2.12.48	MW304	AAEE	SS 7.5.52
MW247	51/511/242	Bellylanded at Oakington, 11.6.47; DBR	MW305	511/Lyneham	Overshot landing at Gatow, 10.10.48
MW248	242/Lyneham/99	Collided with DC-6 SE-BDA on approach, Northolt, 4.7.48	MW306	EANS/241 OCU	SS 7.5.52
MW249	242/51/Abingdon/Bassingbourn	Sold 9.10.53	MW307	1332 HCU/241 OCU	SS 10.4.51
MW250	242/51	Brakes failed; overshoot runway, Stradishall, 28.5.46; to 5958M	MW308	51/Abingdon	Sold 6.10.52; became G-AMUL
MW251	242/51/Abingdon/Bassingbourn	SS 6.5.55	MW309	Abingdon/Bassingbourn	SOC 7.54
MW252	51	Crashed after take-off from heavy landing, Woodbridge, 11.4.46	MW310	TRE	SOC 11.12.52
MW253	242/51/511/Lyneham/1310 Flt	Sold 9.9.54; became G-ANUN	MW311	51/59	Swung on take-off and undercarriage collapsed, Abingdon, 27.7.48
MW254	51/511	Sold 19.11.53; became G-ANGF	MW312	242/Abingdon/Bassingbourn	SS 4.2.54
MW255	51/246/511/Abingdon/Bassingbourn	SS 18.11.53	MW313	RAE	SS 30.7.51
MW256	51	Undershot landing at Valley, 28.4.46	MW314	242	Destroyed in hangar fire, Habbaniya, 4.9.47
MW257	51/Abingdon/Bassingbourn	Sold 9.10.53	MW315	51/TCEU/Lyneham/241 OCU	SS 7.5.52
MW258	51/511/Lyneham/1310 Flt	Sold 7.2.55; became G-ANXM	MW316	Lyneham/Bassingbourn	SS 7.5.52
			MW317	51/Lyneham	SS 4.2.54
			MW318	Abingdon/Bassingbourn	Sold 7.2.55; became G-ANXO
			MW319	Abingdon/Bassingbourn/24	SS 29.6.55
			MW320	-	Serial not used
			MW321	242/Lyneham	Sold 25.9.52; became G-AMUN
			MW322	51/Bassingbourn	To 6715M 29.12.49
			MW323	Lyneham	Sold 15.12.52; became G-AMXM

MW324	24/Abingdon/ Bassingbourn	Sold 25.2.55
MW325	FECS	SS 29.6.55
MW326	51/Bassingbourn	Sold 25.1.52; became G-AMRJ
MW327	51/Abingdon/24	Sold 28.4.54; became G-ANRC
MW328	242	SS 18.11.53
MW329	51/Lyneham	Sold 9.10.53
MW330	242/Bassingbourn	SS 29.6.55
MW331	51/Bassingbourn	SS 29.6.55
MW332	Abingdon/Bassingbourn	Sold 6.10.52; became G-AMUM
MW333	Lyneham	Sold 28.6.55
PE101	Abingdon	SS 3.5.55
PE102	51	SS 3.5.55
PE103	Lyneham/Bassingbourn	SS 18.11.53
PE104	Lyneham/Bassingbourn	SS 18.11.53
PE105	Lyneham/ Bassingbourn/TCEU	SS 29.6.55
PE106	Lyneham/24	SS 18.11.53
PE107	Abingdon/24	SS 29.6.55
PE108	Lyneham/Bassingbourn	SS 18.11.55
PE109	to	
PE129	-	Cancelled
PE146	to	
PE191	-	Cancelled
PE224	to	
PE248	-	Cancelled
TS789	to	
TS813	-	Diverted to civil aircraft
TS814	to	
TS822	-	Cancelled
TS838	to	
TS863	-	Cancelled

Canadian Production

FM400	1359 Flt/Lyneham	Sold 16.4.48; became G-ALBX
	* * * * *	

SERVICE USE

No.24 (Commonwealth) Squadron May 1943 to November 1951
Hendon. To Bassingbourn 25.2.46; to Waterbeach 11.6.49;
to Oakington 25.2.50; to Lyneham 29.11.50; to Topcliffe
9.2.51. Converted to Hastings

No.40 Squadron December 1947 to March 1950
Abingdon. To Bassingbourn 25.6.49; Disbanded 15.3.50

No.51 Squadron February 1946 to October 1950
Stradishall. To Waterbeach 20.8.46; to Abingdon 8.12.47;
to Bassingbourn 25.6.48. Disbanded 30.10.50

No.59 Squadron December 1947 to October 1950
Abingdon, reformed 1.12.47. To Bassingbourn 25.6.49.
Disbanded 30.10.50

No.99 Squadron November 1947 to August 1949
Lyneham. Reformed 25.6.49. Converted to Hastings

No.206 Squadron November 1947 to February 1950
Lyneham. Reformed 17.11.47, disbanded 20.2.50

No.242 Squadron April 1945 to September 1945; December
1945 to September 1949. Stoney Cross. To Merryfield
9.12.45; to Oakington 2.5.46; to Abingdon 1.12.47;
to Lyneham 15.6.49. Converted to Hastings

No.246 Squadron December 1944 to October 1946
Holmsley South. Disbanded 15.10.46

No.511 Squadron November 1943 to September 1949
Lyneham. Disbanded 7.10.46. Reformed at Lyneham
16.10.44. Converted to Hastings

Air Command South East Asia Communications Squadron,
Ratmalana, Ceylon

Metropolitan Communications Squadron, Hendon

Far East Communications Squadron, Changi

No.1332 Heavy (later Transport) Conversion Unit, Longtown
Formed 11.8.44. To Nutts Corner 7.10.44; to Riccall
25.4.45. Disbanded 5.1.48

No.241 Operational Conversion Unit, Dishforth. Formed
5.1.48. Replaced by Hastings

No.1359 Flight, Lyneham. Formed 1.12.45. To Bassingbourn
25.2.46. Merged with No.24 Squadron 30.6.46

Minor Users:

No.1310 Flight, Upavon

Transport Command Examining Unit, Manston and Brize Norton

Empire Air Navigation School, Shawbury

Airborne Forces Experimental Establishment, Beaulieu

Air Transport Tactical Development Unit, Netheravon

Transport Command Development Unit, Netheravon and Brize
Norton

Telecommunications Research Establishment, Defford

Aeroplane and Armament Experimental Establishment,
Boscombe Down

Royal Aircraft Establishment, Farnborough

* * * * *

SPECIFICATION

Engines: Four 1,620 hp RR Merlin T.24 or 502
Mk.II prototype had 1,650 hp Bristol Hercules VI

Span: 102 ft (31.08m)

Length: 78 ft 6 in (23.92m)

Height: 16 ft 6 in (5.02m)

Wing area: 1205 sq ft (111.94 m²)

Empty weight: 42,040 lb (19,069 kg)

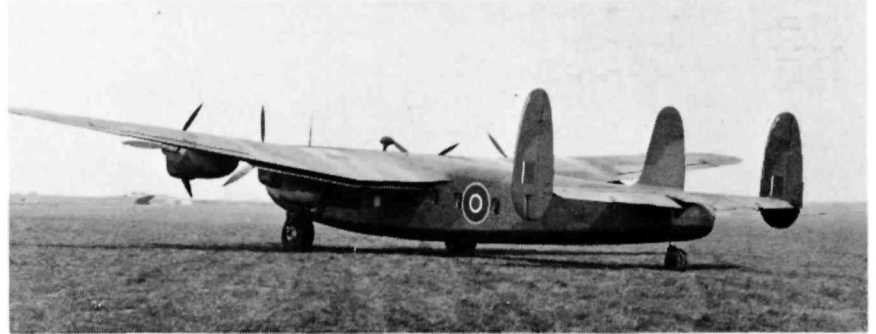
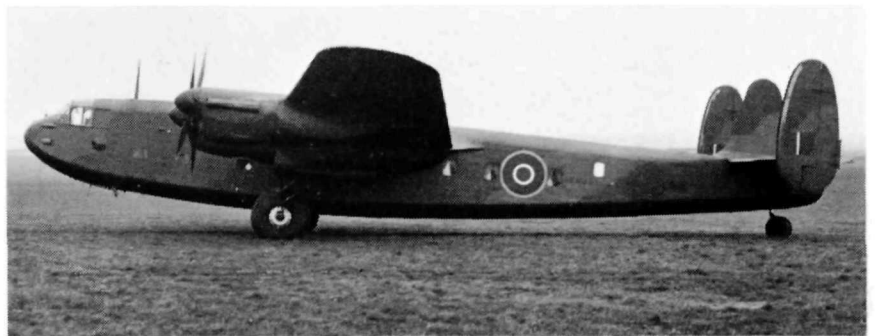
Loaded weight: 68,597 lb (29,280 kg)

Maximum speed: 298 mph at 21,000 ft (480 kph at 6,400m)

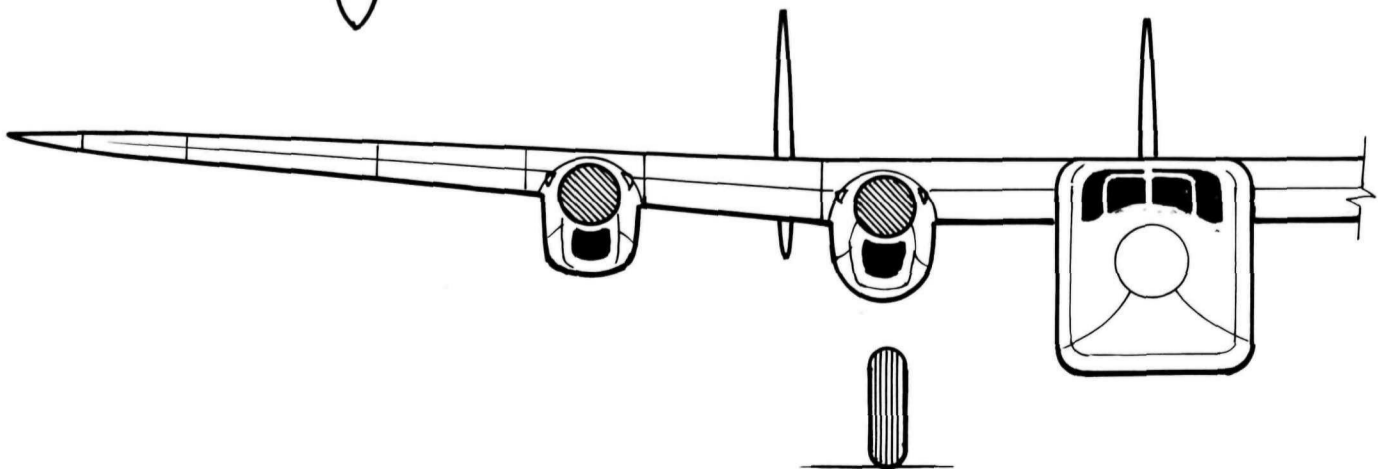
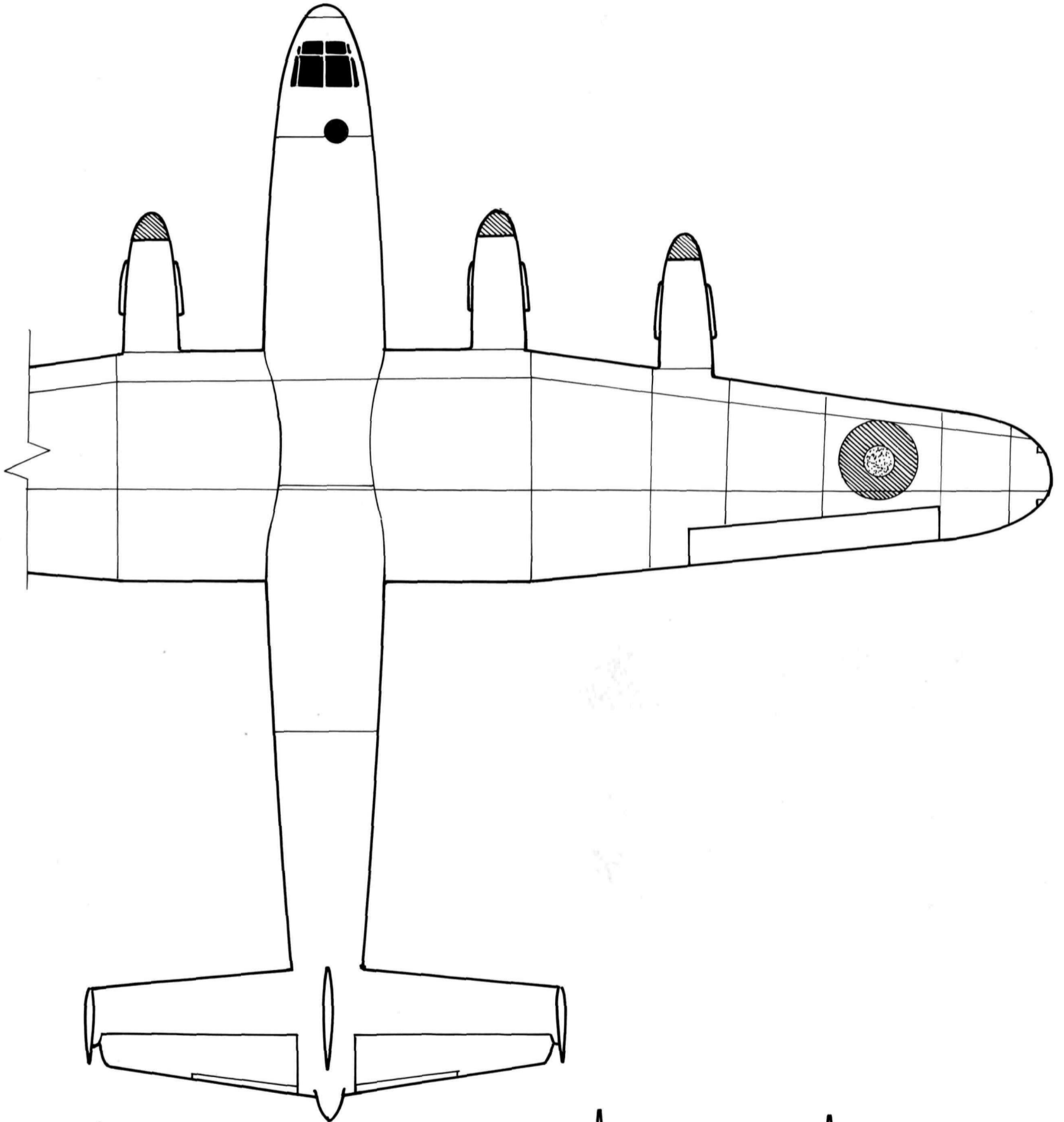
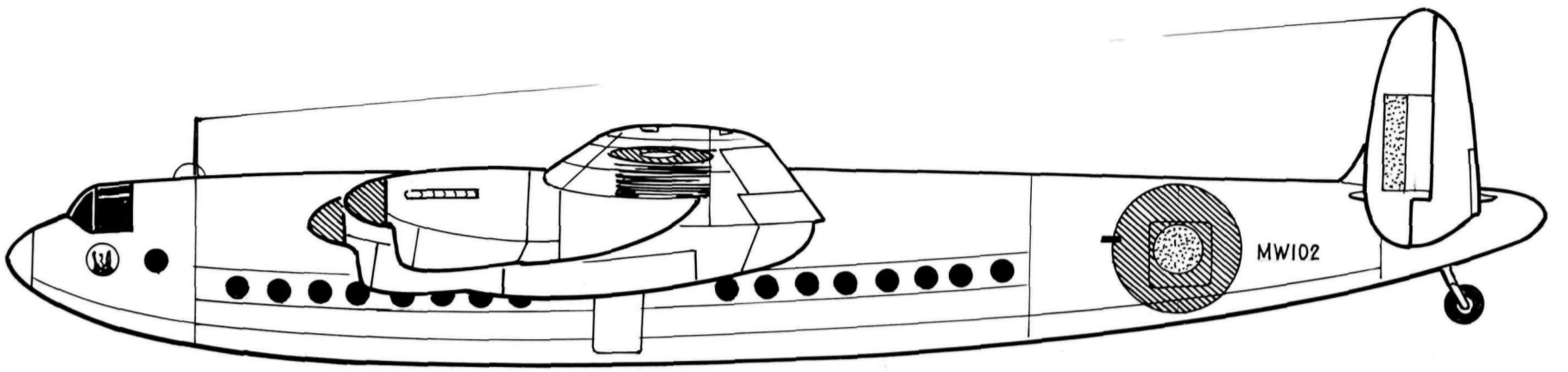
Cruising speed: 233 mph at 10,000 ft (375 kph at 3,048m)

Ceiling: 26,000 ft (7,925m)

Range: 2,700 miles (4,345 km)



AVRO YORK



Crisis in Kuwait



A break for passengers on the way to Bahrain. Beverley C.1 XM108 of No.84 Squadron connected to a Leyland 'Hippo' refueller at Salala

When an invasion of Kuwait was threatened in June 1961, Aden-based No.8 Squadron (CO S/Ldr L.A.Jones) was making final preparations for a detachment to Rhodesia. The squadron was thus able to move almost immediately, though in the opposite direction to that anticipated.

Beverley transports were being loaded on the dispersals at RAF Khormaksar even as the Station Commander, G/Capt Davis, put the hastily-assembled squadron personnel 'in the picture'. The situation sounded grave. Kuwait supplied some 40% of UK oil needs. 'The key to the economic life of Britain' was how Prime Minister Macmillan described it. Within an hour of the briefing on 29 June, an advance party was on its way to Bahrain where UK forces were gathering.

Kuwait, small and desert-covered, possessed a then-estimated 20% of the world's oil reserves. Since a treaty of 1899, Britain had administered its foreign affairs and protected territorial rights but less than a week after a new Anglo-Kuwaiti agreement giving full independence, neighbouring Iraq claimed sovereignty. Intelligence reported Iraqi troops moving towards the border and 27 June a State of Emergency was declared in Kuwait with an appeal for assistance being made to Britain.

Bahrain-bound aboard a Beverley of No.84 Squadron (CO S/Ldr K.H.Perry), passengers put on pullovers and jackets as cruising altitude was reached with its welcome escape from the heat. Not so welcome was the sustained roar of the aircraft's four 18-cylinder radial engines and these, together with the monotonous view

over a barren landscape, made the journey a trying business. To obtain some relief from the cramped passenger space in the tail-boom, it was possible to clamber down into the freight hold. However, the noise level was much higher there and the closer view of the engines it afforded only confirmed the rate at which oil was leaking. Bahrain was reached in the late afternoon of 30 June after refuelling stops at Salala and Sharjah.

It was evident from the lines of Hunters visible as the Beverley circled for landing at Muharraq, Bahrain's airfield, that the advance party had been overtaken on the way. The aircraft of No.8 Squadron had been joined by No.208 Squadron (CO S/Ldr M.S.Goodfellow), flying from Kenya in its Middle East reinforcement role.

Travel-weary, the ground crews immediately started the 'turnround' inspections which included the task of arming the two squadrons. Ferry tanks were removed and 100-gallon tanks transferred inboard. Ballast gunpacks were dropped and replaced by 'live' packs and the fitting of rocket rails began. The aircraft's basic four 30mm Aden cannon gun package was supplemented by three-inch rockets carried in tiers beneath the wings. It was unquestioned that this weaponry was going to be used. After all, the Iraqi Air Force was similarly equipped, sixteen Hunter F.6s having been presented to it by HM Government in 1957.

Both squadrons were equipped with Hunter FGA.9 ground-attack fighters. Additionally, No.8 had a small component of Hunter FR.10s. The FGA.9 was in its designed element, being a F.6 mod-

Hunters of Nos.8 and 208 Squadrons at Bahrain are prepared for operations following the removal of ferry tanks



A Hunter FGA.9 of No.8 Squadron is turned round. Armourers fit a gun pack while the starter system is filled with APVIN



Bound for Kuwait, Hunter FR.10 XE599 taxis past a Shackleton MR.2 of No.37 Squadron. The white recognition band was not universally applied. XE599 previously served as the A&AEE gun trials aircraft when a F.6 and later was converted to Mk.74B standard for Singapore as No.535.

ified for operations in the Middle East and fitted with non-surge Avon 207 engines, tail parachute and increased cockpit cooling. The FR.10 had all the FGA.9 features plus a triple camera installation in the nose and UHF radio.

RAF Muharraq, the small RAF station at Bahrain, shared terminal facilities with the civilian airport and an early visitor threading its way through the assembled ranks of fighters and transports was a Tu 104A of the Czech airline CSA. The dispersals and taxiways were of sand, surface hardened but easily rutted by ground equipment. Consequently the top layer peeled off under the jet blasts of the Hunters, marking each arrival and departure with a fierce-blown cloud of sand and debris that brought work on adjacent aircraft to a stop.

No.37 Squadron's Shackleton MR.2s arrived that evening from Khormaksar and the Canberra PR.7s of No.13 Squadron were imminently expected from Cyprus. RAF Muharraq was becoming very crowded. On the morning of 1 July, with relief almost, three Hunters of No.8 Squadron and a Beverley of No.84 Squadron left on the 250-mile flight northwards to Kuwait. This time the journey had both interest and incident.

Just before noon, HMS Bulwark was seen, the carrier's helicopters shuttling to and from the shore, giving the coastline a distinctly busy appearance. In her first commission as a commando carrier, Bulwark had hastened at 25 knots from Karachi to lead the Amphibious Warfare Squadron now forming off Kuwait. Inland, a dust storm was blowing and the Beverley descended quickly until a maze of mud-coloured courtyards appeared from the murk. Flaring out

Naval visitors to the forward airfield during August included Scimitar F.1 of 807 Squadron and Sea Vixen FAW.1 of 893.



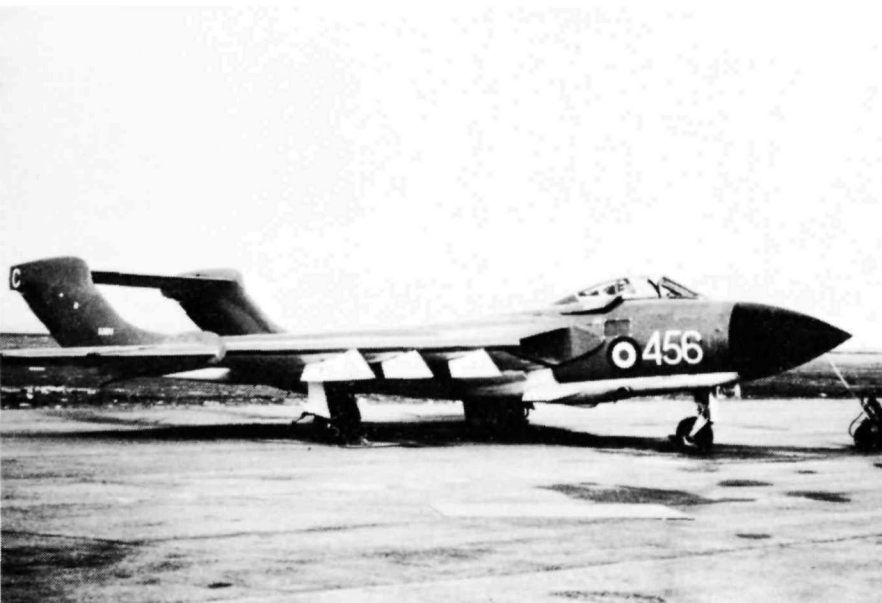
End of a sortie for Hunter FGA.9 XF455 of No.8 Squadron. XF455 served with Nos.247 and 43 Squadrons as a F.6 and with Nos.8, 28 and 20 Squadrons as a FGA.9 before crashing in the sea in bad visibility off Singapore on 19 September 1964

from a steep approach, the engine note dropped as power was taken off, followed by the reassuring impact of a concrete runway. The engines bellowed, reducing landing speed with a shuddering swiftness as reverse pitch was applied.

Spectators thronged the airfield and as the dust settled, more could be seen streaming in by vehicle and on foot. There was no sign of the Hunters but several sharp sounds were heard that could have been small-arms fire. A gesture of Arab greeting and approval? Trapped in the tail boom, the sweating passengers sincerely hoped so.

Slowly the aircraft's freight doors clanked open, then slowly clanked shut again. As the engines coughed back into life, an embarrassed loadmaster explained that the aircraft had landed at the wrong airfield. Farwania, the base from which the Hunters were to operate, was a new airport unmarked on Service maps and set in the desert some ten miles away. The Beverley left in the same heart-stopping manner that it had come. However briefly, the British were seen to have arrived.

Farwania was a scene of great activity. Bulwark's helicopter formations, the Whirlwind HAS.7s for No.848 Squadron, were dropping off No.42 Command and adding to the dust storm in the process. By late afternoon, 600 Royal Marines had been put ashore and had dug in on the Multa Ridge to the west. Britannias, Hastings and Beverleys took off and landed around the clock. No.45 Commando arrived from Aden, the 24th Brigade Group from Kenya and the 2nd Battalion The Parachute Regiment from Cyprus. Every one of RAF Transport Command's squadrons was





Kuwaiti Air Power in 1961 was a section of Austers and helicopters that served the Police and other authorities

involved in some way, 7,000 men and over 700 tons of stores being moved into the area within a few days.

The new but uncompleted airfield was an improvement on Muharraq. It had concrete taxiways and dispersals but no accommodation for personnel. On the first day, No.8 Squadron set up headquarters in a partially-completed freight shed as the remainder of its Hunters arrived from Bahrain. They were refuelled immediately and dispersed in twos and threes about the airfield. Fortunately, immediate transport problems were solved by the Kuwaiti authorities who appropriated a large fleet of civilian vehicles for the use of British forces. And used they were, every squadron member having his own personal Toyota jeep or pick-up for the first few days.

Ringed the airfield were Centurion tanks emplace hull-down in sandy hollows with only turrets and gun barrels showing. They had been landed on 1 July from HMS Striker. Regular situation reports were obtained over the radio net by the tank crews and passed to nearby aircraft servicing parties. From the tankers came the first news of minor clashes and the capture of a British reconnaissance party.

On 9 July, HMS Victorious appeared off Kuwait from the Far East with a Carrier Air Group embarked which comprised 803 Squadron with Scimitar F.1s, 892 Squadron with Sea Vixen FAW.1s and B Flight of 849 Squadron with Gannet AEW.3s. Victorious assumed air defence responsibility on arrival and the purposeful-looking Scimitars

Entering a dispersal at the forward airfield is a Beverley of Kenya-based No.30 Squadron. In the foreground is a requisitioned civilian vehicle, part of the fleet provided by Kuwait



Landing at Bahrain with forces for the build-up is a Comet C.2 of No.216 Squadron

and Sea Vixens frequently flew in to the forward airfield at Farwania, although in the main they used the town strip at Almadi. Radar coverage of the area was transformed by the new Type 984 '3-D' air defence radar of the carrier and the Air Group's AEW aircraft. The Gannets often came on a 'run ashore', seeming to carry on these occasions more crew members than the Old Woman's Shoe.

July is the 'hot' season in the Persian Gulf when mid-day temperatures average 110°F and humidity can be almost 100%. No.8 Squadron's hot and airless freight shed was also very overcrowded and many preferred to sleep out of doors, despite scorpions and continual transport movements. The first fatality occurred at night when a member of the aircraft handling crew was struck by a spinning propeller. Heat exhaustion and de-hydration caused most casualties, the more serious of which were airlifted out to Bulward by 848 Squadron.

Visibility was very much reduced on days when the 'Shemal' blew, a fiery sand-laden wind that whipped across the airfield at about 30 knots. On such a day, the Press arrived. The ground crews always wore a cloth masking nose and mouth to keep out the sand and any attempt to remove these to present a recognisable face for the cameras was firmly countered by claiming the masks provided 'atmosphere'.

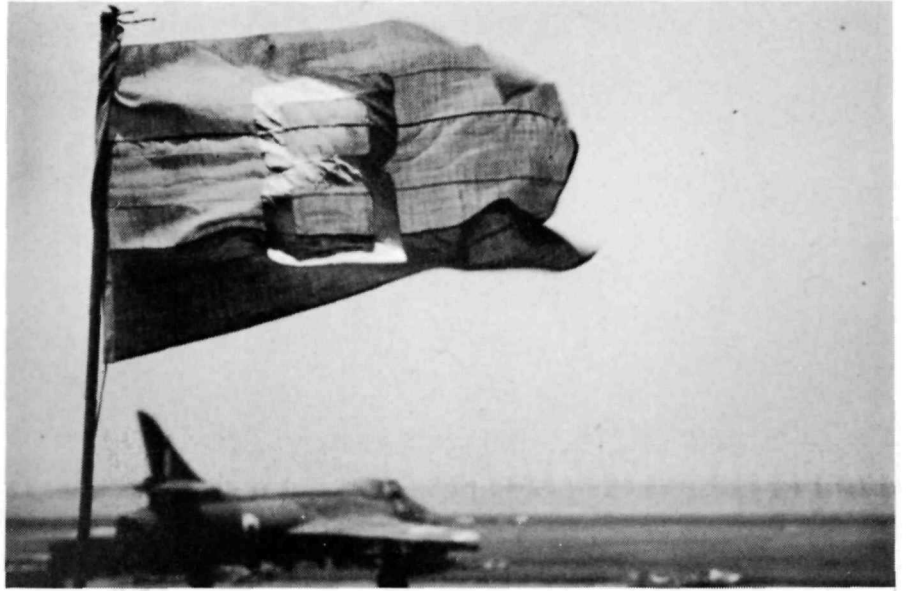
Composite ration packs had been issued for the first few days but an open-air mess was soon established. Subsequently, a magnificent stew was prepared from the remaining compo and

A Gannet AEW.3 of A Flight, No.849 Squadron from Centaur takes off from the forward airfield in Kuwait in August





A Centurion Mk.3 refuels Kuwaiti-style at a roadside filling station



The flag of No.8 Squadron flying at Farwania on 1 July. Behind is XK150, one of the first RAF aircraft to land

cooked in a cut-down oil drum. Another memorable event was an Arab-style meal trucked in by a local Sheikh in quantities enough for all comers. Whatever it contained, it was eaten that evening by the light of pressure lanterns, ammunition boxes and stacked rocket motors serving as furniture.

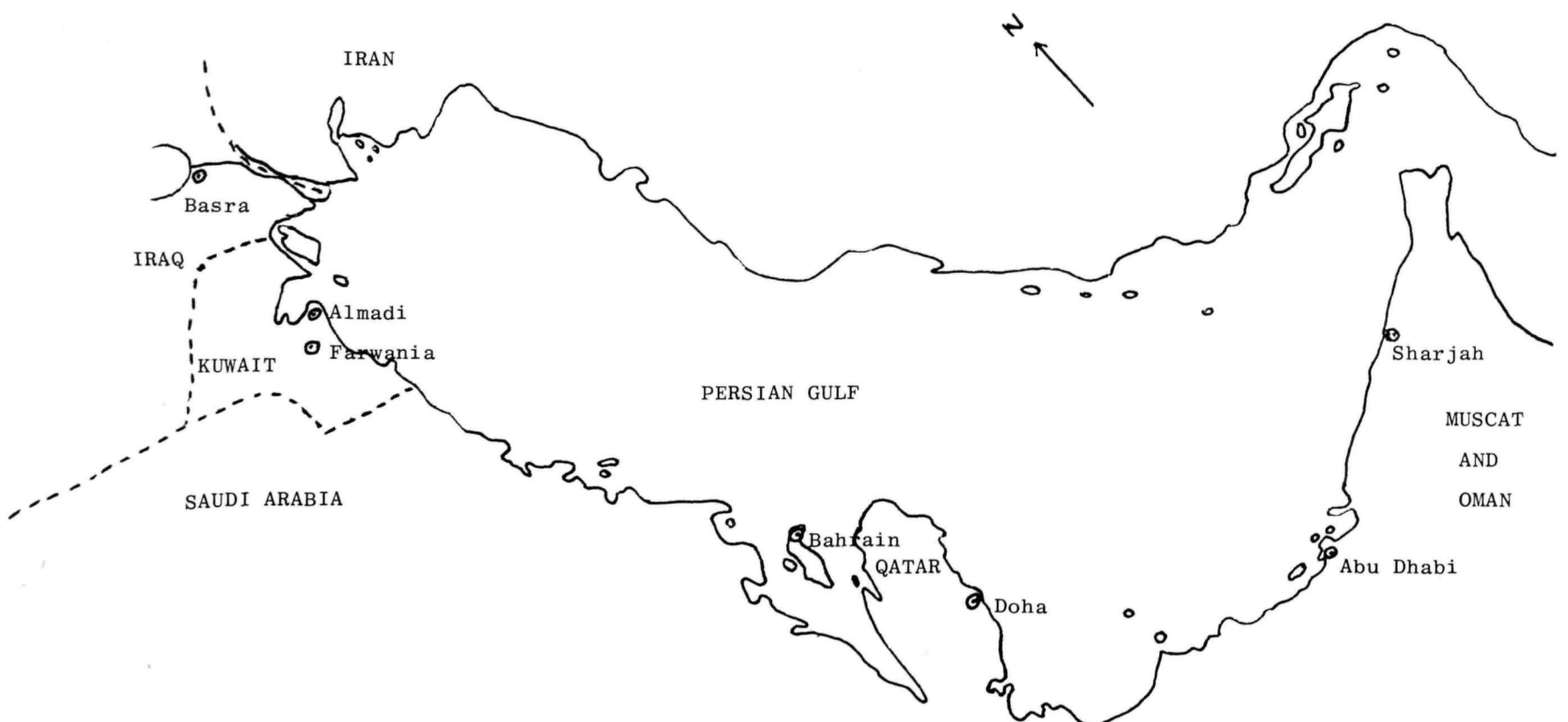
The only off-duty recreation available at the forward airfield was sleep but eventually some visits were arranged with local British Petroleum employees. This very welcome break for a weekend of home comforts and some air conditioning was much appreciated. Later an Army-run rest camp opened at a nearby beach to which personnel were sent on rotation.

During late July, more formal routines were established as the airfield became progressively more organised. It gained an official and somewhat unimaginative name, Royal Air Force Kuwait New Airfield and a station command structure was set up - even a Station Warrant Officer. Gradually the buildings and facilities of the new station were opened up. The main terminal building became Station Headquarters and the squadron's malodorous freight shed became Tactical Operations Wing HQ as Nos. 8 and 208 Squadrons settled into alternating detachments from the main base at Bahrain.

Tragically, on 11 July, Hunter XG134 and pilot were lost when it flew into the ground on Mutla Ridge while recovering from a dive in haze.

Naval withdrawal began in late July, HMS Bulwark with 848 Squadron and 42 Commando leaving on 21 July. Meanwhile, HMS Centaur had arrived from Gibraltar and became the main strike carrier when Victorious and its Air Group withdrew on 31 July. By September the crisis had eased to the extent that a Pan-Arab peacekeeping contingent was talked of. Eventually, when the elements of an Arab League force did arrive, UK personnel were cleared from the area, cameras and comment forbidden. Within days, the pull-out of British land-based forces had begun.

Although the Kuwait crisis lasted much longer than is generally realised, reoccurring briefly the following year, it remains an incident rather than a campaign. However, it WAS followed by a timely reappraisal of British presence in the area, resulting in the airfields at Bahrain and Sharjah being subsequently improved to become major bases. It was a time of shifting military emphasis in the Middle East and when political unrest forced the withdrawal from Aden, it also brought to an end No.8 Squadron's forty-year stay at Khormaksar.



RAF Write-offs 1953



Valetta VV804 at Aqaba, October 1953

(P.W.Porter)

<i>Date</i>	<i>Type</i>	<i>Serial</i>	<i>Unit</i>	<i>Location</i>	<i>Cause</i>
1.1.53	Anson T.21	VV883	2 ASS	Nr.Carnfield	Engine cut; iced up during descent and force-landed
2.1.53	Chipmunk T.10	WD324	2 RFS	Barton	Engine cut on take-off; overturned in forced landing
2.1.53	Meteor T.7	WL365	205 AFS	3½m NW of Barnard Castle, Co.Durham	Spun into ground out of cloud, cause not known (1)
5.1.53	Tempest TT.5	SN346	APS Sylt	Sylt	Overshot landing and overturned (1)
5.1.53	Vampire FB.5	WA103	5 Sqn	Nr.Munster, W.Germany	Hit tree during practice low attack (1)
5.1.53	Washington B.1	WF553	15 Sqn	Horncastle, Lincs	Flew into ground in bad weather on approach to Coningsby (5)
6.1.53	Harvard T.2B	FX280	RAFC	Cranwell Village, Lincs	Overshot Cranwell in low cloud; control lost and dived into ground (2)
7.1.53	Balliol T.2	WG113	7 FTS	Woolfox Lodge	Hit high ground during attempted overshoot
8.1.53	Washington B.1	WF502	90 Sqn	Llandarnon, Denbigh	Flew into ground at night (10)
10.1.53	Proctor C.5	VN895	AA Rome	Abingdon	Brakes failed on landing; groundlooped
12.1.53	Hastings C.1	TG602	TCASF Flt	3½m WSW of Shallufa	Lost elevator and dived into ground (9)
13.1.53	Mosquito T.3	RR311	45 Sqn	Tengah	Yawed on approach; missed runway and hit bulldozer
15.1.53	Anson T.21	WB455	6 ANS	6m E of Derby	Lost radio aids in cloud; forcedlanded in field
15.1.53	Lancaster GR.3	TX270	38 Sqn	28m SW of Agrigento,	Collided with Valetta VX562 in night exercise (7)
15.1.53	Valetta C.1	VX562	Malta CS	Sicily	Collided with Lancaster TX270 (19)
16.1.53	Harvard T.2B	FT401	22 FTS	Broadlaw Hill, Peebles	Flew into hill in cloud (1)
19.1.53	Meteor T.7	WA715	205 AFS	-	Overstressed in flight and SOC
19.1.53	Vampire FB.9	WL502	28 Sqn	1m S of Pingchau Island, Hong Kong	Collided with WG849 in formation and abandoned
19.1.53	Varsity T.1	WF420	201 AFS	Swinderby	Undershot landing
20.1.53	Harvard T.2A	EX161	4 FTS	Heany, SR	Hit cables in navex; DBR
21.1.53	Dragonfly HAR.4	WT845	Casevac Flt	1m N of Chemor, Perak	Rotor blades detached in flight (3)
21.1.53	Meteor NF.11	WD654	264 Sqn	2m N of Shipton, Yorks	Lost sight of airfield in bad visibility; low on fuel and abandoned
21.1.53	Vampire FB.5	WA339	202 AFS	Liverpool Bay	Crashed in sea, cause unknown (1)
22.1.53	Mosquito T.3	VA882	FETS	Seletar	Swung on single-engined landing and undercarriage collapsed
26.1.53	Anson C.19	VL303	Iraq CF	Habbaniya	Engine cut; undercarriage jammed up; bellylanded and hit ditch
26.1.53	Hornet F.3	WB871	33 Sqn	½m NW of Butterworth	Lost engine cowling during aerobatics and undercarriage jammed; abandoned over sea
26.1.53	Hornet F.4	WF979	33 Sqn	Butterworth	Lost power on take-off; undercarriage raised to stop
26.1.53	Meteor T.7	WL432	209 AFS	Weston Zoyland	Undershot landing
27.1.53	Canberra B.2	WH696	3 LRFU	¼m E of Twyford, Berks	Dived into ground (2)
28.1.53	Balliol T.2	WG122	7 FTS	1m N of Stamford, Lincs	Crashed during aerobatics (1)
28.1.53	Meteor NF.11	WM149	96 Sqn	16m NNW of Zwolle, Neth	Airfields closed in; abandoned out of fuel
28.1.53	Mosquito FB.6	RS675	231 OCU	Upwood	Swung on landing and undercarriage collapsed
28.1.53	Valetta T.3	WG265	6 ANS	Lichfield	Undershot single-engined landing
29.1.53	Meteor FR.9	VZ580	2 Sqn	1m S of Kaunitz, W. Germany	Radio failed in bad visibility; forcedlanded in field short of fuel
29.1.53	Vampire FB.5	WA114	112 Sqn	Nr. Maaseik, Neth	Abandoned after engine cut
31.1.53	Vampire FB.5	67 Sqn	Gutersloh	Gutersloh	Crashlanded after engine cut
1.2.53	Tiger Moth T.2	T7681	Ma1 AAF	Tengah	Drifted on landing and hit pole; nosed over
2.2.53	Meteor F.4	VT265	209 AFS	2m NE of Oakington	Dived into ground in sleet shower (1)
2.2.53	Meteor F.4	VW282	203 AFS	Pres off Flamborough Head, Yorks.	Missing on exercise (1)
4.2.53	Harvard T.2B	KF211	CFS	3½m N of Naunton, Glos	Spun into ground after take-off (2)
4.2.53	Meteor F.8	WK924	211 AFS	9m NNE of Nottingham	Dived into ground out of cloud (1)
5.2.53	Meteor FR.9	VW368	208 Sqn	Gebel el Ma'aza, Sinai	Abandoned in spin after structural failure
5.2.53	Meteor F.8	WE957	41 Sqn	1m NE of Biggin Hill	Damaged by shotaway target and overshoot landing
7.2.53	Harvard T.2B	KF920	11 RFS	Perth	Stalled on approach and hit ground
7.2.53	Meteor F.8	WH513	500 Sqn	Leybourne, Kent	Forcelanded in overshoot of West Malling

Date	Type	Serial	Unit	Location	Cause
9.2.53	Auster AOP.6	VF605	657 Sqn	Motley Bottom, Gt.Missenden, Bucks	Flew into snow cloud; iced up and hit hedge in forced landing
9.2.53	Chipmunk T.10	WG361	4 FTS	Heaney, SR	Engine cut on take-off; hit ground avoiding hangars
9.2.53	Meteor T.7	WA608	208 AFS	Weston Zoyland	Collided with VT229 on take-off and crashlanded
9.2.53	Meteor T.7	WL455	209 AFS	3 $\frac{3}{4}$ m NW of Dulverton, Devon	Dived into ground out of cloud; presumed iced up (2)
10.2.53	Mosquito T.3	VA927	58 Sqn	Ewelme, Oxon	Flew into rising ground in cloud during GCA calibration (2)
11.2.53	Meteor PR.10	VS983	541 Sqn	4m E of Devizes, Wilts	Flew into ground on GCA approach to Lyneham (1)
12.2.53	Beaufighter TT.10	RD849	3 CAACU	$\frac{1}{2}$ m ESE of Dean Prior, Devon	Engine overspeeded; forcedlanded in field
13.2.53	Meteor F.4	VT321	215 AFS	3m NNW of Finningley	Both engines cut; hit trees in forced landing
13.2.53	Mosquito PR.34	RG189	81 Sqn	2m SW of Don Muang, Thailand	Caught fire in air and dived into ground (2)
31.2.53	Varsity T.1	WF332	201 AFS	3m SSW of Swinderby	Hit trees on approach at night (2)
16.2.53	Canberra B.2	WF889	231 OCU	2m N of Bassingbourn	Dived into ground at night (3)
17.2.53	Harvard T.2B	KF713	6 FTS	1m SW of Meir, Staffs	Broke up in air and dived into ground (1)
17.2.53	Meteor FR.9	WB142	79 Sqn	1 $\frac{1}{2}$ m S of Gutersloh	Flew into trees on overshoot in bad weather
18.2.53	Meteor F.4	VT133	215 AFS	Finningley	Flew into ground on approach and undercarriage collapsed
20.2.53	Harvard T.2B	FT440	7 FTS	Eastgate, Deeping St.James, Lincs.	Dived into ground (1)
22.2.53	Meteor F.8	WA839	43 Sqn	Creich, Fife	Dived into ground at night (1)
22.2.53	Vampire FB.5	VV604	613 Sqn	8m NW of Harrogate, Yks	Dived into ground, cause unknown (1)
23.2.53	Brigand T.4	RH760	238 OCU	Ditteridge, Glos	Dived into ground in circuit, Colerne (4)
23.2.53	Chipmunk T.10	WG406	1 BFTS	1 $\frac{1}{2}$ m SE of Thame, Oxon	Stalled on approach to practice forced landing (1)
23.2.53	Vampire FB.5	WA206	14 Sqn	4m S of Uelzen, Germany	Engine cut; broke up during forced landing (1)
24.2.53	Vampire FB.9	WL515	73 Sqn	Takali, Malta	Brakes failed on landing; skidded off runway into wall
25.2.53	Meteor F.8	WH311	226 OCU	1 $\frac{1}{2}$ m N of Higham, Suffolk	Abandoned, cause unknown (1)
25.2.53	Meteor T.7	WL381	CFS	3 $\frac{1}{2}$ m W of Swindon, Wilts	Spun into ground after slow roll (2)
25.2.53	Mosquito PR.34	PF680	540 Sqn	Benson	Undercarriage jammed; bellylanded
25.2.53	Vampire FB.5	WE834	98 Sqn	Fassberg ranges	Rolled and dived into ground recovering from RP dive (1)
27.2.53	Meteor F.8	WH477	257 Sqn	Nr.Shepherds Grove	Flew into target flag and spun; abandoned
27.2.53	Vampire FB.5	VV222	93 Sqn	Jever	Engine cut after take-off; crashlanded and DBF
3.3.53	Auster AOP.6	VF622	1913 Flt	A-10, Korea	Swung on landing in crosswind and hit ditch
5.3.53	Harvard T.2B	KF978	6 FTS	Ternhill	Swung on landing and undercarriage collapsed
9.3.53	Vampire FB.5	WA243	233 OCU	2m E of Laugharne, Carmarthen	Dived into ground; presumed pilot blacked out (1)
10.3.53	Vampire FB.5	WA133	145 Sqn	10m S of Celle	Engine exploded; abandoned
10.3.53	Chipmunk T.10	WG335	5 FTS	Moffat, SR	Engine cut on overshoot from practice forced landing; crashed on rough ground (1)
10.3.53	Sabre F.4	XB549	147 Sqn	Stornoway	Ailerons seized up; blown off landing approach and undercarriage collapsed
11.3.53	Hornet F.3	PX338	33 Sqn	Butterworth, Malaya	Undercarriage jammed up; bellylanded
11.3.53	Meteor F.4	VT304	209 AFS	In Bristol Chaanel off Minehead	Dived into sea on night training flight, presumed anoxia (1)
11.3.53	Meteor NF.11	WD770	141 Sqn	Wyton	Bellylanded; ventral tank caught fire
12.3.53	Chipmunk T.10	WK563	RAF College	Barkston Heath	Undershot approach at night and hit pole
12.3.53	Lincoln B.2	RF531	CGS	Buizenburg, East Germany	Shot down by Russian fighter (7)
13.3.53	Anson T.21	VV900	2 ANS	Thorney Island	Undershot night landing in bad visibility on to mud flats; DBR
13.3.53	Vampire FB.5	WE845	266 Sqn	5m E of Lembruch, West Germany	Hit trees recovering from aerobatics (1+1)
14.3.53	Meteor F.8	WA762	CGS	Leconfield	Flew into ground on approach in bad weather
15.3.53	Meteor F.4	RA448	215 AFS	Finningley	Bellylanded after collision with VW262
15.3.53	Meteor F.4	VW262	215 AFS	Nr.Finningley	Collided with RA448 and abandoned
16.3.53	Mosquito B.35	TK615	A&AEE	Boscombe Down	Swung on landing and undercarriage retracted
16.3.53	Proctor T.4	RM220	1 ASS	Upwell, Cambs	Hit HT cables and crashed during attempted forced landing (1)
17.3.53	Harvard T.2B	FT209	RAF College	$\frac{1}{2}$ m W of Cranwell	Lost height after night take-off and crashlanded
17.3.53	Harvard T.2B	KF674	5 FTS	1m N of Shangani, SR	Engine cut; crashed in forced landing on road
17.3.53	Meteor F.4	VI169	203 AFS	Carnaby	Undercarriage collapsed on landing
17.3.53	Vampire FB.5	VZ115	112 Sqn	Jever	Engine cut on approach; crashlanded and overturned
17.3.53	Vampire FB.9	WL580	6 Sqn	10m N of Haditha, Iraq	Flew into ground and engine stopped; forcedlanded in desert
18.3.53	Meteor F.8	WH351	19 Sqn	3m SW of Duxford	Collided during formation display with WK858 (1)
18.3.53	Meteor F.8	WK858	19 Sqn	3m SW of Duxford	Collided during formation display with WH351 (1)
19.3.53	Meteor NF.11	WD676	68 Sqn	Polder, Netherlands	Pilot suffered from anoxia; aircraft spun and abandoned (1)
19.3.53	Canberra B.2	WH663	139 Sqn	Corringham, Lincs	Lost power and spun into ground in Hemswell circuit (2)
19.3.53	Vampire FB.5	WE835	202 AFS	1 $\frac{1}{2}$ m W of Valley	Overshot emergency landing and hit ground (1)
20.3.53	Beaufighter TT.10	RD862	3 CAACU	Exeter	Engine cut; swung during forced landing and undercarriage collapsed
20.3.53	Venom FB.1	WE277	5 Sqn	Emmerich, W.Germany	Dived into ground; presumed anoxia (1)
24.3.53	Meteor F.8	WH358	DFLS	Presumed in The Wash	Missing on training flight (1)
24.3.53	Vampire FB.5	VX476	233 OCU	Pembrey	Undercarriage jammed up; bellylanded
25.3.53	Harvard T.2A	EX167	4 FTS	4m S of Bembesi, SR	Collided with EX818 during aerobatic practice (1)
25.3.53	Harvard T.2A	EX818	4 FTS	4m S of Bembesi, SR	Collided with EX167 during aerobatic practice (1)

<i>Date</i>	<i>Type</i>	<i>Serial</i>	<i>Unit</i>	<i>Location</i>	<i>Cause</i>
25.3.53	Meteor F.8	WA809	DFLS	West Raynham	Overshot emergency landing and hit obstacle
25.3.53	Sunderland GR.5	PP148	88 Sqn	Iwakuni, Japan	Hit heavy sea on landing and overturned (4)
26.3.53	Meteor NF.11	WD789	87 Sqn	Wahn, W.Germany	Runway blocked by crash; hit tender attempting to land on crash strip
26.3.53	Tempest TT.5	NV974	APS Sylt	½m SE of Utersum, West Germany	Engine cut; crashed in forced landing
26.3.53	Vampire FB.5	VV467	210 AFS	3m S of Bere Regis, Dorset	Engine cut in spin; bellylanded in field
26.3.53	Varsity T.1	WJ938	201 AFS	Nicosia, Cyprus	Brakes failed while taxiing; ran into tankers
27.3.53	Canberra B.2	WH669	10 Sqn	Dilhorne, Staffs	Dived into ground on overshoot (3)
27.3.53	Meteor F.8	WE956	41 Sqn	Coxyde, Belgium	Both engines cut; undercarriage collapsed during emergency landing
28.3.53	Auster AOP.6	TW580	651 Sqn	El Ballah, Egypt	Dived into ground, cause unknown (2)
29.3.53	Meteor F.8	WF760	615 Sqn	Oxted, Surrey	Dived into ground out of cloud (1)
30.3.53	Beaufighter TT.10	RD763	FETS	Seletar, Singapore	Hit by Hornet PX368 while parked
30.3.53	Chipmunk T.10	WK632	18 RFS	½M E of Thorpe, Surrey	Hit tree and crashed
30.3.53	Meteor NF.11	WD713	228 OCU	Leeming	Tyre burst in take-off; bellylanded
30.3.53	Oxford T.1	BG271	10 AFTS	1½m E of Gt.Malvern, Worcs	Spun into ground during asymmetric flying training (1)
31.3.53	Harvard T.2B	KF166	5 FTS	17m S of Thornhill, SR	Engine cut on approach to practice forced landing; hit ground and DBR
31.3.53	Vampire FB.5	WA198	93 Sqn	Etzel, W.Germany	Dived out of cloud and broke up, presumed due to icing (1)
1.4.53	Hornet F.3	PX344	FETS	14m E of Malacca, Malaya	Crashed in bad weather (1)
1.4.53	Vampire FB.5	WA233	20 Sqn	Odiham	Caught fire in air and bellylanded; DBF
4.4.53	Meteor FR.9	WB117	208 Sqn	20m NE of Dukhan, Qatar	Given wrong bearings and ran out of fuel
5.4.53	Sabre F.4	XB610	147 Sqn	7m NE of Grantown-on-Spey, Morayshire	Instruments failed in cloud; dived into ground (1)
6.4.53	Harvard T.2B	FS746	RAF College	Packington, Leics	Ran short of fuel and hit ground during forced landing (1)
7.4.53	Meteor T.7	WG972	231 OCU	2m NNE of Basingbourn	Crashed on overshoot at night (1)
8.4.53	Chipmunk T.10	WB656	18 RFS	Nr.Shalford, Surrey	Engine lost power; spiralled into ground (1)
8.4.53	Meteor T.7	WF857	202 AFS	Valley	Flew into ground avoiding collision with Vampire on approach
9.4.53	Meteor T.7	WH230	SF Benson	Benson	Stalled on approach; DBF
9.4.53	Meteor T.7	VT240	203 AFS	Driffield	Collided with WL413 on landing and DBR
10.4.53	Sycamore HC.11	WT926	657 Sqn	Middle Wallop	Overturned on take-off due to resonance
11.4.53	Oxford T.2	NJ301	9 AFTS	Wellesbourne Mountford	Lost height on take-off and hit ground
13.4.53	Harvard T.2B	EX777	4 FTS	Heany, SR	Collided with FT164 on landing
13.4.53	Harvard T.2B	FT164	5 FTS	Heany, SR	Ran into hole after landing then struck by EX777
13.4.53	Harvard T.2B	FX199	6 FTS	Nr. Ternhill	Engine cut in circuit; bellylanded in field
13.4.53	Meteor F.8	WH347	CGS	1m SE of Skirlaugh, Yks	Lost aileron tab; wing broke off (1)
14.4.53	Harvard T.2B	FX207	OUAS	Kidlington	Bounced on landing and wing dug in
16.4.53	Oxford T.1	PH343	8 AFTS	Dalcross	Stalled while practicing engine failure on take-off
17.4.53	Meteor F.8	VZ501	72 Sqn	2m E of Coquet Island, Northumberland	Flew into sea out of cloud (1)
17.4.53	Meteor T.7	WG988	209 AFS	Weston Zoyland	Lost power on take-off and overshoot runway
20.4.53	Meteor T.7	WG989	206 AFS	1½m NE of Oakington	Rolled in circuit and hit ground (1)
20.4.53	Mosquito T.3	LR527	FTU	Benson	Dived into ground on single-engined approach (1)
21.4.53	Vampire FB.5	WA230	229 OCU	2m NW of Lynton, Devon	Dived into sea during air-to-air firing (1)
23.4.53	Oxford T.1	LB532	BCCF	Eindhoven, Netherlands	Swung on take-off and tipped up
25.4.53	Meteor F.8	WF747	600 Sqn	Chelsfield, Kent	Lost hood and ejector seat operated; dived into ground (1)
28.4.53	Chipmunk T.10	WK506	5 BFTS	Kirby Muxloe, Leics	Collided with WG478 and lost tail (1)
2.5.53	Venom FB.1	WE271	5 Sqn	Wunstorf, W.Germany	Caught fire in air; dived into ground on approach (1)
3.5.53	Chipmunk T.10	WP910	RAF College	Nr.Uffington, Lincs	Control column jammed during roll; abandoned
4.5.53	Beaufighter TT.10	RD815	5 CAACU	Hawarden	Engine cut on take-off; crashlanded
4.5.53	Harvard T.2B	FX209	22 FTS	Farnsfield, Notts	Spun into ground (2)
4.5.53	Meteor T.7	WH246	205 AFS	Gt.Smeaton, Co.Durham	Hit radio mast during run over Neasham; climbed and spiralled into ground (2)
4.5.53	Vampire FB.9	WL508	73 Sqn	El Adem, Libya	Swung on take-off and caught fire
5.5.53	Martinet TT.1	PX138	SF Gib	Gibraltar	Brakes failed taxiing; rolled into RG897
5.5.53	Martinet TT.1	RG897	SF Gib	Gibraltar	Hit by PX138 while parked
5.5.53	Meteor F.8	VZ446	74 Sqn	Horham, Suffolk	Flew into ground during simulated attack on disused airfield (1)
5.5.53	Tiger Moth T.2	N9395	SF Swind- erby	1½m N of Holme, Notts	Engine failed; crashed in forced landing
6.5.53	Harvard T.2B	FS757	6 FTS	Ternhill	Engine cut on overshoot; bellylanded
6.5.53	Harvard T.2B	KF300	22 FTS	7m NE of Newark, Notts	Dived into ground out of cloud (2)
6.5.53	Prentice T.1	VR228	2 FTS	Swatrough, Londonderry	Stalled on climb-out from practice forced landing and dived into ground (1)
7.5.53	Anson T.21	VV299	11 RFS	5½m WNW of Alnwick, Northumberland	Hit trees in turn in bad visibility
7.5.53	Auster AOP.6	VF613	1913 Flt	Korea	Missing (2)
7.5.53	Valetta T.3	WG258	1 ANS	25 m W of Hartland Point, North Devon	Crashed in sea on navigation exercise (10)
8.5.53	Balliol T.2	WG115	7 FTS	Cottesmore	Undershot landing
9.5.53	Harvard T.2B	KF420	1340 Flt	Eastleigh, Kenya	Engine cut on approach; crashed in forced landing
10.5.53	Meteor T.7	WA595	605 Sqn	Baginton	Both engines cut; undershot forced landing
11.5.53	Vampire NF.10	WM722	23 Sqn	Whittlesey, Cambs	Engine cut; hit dyke in forced landing

Date	Type	Serial	Unit	Location	Cause
12.5.53	Auster AOP.6	VF574	1903 Flt	Imjin River, Korea	Hit cable during low level reconnaissance (1)
13.5.53	Meteor T.7	WL431	39 Sqn	Kabrit, Egypt	Sank back on take-off; overshoot runway
14.5.53	Hornet F.3	WB872	33 Sqn	Kroh, Malaya	Rolled after dummy attack and dived into ground(1)
14.5.53	Shackleton MR.2	WL749	120 Sqn	Aldergrove	Undershot landing and hit ground
14.5.53	Vampire FB.9	WL553	73 Sqn	25m ESE of Habbaniya, Iraq	Abandoned in spin
15.5.53	Meteor T.7	WF821	64 Sqn	North Sea	Crashed in sea during instrument training flight (2)
16.5.53	Dragonfly HAR.4	WF311	303 Wg	3m SW of Kuning, Malaya	Engine cut; DBR in autorotative landing
17.5.53	Valetta C.1	VW810	70 Sqn	Luqa, Malta	Ailerons jammed; forced landed on grass, hit caravan and DBF (2)
18.5.53	Auster AOP.6	VF525	APSF	Khormaksar, Aden	Undercarriage collapsed in heavy landing
18.5.53	Chipmunk T.10	WD282	1 BFTS	S.Cerney	Mushed into ground during simulated bounce
18.5.53	Vampire FB.5	VV623	229 OCU	1½m NW of Lynton, N.Devon	Spun into sea during air-to-air practice (1)
18.5.53	Vampire FB.5	VZ315	234 Sqn	Evensdorf, W.Germany	Hit tree during practice ground attack (1)
19.5.53	Meteor F.8	WK929	211 AFS	4½m NW of Ollerton, Notts	Dived into ground after take-off from Worksop (1)
19.5.53	Tiger Moth T.2	T8259	HCMSU	Lichfield	Blown over on take-off
20.5.53	Harvard T.2B	FX314	5 FTS	Thornhill, SR	Undercarriage collapsed while taxiing
21.5.53	Hornet F.3	PX389	45 Sqn	Tengah, Singapore	Swung into drain during stream landing
21.5.53	Vampire FB.9	WL570	213 Sqn	5m WNW of Nicosia, Cyprus	Engine cut; forced landed in rocky terrain
24.5.53	Chipmunk T.10	WG278	4 FTS	Livingstone, NR	Engine cut after take-off; dived into ground (2)
25.5.53	Mosquito PR.34	RG178	81 Sqn	Seletar, Singapore	Swung on landing and undercarriage collapsed
26.5.53	Oxford T.2	W6553	5 CAACU	Aberporth	Skidded on landing and hit rollers
28.5.53	Meteor F.8	VZ481	257 Sqn	6½m SSW of Wattisham	Spun during tailchase and abandoned
28.5.53	Vampire FB.5	WA175	94 Sqn	Celle, W.Germany	Rolled on stream take-off and cartwheeled (1)
4.6.53	Harvard T.2B	KF200	CUAS	3m E of Waterbeach	Stalled off turn during low flying practice and hit ground
5.6.53	Sabre F.4	XB863	147 Sqn	6m NE of St.Felix de Valois, PQ, Canada	Radio compass failed; control lost in cloud, dived into ground (1)
5.6.53	Vampire FB.5	VZ213	20 Sqn	Oldenburg, W.Germany	Brakes failed while taxiing; hit WRI42
7.6.53	Vampire FB.5	VZ831	602 Sqn	1½m NE of Monkton, Ayr	Ran out of fuel and forced landed in field
9.6.53	Meteor F.8	WK823	211 AFS	Worksop	Undercarriage collapsed on landing
9.6.53	Vampire FB.5	WA455	210 AFS	Tarrant Rushton	Stalled during formation take-off and bellylanded
9.6.53	Vampire NF.10	WM671	23 Sqn	2¾m SW of Coltishall	Flew into ground on night approach (2)
10.6.53	Canberra B.2	VN828	TRE	Defford	Overshot single-engined landing
10.6.53	Meteor T.7	WL362	203 AFS	8m W of Bridlington, Yks	Abandoned in spin
10.6.53	Vampire FB.9	WL587	32 Sqn	Nr.Deversoir, Egypt	Abandoned in spin
12.6.53	Harvard T.2B	KF272	RAF College	2m SW of Barkston Heath	Flew into trees in low cloud at night (1)
13.6.53	Meteor NF.11	WM258	264 Sqn	1m S of Easton, Yorks	Flew into high ground in cloud (1)
14.6.53	Harvard T.2B	FX373	5 FTS	New Sarum, SR	Collided with FX431 during fly-past (1)
14.6.53	Harvard T.2B	FX431	5 FTS	New Sarum, SR	Collided with FX373 during fly-past (1)
15.6.53	Sabre F.4	XB603	SCF	Wildenrath, W.Germany	Lost power on overshoot and crashlanded
16.6.53	Valetta C.1	VW846	78 Sqn	Fayid, Egypt	Engine cut on approach; forced landed and DBF
17.6.53	Meteor T.7	WG971	206 AFS	Caxton, Cambs	Flew into ground at night (1 Venezuelan)
17.6.53	Vampire FB.5	WG840	71 Sqn	Eindhoven, Netherlands	Ran out of fuel at night and cartwheeled on landing (1)
18.6.53	Auster AOP.6	TW616	651 Sqn	Abu Sueir North, Egypt	Stalled on approach
18.6.53	Harvard T.2B	KF353	5 FTS	14m SSW of Thornhill, SR	Dived into ground on approach to forced landing (1)
18.6.53	Meteor F.4	VT266	209 AFS	Weston Zoyland	Overshot abandoned take-off
18.6.53	Tiger Moth T.2	N6717	Hemswell	Hemswell	Engine failed to pick up; stalled avoiding obstacle and crashed
18.6.53	Vampire FB.5	WA193	14 Sqn	Fassberg, W.Germany	Engine cut; overshoot forced landing
19.6.53	Harvard T.2A	EX418	4 FTS	Heany, SR	Undershot landing and bounced; overshoot and landed safely but SOC as DBR
19.6.53	Meteor T.7	VW483	215 AFS	2m NNE of Misterton, Lincs	Rolled during asymmetric flying practice and dived into ground (2)
19.6.53	Oxford T.2	HM745	8 AFTS	Nr.Dalcross	Spiralled into ground, cause unknown
22.6.53	Harvard T.2B	FS753	6 FTS	3½m NW of Ternhill	Crew blacked out during aerobatics; hit ground
22.6.53	Harvard T.2B	FX434	CFS	South Cerney	Engine cut on take-off; forced landed and DBR
22.6.53	Hastings C.2	WJ335	53 Sqn	Abingdon	Stalled on take-off and dived into ground (6)
24.6.53	Meteor F.4	VZ412	203 AFS	5m N of Bridlington, Yks	Abandoned after control lost
26.6.53	Vampire FB.5	WE841	98 Sqn	Munster ranges, W.Germany	Hit tree recovering from dive and rolled into ground (1)
27.6.53	Chipmunk T.10	WD326	19 RFS	Malham Tarn, Yorks	Dived into ground during roll (2)
27.6.53	Sea Hawk F.1	WF149	A&AEE	Boscombe Down	Port wing folded; rolled into ground (1)
28.6.53	Sunderland MR.5	RN269	205 Sqn	Sangley Point, Philippines	Holed on landing and foundered
29.6.53	Meteor T.7	WF775	500 Sqn	2m S of West Malling	Lost speed on asymmetric approach and hit ground (2)
1.7.53	Harvard T.2A	EX411	4 FTS	Heany, SR	Swung on landing and groundlooped
1.7.53	Vampire FB.5	WA165	145 Sqn	Fassberg, W.Germany	Rolled into ground during RP practice on range (1)
2.7.53	Oxford T.2	HM723	8 AFTS	Wellesbourne Mountford	Hit slipstream on approach and undershot
2.7.53	Vampire FB.9	WR231	26 Sqn	Oldenburg, W.Germany	Sank back after take-off and bellylanded
3.7.53	Meteor F.8	WE862	616 Sqn	6m ENE of Valetta, Malta	Dived into sea, probably because dinghy inflated accidentally (1)
4.7.53	Mosquito T.3	TW113	FETS	Seletar, Singapore	Swung on landing and undercarriage collapsed
6.7.53	Anson C.19	VP538	31 Sqn	Norton Mains Farm, Ratho, Midlothian	Engine failed after take-off from Turnhouse
6.7.53	Prentice T.1	VR201	1 FTS	1½m E of Broadway, Glos	Hit tree attempting to avoid rising ground
8.7.53	Anson C.12	PH808	CCCF	Hamble	Overshot landing on to railway
8.7.53	Meteor F.8	VZ556	257 Sqn	4½m NE of Wattisham	Collided during RAF Review rehearsal; both
8.7.53	Meteor F.8	VZ560	257 Sqn	6½m NE of Wattisham	crashed, VZ556 after abortive ejection (2)

<i>Date</i>	<i>Type</i>	<i>Serial</i>	<i>Unit</i>	<i>Location</i>	<i>Cause</i>
8.7.53	Meteor T.7	WA735	Leuchars	Nr.Leuchars Stn., Fife	Hood opened after take-off; aircraft stalled and dived into ground (1)
8.7.53	Vampire FB.9	WG875	28 Sqn	Nr.Shelter Island, Hong Kong	Went into high speed stall after RP firing dive (1)
9.7.53	Oxford T.1	PH132	10 AFTS	Pontshill, Hereford	Hit HT wires and forced landed in field
9.7.53	Vampire FB.5	VV665	145 Sqn	Wahn, W.Germany	Stalled on approach and crashed (1)
9.7.53	Vampire FB.5	WA134	202 AFS	6m NE of Valley	Spun into ground (1)
9.7.53	Venom FB.1	WE360	22 MU	Silloth	Overshot landing and DBR
10.7.53	Meteor T.7	VW445	209 AFS	Weston Zoyland	Bellylanded and DBF
10.7.53	Vampire FB.9	WL582	26 Sqn	Moorhausen, W.Germany	Dived into ground out of cloud (1)
13.7.53	Tempest TT.5	SN327	APS Sylt	Nr.Hornum Lighthouse, West Germany	Engine lost power; crashed in forced landing
14.7.53	Hornet F.3	WB886	33 Sqn	Butterworth, Malaya	Lost fairing and upper wing fabric during attack; returned to base but SOC
14.7.53	Meteor T.7	WL397	211 AFS	Worksop	Stalled on approach and undershot runway
15.7.53	Anson C.19	VM355	SF Kuala Lumpur	Kuala Lumpur, Malaya	Tyre burst on take-off; swung and undercarriage collapsed
15.7.53	Hornet F.3	WB898	45 Sqn	10m NW of Butterworth, Malaya	Dived into ground during gunnery practice (1)
15.7.53	Vampire FB.9	WR186	WL Oldenburg	Barghorn, West Germany	Abandoned in spin
16.7.53	Meteor FR.9	WX973	79 Sqn	Gutersloh, W.Germany	Hit tree on approach and broke up (1)
16.7.53	Vampire FB.5	VZ124	229 OCU	Arlington, N.Devon	Engine exploded; abandoned
17.7.53	Meteor T.7	WH243	264 Sqn	Lichfield	Undershot asymmetric landing in rainstorm and undercarriage collapsed
17.7.53	Meteor NF.11	WM166	228 OCU	Leeming	Undershot landing in bad visibility and undercarriage collapsed
17.7.53	Vampire FB.9	WR182	8 Sqn	Nicosia, Cyprus	Lost power and sank back on take-off; bellylanded
18.7.53	Sabre F.4	XB882	147 Sqn	4½m N of Broughty Ferry, Angus	Explosion in fuselage; hood opened and ejection seat fired accidentally
20.7.53	Chipmunk T.10	WB705	1 BFTS	Booker	Undershot and hit air raid shelter
20.7.53	Meteor F.8	WK724	Northern Sector	Takali, Malta	Brakes failed; overshot landing
20.7.53	Vampire FB.9	WR238	8 Sqn	Nicosia, Cyprus	Hit bank on approach; DBF
21.7.53	Meteor F.4	VT138	215 AFS	9m SSE of Leyburn, Yks	Flew into ground in cloud (1)
22.7.53	Chipmunk T.10	WD350	Leeds UAS	Park House Farm, Birkin, Yorks	Spun into ground during spinning practice; abandoned (1)
22.7.53	Hastings C.1	TG613	53/99 Sqn	140m WNW of Benghazi, Libya	Three engines failed; ditched
22.7.53	Meteor F.8	WK978	64 Sqn	W.Wickham, Suffolk	Dived into ground out of cloud (1)
23.7.53	Auster AOP.5	TJ324	LAS	Middle Wallop	Hit by Balliol WG180 while taxiing
23.7.53	Spitfire LF.16	TB747	2 CAACU	Langham	Hit ground recovering from dive (1)
24.7.53	Meteor FR.9	WB113	79 Sqn	Nr.Volkel, Netherlands	Ran out of fuel in bad weather; abandoned (1)
24.7.53	Vampire FB.5	VV456	208 AFS	Merryfield	Collided with WA438 on approach (1)
24.7.53	Vampire FB.5	VZ862	607 Sqn	6m N of Sylt, W.Germany	Ran out of fuel and bellylanded on sand dunes (1)
24.7.53	Vampire FB.5	WA438	208 AFS	Merryfield	Collided with VV456 on approach (1)
27.7.53	Hastings C.1	TG564	53 Sqn	Kai Tak, Hong Kong	Undershot landing and hit hut; DBF (0+1)
27.7.53	Meteor F.8	WK917	1 Sqn	Tangmere	Returned to base with engine damage; SOC
27.7.53	Vampire FB.5	WA159	234 Sqn	2¼m S of Butzweilerhof, West Germany	Stalled while changing formation and spun into ground (1)
28.7.53	Meteor NF.11	WM222	68 Sqn	¾m NW of Soulme, Belgium	Flew into trees at night (2)
28.7.53	Venom FB.1	WE261	CFE	Holbeach ranges, Lincs	Lost wing during RP practice (1)
29.7.53	Meteor NF.11	WM146	256 Sqn	4m NE of Bruggen, West Germany	Collided with F-86 of 527th FBS (1)
29.7.53	Valetta C.1	VW180	114 Sqn	Fayid, Egypt	Hydraulics failed; bellylanded
29.7.53	Vampire FB.5	WA116	20 Sqn	Mehlem, W.Germany	Collided with WA280 over Rhine and crashed (1)
29.7.53	Vampire FB.5	WA280	234 Sqn	Mehlem, W.Germany	Collided with WA116 and crashlanded at Wildenrath
30.7.53	Anson C.12	PH749	61 Gp CF	Cambridge	Collided with Chipmunk WK616 on approach; DBR
30.7.53	Mosquito T.3	HJ979	FTU	Kemble	Swung on landing and undercarriage collapsed
31.7.53	Prentice T.1	VS259	3 FTS	Nordelph, Norfolk	Stalled off turn and dived into ground (1)
31.7.53	Vampire FB.5	VX474	118 Sqn	4m S of Lubeck, W.Germany	Radio failed; ran out of fuel and forced landed
1.8.53	Auster AOP.6	VF520	664 Sqn	3m N of Skegness, Lincs	Stalled in circuit and dived into ground (2)
4.8.53	Valetta C.1	VX515	70 Sqn	Aqaba, Jordan	Lost wheel on landing; swung and undercarriage collapsed
5.8.53	Harvard T.2B	KF721	1 FTS	2m NE of Redditch, Worcs	Crashed in forced landing in bad weather
6.8.53	Oxford T.2	HM984	3 Gp CF	Mildenhall	Swung on landing and undercarriage collapsed
6.8.53	Tempest TT.5	EJ758	APS Sylt	1m S of Morsum, W.Germany	Engine cut; ditched
7.8.53	Meteor T.7	WA596	249 Sqn	Deversoir, Egypt	Swung on landing and undercarriage collapsed
7.8.53	Vampire FB.5	VV490	229 OCU	Off Ilfracombe, N.Devon	Collided with WZ467 while joining formation and abandoned
10.8.53	Meteor F.4	VZ406	206 AFS	Bourn, Cambs	Abandoned in spin
10.8.53	Meteor T.7	WA724	141 Sqn	Horsham St.Faith	Flew into ground during practice GCA (2)
10.8.53	Tempest TT.5	EJ786	APS Sylt	Sylt	Engine failed; bellylanded on grass
11.8.53	Auster AOP.6	TW572	LAS	Middle Wallop	Overtaken on landing
11.8.53	Harvard T.2B	KF329	107 MU	¾m S of Geneifa, Egypt	Abandoned in spin (2)
11.8.53	Venom FB.1	WE318	266 Sqn	Wunstorf, W.Germany	Stalled on approach and crashed; DBF
12.8.53	Mosquito TT.35	TH997	2 CAACU	Langham	Engine cut on take-off; bellylanded
12.8.53	Vampire FB.9	WR132	249 Sqn	Kasfareet, Egypt	Engine cut; undercarriage unlocked on landing
13.8.53	Vampire FB.5	VV534	94 Sqn	6m W of List, W.Germany	Engine cut; abandoned out of control
14.8.53	Harvard T.2B	EX412	4 FTS	5m N of Bushtock, SR	Engine cut; forced landed in field

<i>Date</i>	<i>Type</i>	<i>Serial</i>	<i>Unit</i>	<i>Location</i>	<i>Cause</i>
14.8.53	Mosquito B.35	TA689	38 MU	Llandow	Swung on take-off and undercarriage collapsed
14.8.53	Vampire FB.5	WA460	93 Sqn	4m S of Werdum, W.Germany	Collided with VZ877 during formation break and abandoned
14.8.53	Vampire FB.5	VZ877	93 Sqn	as above	Crashed after collision as above (1)
15.8.53	Meteor NF.11	WM226	AWDS	West Raynham	Overshot abandoned take-off
15.8.53	Vampire NF.10	WP254	23 Sqn	1m WSW of Coltishall	Stalled during night take-off and dived into ground (2)
15.8.53	Venom FB.1	WE341	5 Sqn	Bruggen, W.Germany	Flew into ground on approach (1)
15.8.53	Venom FB.1	WE367	14 Sqn	Boulmer	Engine cut; bellylanded on disused airfield
16.8.53	Meteor F.8	WA856	1 Sqn	30m N of Barfleur, France	Collided with WA868 during practice attack (1)
16.8.53	Meteor F.8	WA868	1 Sqn	as above	Collided with WA856 (1)
16.8.53	Spitfire F.24	PK720	HKAAF	Kai Tak, Hong Kong	Engine cut; ditched on approach
17.8.53	Beaufighter TT.10	RD779	SF Seletar	Penang, Malaya	Undercarriage collapsed after landing
17.8.53	Meteor F.4	VT290	JCU	Bradley, Staffs	Dived into ground due to anoxia of pilot (1)
18.8.53	Auster AOP.6	VF573	652 Sqn	Altenruthen, W.Germany	Hit trees avoiding obstacle during low level training
18.8.53	Canberra B.1	VN799	A&IEU	1½m S of Sutton Heath, Suffolk	Both engines cut; crashed in wood
18.8.53	Meteor F.8	WA758	19 Sqn	4m S of Newcastleton, Roxburgh	Flew into ground during low flying exercise (1)
18.8.53	Meteor F.8	WE879	CGS	Carnaby	Lost leading edge of wing and bellylanded
18.8.53	Meteor F.8	WE951	56 Sqn	Waterbeach	Overshot abandoned take-off
18.8.53	Meteor F.8	WE964	66 Sqn	½m S of Filey, Yks	Broke up in air during tailchase (1)
18.8.53	Oxford T.1	LB411	FCCS	Millington Hall, Ches.	Propeller fractured; crashed in forced landing
18.8.53	Sabre F.4	XD775	147 Sqn	In Canada?	Lost on ferry flight; no further data
19.8.53	Chipmunk T.10	WK523	5 RFS	Sutton Coldfield, Wks	Controls jammed during aerobatics; abandoned and crashed into bungalows
19.8.53	Meteor NF.11	WM177	85 Sqn	4m NW of Oakington	Dived into ground during night interception exercise (2)
20.8.53	Chipmunk T.10	WP923	10 RFS	Coombe-in-Teignhead, Devon	Lost power; crashed in forced landing
21.8.53	Harvard T.2B	KF725	3 FTS	Methwold	Bellylanded and DBR
21.8.53	Meteor NF.11	WD659	87 Sqn	Wahn, W.Germany	Forcelanded after take-off, pres. loss of power
21.8.53	Meteor T.7	WG967	60 Sqn	Tengah, Singapore	Undercarriage jammed up; bellylanded
21.8.53	Vampire FB.9	WL572	6 Sqn	Habbaniya, Iraq	Bellylanded
21.8.53	Venom FB.1	WE306	5 Sqn	Wunstorf, W.Germany	Stalled on formation take-off and crashlanded
21.8.53	Venom FB.1	WE329	5 Sqn	Wunstorf, W.Germany	Crashlanded
22.8.53	Meteor F.8	WA933	222 Sqn	6m from New Gilston, Fife	Flew into house descending out of cloud (1)
23.8.53	Meteor F.8	WK966	64 Sqn	Duxford	Hit slipstream and stalled into runway
26.8.53	Prentice T.1	VR311	7 FTS	Thorpe Sackville, Leics	Stalled and sank into ground during practice forced landing
31.8.53	Meteor T.7	WH189	87 Sqn	Nr. Altena, W.Germany	Hit HT wires in valley and crashed (2)
1.9.53	Vampire FB.5	VV699	71 Sqn	Wildenrath, W.Germany	Undercarriage jammed; bellylanded on crash strip
1.9.53	Vampire FB.5	VZ190	229 OCU	1m SW of Hartland Point, North Devon	Collided with WA403 and abandoned
1.9.53	Vampire FB.5	WA403	229 OCU	As above	Collided with VZ190 and abandoned (1)
2.9.53	Meteor F.8	WE917	211 AFS	1½m N of Worksop	Lost leading edge and dived into ground (1)
3.9.53	Anson C.19	TX237	2TAF CS	1m SE of Buckeburg, West Germany	Live engine failed during single-engined training; forcelanded on approach
3.9.53	Harvard T.2A	EX197	4 FTS	Heany, SR	Undercarriage collapsed during heavy landing
3.9.53	Meteor F.4	RA475	206 AFS	Aldwick, Herts	Dived into ground (1)
4.9.53	Harvard T.2B	KF221	1 FTS	Moreton-in-Marsh	Hit tree evading birds; SOC as DBR
4.9.53	Meteor F.8	WA778	66 Sqn	Filey, Yorks	Broke up recovering from dive (1)
4.9.53	Meteor F.8	WF648	257 Sqn	8m E of Lowestoft, Suff.	Broke up in air and crashed in sea (1)
4.9.53	Vampire FB.5	VZ281	229 OCU	Bishops Tawton, Devon	Engine cut; abandoned
5.9.53	Anson T.20	VM418	1 ITS	Glagh-Ouyr Mtn, I. of Man	Flew into hill in cloud (4)
5.9.53	Lincoln B.2	RE397	148 Sqn	Wittering	Tyre deflated; swung and undercarriage collapsed
6.9.53	Auster AOP.6	TW561	657 Sqn	Bishops Waltham, Sussex	Hit wires and overturned on landing
7.9.53	Vampire FB.5	VV656	94 Sqn	Butzweilerhof, W.Germany	Engine lost power on approach; undershot
8.9.53	Harvard T.2A	EX517	4 FTS	4m W of Essexvale, SR	Engine cut in roll; bellylanded in field
8.9.53	Meteor T.7	WA712	209 AFS	3m SE of Hullavington	Broke up in air on night training flight (1)
8.9.53	Meteor NF.11	WD621	256 Sqn	Nordhorn ranges, West Germany	Hit ground during attack on target (1)
8.9.53	Vampire FB.5	VV564	208 AFS	5½m S of Tavistock, Som.	Caught fire in air; abandoned
11.9.53	Meteor NF.11	WD788	96 Sqn	Ahlhorn, W.Germany	Hit trees on approach in bad weather
11.9.53	Meteor F.8	WF695	SF Horsham	Woolwich, SE London	Hit by WK938 while avoiding Hurricane during Battle of Britain Flypast rehearsal; lost tail and spun into ground (1)
11.9.53	Vampire FB.5	VV676	229 OCU	6m SE of Bude, Cornwall	Engine cut; abandoned
16.9.53	Vampire FB.9	WG879	60 Sqn	Labis, Malaya	Rolled and dived into ground on navex (1)
16.9.53	Venom FB.1	WE328	266 Sqn	3m S of Sylt, W.Germany	Spun into sea, cause unknown (1)
17.9.53	Sabre F.4	XB683	67 Sqn	6m S of Liege, Belgium	Abandoned in spin
18.9.53	Vampire FB.5	VZ312	208 AFS	1½m W of Ilchester, Somerset	Abandoned in spin; dived into ground (1)
19.9.53	Meteor F.8	WA836	74 Sqn	Coningsby	Broke up during low-level roll during Battle of Britain display (1)
19.9.53	Meteor F.8	WA927	56 Sqn	Wyton	Broke up during low-level run during Battle of Britain display (1)
19.9.53	Tiger Moth T.2	DE899	Binbrook	Binbrook	Sideslipped into ground during air display
21.9.53	Meteor NF.13	WM324	219 Sqn	Kabrit, Egypt	Sank back on take-off and undercarriage collapsed
22.9.53	Vampire T.11	WZ478	233 OCU	Pembrey	Caught fire and flew into ground on approach (2)
24.9.53	Chipmunk T.10	WG467	5 RFS	1m NNE of Tamworth, Staffs	Hit trees during practice forced landing

<i>Date</i>	<i>Type</i>	<i>Serial</i>	<i>Unit</i>	<i>Location</i>	<i>Cause</i>
25.9.53	Meteor T.7	WF792	67 Sqn	Wildenrath, W.Germany	Dived into ground on attempted overshoot (2)
25.9.53	Vampire FB.9	WL549	6 Sqn	Habbaniya, Iraq	Hit birds and crashlanded
26.9.53	Auster T.7	WE610	1907 Flt	6m NE of Noble Field, Malaya	Engine cut; crashed in forced landing
26.9.53	Valetta C.1	WD164	48 Sqn	5m NW of Bertam, Malaya	Flew into high ground in mist (8)
27.9.53	Meteor F.8	WE912	616 Sqn	1m N of Spalding, Lincs	Caught fire in air and abandoned (1)
28.9.53	Canberra B.2	WJ982	RAFFC	Manby	Lost power on approach and crashlanded
28.9.53	Lancaster GR.3	RF308	37 Sqn	Luqa, Malta	Swung on take-off and undercarriage collapsed
28.9.53	Sabre F.4	XB925	147 Sqn	Kinloss	DBR on ferry flight; no further data
29.9.53	Auster AOP.6	VF506	656 Sqn	Bruas, Malaya	Engine cut; overturned in forced landing
30.9.53	Meteor F.8	WH407	226 OCU	Honington	Hit ground recovering from dive (1)
2.10.53	Chipmunk T.10	WP842	10 AFTS	3½m SW of Pershore	Spun into wood during spinning practice
2.10.53	Meteor F.8	WE856	19 Sqn	Wolstanton, Staffs	Broke up in air after aerobatics (1)
3.10.53	Spitfire F.24	VN313	HKAAF	Sek Kong, Hong Kong	Swung on landing and hit building; undercarriage collapsed
3.10.53	Spitfire F.24	VN492	HKAAF	Sek Kong, Hong Kong	Swung on landing and tipped up; DBR
5.10.53	Meteor F.8	WK939	222 Sqn	Tentsmuir, Fife	Caught fire during air-to-ground firing practice; abandoned
6.10.53	Mosquito T.3	HJ862	33 Sqn	Butterworth, Malaya	Ballooned on landing and swung off runway
8.10.53	Vampire FB.9	WR127	8 Sqn	Fayid, Egypt	Undercarriage jammed; bellylanded
9.10.53	Hastings C.1	TG559	24 Sqn	Abingdon	Missed runway landing in fog; wing broke off
9.10.53	Vampire FB.5	VZ106	233 OCU	8m SE of Llandovery, Carmarthen	Flew into hill descending in cloud (1)
12.10.53	Valetta C.1	VW804	70 Sqn	Aqaba, Jordan	Overshot landing and undercarriage raised to stop
13.10.53	Venom FB.1	WE417	27 MU	Shawbury	Engine cut; undercarriage jammed; crashlanded
14.10.53	Meteor F.3	EE462	210 AFS	Upper Basildon, Berks	Hit ground recovering from dive (1)
14.10.53	Meteor F.4	VT303	209 AFS	Over Bristol Channel	Abandoned in inverted spin (1)
16.10.53	Chipmunk T.10	WP858	RAF College	2m SE of Spitalgate	Spiralled into ground at night (1)
19.10.53	Vampire NF.10	WP252	25 Sqn	10m SE of South Foreland, Kent	Abandoned in spin (1)
20.10.53	Auster AOP.6	VF487	1900 Flt	Sha Tin, Hong Kong	Overshot landing into padi field
20.10.53	Meteor NF.11	WD603	29 Sqn	8m SSE of Ford	Ran out of fuel and ditched on approach
21.10.53	Dragonfly HR.3	WG714	A&AEE	Newton Tony, Wilts	Artificial horizon failed in cloud; tail cone overstressed; crashlanded
21.10.53	Tiger Moth T.2	N5470	12 Gp CS	Nr.Turnhouse	Sternpost fractured during aerobatics; dived into ground
23.10.53	Canberra B.2	WF892	RRE	Soudon, near Exeter	Hit birds on take-off; stalled and crashed
24.10.53	Vampire FB.5	VV226	202 AFS	Off Skerries, Anglesey	Ditched after engine failure (1)
26.10.53	Meteor F.8	WH467	263 Sqn	Whitton, Suffolk	Lost hood; pilot probably knocked out; spiralled into housing estate near Ipswich (1)
27.10.53	Vampire FB.5	VV618	208 AFS	Rhymney, Glam	Dived into ground out of cloud (1)
29.10.53	Auster T.7	WE550	LAS	¾m NNW of Romsey, Hants	Flew into power line and crashed
29.10.53	Meteor F.4	VT335	206 AFS	Oakington	Undercarriage collapsed on landing
31.10.53	Meteor FR.9	WB118	79 Sqn	EGgeberg, W.Germany	Flew into hill in cloud on low-level exercise (1 Swedish)
31.10.53	Mosquito TT.35	RS717	APS Sylt	Schleswigland, W.Germany	Missed runway in bad weather and hit obstruction
1.11.53	Tempest TT.5	SN289	APS Sylt	3m N of Westerland, Sylt, W.Germany	Engine cut; ditched (1)
2.11.53	Meteor F.4	VT305	209 AFS	Weston Zoyland	Undershot night landing
3.11.53	Meteor F.4	VT293	206 AFS	Oakington	Undercarriage collapsed on landing; ventral tank caught fire
4.11.53	Canberra B.2	WF910	231 OCU	Mildenhall	Both engines cut on climb-out; undershot forced landing (1)
4.11.53	Meteor F.8	WK886	245 Sqn	15m E of Acklington	Dived into sea, possibly after canopy hit target cable (1)
6.11.53	Sabre F.4	XB690	67 Sqn	Nr.M-Gladbach, W.Germany	Collided with XB730 and abandoned
6.11.53	Sabre F.4	XB730	67 Sqn	As above	Collided with XB690 and blew up (1)
7.11.53	Dragonfly HAR.4	XB253	194 Sqn	Malayan jungle	Lost power on take-off and crashed
7.11.53	Meteor F.8	WF640	500 Sqn	1m NNW of Headcorn, Kent	Collided with WK805 and abandoned
7.11.53	Meteor F.8	WK805	500 Sqn	As above	Collided with WF640 and crashed (1)
9.11.53	Meteor T.7	WL458	CFS	Kingham Hill School, Oxon	Hit trees inverted during asymmetric training (2)
9.11.53	Vampire FB.9	WG890	6 Sqn	Mafraq, Jordan	Sank back on take-off; bellylanded
10.11.53	Meteor T.7	WH131	CFS	2m N of Stow-on-the-Wold, Glos	Abandoned in inverted spin
10.11.53	Swift F.1	WJ965	A&AEE	3m NNW of Fordingbridge, Hants	Engine cut; spun into ground (1)
10.11.53	Vampire FB.5	WA161	94 Sqn	2m NNW of Neaustadt, West Germany	Dived into ground after tailchase (1)
11.11.53	Valetta C.1	VX490	48 Sqn	Off Singapore	Missing; probably broke up in storm (7)
13.11.53	Meteor F.8	WE882	CGS	Leconfield	Stalled on final approach and undershot
14.11.53	Meteor F.8	WH383	610 Sqn	Nr.Edgeworth, Lancs	Flew into hill in cloud (1)
14.11.53	Meteor F.8	WH384	610 Sqn	As above	As above (1)
16.11.53	Auster AOP.6	TW626	1903 Flt	Fort George, Hong Kong	Blown off runway into ditch while landing
16.11.53	Hornet F.3	PX360	FETS	Changi, Singapore	Sank back on take-off and hit runway; wheel jammed up and collapsed on landing
16.11.53	Tiger Moth T.2	DE222	Henlow	Gt.Barford, Beds	Stalled during forced landing in bad visibility
17.11.53	Meteor F.8	WA854	1 Sqn	Over English Channel	Collided with target; SOC on return as DBR
17.11.53	Vampire FB.9	WL604	32 Sqn	7m W of Nicosia, Cyprus	Rolled while recovering from dive and hit ground (1)
19.11.53	Vampire FB.5	WA251	208 AFS	Merryfield	Stalled on take-off from roller landing (1)
21.11.53	Meteor F.8	WA967	253 Sqn	Wattisham	Caught fire in air; SOC on return as DBR
24.11.53	Vampire FB.5	VV619	229 OCU	¼m NE of Chard, Somerset	Dived into ground in low cloud (1)

Date	Type	Serial	Unit	Location	Cause
25.11.53	Anson C.12	PH813	173 Sqn	Hawarden	Brakes failed while taxiing; hit gun emplacement
25.11.53	Dragonfly HAR.4	WT846	194 Sqn	34m NNW of Kuala Lipis, Malaya	Slid while landing on slope and tail rotor hit ground
25.11.53	Meteor F.8	WA779	66 Sqn	Linton-on-Ouse	Undercarriage leg collapsed on heavy landing
26.11.53	Canberra B.2	WJ716	9 Sqn	2½m S of Binbrook	Both engines cut on overshoot; crashlanded
30.11.53	Meteor FR.9	VZ594	208 Sqn	4m W of Abu Sueir, Egypt	Abandoned after becoming uncontrollable
30.11.53	Meteor F.8	WA835	226 OCU	Nr.Horham, Suffolk	Collided with WE972 and abandoned
2.12.53	Vampire FB.5	VZ261	130 Sqn	½m W of Bruggen, West Germany	Spun into ground during practice dogfight (1)
3.12.53	Meteor F.4	VW261	215 AFS	Blyton	Engine failed to pick up; undershot landing
3.12.53	Meteor T.7	WG982	206 AFS	Marham	Crashed during single-engined approach
4.12.53	Anson T.20	VS507	12 Gp CF	Newton	Stalled on overshoot and spun into runway (6)
6.12.53	Oxford T.1	HM784	63 Gp CF	2m SE of Ebbw Vale, Monmouth	Flew into high ground in cloud
9.12.53	Vampire FB.5	VV638	4 Sqn	1m N of Lahden, W.Germany	Caught fire in air; abandoned
10.12.53	Tiger Moth T.2	T7966	Aldergrove	Aldergrove	Undercarriage collapsed on take-off
11.12.53	Shackleton MR.2	WL746	240 Sqn	Off Hebrides	Crashed in sea on navex (10)
11.12.53	Vampire FB.5	WA459	202 AFS	4½m SE of Valley	Engine cut on take-off; forcedlanded and DBF
14.12.53	Meteor F.8	WL119	263 Sqn	Wattisham	Undershot night approach
14.12.53	Venom FB.1	WE311	5 Sqn	5m W of List, W.Germany	Crashed in sea, cause unknown (1)
16.12.53	Meteor F.8	WA769	56 Sqn	Gt.Abington, Cambs	Ran out of fuel in bad weather and abandoned
16.12.53	Meteor F.8	WA930	56 Sqn	½m SW of Thurlough, Cambs	Ran out of fuel in bad weather and abandoned
16.12.53	Meteor F.8	WH283	56 Sqn	As above	As above
16.12.53	Meteor F.8	WH510	56 Sqn	Gt.Abington, Cambs	Ran out of fuel in bad weather and forcedlanded
16.12.53	Valetta C.2	VX575	Malta CF	5m NW of Luqa, Malta	Prop overspeeding; engine shut down; crash- landed and DBF (1)
17.12.53	Anson C.19	VM342	116 Sqn	Watton	Flew into ground on approach in mist
17.12.53	Lincoln B.2	RF349	49 Sqn	Eastleigh, Kenya	Swung on take-off and undercarriage collapsed; DBF
19.12.53	Meteor T.7	WH116	13 Sqn	½m S of Kasfareet, Egypt	Both engines failed; overshoot emergency landing
21.12.53	Vampire FB.5	WA380	118 Sqn	½m E of Soltau, W.Germany	Spun into ground during practice attacks (1)
22.12.53	Lancaster GR.3	TX265	SMR	St.Eval	Hit landing lights on controlled approach; crashlanded during attempted overshoot
27.12.53	Sunderland GR.5	RN302	88 Sqn	Off Saga, Tsushima Is. Japan	Engine caught fire and second engine lost power; forcedlanded in sea; scuttled
28.12.53	Vampire FB.5	WA167	4 Sqn	8m S of Soltau, W.Germany	Dived into ground out of cloud (1)
29.12.53	Anson C.12	PH812	231 OCU	Off Canvey Island, Essex	Instruments failed followed by double engine failure; ditched
29.12.53	Meteor T.7	WH197	215 AFS	2m SSW of Finningley	Flew into ground on approach (1)
29.12.53	Venom NF.2	WL829	23 Sqn	2½m NE of Tuxford, Notts	Engine lost power; stalled on approach to forced landing (1)
31.12.53	Balliol T.2	WG179	7 FTS	Pailton, Wks	Engine cut due to faulty fuel flow; crash- landed in field
31.12.53	Meteor F.4	RA427	215 AFS	2m S of Finningley	Undershot single-engined landing and force- landed in field
31.12.53	Meteor T.7	WA654	RAFFC	3m WNW of Manby	Engine caught fire and abandoned (1)
*	*	*	*	*	*

Notes

The 463 aircraft written off in accidents as shown above include seven being operated by experimental establishments and have been included for conformity with previous lists. One, a Sea Hawk, was not a type used by the RAF.

In the course of these accidents, there were 325 fatal casualties to the occupants and two other persons were killed on the ground as a result of aircraft accidents. One of the pilots was Swedish and one Venezuelan. As may be expected, the bulk of the casualties occurred in single-seat fighters. The highest casualty figure in any one accident was 26 when a Lancaster and a Valetta collided.

A breakdown of the number of accidents to each type of aircraft shows the following:

Anson: 15; Auster: 17; Balliol: 4; Beaufighter; 5;
Brigand: 1; Canberra: 10; Chipmunk: 19; Dragonfly: 5;
Harvard: 39; Hastings: 5; Hornet: 9; Lancaster: 3;
Lincoln: 3; Martinet: 2; Meteor: 143; Mosquito: 15;
Oxford: 11; Prentice: 4; Proctor: 2; Sabre: 10;
Shackleton: 2; Spitfire: 4; Sunderland: 3; Swift: 1;
Sycamore: 1; Tempest: 6; Tiger Moth: 8; Valetta: 11;
Vampire: 86; Varsity: 3; Venom: 13; Washington: 2,

Even as late as 1953, there were numerous wartime aircraft still in service, notably the Harvard. However, the writing was on the wall for Heany's All-Metal Aluminium Persoot Ships as the Rhodesian Air Training Group was closing down and Balliols were coming into wide service in the UK training schools. Losses of war-built aircraft totalled 46.

One 'accident' can hardly qualify under that category as Lincoln RF531 was deliberately shot down by a Russian fighter when it strayed out of West German air space.

Although Wing Commanders did a considerable amount of flying, the year was noted for the loss of two high-ranking officers. A Group Captain was killed in a Vampire on 9 July and an Air Vice Marshal in a Meteor on 17 August. The latter was due to anoxia and one wonders whether 5 3-year-old AVMs should have been flying a jet fighter. Several accidents were traced to this cause, the oxygen systems fitted to British fighters of the period being apparently vulnerable to failures. A thought should also be spared for those on the ground. On 26 October, a Meteor crash destroyed two houses, seriously damaged two more and caused slight damage to eighty.

Mobile Classrooms



R.A.F. Mobile Classroom (serial 175267!) parked on Horse Guards Parade, London, for inspection by the Air Ministry

During World War Two, mobile classrooms became a familiar sight on RAF airfields. Development of aircraft equipment meant that knowledge of systems gained during technical training at a School of Technical Training was overtaken by events. As an alternative to sending ground staff back on refresher courses, the mobile classroom came into its own. Colin Read has written the following account of one company's use of these vehicles.

* * * * *

Having established their aircraft wheels and brakes on the majority of civil aircraft built in the UK and almost all of the RAF's early fighter and bomber aircraft, the Dunlop company was well placed to offer similar improved equipment for wartime aircraft. From the early 1930s, its wheels had been tested at the RAE but with demand increasing, all such testing was carried out at Dunlop's own factories in the years prior to the war. This enabled equipment to be offered to manufacturers to a very high standard, especially for the numerous prototypes being built. With such a background, it was inevitable that the RAF would soon need some method of teaching methods of servicing Dunlop pneumatic equipment to vast numbers of ground crews and by the end of the war several mobile classrooms for Dunlop equipment had been fitted out.

These were quite large, containing space for a work bench and several cabinets full of various items together with a considerable photographic display. The Dunlop vehicle was fitted with a range of components developed

for the RAF, many of them novel and a long way from the motor tyre image of the parent company. How many who visited were aware that Dunlop's first aircraft tyre was put on sale in 1910?

On entering, one was faced with a large display cabinet containing examples of Dunlop's unique range of pneumatic brake components. These had been found so impressive that the Air Ministry modified their requirements for Halifaxes and Manchesters to incorporate Dunlop equipment. Other equipment included relays for use with various systems and hoses to suit both air and fuel requirements.

Opposite was a work bench to enable any of the components to be dismantled for demonstration purposes as these had to be regularly serviced. Next to this was a demonstration stand for an item that not many people associate with Dunlop - armament. Since 1936, the company had worked with the RAF on problems with wing- and fuselage-mounted guns, initially developing a pneumatic single firing button system for the Gauntlet to replace a Bowden cable system that suffered from stretching. Pressure for this system came from the compressed air supply already fitted for the braking system. Trials in mock combat resulted in a contract to fit these new pneumatic firing controls to all the Gauntlets of No.19 Squadron. Dunlops were also involved in the development and production of pneumatic gun-firing systems for the batteries of Brownings entering service in Hurricanes and Spitfires. By the outbreak of war, Dunlops were well-placed not only to manufacture these



Left: Entrance to the Dunlop classroom with a flight instrument classroom parked alongside. Right: interior shot

remote gun controls but also took over manufacture of the pilot's control column grip as well.

Another feature of the classroom was a selection of Dunlop wheels and tyres, together with a cutaway demonstration wheel of modern design. Almost all the RAF's aircraft were fitted with Dunlop main, nose and tail wheels and tyres and production figures show that aircraft tyres were also manufactured for USAAF aircraft flying from U.K. airfields. For example, U.K. production figures published in 1946 showed that up to the last few months of the war, 600,000 aircraft wheels and 450,000 brakes had been produced. Aircraft tyre production figures for the RAF were not made available but a report issued just after the war showed a total of over 64,000 aircraft tyres being produced for the USAAF. Of these, the smallest was for the Grumman F6F Hellcat, demonstrating that the hard-used naval tyres were among the US quota (presumably as part of a Lend-Lease contract) and the largest were for B-17 Fortresses. Sizes of tyres for the RAF ranged from the 10½-inch Spitfire tail wheel to the 72½-inch mainwheel tyre for the Stirling.

In order to produce this equipment in vast quantities during wartime conditions, Dunlop acquired many dispersal factories throughout the Midlands in order to cut down possible damage from enemy bombing. These varied from a small garage to obtaining rooms in a school and production continued throughout the war with no serious stoppages, a valuable contribution to the air war.

Other classrooms were built to demonstrate different classes of equipment. One type was packed with Bircham Barrels and Lindholme gear to demonstrate safety equipment to potential customers, not forgetting the ubiquitous inflatable dinghy and the hazards of pulling the wrong string. Sperry provided one for aircraft instruments and Lockheed fitted out their hydraulic system panels for all to see.

Needless to say, the arrival of a mobile classroom invariably coincided with a panic that kept the ground staff away from their planned indoctrination into the further mysteries of hydraulics and pneumatics but nobody said that training technicians on an active station was easy!

A Dunlop advertisement in 1945 reveals to the British public how a Spitfire's guns were fired. Previously only the Allied air forces and the enemy knew.



hits on building | **THIS IS THE BUTTON THAT DOES IT . . .**

When the pilot of a Spitfire presses this button, set in the joystick, the fighter's eight machine guns go into action, firing a total of 9,600 bullets a minute. See Page Five: A morning in the life of a fighter pilot. Daily Express pictures.

Now it can be told!

Every enemy plane destroyed by a British Fighter is shot down with the help of DUNLOP GUN-FIRING GEAR

★ DESIGNED AND MANUFACTURED BY— **DUNLOP**



Victor XA935 of the Radar Reconnaissance Flight over Ely

25 Handley Page Victor B.1s delivered between January and September 1958 to Contract 6/ACFT/8441 by Handley Page, Radlett. Conversions to BK.1 as shown were re-designated K.1 in June 1967

XA917	Mkrs/AAEE/RAE/101/ 15/232 OCU	To 7827M	12.63
XA918	Mkrs/Cv BK.1A/AAEE		
XA919	Mkrs	To 7724M	16.5.61
XA920	AAEE	To MoA	20.3.57
XA921	10/AAEE	To MoA	14.3.57
XA922	Hdlg Sqn/AAEE/RAE	To MoA	30.11.60
XA923	232 OCU/Radar Rec Flt/232 OCU	To 7850M	27.5.64; preserved at Cosford
XA924	232 OCU/Radar Rec Flt/232 OCU/10	To 8744M	20.4.64
XA925	232 OCU/Radar Rec Flt/232 OCU/15	To MoA	28.4.64
XA926	232 OCU/Cv BK.1A/ 57/55/57	SOC	22.11.76
XA927	10/15/Cv BK.1A/214	SOC	1.2.77
XA928	10/Cv BK.1A/57/214	SOC	16.12.76
XA929	10/232 OCU/10/	Overshot abandoned take-off and broke up, Akrotiri,	16.6.62; DBF
XA930	10/232 OCU/55/57/ Cv BK.1A/55/214	SOC	17.4.75
XA931	232 OCU/10/232 OCU	SOC	30.4.74
XA932	232 OCU/10/Cv BK.1A/ 214	SOC	2.2.77; pres. at Hendon
XA933	232 OCU/MoA/55/ 57/TTF	SOC	1.10.71
XA934	232 OCU/Wyton/232 OCU	Engine failed on night take- off; abandoned after two more cut on approach,	3m SW of Gaydon, 2.10.62
XA935	10/232 OCU/ Cv B(PR).1/Radar Rec Flt/15/232 OCU/ 10/232 OCU	SOC	30.4.74
XA936	10/232 OCU/ Cv BK.1A/214	SOC	20.9.76
XA937	10/AAEE/Cv BK.1A/ 57/214	SOC	7.2.77
XA938	10/15/Cv BK.1A/ 214/RAE	To MoD(PE)	30.9.76
XA939	10/15/Cv BK.1A/ 214	SOC	29.3.76
XA940	10/232 OCU/10/15/ 232 OCU/55/57/TTF	SOC	31.8.73
XA941	15/10/55/232 OCU/ 10/15/55/57/MoA/ Cv K.1A/214	SOC	22.11.74

* * * * *

XA946, XA052 Vickers Swallow aerodynamic models

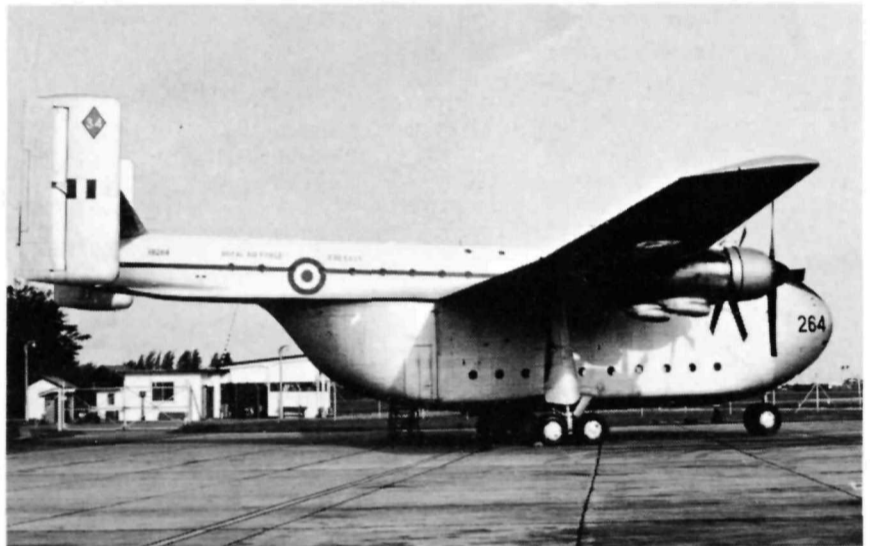
* * * * *

Douglas DC-3 allotted temporary serial

XB246 G-AMBW

Six Westland Dragonfly HR.4s delivered in December 1952 and January 1953

XB251	Casevac Flt/194/CFS/ Gutersloh/Hdlg Sqn	SOC	11.5.62
XB252	Casevac Flt/194/ Hdlg Sqn/CFS/ Gutersloh	SS	11.9.63
XB253	194	Lost power on take-off from jungle clearing and crashed, Malaya, 7.11.53	
XB254	194	Tail cone fractured after take-off; dived into ground, Grik Malaya, 16.10.54	
XB255	194	Sank back into trees in take- off and overturned, Paddy's Landing, Malaya, 3.3.56	
XB256	194	Lost power and crashlanded near Kuala Lumpur, Malaya, 14.9.54	



Beverley C.1 XB264 of No.34 Squadron at Seletar, March 1967

20 Blackburn Beverley C.1s delivered between March 1955 and October 1956 to Contract 6/ACFT/8631

XB259	Mkrs/RAE	MoS aircraft; temp. G-AOAI
XB260	Mkrs/47-53/48-FETS/ 34	Temp. G-AOED SOC 14.2.68
XB261	AAEE	To Southend Museum, 6.10.71
XB262	AAEE/48/34	SOC 23.10.67
XB263	AAEE/47-53/30/ 47-53/47/30	SOC 5.9.67
XB264	47/47-53/34	SOC 1.10.67
XB265	47/47-53/242 OCU	SOC 6.7.67
XB266	AAEE/84/47-53/ 84/30/84	SOC 27.11.67
XB267	47/47-53/47	SOC 25.9.69
XB268	47/47-53/53	Flew into ground on night approach in cloud, El Adem, 13.4.63
XB269	47/47-53/MoA/47	SOC 25.9.69
XB283	47/47-53/34	SOC 14.2.68
XB284	47/47-53/MoA/ 47-53/47/84	SOC 7.1.69
XB285	47/47-53/MoA/ 47/MoA/47	SOC 8.1.69
XB286	47/53/47-53/ 242 OCU/47	SOC 25.9.69
XB287	53/47-53/MoA/47	SOC 25.9.69
XB288	53/47-53/47	SOC 8.1.69
XB289	53/47-53/34	SOC 14.2.68
XB290	53/47-53/242 OCU/47	SOC 25.3.70
XB291	53/47-53/34	SOC 14.2.68

* * * * *

370 North American Sabre F.2s and F.4s delivered between December 1952 and December 1953 under MDAP

Serial	RCAF	Units	Fate
XB530	19378	1 OFU/FTU	To RCAF 30.7.54
XB531	19384	1 OFU/FTU/ 229 OCU	SOC 26.12.57

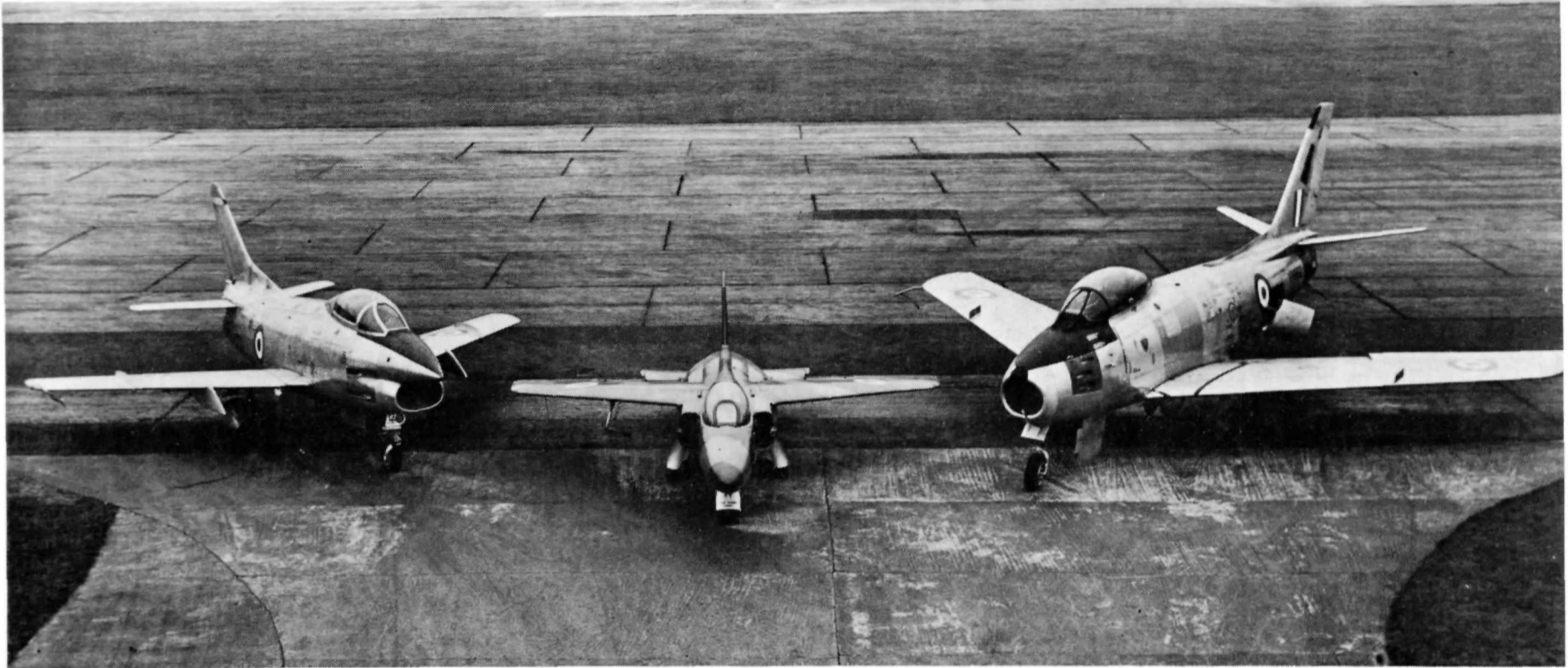


Sabre XB544 of the Ferry Training Unit

XB532	19404	1 OFU/FTU/ 229 OCU/CFE	To USAF 19.9.56	XB611	19514	SCF/71	To USAF 17.12.57
XB533	19464	-	To USAF 25.9.56	XB612	19515	3	SOC 9.57
XB534	19465	1 OFU	Crashed on delivery flight 3m SE of Prestwick, 19.12.52	XB613	19516	26	To USAF 12.11.56
XB535	19466	FTU/26	To USAF 14.1.57	XB614	19517	3/234	SOC 18.12.58
XB536	19467	3/234	To USAF 21.8.56	XB615	19518	234/WL Geil- enkirchen	Engine cut; forced landed 1m E of 1m E of Pfaffen- dorf, W.Germany, 3.5.55
XB537	19468	1 OFU/FTU	To USAF 6.7.56	XB616	19519	SCF/229 OCU	To USAF 5.12.56
XB538	19469	1 OFU/FTU/67	SOC 19.12.58	XB617	19520	3	To USAF 12.7.57
XB539	19470	-	To USAF 14.9.56	XB618	19521	SCF	To USAF 12.9.56
XB540	19471	CGS/FWS	To USAF 9.2.56	XB619	19522	WL Wildenrath/ 3	SOC 18.12.58
XB541	19472	3	SOC 18.12.56	XB620	19523	RAE	To USAF 27.11.56
XB542	19473	SCF/66	To USAF 7.6.57	XB621	19524	3	To USAF 16.4.57
XB543	19474	1 OFU/FTU/26	To USAF 7.7.56	XB622	19525	AFDS	To USAF 24.4.56
XB544	19475	1 OFU/FTU	To USAF 5.6.57	XB623	19526	26	Yawed on take-off and hit snowbank, Oldenburg, 24.2.55
XB545	19476	1 OFU/FTU	To USAF 11.12.56	XB624	19527	67/71	To USAF 16.7.57
XB546	19477	FTU/CGS/FWS	To USAF 11.7.56	XB625	19528	67	To USAF 19.2.57
XB547	19478	FTU/3	SOC 18.12.58	XB626	19529	67	SOC 18.12.58
XB548	19479	1 OFU/FTU/93	Flew into ground recover- ing from dive, Meppen ranges, W.Germany 3.8.55	XB627	19530	67	Ran out of fuel and crashed 3m S of Peer, Belgium, 7.9.54
XB549	19480	147	Undercarriage collapsed on landing, Stornoway, 10.3.53	XB628	19531	71	Collided with XB729 and abandoned 10m NW of Krefeld, 26.10.54
XB550	19481	3/71/67/71	To USAF 30.6.56	XB629	19532	112/93/3	SOC 18.12.58
XB551	19663	Hawkers	To USAF 17.5.56	XB630	19533	71	SOC 18.12.58
XB575	19482	20/234	SOC 28.12.58	XB631	19534	71	To USAF 5.6.56
XB576	19483	112/93	To USAF 6.2.57	XB632	19535	67/71	To USAF 23.10.57
XB577	19484	26	To USAF 10.4.56	XB633	19536	3	Sank back on take-off and overshot, Eindhoven, 16.6.55
XB578	19485	234	To USAF 12.9.57	XB634	19537	67	Collided with Anson TX238 on approach, Wildenrath, 5.4.55
XB579	19486	-	SOC 19.12.58	XB635	19538	71/SCF	To USAF 27.3.57
XB580	19487	26	To USAF 28.9.56	XB636	19539	26	To USAF 31.5.57
XB581	19488	3	To USAF 21.2.57	XB637	19540	71	SOC 18.12.58
XB582	19489	3/234	To USAF 8.11.57	XB638	19541	20	Hit tree on approach and dived into ground, Oldenburg, 5.8.54
XB583	19490	FTU/93	To USAF 9.10.56	XB639	19542	67	To USAF 20.4.56
XB584	19491	-	To USAF 9.11.56	XB640	19543	3	To USAF 13.3.57
XB585	19492	FTU/3	SOC 18.12.58	XB641	19544	147/229 OCU	To USAF 12.1.56
XB586	19493	67	To USAF 18.3.57	XB642	19545	234	SOC 18.12.58
XB587	19494	SCF	To USAF 28.6.57	XB643	19546	3	Flew into ground during GCA training, Henri- Chapelle, Belgium, 24.2.54
XB588	19495	26/20	SOC 18.12.58	XB644	19547	3/229 OCU	To USAF 25.6.56
XB589	19496	FTU/20/234/3	SOC 18.12.58	XB645	19548	20	To USAF 1.3.57
XB590	19497	3	SOC 18.12.58	XB646	19549	20/3	SOC 18.12.58
XB591	19498	SCF	To USAF 5.12.56	XB647	19854	4	Stalled on overshoot and dived into ground 3m SSW of Jever, 8.7.54
XB592	19499	SCF	To USAF 6.11.56	XB648	19855	130	Swung on take-off and nose- wheel retracted, Bruggen, 3.6.54; DBR
XB593	19500	SCF/26	To USAF 13.6.56	XB649	19856	112	To USAF 27.7.57
XB594	19501	20	To USAF 15.3.57	XB650	19857	112	To USAF 16.7.57
XB595	19502	26	To USAF 10.4.56	XB654	19550	67	To USAF 5.12.56
XB596	19503	67	To USAF 5.10.56	XB665	19551	SCF/71/67	To USAF 14.11.56
XB597	19504	20	To USAF 9.3.56	XB666	19552	AFDS/229 OCU	To USAF 26.2.57
XB598	19505	67	To USAF 18.3.57	XB667	19553	3	Flew into ground during GCA training, Henri- Chapelle, Belgium, 24.2.54
XB599	19506	71	To USAF 30.5.56	XB668	19554	67	To USAF 7.9.56
XB600	19507	67	Bellylanded after electrics failed, Wildenrath, 22.3.54	XB669	19555	71	To USAF 30.6.56
XB601	19508	FTU/147/CGS/FWS	To USAF 12.10.56	XB670	19556	3	To USAF 23.5.57
XB602	19509	SCF	To USAF 15.2.57	XB671	19557	67	SOC 18.12.58
XB603	19510	SCF	Lost power on overshoot; crashlanded, Wildenrath, 15.6.53	XB672	19558	3	To USAF 6.5.57
XB608	19511	71	To USAF 6.11.56	XB673	19559	SCF/3	SOC 18.12.58
XB609	19512	3/26	To USAF 27.6.56	XB674	19560	67	To USAF 4.3.57
XB610	19513	147	Dived into ground after instrument failure 7m NE of Grantown-on-Spey, Moray, 5.4.53	XB675	19561	SCF/Hawkers	To USAF 23.5.56
				XB676	19562	SCF	DBR on ground, 17.6.53
				XB677	19563	AFDS/92	Failed to become airborne and overshoot, Linton-on- Ouse, 24.6.55: DBF
				XB678	19564	67	To USAF 28.2.57
				XB679	19565	67	To USAF 15.2.57
				XB680	19566	234	To USAF 14.5.57
				XB681	19567	3	Overshot landing and un- dercarriage raised to stop, Geilenkirchen, 10.2.54

XB682	19568	SCF/67	To USAF 3.6.57	XB760	19634	71	Control lost in cloud;
XB683	19569	67	Abandoned in spin 6m S of				dived into ground 2m W of
			Liege, Belgium, 17.9.53				Julich, W.Germany, 4.2.55
XB684	19570	3	To USAF 27.1.56	XB761	19459	-	To USAF 22.6.56
XB685	19571	FTU/147/3	To USAF 30.11.56	XB762	19636	229 OCU	To USAF 6.11.56
XB686	19572	SCF/71	To USAF 4.2.57	XB763	19629	229 OCU	To USAF 21.3.57
XB687	19573	71	To USAF 21.9.56	XB764	19638	26	To USAF 29.5.56
XB688	19574	SCF	To USAF 19.1.57	XB765	19639	229 OCU	To USAF 10.1.57
XB689	19575	-	To USAF 13.8.57	XB766	19640	234	SOC 18.12.58
XB690	19576	67	Collided with XB730 in	XB767	19641	26	To USAF 31.10.56
			formation and abandoned	XB768	19642	93	SOC 18.12.58
			near M-Gladbach, West	XB769	19460	-	To USAF 12.9.56
			Germany, 6.11.53	XB770	19858	4	To USAF 16.5.56
XB691	19577	71	To USAF 14.1.57	XB771	19859	112	To USAF 4.4.57
XB692	19578	67	To USAF 9.10.57	XB772	19860	112	To USAF 6.5.57
XB693	19579	67	To USAF 12.1.57	XB773	19861	4	To USAF 6.5.57
XB694	19580	SCF/92	To USAF 3.6.57	XB774	19862	112	To USAF 5.10.57
XB695	19581	67	To USAF 22.3.57	XB775	19863	4	To USAF 19.1.57
XB696	19582	229 OCU	To USAF 11.7.56	XB790	19644	130/20/3	To USAF 20.11.56
XB697	19583	93	To USAF 13.6.57	XB791	19645	20	To USAF 29.8.56
XB698	19584	229 OCU	To USAF 20.3.56	XB792	19646	234/3	To USAF 20.6.57
XB699	19585	3	Dived into ground near	XB793	19647	229 OCU	To USAF 4.3.57
			Lontzen, Netherlands,	XB794	19648	234	To USAF 29.4.57
			16.5.55	XB795	19649	229 OCU/66	To USAF 8.3.57
XB700	19586	SCF/71/26	Collided with Sea Hawk	XB796	19650	71	To USAF 18.9.56
			WM964 3m E of Yeovilton,	XB797	19651	130/20	To USAF 6.5.57
			17.8.55	XB798	19852	-	To USAF 23.7.56
XB701	19587	67/93	To USAF 22.5.57	XB799	19653	229 OCU	To USAF 31.5.57
XB702	19588	WL Wildenrath/ WL Bruggen/67	To USAF 4.3.57	XB800	19654	130/26	To USAF 6.2.57
XB703	19589	3	To USAF 9.5.56	XB801	19655	229 OCU	To USAF 21.3.57
XB704	19590	3	SOC 18.12.58	XB802	19656	112/93	SOC 18.12.58
XB705	19591	67	To USAF 15.2.57	XB803	19657	20/93/234	SOC 18.12.58
XB706	19592	67	To USAF 24.6.57	XB804	19658	112/93	To USAF 4.4.57
XB707	19593	26/20/3	To USAF 29.5.57	XB805	19659	-	To USAF 30.6.56
XB708	19594	26	To USAF 14.9.56	XB806	19461	-	To USAF 6.5.57
XB709	19595	20	To USAF 31.5.56	XB807	19661	234	To USAF 14.3.56
XB710	19596	71	To USAF 21.4.56	XB808	19662	112/20	Flew into ground recover-
XB711	19597	229 OCU	Missing presumed crashed				ing from dive, Meppen
			in sea, 23.10.54				ranges, W.Germany,
XB712	19598	93	To USAF 13.3.57	XB809	19453	-	16.8.55
XB713	19599	229 OCU	To USAF 1.3.57	XB810	19664	CGS/FWS	To USAF 25.10.56
XB726	19600	SCF/93	To USAF 20.3.57	XB811	19665	229 OCU	To USAF 27.3.56
XB727	10601	234	To USAF 6.11.56	XB812	19666	112/93	To USAF 6.5.57
XB728	19602	SCF/71	To USAF 27.7.57	XB813	19667	229 OCU	To USAF 26.7.56
XB729	19603	71	Collided with XB628 and	XB814	19668	-	To USAF 9.10.57
			abandoned 10m NW of	XB815	19669	20	To USAF 29.9.56
			Krefeld, 26.10.54	XB816	19454	93	To USAF 30.8.57
XB730	19604	67	Collided with XB690 near	XB817	19454	93	To USAF 26.2.57
			M-Gladbach, W.Germany, and	XB818	19671	234	SOC 18.12.58
			blew up, 6.11.53	XB819	19672	112/26	To USAF 29.8.56
XB731	19605	20/3	SOC 18.12.58				Engine cut; crashed 4m
XB732	19606	130	To USAF 21.8.57	XB820	19674	67	ESE of Julich, West
XB733	19607	AAEE	To USAF 25.8.56	XB821	19675	229 OCU	Germany, 29.6.54
XB734	19608	26	Undercarriage jammed up;	XB822	19676	112/93	To USAF 20.9.57
			crashlanded at Oldenburg,				To USAF 15.3.57
			2.9.54				Engine cut; undershot
XB735	19609	234	Engine cut on approach;				landing 1½m E of Jever,
			hit pylon and broke up,				1.10.55
			Brindisi, Italy, 2.9.55	XB823	19677	229 OCU	To USAF 19.9.57
XB736	19610	3	To USAF 3.10.57	XB824	19678	130/93	To USAF 21.6.57
XB737	19611	67	To USAF 13.3.57	XB825	19575	229 OCU	To USAF 9.10.56
XB738	19612	SCF/3	To USAF 30.6.56	XB826	19680	-	To USAF 14.1.57
XB739	19613	71	To USAF 16.5.57	XB827	19681	WL Geilenkirchen/ 234	To USAF 25.5.57
XB740	19614	3	To USAF 25.7.57				To USAF 29.3.57
XB741	19615	229 OCU	To USAF 6.5.57	XB828	19682	-	To USAF 29.3.57
XB742	19616	93	To USAF 10.8.56	XB829	19683	147/112/93	To USAF 11.7.56
XB743	19617	-	To USAF 28.3.57	XB830	19684	-	To USAF 15.6.56
XB744	19618	3	To USAF 29.3.57	XB831	19685	-	To USAF 17.5.56
XB745	19635	130/3	To USAF 17.6.57	XB832	19686	26	To USAF 21.9.56
XB746	19620	112/93	To USAF 5.10.56	XB833	19687	130/93	To USAF 18.9.56
XB747	19621	3	To USAF 5.9.57	XB834	19688	130/26	To USAF 13.5.57
XB748	19622	234	To USAF 29.5.57	XB835	19455	229 OCU	To USAF 18.7.56
XB749	19623	20/3	To USAF 20.6.57	XB836	19690	130/234	To USAF 27.7.57
XB750	19624	234	SOC 18.12.58	XB837	19691	92	To USAF 27.6.57
XB751	19625	26	To USAF 4.3.57	XB838	19692	130/234	To USAF 27.1.58
XB752	19626	20/234	SOC 18.12.58	XB839	19693	130/26	Dived into ground 8m SSW
XB753	19627	-	To USAF 24.9.56				of Oldenburg, 10.2.55
XB754	19628	67	To USAF 22.3.57	XB851	19864	130	To USAF 8.5.56
XB755	19458	93/20	To USAF 14.1.57	XB852	19865	130	SOC 15.11.56
XB756	19630	FTU/147/ 229 OCU	To USAF 4.5.56	XB853	19866	-	To USAF 14.6.58
XB757	19631	92	To USAF 24.6.57	XB854	19867	20/4	To USAF 6.5.57
XB758	19632	FTU	To USAF 14.12.56	XB855	19868	112/66	To USAF 10.4.57
XB759	19633	26	To USAF 28.2.56	XB856	19694	93	To USAF 14.9.56
				XB857	19695	-	To USAF 12.6.56
				XB858	19696	130/3	To USAF 11.5.56

Feedback



THE ORPHEUS-SABRE

As a result of the item on RAF Sabres in AM.3/83, we noted a query in AM.4/83 about XB983 which was said to have been used as an Orpheus testbed by Bristol-Siddeley Engines at Filton.

The above photograph from Peter Amos shows the BSE test flight in the late 1950s. On the right is a Sabre and the serial can be discerned as XB962! As this does not appear as a RAF aircraft it would appear that an additional Sabre was delivered and did not get taken on charge by the RAF. If so, what was its previous identity? And what did BSE do with XB900?

There will be more about the RAF Sabres in a coming issue of AM. You have been warned.

Also in the photo are Gnat F.1 XK740 and a Fiat G-91 with '12' on the nosewheel door. Two G-91s were used by BSE. G-45-3, ex-MM6285, was returned to Italy and became G-91R 5-285. The other was G-45-4, ex-6246, which returned to Italy and crashed at Treviso on 15 February 1965. This is presumed to be the one in the photograph.

* * * *

YUGOSLAV SABRES

Mr. D.P.Curtis has provided a list of the subsequent identities of RAF Sabres which were returned to the USAF and passed on to the Yugoslav Air Force (JRV). In RAF serial order these became:

XB542	11-046	XB732	11-063	XB827	11-079
XB582	11-047	XB736	11-064	XB834	11-0??
XB587	11-048	XB741	11-065	XB838	11-080
XB611	11-049	XB745	11-066	XB854	11-116
XB616	11-050	XB748	11-067	XB862	11-081
XB621	11-051	XB749	11-068	XB864	11-082
XB624	11-052	XB757	11-069	XB868	11-083
XB632	11-053	XB767	11-070	XB873	11-087
XB636	11-054	XB772	11-113	XB875	11-088
XB644	11-0??	XB773	11-114	XB878	11-089
XB670	11-055	XB774	11-115	XB879	11-090
XB680	11-056	XB792	11-071	XB886	11-097
XB682	11-057	XB794	11-072	XB893	11-098
XB689	11-0??	XB797	11-073	XB895	11-099
XB693	11-058	XB799	11-074	XB897	11-100
XB697	11-059	XB811	11-075	XB919	11-101
XB701	11-060	XB815	11-076	XB920	11-102
XB706	11-061	XB820	11-077	XB922	11-103
XB707	11-062	XB824	11-078	XB926	11-104

XB929	11-105	XB974	11-112	XD724	11-086
XB934	11-106	XB978	?	XD753	11-091
XB939	11-107	XB984	11-117	XD756	11-092
XB946	11-108	XB987	11-118	XD757	11-093
XB953	11-109	XB999	11-119	XD760	11-094
XB960	11-110	XD706	11-084	XD761	11-095
XB973	11-111	XD720	11-085	XD765	11-096

XB775 was written-off at Naples on delivery, 19.1.57.

It is odd how the JRV serials run in batches of consecutive numbers in parallel with the progression of their former RAF serials. Presumably the documentation was in former RCAF number order or were they converted to JRV colours direct from their former RAF scheme under USAF contract?

* * * *

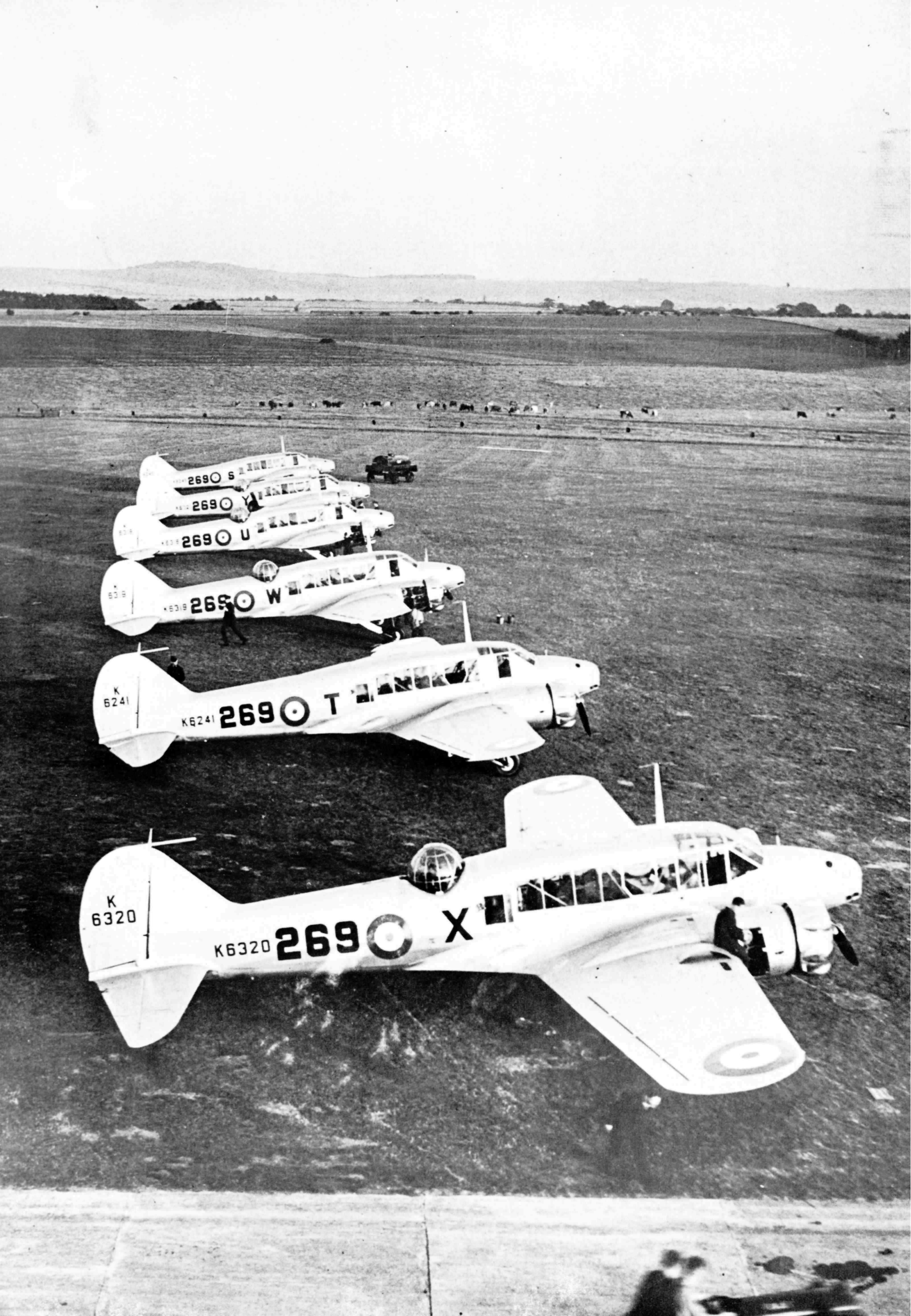
ACTION STATIONS No.7

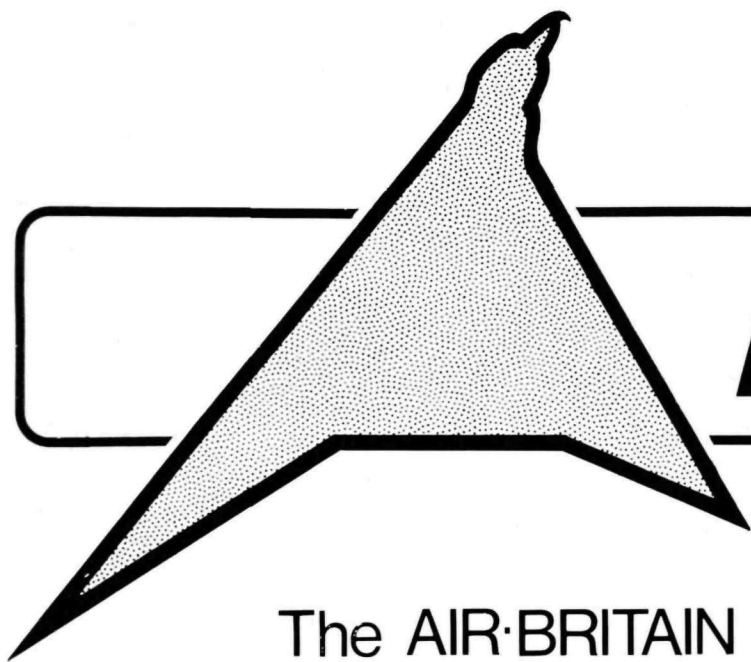
This latest addition to the series of airfield histories from Patrick Stephens Ltd is by David J.Smith and covers Scotland, North-east England and Northern Ireland, price £10.95.

A total of 136 airfields appear, nine of which have plans of their layout. There are many interesting photographs and a couple which caught our eye were of the Blackburn CA.15C Civil Monoplane K4241 at Renfrew and a crashed Spitfire at Ouston. The former is unfortunately captioned as a Fokker FXXII (which had four engines) at Renfrew in 1941 but K4241 was sold on 30 April 1938 after service with the A&AEE.

The Spitfire is an oddity in that the serial PK61- is visible and No.607 Squadron's code. The only aircraft that appears to fit is PK613 whose record shows no details of any accident while with 607 Squadron.

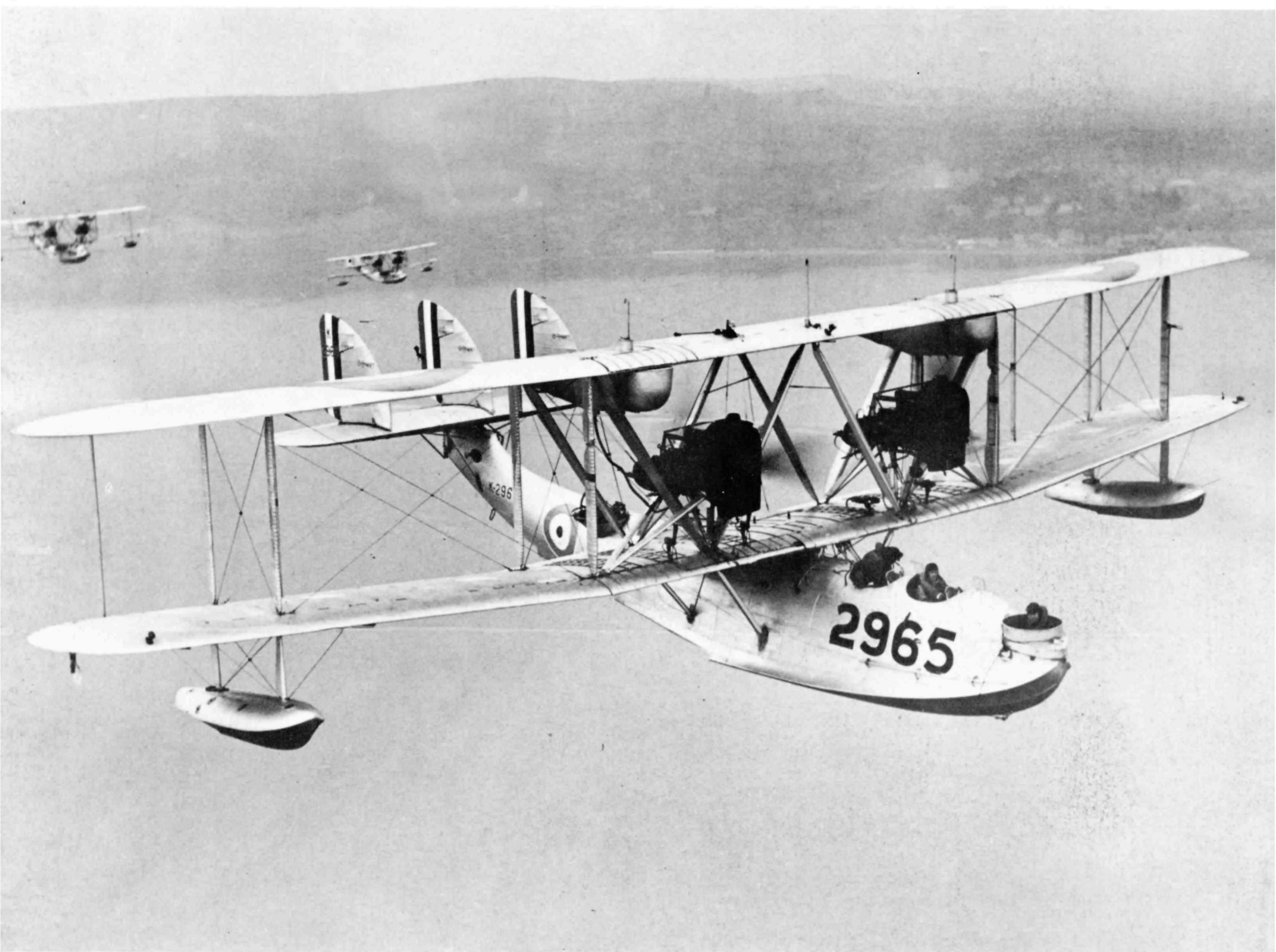
There are the usual crop of anecdotes including one for Dumfries where a Czech pilot in an Anson reported a near-collision with a 'BV 140 seaplane' over the Solway. 'There was no such type as a BV 140' says the account - but there was and the pilot was probably not too far off the mark. The Blohm & Voss Ha 140 was a twin-engined, twin float seaplane very like a He 115 apart from twin fins and rudders and appeared as a German service type in several recognition publications in error, only three Ha 140s being built. It might even have been a RAF He 115!





AEROMILITARIA

The AIR·BRITAIN Military Aviation Historical Quarterly



No.2
1984



AEROMILITARIA

The AIR-BRITAIN Military Aviation Historical Quarterly

Edited by James J. Halley and Peter M. Corbell

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

First, apologies to those readers who expected AM.2/84 in April, as in previous years. While publication date is not fixed but is 'once in each quarter', on this occasion it was delayed until June due to JJH having undercarriage trouble and the editorial typewriter is not operable from a recumbent posture. This seems a good time to advise readers not to complain about non-delivery until after the first delivery of publications following the end of a quarter. Accidents will happen. On the bright side, we have had a decline in the numbers of readers complaining that they had not received issues 5 and 6 of our Quarterly.

By the time this issue is delivered, we should be approaching the time for delivery of 'Royal Air Force Aircraft X1000-X9999, Z1000-Z9999' This is expected in July and it is the same size as the V&W Register i.e. £4.00 to members, £6.00 to non-members, post free. This batch of aircraft histories contains such types as Wellingtons, Hampdens, Whitleys, Spitfires, Beau-fighters, Blenheims, Bostons and quite a lot of Hurricanes.

In the course of completion are 'The Lancaster File' and 'The Whitley File' and hopefully we will be able to confirm publication in the next issue.

Not frequently illustrated are the Meteor F.8s of No.228 OCU. The photo from Jeff Jefford shows WK662, HX-N



IN THIS ISSUE

Due to a revolting air conditioning system which has been striking down the staff with a virus, the Public Record Office has had to be closed down for some months. This has affected research on a number of fronts.

This is one of the reasons for the listing of Bomber Command's Stirling raids as it was already complete. This should form a useful supplement to 'The Stirling File' - which has sold out.

The RAF Marylands have also proved rather difficult to record and as much information on their units and fates as possible is recorded in the tables. Supplementary details are, as always, welcome.

We have continued with the XA-XZ listings and have included a couple of short items on drop tests and the Firefly night fighter.

The front cover is of Southamptons of No.201 Squadron off Shanklin, Isle of Wight (Flight photo 19022) and on the back cover is a formation of No.202 Squadron's Fairey IIIFs over Dingli Cliffs, courtesy of No.202 Squadron. It would seem that almost every posed photograph of Malta-based aircraft are either over Dingli or merging into the background of Grand Harbour. The former is a logical choice as the sun shines from the south and the cliffs make a nice background! Centre left is the area which was to be turned into Takali airfield in the next few years.

TIGER MOTH DE670

Can any reader advise us of the markings carried by the above during its service with No.14 RFS at Hamble between June 1951 and October 1952, please?

AM.1/84 COVER PICTURE

The Gannet is over Farnborough, not Ringway! Never believe captions, especially when Manchester Airport has acquired a balloon shed.....

MARTIN MARYLAND



The Martin Maryland entered Royal Air Force service in much the same way as most US-built combat aircraft did, apart from the Hudson which had been purchased directly. This was via the unfilled French contracts which were taken over after the French collapse at a time when any combat-worthy aircraft was worth its weight in gold.

The Martin 167W had been entered in the USAAC contest to select a new light bomber (designated XA-22 in the USAAC's 'attack' category) but had been passed over in preference to the XA-20 from Douglas, which became the USAAF Havoc and RAF Boston, as well as seeing some service with the Armee de l'Air alongside the Martin 167.

The M.167 first flew on 14 March 1939 and it was not surprising that the XA-20 was selected since the Martin product was not a particularly inspired design. Apart from a heavier bomb load, it was not a great advance on the Blenheim I which had appeared three years earlier and was in full service with the RAF. Hence it was of no interest to the British Purchasing Commission.

The French were in a more awkward position. The LeO 451 had fallen well in arrears and the available Potez 63 series was in a different category. So an order had been placed for 115 Martin 167s in January 1939 on the basis of the specification and incomplete prototype. Just to make sure, the Douglas design was also ordered.

The Martin 167 A-3 that was delivered to the Armee de l'Air as a three-seat ground attack bomber differed from the prototype in having 950 hp Wright R-1820 Cyclone engines and, of course, French equipment. Four 0.30 Belgian-built Brownings were fitted firing forward and two in dorsal and ventral positions. The American dorsal turret was replaced by a semi-retractable turret but contemporary turret design in the USA was backward. The bomb bay could house 1,200 lb of bombs and wing racks were fitted to take up to 560 lb more.

The first batch of 115 aircraft was delivered by the end of 1939 and work was in hand on a further batch of 100. Of the latter, only 25 were in France by the time resistance ended.

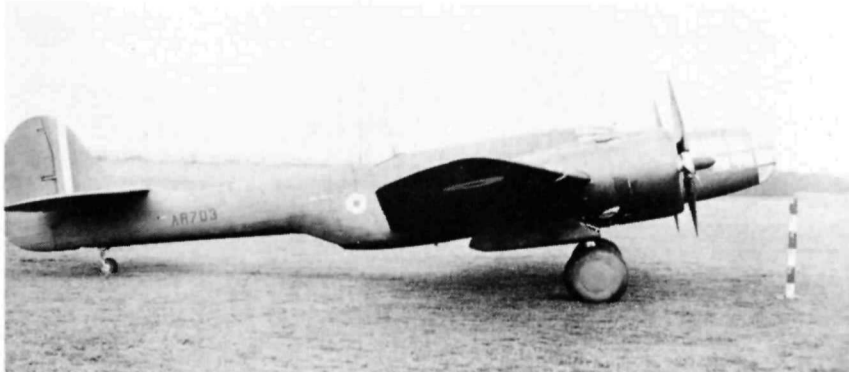
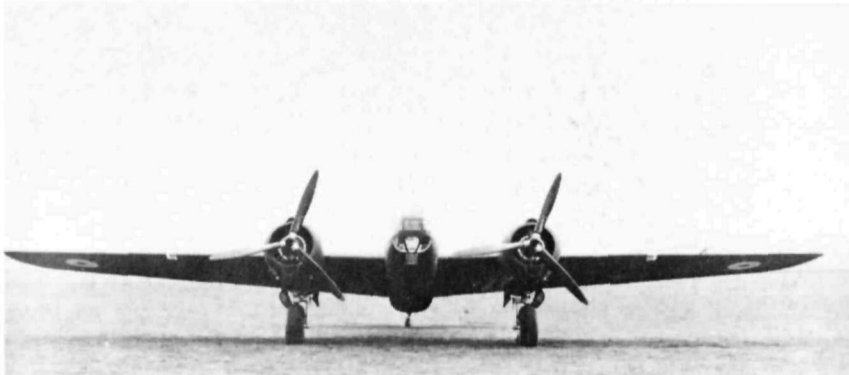
The first M.167s were allotted to Groupes de Bombardement 62 and 63, replacing Amiot 143s and antique LeO 206s. Half of each formation was operational in May 1940 and flew their first missions on 22 May. Although it had been intended to use the Martins, despite their 'A' category, as medium level bombers, they had to operate at all levels and many were lost to light flak as they attacked German columns that had broken through the defences. Virtually all the 17 lost in the 24 days of operations in Northern France fell to flak as there was no provision for armour or self-sealing tanks. Another was lost when the surviving Martins were moved south after Italy entered the war on 10 June.

At the time of the Armistice, all flyable aircraft had been evacuated to French West Africa and some went to Syria to replace the Bloch 200s of GB.I/39.

The 75 aircraft remaining from the second French contract were taken over by the British Purchasing Commission and shipped to the UK. The last 43 were given British equipment and were fitted with Pratt & Whitney R-1830 Twin Wasps, becoming the Maryland I.

At this point, a certain amount of confusion seems to have crept in. Air Ministry records show that the first batch of aircraft reaching the UK were 50 Mk.Is with serials AR702 to 751. After some evaluation, most were shipped to the Middle East. Three were passed on to the Admiralty for use by No.771 Squadron, the Fleet Requirements Unit at Hatston in the Orkneys. One of these became famous for its makeshift reconnaissance role when it was sent out to check on the continued presence of the German battleship Bismarck in a fjord near Bergen. The CO of No.771 Squadron, Lt. N.E.Goddard flew one of the squadron's Marylands on a search of

AR703, one of the first Marylands to arrive, was tested at the A & AEE, Boscombe Down and is seen there in June 1940



the area and failed to locate the ship. A radio message back to base set in motion a vast naval operation which tracked down and sank Bismarck. This single extemporised sortie on 22 May 1941 virtually sealed the fate of the German surface fleet which seldom ventured far out to sea from then on.

AH205-279 were also allotted to Maryland Is and amounted to 75 aircraft but there are no RAF service records for any of them nor do any of these serial appear in unit records. It is alleged that they were all diverted to the South African Air Force but confirmation is lacking. It is also suspicious that they are quoted as being the 75 remaining on the French contract despite the 50 AR-series aircraft being recorded as arriving from June 1940 onwards and being used to provide test aircraft. AH280 is the first AH serial recorded and was shipped from the USA to the Middle East in September 1941.

No.22 Squadron at North Coates was the first unit to receive Marylands. Its Beauforts had been grounded because of chronic engine faults and on 14 August 1940, its CO went to No.37 MU at Burtonwood to test a Maryland. Burtonwood handled UK-based Marylands and was handy for the Avro factory at Woodford which had been nominated as overseer for the type. He returned to North Coates with AR732 on the 16th and two days later orders were received for No.22 to form a Maryland GR squadron. On 22 August, two more Marylands arrived and C Flight began training on the type. In all, seven were received and the first departed for Malta on 19 September. Night flying training was carried out at Aldergrove and AR704 was lost during this period. On 4 September, the Maryland flight moved to Thorney Island but the squadron's Beauforts had resumed operations and it was decided that No.431 Flight should operate the Marylands, initially at Andover. It was intended to undertake strategic reconnaissance from Malta and officially came into being on AR712's departure for Malta on 19 September.

Marylands trickled out slowly to Malta and enough had arrived for No.431 Flight to be upgraded to squadron status on 10 January 1941. Being reasonably fast, the Marylands were used for reconnaissance flights over Italian and Libyan ports. Marylands also seemed to have an odd antipathy towards battleships. Having contributed towards the demise of the German surface fleet, it kept a watch on the Italian naval base at Taranto and when all six Italian battleships were snugly in harbour, a handful of Swordfish effectively removed the Italian battle fleet from the war as a coherent force. A Maryland went back to photograph the wreckage and returned with the now-famous pictures of leaking battleships.

In its bomber role, Nos.39 and 203 Squadrons flew Maryland IIs in the Western Desert while the South African Air Force equipped Nos.12, 21 and 24 Squadrons with the type. Most of their operations were formation daylight raids on airfields and bases in Libya, hopefully with fighter escort. The latter were sometimes lured away or failed to rendezvous and losses were suffered to aggressive Bf 109s.

The four forward-firing guns also gave the Maryland a 'fighter' potential and at least one Bf 109 intent on attacking bombing Marylands fell to the front guns of another in the formation. Urgent supplies were also running the blockade imposed by Malta's ships and aircraft in fleets of Ju 52/3m transports and Marylands were sent on interception sweeps. About half-a-dozen were destroyed during December 1941 but losses were suffered to escort-

ing Bf 110s from Crete.

To supplement a few night-flying Hurricanes in Malta, some Maryland sorties by 431 Flight were night fighter patrols and on one of these a SM.79 was shot down in flames over the island. During daylight missions, the Maryland had the speed and armament to destroy a number of enemy aircraft. P.O.Warburton and crew seem to have been particularly aggressive and claimed seven enemy aircraft shot down before he left No.69 (as a Flight Lieutenant) in September 1941 - but he does not appear in the 'Air Aces' type of book!

A few French Martin 167s came over to the RAF after the armistice in France and two were attached to No.8 Squadron in Aden as Escadrille de Bombardement No.1. No.82 was lost on a reconnaissance over Italian East Africa on 8 September 1940, while No.102 failed to return from a similar sortie on 16 December. The ground personnel left for Egypt on 16 January 1941.

Other French Marylands operated from Chad on the southern border of Libya and some survived to support General Leclerc's advance at the end of 1942 to link up with the Eighth Army moving into Libya from the east after the Battle of El Alamein.

On the other side of the fence, Martin 167s continued in service with the Vichy Air Force in North Africa and Syria and during and after various attempts to instal a Free French presence in Morocco, they were used for sporadic and ineffectual attacks on Gibraltar and on British ships.

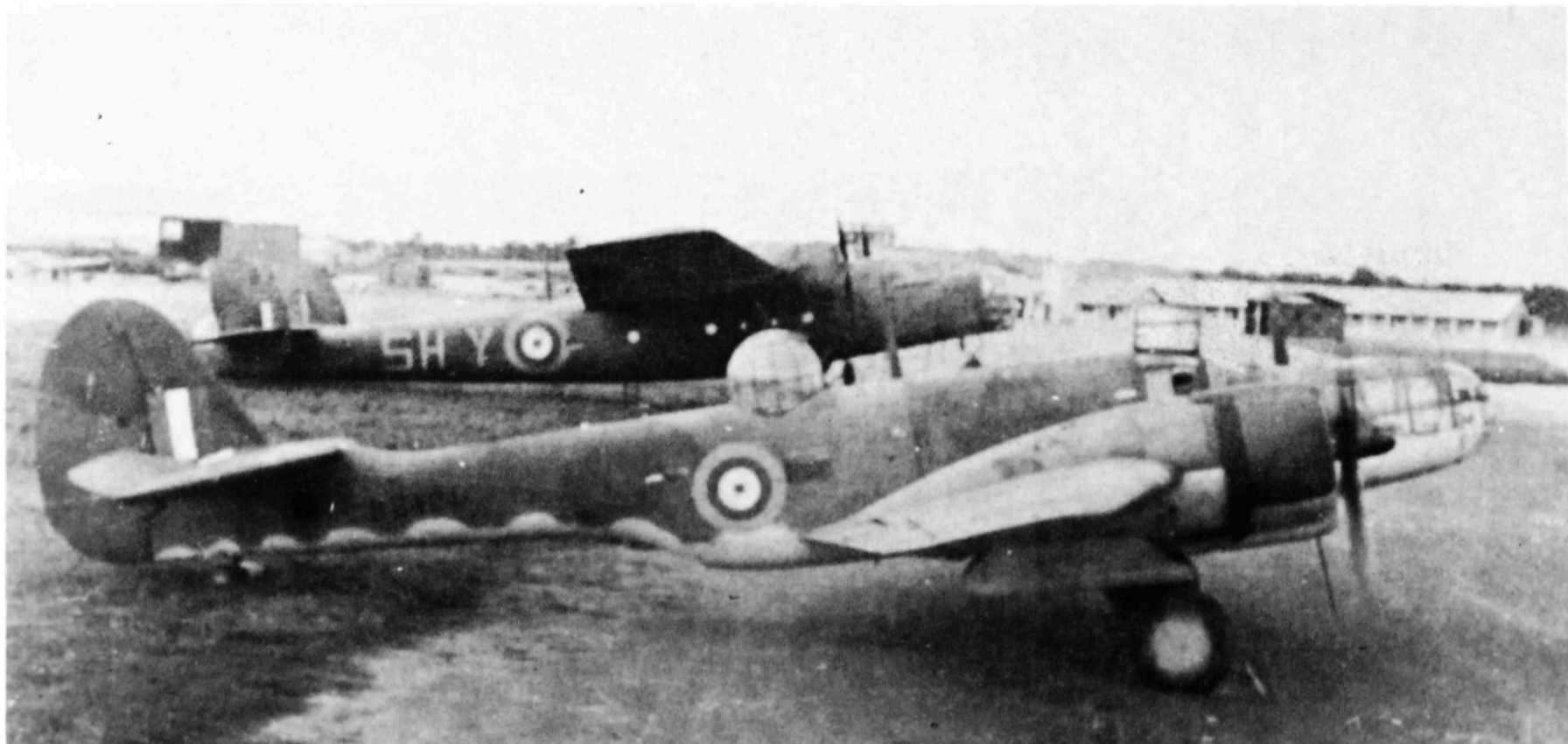
In Syria, the Vichy regime was cooperating in German attempts to subvert the Iraqis. An uprising in Iraq was put down and on 8 June 1941, the occupation of Syria began to close the back door to Egypt and the Suez Canal. A miscalculation as to the amount of resistance likely to be encountered meant that the Allied forces, mainly Australian and Free French, were subjected to air attack by Martins until more Tomahawks and Hurricanes were hurriedly moved to airfields in Palestine and Iraq. Six M.167s were shot down by Tomahawks on 28 June and in the following days, others were destroyed in the air and by attacks on Syrian airfields. A few managed to fly out to France and North Africa before resistance collapsed.

The remaining M.167s were in Morocco when the Allied landings in November 1942 took place. Cover for the invasion came from Wildcats of the US Navy and a number of Martins were lost as they attempted to attack the landing craft. Others were destroyed by strafing and few survived.

In second-line service, Marylands withdrawn from operational units were used for anti-aircraft cooperation duties and communications. The operational training units in the Middle East fail to mention having any Marylands and it is not clear where conversion of pilots to Marylands took place.

The five AX-series aircraft are shown in RAF records as having four-digit numbers but how these originated is unknown as the maximum number received is stated to be 140. In Profile No.232, there is also a photograph of No.228, said to have received the improbable RAF serial MQ228. The BJ and BS Maryland Is number 26 which, with the AR-series aircraft amount to 76 - one off the reputed 75 ex-French contract aircraft received by the RAF! HK845 may have been picked up on a Syrian airfield and impressed.

SAAF serials are stated to have been from 1601 onwards but the RAF records start at 1607 and end at 1681.



Maryland BJ421 passes through Takoradi en route for the Middle East, 5 January 1941. In the background is Bombay L5841 SH-Y of No.216 Squadron (RAF Museum photo P.5100)

The main units flying the Maryland were:

No.39 Squadron replacing Blenheims in January 1941 and replaced by Beauforts in January 1942

No.69 Squadron formed from No.431 Flight on 10 January 1941 using Marylands as its main equipment until May 1942

No.203 Squadron replacing Blenheims between February and November 1942 when converted to Baltimores

No.223 Squadron, partial equipment May 1941 to February 1942 when replaced by Baltimores

No.12 SAAF Squadron, March to December 1941 when aircraft passed to No.21 SAAF Squadron

No.16 SAAF Squadron partial equipment, May to August 1941. Disbanded 22 August 1941 and reformed from No.20 SAAF Squadron 4 September 1942. Replaced by Blenheim Vs in November 1942

No.21 SAAF Squadron between May 1941 and August 1942, replaced by Baltimores

No.24 SAAF Squadron, March to October 1941 and replaced by Bostons

No.60 SAAF Squadron, part equipment from October 1941 until replaced by Baltimores but some retained until July 1943.

No.1 PRU, later No.544 Squadron, part equipment at intervals until March 1943 at Benson

No.32 Coastal Reconnaissance Flight, SAAF from February 1942. Merged into No.20 SAAF Squadron on 4 September 1942 and some Marylands flown until November in Madagascar

Small numbers were also used by the Strategic Reconnaissance Unit, No.22 Squadron, Nos. 22 and 26 Anti-aircraft Cooperation Units and the Free French Groupe 'Bretagne'.

SPECIFICATION

Engines: Two 1,050 hp (for take-off) Pratt & Whitney R-1830-SC3-G Twin Wasps driving three-blade variable pitch Hamilton Standard metal propellers.

Span: 61 ft 4 in (19.61 m)

Length: 46 ft 8 in (14.22 m)

Height: 15 ft (4.57 m)

Wing area: 538.5 sq ft (50 sq m)

Tare Wt: 11,213 lb (5086 kg)

Gross Wt: 16,809 lb (7624 kg)

Max speed: 304 mph (Mk.I), 316 mph (Mk.II) (490 and 509 kph) in clean condition Normal maximum around 270 in operational state.

Ceiling: 29,500 ft (Mk.I), 31,000 ft (Mk.II) (8992 and 9449 m)

Range: 1,300 mls (Mk.I), 1,800 mls (Mk.II) (2,092 and 2897 km) Reduced according to bomb and fuel load

Armament: Four 0.303 in Browning guns, two in each wing; one Vickers K gun in dorsal turret and one in ventral position. 1,200 lb (544 kg) internal bomb load. Wing racks for up to 800 lb available, depending on type of bomb.

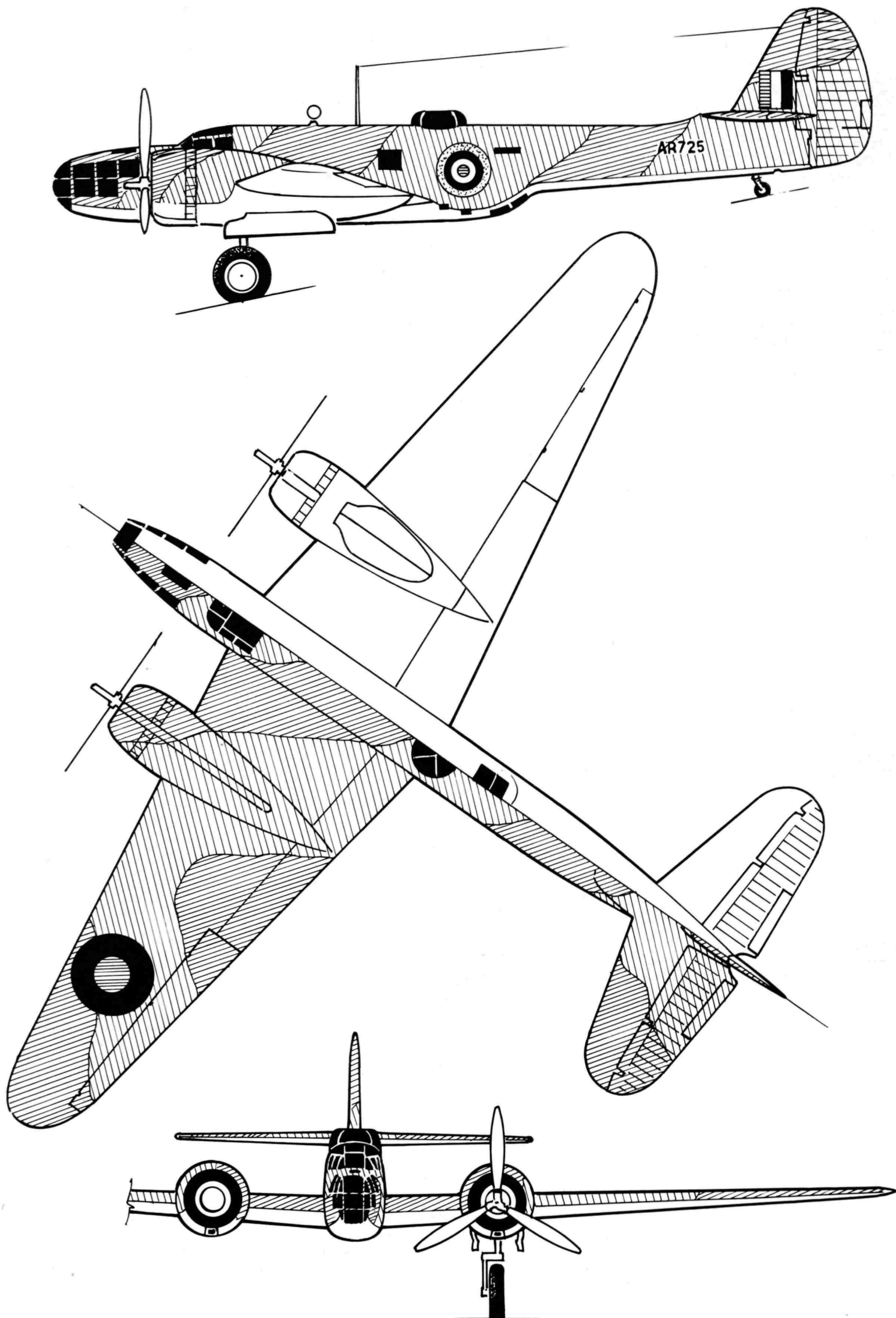
Left: AH292 in service with the Free French Air Force
Below: No.125 in use as a transport by GLAM post-war



DELIVERIES

AH205	to		AH346	SRU	SOC 1.7.43
AH279	-	All delivered to SAAF	AH347	223	SOC 20.2.44
AH280	203	Lost 11.10.42	AH348	203	SOC 1.8.43
AH281	ME	Ran out of fuel and ditched in Mediterranean 8.5.41	AH349	39/21 SAAF/26 AACU	SOC 1.2.44
AH282	39	Missing 26.8.41	AH350	12 SAAF	SOC 6.4.42
AH283	24 SAAF	SOC 16.6.41	AH351	24 SAAF	SOC 20.2.44
AH284	SRU/223/39	SOC 20.2.44	AH352	24 SAAF	Lost 10.7.41
AH285	39	Missing on reconnaissance over Derna, 8.5.41	AH353	203	Crashed on take-off, LG206, 9.8.42; DBF
AH286	39/SRU/203	SOC 1.8.43	AH354	24 SAAF	Missing 5.8.41
AH287	39	SOC 17.11.41	AH355	SRU	SOC 20.2.44
AH288	12 SAAF/39	Collided with bomb trolley and blew up, Luqa, 15.1.42	AH356	223	SOC 14.3.43
AH289	21 SAAF	Lost 13.12.41	AH357	69/WDCU	SOC 14.3.43
AH290	-	Crashed in forced landing on ferry flight, El Fasher, 12.5.41	AH358	69	DBR in air raid, Luqa, 24.1.42
AH291	39	SOC 1.1.44	AH359	39/SRU	SOC 20.2.44
AH292	39/SRU/WDCU	To FFAF 31.3.43	AH360		SOC 20.2.44
AH293	-	Engine cut on take-off during ferry flight, El Fasher, 21.5.41	AH361	39	SOC 25.8.41
AH294	69	SOC 18.3.42	AH362		SOC 30.9.42
AH295	39/203/26 AACU	Dived into sea off Port Said, 24.4.43	AH363		SOC 30.9.42
AH296	-	Missing on ferry flight to Malta, 8.5.41	AH364	203	Overshot landing at Luqa, 12.8.42
AH297	39	Missing 29.4.41	AH365	60 SAAF	SOC 27.10.41
AH298	39/203	Missing between Egypt and Malta, 15.4.42	AH366	60 SAAF	Crashed 8.5.42
AH299	39	Missing 13.6.41	AH367	39	Missing 30.8.41
AH300	39	Missing 14.6.41	AH368	39/223	DBR 21.11.41
AH301	-	To SAAF as No.1609	AH369		SOC 22.2.42
AH302	-	To SAAF as No.1612	AH370	SRU	Lost 21.2.42
AH303	-	To SAAF as No.1622	AH371	12 SAAF	To SAAF as No.1643
AH304	-	To SAAF as No.1608	AH372	203	To SAAF as No.1641
AH305	-	To SAAF as No.1620	AH373	-	To SAAF as No.1642
AH306	-	To SAAF as No.1619	AH374	-	To SAAF as No.1644
AH307	-	To SAAF as No.1607	AH375	203/WDCU	Allotted SAAF 1647
AH308	-	To SAAF as No.1617	AH376	203	To SAAF as No.1646
AH309	-	To SAAF as No.1621	AH377	-	To SAAF as No.1638
AH310	-	To SAAF as No.1618	AH378	-	To SAAF as No.1839
AH311	-	To SAAF as No.1613	AH379	-	To SAAF as No.1640
AH312	203	Lost 9.8.42	AH380	-	To SAAF as No.1645
AH313	-	To SAAF as No.1610	AH381	21 SAAF	Overturned on landing, LG76, 19.12.41
AH314	-	To SAAF as No.1611	AH382	12 SAAF	Lost 6.4.42
AH315	-	To SAAF as No.1614	AH383		SOC 1.2.44
AH316	-	To SAAF as No.1616	AH384	39/SRU	SOC 1.6.43
AH317	-	To SAAF as No.1615	AH385	69	Destroyed in air raid, Luqa, 23.1.42
AH318	203	Spun into ground on overshoot, LG.39, 15.3.43; allotted SAAF No.1628	AH386	-	To SAAF as No.1655
AH319	-	To SAAF as No.1625	AH387	-	To SAAF as No.1649
AH320	-	To SAAF as No.1630	AH388	-	To SAAF as No.1654
AH321	-	To SAAF as No.1623	AH389	-	To SAAF as No.1648
AH322	-	To SAAF as No.1631	AH390	-	To SAAF as No.1656
AH323	-	To SAAF as No.1629	AH391	-	To SAAF as No.1657
AH324	-	To SAAF as No.1626	AH392	-	To SAAF as No.1653
AH325	-	To SAAF as No.1632	AH393	-	To SAAF as No.1651
AH326	-	To SAAF as No.1633	AH394	-	To SAAF as No.1652
AH327	-	To SAAF as No.1635	AH395	-	To SAAF as No.1650
AH328	-	To SAAF as No.1637	AH396	21 SAAF	Lost 21.11.41
AH329	-	To SAAF as No.1627	AH397	69	Crashed on landing, Luqa, 24.2.42
AH330	-	To SAAF as No.1634	AH398	21 SAAF	SOC 20.2.44
AH331	-	To SAAF as No.1636	AH399		SOC 2.9.41
AH332	223	Crashed 16.8.41	AH400	60 SAAF	Undercarriage collapsed on landing, Luxor, 23.6.42
AH333	223	SOC 20.2.44	AH401	60 SAAF	SOC 4.43
AH334	223	Flew into ground in mist near Qassassin, 8.11.41	AH402	203	Engine caught fire on take-off, Gianaclis, 9.10.42
AH335	223	SOC 20.2.44	AH403		SOC 17.11.41
AH336	26 AACU	SOC 1.1.44	AH404	69	Destroyed in air raid, Luqa, 24.1.42
AH337		SOC 6.42	AH405		SOC 1.1.42
AH338	223	SOC 1.8.42	AH406	-	To SAAF as No.1663
AH339	223	SOC 20.2.44	AH407	-	To SAAF as No.1664
AH340	223	SOC 1.2.44	AH408	-	To SAAF as No.1661
AH341	SRU	SOC 20.2.44	AH409	-	To SAAF as No.1659
AH342	SRU/223/203	Lost 20.10.42	AH410	-	To SAAF as No.1658
AH343	-	Engine cut on approach on ferry flight, Kaduna, 23.7.41	AH411	-	To SAAF as No.1662
AH344	21 SAAF	Lost 11.12.41	AH412	-	To SAAF as No.1665
AH345	SRU/203	SOC 1.8.43	AH413	-	To SAAF as No.1666
			AH414	-	To SAAF as No.1660
			AH415	-	To SAAF as No.1667
			AH416	-	To SAAF as No.1677
			AH417	-	To SAAF as No.1678
			AH418	-	To SAAF as No.1676

MARTIN MARYLAND



AH419	-	To SAAF as No.1679	AR740	FPP/8 OTU	To Admiralty 26.6.43
AH420	-	To SAAF as No.1675	AR741	69	Missing over Tunisia 13.8.41
AH421	-	To SAAF as No.1680	AR742	-	Lost at sea en route to Middle East, 14.1.41
AH422	-	To SAAF as No.1681			Crashed on take-off, Tangmere, 25.2.41
AH423	-	To SAAF as No.1672	AR743	OADF	SOC 20.6.43
AH424	-	To SAAF as No.1669	AR744	1 PRU/544	Both lost at sea en route to Middle East 14.1.41
AH425	-	To SAAF as No.1668	AR745	-	Lost at sea en route to Middle East, 7.4.41
AH426	-	To SAAF as No.1673	AR746	-	Crashlanded at El Firdan, 18.12.42
AH427	-	To SAAF as No.1674	AR747	-	
AH428	-	To SAAF as No.1671			
AH429	-	To SAAF as No.1670	AR748	26 AACU	
AR702	69/SF Ismailia	DBR 18.4.42			
AR703	AAEE/FTU/ME	SOC 1.9.43	AR749	ME	Bellylanded at Luqa, 11.12.41
AR704	22	Hit trees on approach, Aldergrove, 29.8.40	AR750	69	Overshot, Luqa, 13.12.41
AR705	22/69	Destroyed by bomb, Luqa, 24.4.41	AR751	69	
AR706	69	Shot down by Bf 109 1½m N of Dingli, Malta, 7.3.41	AX689	39	Ex FAF 1174; spun into ground on approach, Heliopolis, 4.4.41
AR707	AAEE/RAE/22/69	Shot down by Italian fighters off Sicily, 11.1.41			Ex FAF 1170
AR708	-	Lost at sea en route to Takoradi, 7.4.41	AX690		Ex FAF 1167; DBR 5.11.41
AR709	22/431 Flt/69	Burnt out in air raid, Luqa, 22.3.42	AX692	223	Ex FAF 1173;
AR710	431 Flt	Crashed in forced landing near Conington, Cambs., 24.10.40	AX693	223	Ex FAF 1191; to SAAF
AR711	22/431 Flt/69	Bellylanded at Takali, 1.3.42; later DBR in air raid	AX696	-	SOC 29.1.42
AR712	22/69	Undercarriage collapsed on landing, Luqa, 26.9.40; destroyed by incendiary bomb next day	BJ421	69	Lost at sea en route to Middle East 14.1.41
AR713	431 Flt	SOC 18.6.41	BJ422	-	SOC 30.10.41
AR714	22/69	Damaged by Bf 109 and ditched, Marsaxloxx Bay, Malta, 15.2.42	BJ423	69	Lost at sea en route to Middle East 14.1.41
AR715	RAE/1 PRU/200/1 PRU	Crashed 31.3.42	BJ424	-	Lost at sea en route to Middle East 14.1.41
AR716	CFS	To FFAF 30.3.42	BJ425	69	Missing from reconnaissance off Messina, 24.11.41
AR717	RAE	To Admiralty 4.12.40	BJ426	-	DBR 7.41
AR718	FAA/1419 Flt/138/1 PRU/ME	SOC 1.11.43	BJ427	69	SOC 26.2.42
AR719	431 Flt	Missing on ferry flight to Malta, 11.40	BS760	69	DBR 18.11.41
AR720	-	To Admiralty 29.10.40	BS761	SRU/Bretagne	SOC 12.5.42
AR721	69	Shot down by Bf 109s off Tigne Point, Malta, 13.1.42	BS762	69	Destroyed in air raid, Luqa, 26.12.41
AR722	ME	SOC 28.8.41	BS763	69	Lost 7.9.42
AR723	22 AACU	SOC 1.4.44	BS764	39/223	
AR724	FAA/69	Destroyed in air raid, Luqa, 11.5.41	BS765		Crashed on emergency approach, Luqa, 23.12.41
AR725	203/69	Crashed on ferry flight to Malta, 15.2.42	BS766	69	All lost at sea en route to Middle East, 27.2.41
AR726	69	Missing after attack on convoy, 25.6.41	BS767	-	Damaged by Bf 110s and bellylanded at Luqa, 15.1.42
AR727	69	Crashed in forced landing off Zante, 29.3.41	BS768	-	Crashed on landing, Heliopolis, 5.6.43
AR728	223/26 AACU	SOC 1.2.44	BS769	-	Crashed, Sidi Ahmed, 2.1.42
AR729	69	Missing from reconnaissance over Homs, 15.7.41	BS770	-	Lost at sea en route to Middle East, 27.2.41
AR730	4 FPP/PRU/1 PRU	DBR 18.2.42	BS771	-	Destroyed by bomb, Luqa, 3.1.42
AR731	AAEE/FTU/OADU	Overshot landing at Portreath, 25.3.42	BS772	69	SOC 1.12.43
AR732	22/FPP/SFS/205 Gp CF	Swung on take-off and undercarriage collapsed, Monastir II, 13.1.43	BS773	203/60 SAAF	
AR733	69	Damaged by Bf 109s off Malta and crashlanded at Luqa, 13.2.42	BS774	SRU/223	
AR734	PRU	Crashed 12.11.41	BS775	-	
AR735	69	Attacked by Hurricane and crashlanded at Luqa, 14.4.41	BS776	39/69	
AR736	FTU/Rotol	To Admiralty 22.5.43	BS777	FFAF/60 SAAF	
AR737	OADF	Crashed after take-off from Thorney Island, Leigh Park, Havant, Hants, 24.12.40	HK845		
AR738	107 MU	Crashed on landing, El Firdan, 6.11.42			
AR739	69	Stalled on single-engined approach, Luqa, 10.8.41			

Notes:

Units which flew Marylands often failed to record the serial numbers of their aircraft and as a result the above table is incomplete in many respects. SAAF squadrons in particular omitted serials while the 'loss' dates as reported on the Air Ministry movement records are not necessarily the actual date of loss but the date on which the loss was notified, sometimes several days adrift, if not longer. As these tend to be imprecise, it is difficult to tie in some losses with an actual event, especially since in some cases the unit which lost the aircraft is not known.

Some aircraft which are shown as having been transferred to the SAAF with new serials appear at later dates in Air Ministry and RAF records under their original RAF serials. The exact circumstances in which the SAAF serials were applied and then, apparently, discarded are not known and we would welcome any information on non-RAF activities of the Maryland.

HK845 was presumably an escaped Vichy Martin 167 but no trace of its subsequent RAF use has been found in the operational records.

FAIREY FIREFLY N.F.II



The need for a carrier-borne night fighter for the Fleet Air Arm had become apparent at quite an early date in World War Two but the equipment necessary to make night interception feasible was not forthcoming for a long time.

Some use was made of Fulmars to provide a deterrent against night shadowing aircraft which could keep track of task forces and convoys and provide the necessary information for daylight strikes but the most useful equipment they possessed were two pairs of eyes and a fair degree of moonlight.

When the Firefly was placed in production as a fighter-reconnaissance type, it was logical that its configuration should lend itself to modification as a night fighter. The second prototype, Z1831/G was allotted to night fighter trials and fitted with A.I.Mk.X radar housed in two radomes fitted into the leading edge of the wings close to the fuselage.

The radar operator in the rear cockpit was provided with a display unit and the weight of the additional equipment was such that an extension of the forward fuselage by 15 inches was necessary to rectify the change in centre





of gravity. This additional section of fuselage was found useful in housing additional equipment for the radar installation.

The extra weight lowered the performance of the Firefly considerably and handling was affected by the bulbous radomes.

Z1875 was also converted to Mk.II standard and a small production series was built but the 37 completed were converted to standard Mk.Is before entering service.

In place of the Mk.II night fighter, the N.F.Mk.I was supplied to the Fleet Air Arm as development of A.I.radar had enabled the scanner to be housed in a smaller pod which was fitted under the nose in the same way as A.S.V. had been added for air/sea detection. The performance penalty was quite small and the handling virtually unaffected.

Nos.1791 and 1792 Squadrons at Drem were involved in night-fighting training but the arrival of Hellcat NF.IIs provided carriers with a faster and handier aircraft.

Nos.891 and 892 Squadrons were the two night fighter squadrons with Hellcats but neither was operational before the end of the war. Our memory of these was of the frequent early morning sea mist over HMS Nighthawk that would have stopped flying in normal conditions but was periodically parted by the arrival of a Hellcat on the dummy carrier deck laid out on the airfield.

After the end of World War Two, the Sea Hornet NF.21 became the Royal Navy's standard night fighter and paved the way for several generations of all-weather fighters which carried out a variety of functions aboard ship.



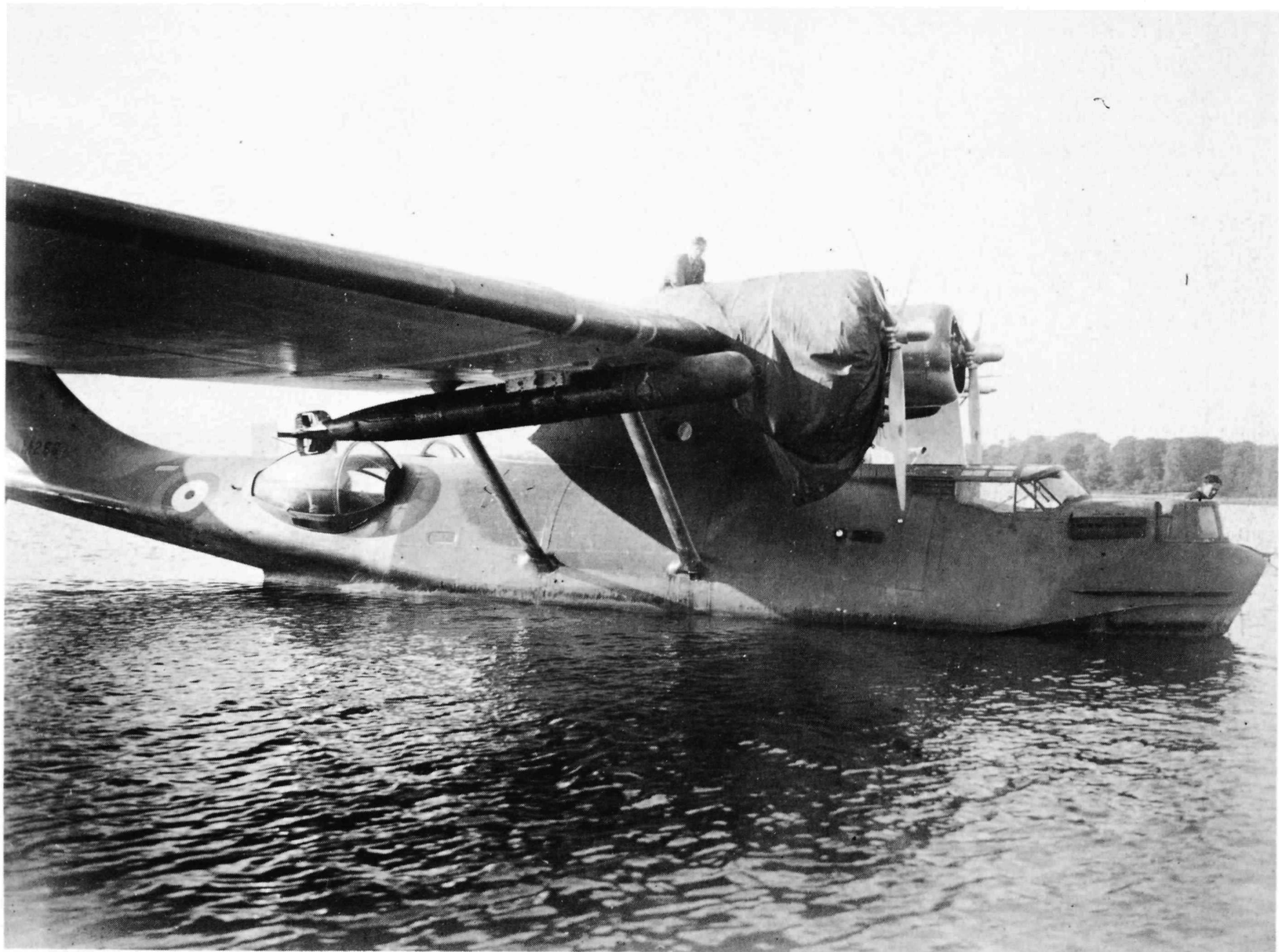
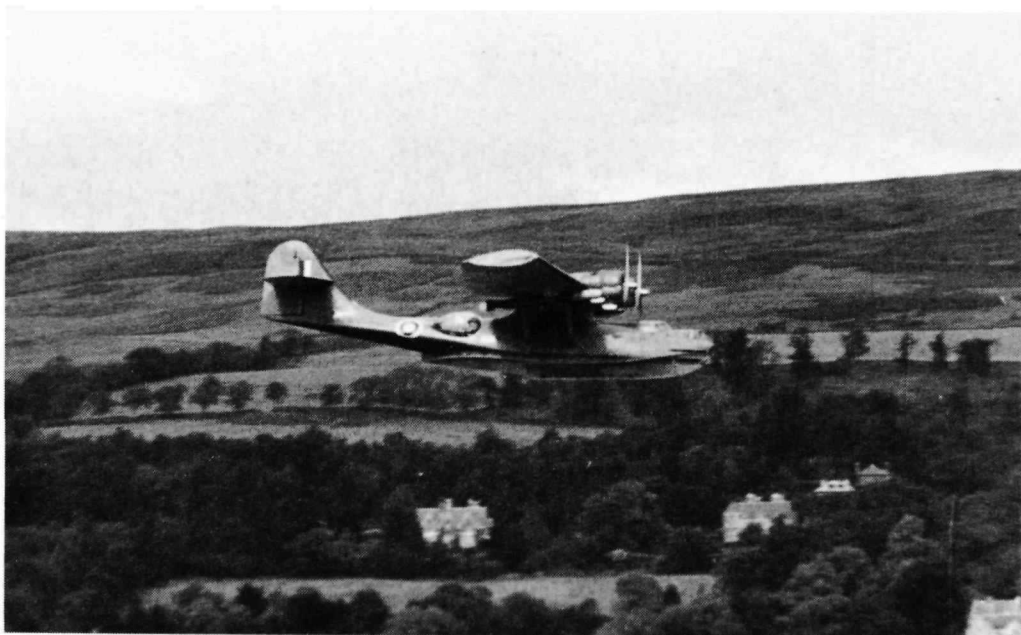
WATER DROPS

The Marine Aircraft Experimental Establishment at Helensburgh was responsible for numerous experiments in connection with maritime operations. Having been evacuated from its pre-war home at Felixstowe, Suffolk, to the quieter waters of Gare Loch, many of the tests were carried out in the Clyde area.

Dropping objects had always been one of the preoccupations of MAEE, bombs, torpedoes and even complete aircraft. One experiment inherited from the Torpedo Development Unit was the adapting of a Catalina IB for dropping 18-inch Mk.XII torpedoes fitted with a monoplane Air Tail Mk.IV, earlier trials with a Mk.III tail having been unsatisfactory due to lack of roll control.

AM266 was allotted for modification and trial drops were carried out in February 1943 off Rhu.

Catalina AM266 on torpedo-dropping trials, 1943



The torpedo was loaded from a bomb scow and had little effect on the handling of the aircraft. It still entered the water nose-down and there was no provision for depth-setting in flight. FP121 was later provided and taxiing trials with two torpedoes showed no apparent effect from spray. Torpedoes had to be dropped in a narrow limit between 110 and 120 kts. Dummies were used and the first two were launched at 100 feet. The next two were from 150 feet and one dived to the bottom.

Although there could have been a role for a night torpedo-bomber with long range in the Far East, the Catalinas bulk still made it vulnerable on its approach and anti-shipping strikes at night passed to bomb-carrying Sunderlands.

Other droppable objects included a Botha and a Hudson. A Botha from Squires Gate had been ditched and found wanting in structural integrity. The salvaged hulk was examined and it was found that the bomb doors had collapsed on impact, allowing water to break through the rear watertight bulkhead under pressure. As the Botha had been designed for over-sea operations, it had been part of the original specification that it should float when ditched.

A Botha airframe was removed from the Dumbarton production line and ballasted to a typical weight of 14,000 lbs. A crane was rigged under the shadow of Dumbarton Castle for a drop test. An undamaged Botha fuselage took seven minutes to flood completely when it then took up a nose-down attitude and continued to float.

A three-point attachment on the centre-section allowed the crane to hoist the test airframe to a height of 2½ feet. A previous test with Hudson P5154 withdrawn from No.1 OTU permitted a comparison between the two types. The Botha broke its back on impact below the wing leading edge. Gauges measured 4G at the tail and 3G in the centre-section.

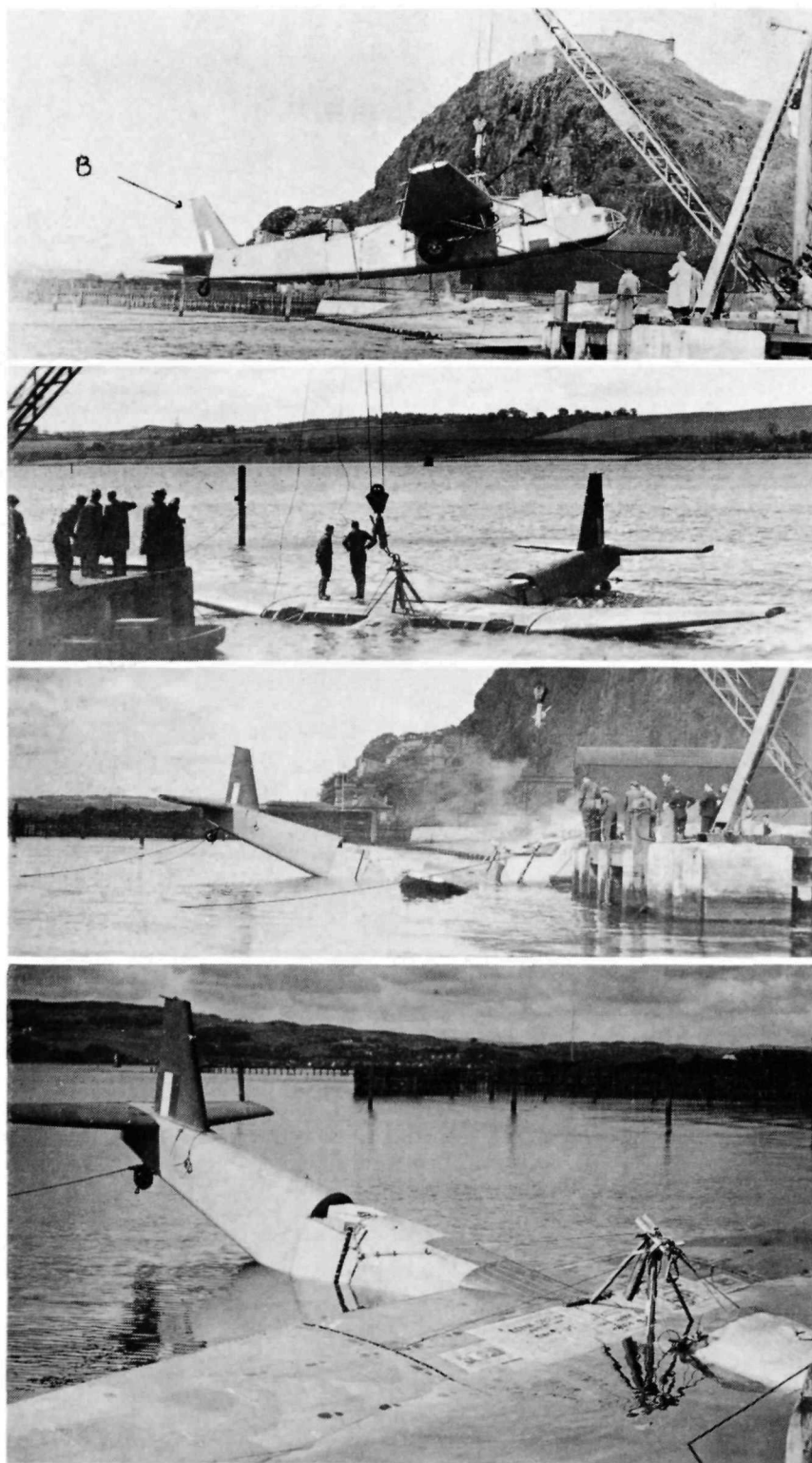
The modified bomb doors proved satisfactory and were fitted to all subsequent Bothas.

The Botha joined a long line of aircraft, mainly flying boats, which had undergone a similar treatment at the hands of the big crane at Felixstowe as MAEE tried to assess the damage liable to be suffered in heavy landings.

The original hope was a quiet backwater for MAEE to carry out its increasing number of tests. The occupation of the seaboard of Continental Europe by the enemy meant that west coast ports had to handle the bulk of all imports. The Clyde was the biggest complex of all and to avoid damage from bombing in the Clydeside port areas, new docks at Rosneath and Faslane were built. Gare Loch became busy with shipping of all types and a wide variety of aircraft dotted the waters of the loch.

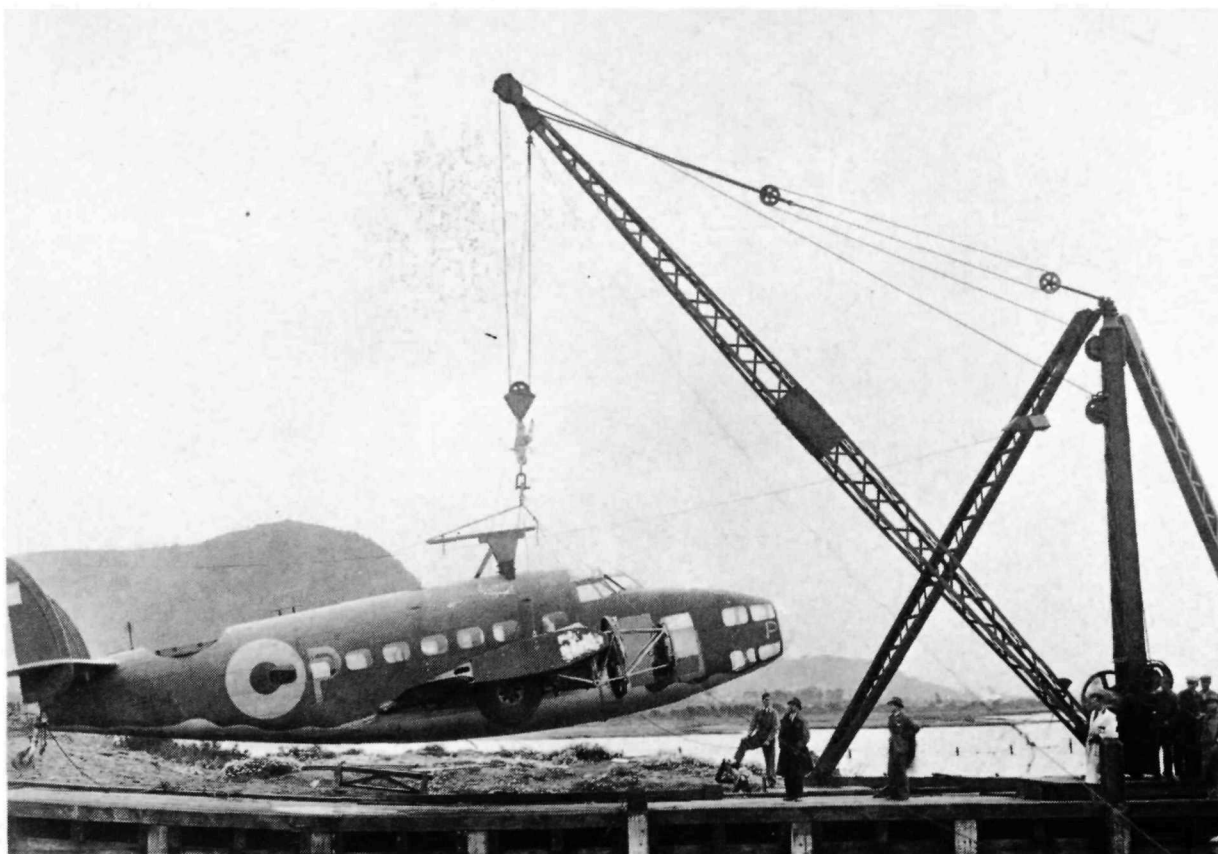
Many of the wartime photos of flying boats were taken in front of Helensburgh's new hangar or on the slipway. Round the corner on the Clyde, Blackburn launched Sunderlands while across the estuary, Catalinas were repaired at Greenock.

It might have been quieter to stay at Felixstowe with only the enemy as neighbours.



Above: The top two photographs show the Botha before and after flotation trials. The lower two were taken at two-minute intervals after the drop test.

Below: Hudson P5154 undergoing similar tests.



No. 45 SQUADRON BEAUFIGHTERS



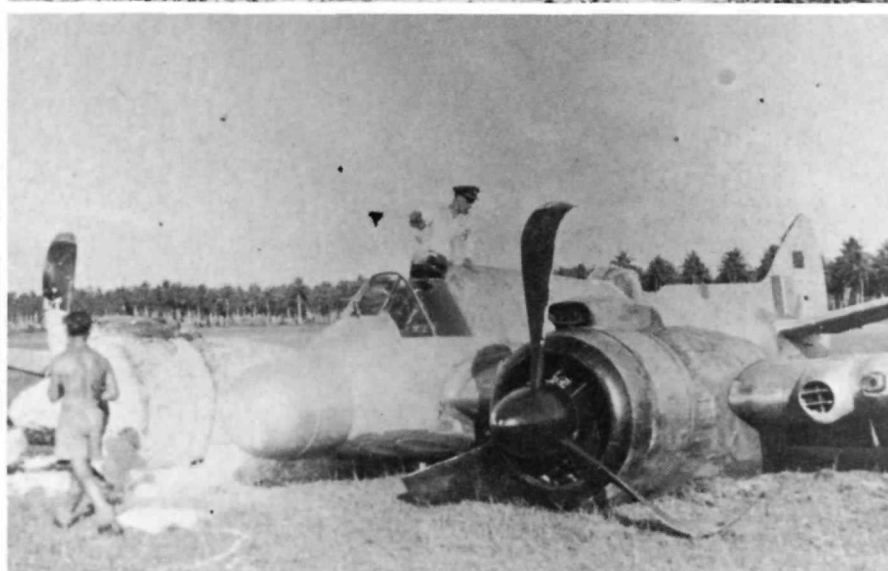
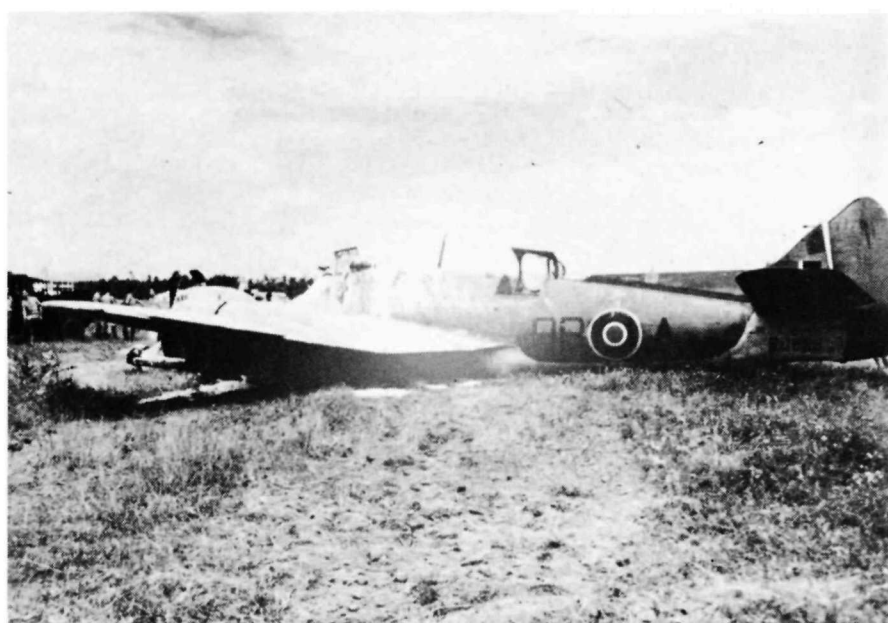
Above: RD816 runs up at Kuala Lumpur with long-range tank under the fuselage

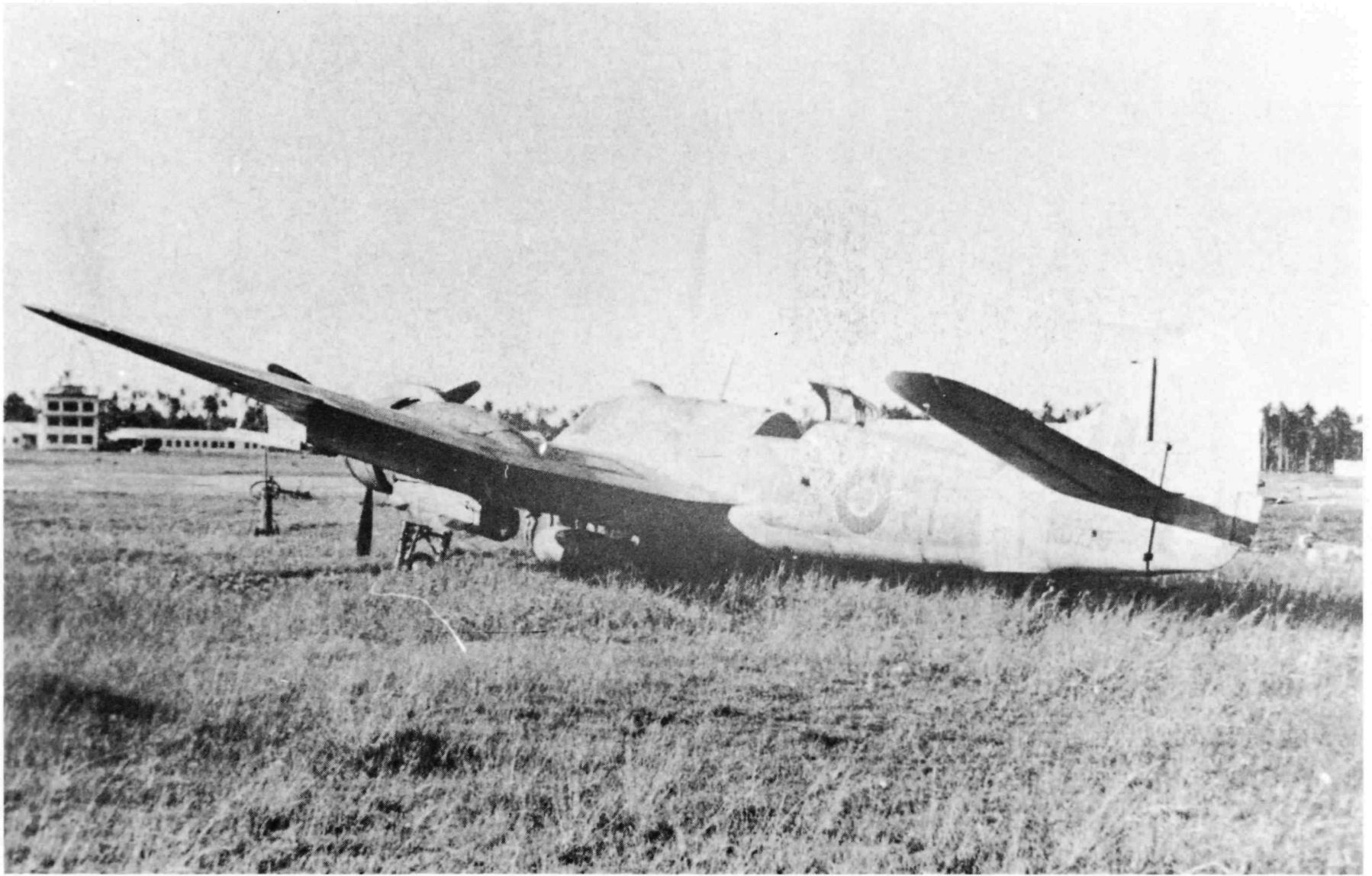
No.45 Squadron flew Beaufighter TF.10s in the Far East from December 1946 to February 1950, initially at Negombo, Ceylon and, from 16 May 1949 at Kuala Lumpur where they were engaged in Operation "Firedog".

The photographs on these pages, kindly supplied by Andy Thomas, show some of the squadron aircraft. Clockwise from top right, they show RD825 'OB-A' after its undercarriage collapsed on landing at Negombo on 14 January 1949. The colour scheme is extra-dark sea grey and sky.

Next is RD782 'OB-B' which was flown by the squadron from March 1947 until 11 November 1947 when it bellylanded at Negombo. Although the negative is spotted, RD782 'OB-B' is unusual in that the aircraft is silver overall. 'OB-J' is RD805 with RD775 'H' behind in February 1949.

Flying is RD824 'OB-K' over Ceylon in 1947 with a dark green/dark sea grey/sky colour scheme.



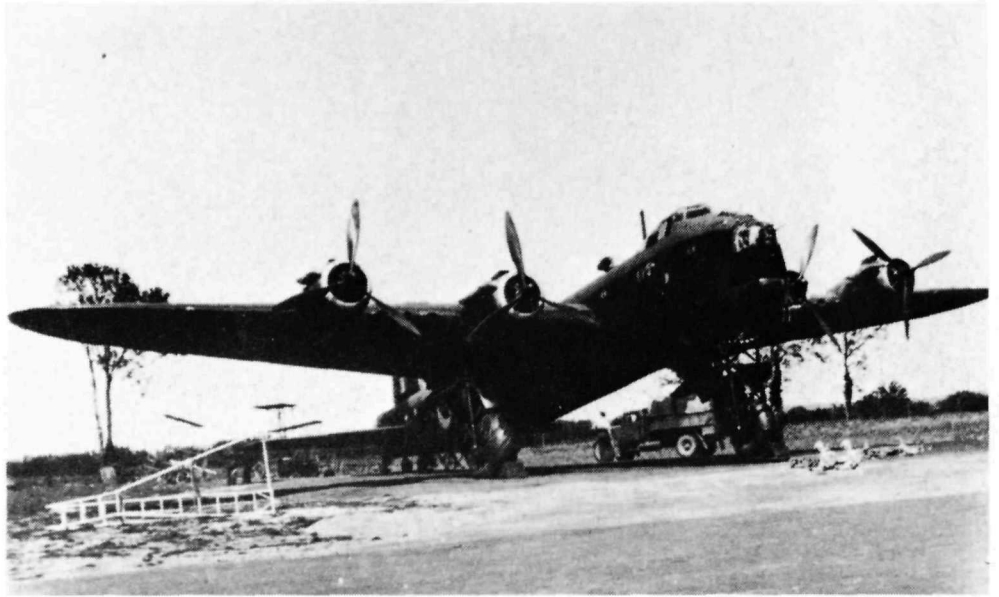


Above: RD775 was 'OB-H' and suffered from a bellylanding at Negombo on 30 November 1948 when one undercarriage leg collapsed.

Below: The serial of 'OB-J' is not visible in this photograph which shows the aircraft in a black and medium sea grey scheme at Kuala Lumpur in 1949.



BOMBER COMMAND STIRLING RAIDS



Since Air-Britain produced 'The Stirling File', and 'The Halifax File', more research has been made into the operations flown by Bomber Command during World War Two. As a result, future

Files on the Lancaster, Whitley and Hampden will contain details of raids and losses. Below are listed such details for the Stirling as a supplement to the information in that File.

* * * * *				* * * * *			
DAYLIGHT RAIDS							
Date	Target	No sent	Losses	Date	Target	No sent	Losses
28.4.41	Emden	1		1941			
29.4.41	Wilhelmshaven	1		Feb			
5.5.41	Ships off Germany	1		10/11	Rotterdam	3	
6.5.41	Emden	1		15/16	Boulogne	2	
27.5.41	Sweeps off Brest	12		24/25	Brest	3	
30.5.41	Munster	1		26/27	Boulogne	5	
9.6.41	Sweeps off Belgium	2		Mar			
10.6.41	Emden	2		2/3	Brest	2	
13.6.41	Sweep off Norway (R)	4		3/4	Brest	2	X3653/7
28.6.41	Bremerhaven	6	N6007/7	12/13	Boulogne	1	
1.7.41	Emden	3	N6013/7	17/18	Rotterdam	1	
	Cuxhaven	3			Bremen	1	
5.7.41	Lille	3		18/19	Rotterdam	1	
	Abbeville	1		19/20	Rotterdam	1	
6.7.41	Le Trait	3		21/22	Lorient	1	
	Lille	6			Ostend	2	
7.7.41	Hazebrouck	1		23/24	Calais	1	N3643/7
	Meault	4		27/28	Cologne	1	
	Chocques	3		April			
8.7.41	Mazingarbe	3	N6034/7	3/4	Brest	1	
	Loos-Lille	3			Rotterdam	1	
9.7.41	Mazingarbe	3		7/8	Kiel	2	
10.7.41	Chocques	3	N6017/7	8/9	Kiel	1	
11.7.41	Le Trait	3		9/10	Berlin	3	N6011/7
	Lille	3		14/15	Brest	3	
12.7.41	Arques	3		1 5/16	Kiel	2	
18.7.41	Intruders to North Germany	5	N6030/15 D N6033/7 CR N6022/7 CR N6018/15	17/18	Berlin	1	
19.7.41	Lille	3		20/21	Cologne	1	N6009/7
20.7.41	Hazebrouck	3		22/23	Brest	2	
21.7.41	Lille	3		23/24	Brest	2	
	Mazingarbe	3		25/26	Berlin	3	
23.7.41	La Pallice	6	N6038/15	28/29	Brest	3	
5.11.41	Ruhr	3		30/1	Berlin	10	
24.11.41	Ruhr	2		May			
	Bremen	2		2/3	Hamburg	3	N6012/7 CR
25.11.41	Intruder, N.Germany	3		3/4	Brest	3	
9.12.41	Ruhr	4	W7450/15 CO	4/5	Brest	1	
18.12.41	Brest	18	W7436/7 N3680/7 N9098/7 DBR W7428/15 N3665/15		Stuttgart	12	N6124/149
				5/6	Mannheim	4	
12.2.42	Warships in Channel	11		6/7	Hamburg	3	
16.7.42	Lubeck	21	W7524/15 BF312/149	7/8	Bremen	3	
				8/9	Hamburg	1	
3.11.42	Lingen	3			Berlin	2	
				9/10	Berlin	2	
				10/11	Berlin	4	N3654/15 N6010/7
				11/12	Hamburg	1	
					Merignac	1	
				15/16	Hannover	1	
					Berlin	6	
				16/17	Cologne	1	
				23/24	Cologne	5	

Note: Suffix number to serial is squadron number.
D = ditched; CR = crashed on return; CO = crashed outward-bound; DBR = returned but damaged beyond repair

Date	Target	No sent	Losses	Date	Target	No sent	Losses
June				October			
2/3	Berlin	8	W7430/7	24/25	Brest	6	
7/8	Brest	7		28/29	Plzen	10	W7429/15 CR
11/12	Dusseldorf	6		30/31	Leaflets	1	
12/13	Huls	7		31/1	Bremen	8	W7444/7 CR
13/14	Brest	4			Boulogne	3	
15/16	Hannover	5		November			
16/17	Dusseldorf	7		1/2	Brest	8	
17/18	Hannover	6		3/4	Boulogne	1	
20/21	Kiel	13		7/8	Berlin	17	N3677/7; N6091/7
26/27	Kiel	15			Ostend	4	
29/30	Hamburg	13	N6001/7 N3664/7 N6015/15 N6016/15	9/10	Hamburg	5	
				15/16	Kiel	6	W7445/7 CO
July				18/19	Brest	6	N6087/7 CR
2/3	Bremen	6		23/24	Brest	11	
5/6	Magdeburg	3			Dunkerque	1	
7/8	Frankfurt	3		25/26	Brest	7	
8/9	Merseburg/Leuna	1		26/27	Ostend	2	
14/15	Hannover	6	N6033/7 CR N6022/7 CR	27/28	Ostend	1	
					Dusseldorf	5	
20/21	Cologne	3		30/1	Emden	3	
25/26	Berlin	7	N6035/7 N6029/15 D	December			
				7/8	Brest	7	
30/31	Cologne	5		11/12	Cologne	9	
August					Brest	5	
2/3	Berlin	5	N3663/7		le Havre	2	
	Hamburg	1		12/13	Brest	6	
5/6	Karlsruhe	8	N3658/15		Dunkerque	3	
	Hamm	1		14/15	Brest	6	
12/13	Berlin	9	N3659/15 N3656/15	15/16	Brest	7	
	Essen	3			Ostend	1	
	Bielefeld	1		16/17	Ostend	2	
14/15	Magdeburg	9	W7437/15 N6042/7 CR W7435/15 CO W7434/7 CR		Brest	5	
				23/24	Brest	9	
19/20	Kiel	7		27/28	Brest	6	
22/23	Le Havre	2		28/29	Emden	1	
25/26	Karlsruhe	12	N6020/7	1942			
26/27	Boulogne	2		January			
28/29	Duisburg	13	N3666/7 W7438/7	2/3	Brest	9	
				3/4	Brest	4	
30/31	Cherbourg	1		5/6	Brest	2	
31/1	Cologne	6			Cherbourg	1	
September				9/10	Brest	4	
2/3	Berlin	6		10/11	Wilhelmshaven	5	
3/4	Brest	4			Emden	1	
7/8	Berlin	10	N6046/7 N6045/15	11/12	Brest	3	
	Kiel	3		14/15	Hamburg	7	
10/11	Turin	13			Emden	4	
12/13	Frankfurt	9		15/16	Hamburg	4	W7466/149 CR
13/14	Brest	3		17/18	Bremen	1	
15/16	Hamburg	8	N6021/15		Emden	2	
	Le Havre	1			Soesterberg	1	
18/19	Le Havre	2		21/22	Bremen	1	
19/20	Stettin	10			Emden	2	
26/27	Cologne	8		22/23	Munster	5	N6093/15 CR
	Emden	2			Dunkerque	2	
28/29	Genoa	2		26/27	Brest	3	
	Emden	1		29/30	Tirpitz	7	
29/30	Stettin	10	W7433/7 D W7441/7	31/1	Brest	2	
	Le Havre	1		February			
October				6/7	Brest	3	
3/4	Brest	9	N6085/7 Intr.	10/11	Brest	8	
	Dunkerque	1		11/12	Leaflets	4	
10/11	Cologne	6		13/14	Cologne	4	
12/13	Nurnberg	7	N3667/15 N6047/15	14/15	Mannheim	2	
					Le Havre	2	
13/14	Dusseldorf	7		17/18	Intruder	3	
	Boulogne	1		21/22	Airfields	4	
14/15	Nurnberg	4		25/26	Kiel	6	
15/16	Cologne	7			Leaflets	1	
20/21	Bremen	15	W7431/15	27/28	Wilhelmshaven	2	
	Antwerp	2		March			
22/23	Le Havre	1		3/4	Paris/Billancourt	29	N3712/218 CR
	Brest	6		8/9	Essen	27	N3673/15
23/24	Brest	9			Le Havre	1	
				9/10	Essen	21	
					Boulogne	1	
				10/11	Essen	12	N6126/149
				13/14	Cologne	13	
					Dunkerque	3	
				23/24	Minelaying	3	
				24/25	Minelaying	6	

1942				1942			
Date	Target	No sent	Losses	Date	Target	No sent	Losses
March				June			
25/26	Essen	26		2/3	Essen	21	W7500/7; N3728/15
	St.Nazaire	3		3/4	Bremen	15	W7537/214; W7474/218; R9317/214 CR
	Minelaying	1			Dieppe	2	
26/27	Essen	11			Dieppe	3	
	Le Havre	1	N3709/7	4/5	Essen	25	W7508/149; R9321/149
28/29	Lubeck	26	W7501/7; W7466/7; R9305/7 W7507/218 DBR	5/6	Essen		E9314/149 Collision N3761/214; W7471/7
April				6/7	Emden	40	
1/2	Minelaying	2		7/8	Minelaying	12	
2/3	Le Havre	10		8/9	Essen	14	N6084/149
5/6	Cologne	29			Dieppe	6	
	Le Havre	1			Leaflets	1	
6/7	Essen	19	W7448/15; N3726/149 CR	9/10	Minelaying	11	
8/9	Hamburg	22		11/12	Minelaying	19	R9326/214
	Minelaying	2		16/17	Essen	12	R9324/7
10/11	Essen	18	N3703/15 CR		Leaflets	5	
	Le Havre	3		17/18	St.Nazaire	10	N3768/214 CO
	Minelaying	2			Leaflets	3	
12/13	Essen	27	N3703/15 CR; N3679/7 CR	18/19	Minelaying	15	
	Le Havre	4		19/20	Emden	25	
	Minelaying	1			Leaflets	2	
13/14	Minelaying	12	W7519/15	20/21	Emden	21	W7472/7; W7530/218 N3762/214
14/15	Dortmund	20	N6076/15 CR		Leaflets	1	
	Minelaying	3		21/22	Leaflets	1	
	Leaflets	1		22/23	Emden	38	N6078/218
15/16	Dortmund	15	N6068/214		Leaflets	2	
	Minelaying	3		23/24	St.Nazaire	4	
16/17	Minelaying	3		24/25	St.Nazaire	8	
17/18	Hamburg	23		25/26	Bremen	69	N3754/7; W7503/1 W7442/1651 CU; DJ973/214 DBR
	Le Havre	1					DJ974/218; N3751/214 DBR
	Minelaying	1		27/28	Bremen	26	W7539/7
19/20	Minelaying	4		28/29	St.Nazaire	4	
22/23	Cologne	5	N3719/218		Leaflets	1	
	Le Havre	2	R9307/149 CR	29/30	Bremen	47	BF310/149; N6082/149; R9930/149 CO; N3757/15
	Minelaying	22		July			
23/24	Rostock	31	W7473/218 CO	2/3	Bremen	34	BF313/214; N3718/218 W7563/7 CO
24/25	Rostock	11					
	Dunkerque	3		7/8	Minelaying	23	
	Leaflets	1		8/9	Wilhelmshaven	34	
25/26	Rostock	19	W7514/15	9/10	Minelaying	3	
	Dunkerque	3		11/12	Minelaying	8	
	Plzen	6	W7506/218	12/13	Minelaying	7	
26/27	Rostock	8	W7512/149	13/14	Duisburg	9	
	Dunkerque	1			Leaflets	3	
27/28	Cologne	19		14/15	Minelaying	3	
	Minelaying	2	N3727/7	19/20	Vege sack	31	R9308/15 Intruder
28/29	Kiel	15		20/21	Leaflets	1	
29/30	Gennevillers	6		21/22	Duisburg	36	
May				23/24	Duisburg	39	W7567/214; W7580/149
2/3	Minelaying	12			Minelaying	1	
3/4	Hamburg	13		25/26	Duisburg	48	W7576/15
	St.Nazaire	1		26/27	Hamburg	39	W7504/15 CR; R9328/7 W7560/214; R9354/218 CR
4/5	Stuttgart	12					W7533/7; W7565/7 W7588/15 CR; BF309/218
	Nantes	2		28/29	Hamburg	71	W7464/218; N6129/218 W7509 and N6102/1651 CU N6069 and N3655/1651 CU N6121/101 CF
	Plzen	5	N6070/218; W7521/218 CR				R9161/149; BF320/149
	Leaflets	1	R9313/218 (own fighters)	29/30	Saarbrucken	34	
5/6	Stuttgart	13	N3710/7	31/1	Dusseldorf	61	
	Leaflets	1		August			
6/7	Stuttgart	15	DJ972/149 CR	5/6	Essen	5	
	Nantes	2			Minelaying	12	
	Leaflets	2			Leaflets	1	
7/8	St.Nazaire	1		6/7	Duisburg	44	N6072/218; R9154/7/ N3729/214 CO
	Minelaying	12			Le Havre	1	
8/9	Warnemunde	27	W7528/15	9/10	Osnabruck	40	
17/18	Boulogne	5			Le Havre	2	
	Minelaying	32	N6071/218; W7531/15 N3752/149; R9310/149 R9320/149	10/11	Minelaying	9	R9162/149
19/20	Mannheim	31	W7520/7; N6073/7; N3716/7; DJ977/218	11/12	Mainz	28	N3756/15 CR; W7568/218 CO
	St.Nazaire	8		12/13	Mainz	27	BF329/15
21/22	Minelaying	15		13/14	Minelaying	9	W7579/7
29/30	Gennevillers	9	W7535/218	15/16	Dusseldorf	18	
	Cherbourg	12			Minelaying	1	N3705/7
	Minelaying	15	W7515/15	16/17	Minelaying	11	
30/31	Cologne	88	W7534/214; W7502/218 R9311/218 CO				
June							
1/2	Essen	77	N3750/7; N3753/218 CR				

1942				1942			
Date	Target	No sent	Losses	Date	Target	No sent	Losses
August				November			
17/18	Osnabruck	29	BF330/214; W7589/149 CR R9151/15 CR	28/29	Turin	47	R9194/214; R9202/149 BF372/149 D; BK607/218 CR BK609/75 CR
18/19	Flensburg	23	W7618/218		Minelaying	1	
20/21	Minelaying	14	R9329/149 CR; BF338/218 BF319/218; W7615/218/ W7573/218	29/30	Turin	29	R9150/7
24/25	Frankfurt	43	BF326/7; W7616/7; BF335/7 CR N6083/149 CO/W7572/149; W7562/218	December			
27/28	Kassel	48	BF327/15; W7624/15; R9155/214; BF315/218 R9120/218	1/2	Frankfurt	22	BF401/218 CR; BK618/75
	Leaflets	3		4/5	Minelaying	18	
28/29	Nurnberg	34	R9153/15; N6081/149; N3717/218 BF316/7 CR; R9158/7 CR	6/7	Mannheim	49	R9259/7; N3723/149 CR
September				7/8	Minelaying	9	
1/2	Saarbrucken	36	N3714/218	8/9	Turin	7	
2/3	Karlsruhe	27	W7611/15		Minelaying	26	W7635/15; W7639/149 BF391/149; R9253/149 CR
3/4	Emden	3		9/10	Turin	25	
4/5	Bremen	36	BF337/214		Minelaying	2	
6/7	Duisburg	30	W7629/7	11/12	Turin	8	BF379/7
	Minelaying	2		16/17	Diepholz	8	R9168/15
7/8	Minelaying	3			Minelaying	9	R9245/75; BF356/15 CR
8/9	Frankfurt	38	R9355/214	17/18	Fallersleben	16	BK620, BF400, BF396, R9247 all 75; BF403, W7614 of 218
9/10	Minelaying	15	BF352/15 CR		Minelaying	13	BF380/15 CR
10/11	Dusseldorf	45	BF351/218; W7630/7; R9170/149 R9357/218 D; BF347/15 CR W7564/15 CR	21/22	Munich	9	BF358, W7632, R9262 all of 7
13/14	Bremen	51	N3684/1651 CU CR; R9166/214	28/29	Minelaying	1	
14/15	Wilhelmshaven	27	N3725/218 CR	1943			
15/16	Minelaying	13		January			
16/17	Essen	42	W7569/7; R8350/214; R9164/149	8/9	Minelaying	26	
18/19	Minelaying	20	R9351/15; N3759/15	9/10	Minelaying	2	
19/20	Saarbrucken	5		12/13	Minelaying	13	
	Munich	21	W7578/15; R9356/214; BF334/149 CF D	14/15	Lorient	20	
21/22	Minelaying	2			Minelaying	16	
23/24	Vege sack	24	R9187/218	15/16	Lorient	40	W7637/214
	Minelaying	8		18/19	Minelaying	22	
24/25	Minelaying	3		21/22	Minelaying	10	
26/27	Minelaying	19		2-24	Lorient	33	R9248/75
30/1	Minelaying	5	BF328/149	26/27	Lorient	3	
October				27/28	Minelaying	18	N6077/218
1/2	Lubeck	25	W7634/15; W7613/218 W7636/218 CO; R9167/149	30/31	Hamburg	7	
5/6	Aachen	23	BF218/218 CO; W7626/214 CO N3755/149 CR	February			
6/7	Osnabruck	38		2/3	Cologne	8	
8/9	Minelaying	15		3/4	Hamburg	66	R9274/15; BK604/75; R9250/75 BF415/90; R9282/214; R9197/214 BF408/218; BF406/218
10/11	Minelaying	10	BF348/149 CO	4/5	Turin	50	
11/12	Minelaying	21	R8190/218	5/6	Minelaying	19	BK644/90; BK617/75 Dit o/w
12/13	Minelaying	10		7/8	Lorient	62	
13/14	Kiel	28	BK599/214	11/12	Wilhelmshaven	8	
15/16	Cologne	44	W7526/149; R9146/214		Minelaying	8	
16/17	Minelaying	11	BF392/149; R9312/15	12/13	Minelaying	2	
17/18	Minelaying	7		13/14	Lorient	66	R9316/75
21/22	Minelaying	7	BF390/7 Own AA	14/15	Cologne	68	BF448/15; BF438/90; W7638/149
22/23	Minelaying	12		15/16	Minelaying	4	
23/24	Genoa	51	R9184/218; W7628/149 CR R9241/218 CR; W7631/214 CR	16/17	Lorient	44	R9306/90 CR
25/27	Minelaying	12			Minelaying	13	
27/28	Minelaying	16		17/18	Minelaying	12	R9163/214 CR
31/1	Minelaying	2		18/19	Wilhelmshaven	9	
November					Minelaying	19	
6/7	Minelaying	29	R9201/15; R9185/218; W7620/7	19/20	Wilhelmshaven	56	BF457/15; BF378/15; BF411/15 BK627/90; R9276/90
7/8	Genoa	39	BK606/218 CR	21/22	Bremen	7	
8/9	Leaflets	26	W7612/218	24/25	Wilhelmshaven	9	
9/10	Hamburg	19	W7475/218; BF387/7 R9169/7; N3764/7	25/26	Nurnberg	64	BF410/90; BF450/218; BF445/214 CR
	Leaflets	15		26/27	Cologne	46	R9279/15
10/11	Minelaying	22			Minelaying	10	
13/14	Genoa	9		27/28	24		
15/16	Genoa	11		28/1	St. Nazaire	62	R9349/90; R9189/218 CO
16/17	Minelaying	18	W7566/149	March			
17/18	Minelaying	3		1/2	Berlin	60	BK692/149; EF347/15; W7518/15 R9145/214; BK666/218 CR
18/19	Turin	2	BF384/15 CO	3/4	Hamburg	62	EF333/15 EF329/214 BK647/75 CO
20/21	Turin	45	BK595/15; W7584/214; R9165/214		Minelayinh	3	N6123/75
21/22	Minelaying	12		4/5	Minelaying	2	
22/23	Stuttgart	27		5/6	Essen	52	R9271/90; BK662/214; R9333/218
27/28	Stettin	11(R)	BF608/75 CR; BF593/214 CR	8/9	Nurnberg	62	BK697/15; BF437/75; R9270/7 R9358/214 CO; BK610/7 CR
	Minelaying	2		9/10	Munich	41	R9149/7
					Minelaying	8	BF449/90 CR
				10/11	Minelaying	15	
				11/12	Stuttgart	53	BF469/214; BF343/218 W7617/7

1943				1943			
Date	Target	No sent	Losses	Date	Target	No sent	Losses
March				June			
11/12	Minelaying	11		2/3	Minelaying	14	
12/13	Essen	42	EF330/149; BK592/7	3/4	Minelaying	15	
	Minelaying	9		5/6	Minelaying	11	
22/23	St.Nazaire	63	BK667/15 CR	11/12	Dusseldorf	99	BF571/15; BK817/75
23/24	Minelaying	10			Munster	21	R9286/7
27/28	Berlin	81	BF453/214; BF317/7; R9255/7 CR	13/14	Minelaying	12	
	Minelaying	16		14/15	Minelaying	12	BK646/75
28/29	St.Nazaire	35		19/20	Le Creusot	104	
29/30	Berlin	64	BK716/218; BK702/218 BK708/149;		Montchannin	3	
	Dortmund	1		20/21	Minelaying	3	
April				21/22	Krefeld	117	BK815/15; EE887/90; BK799/149 BK712/218; BK722/218; EF387/7 EF366/7; R9272/7; R9266/7
2/3	St.Nazaire	8		22/23	Mulheim	93	EF348/15; BK656/15; EF408/75 EH889/75; EF399/75; BK810/75 BK804/90; BK665/90; EH882/214; BF582/218; EE875/620
	Lorient	5			Minelaying	17	
	Minelaying	2		23/24	Minelaying	11	
4/5	Kiel	90	R9327/149; W7621/214	24/25	Wuppertal	98	EH902/75; BK813/90; BK628/90 EE883/214; EH892/218; BF501/218 BK800/620; BK720/620 CR EF392/7; R9281/7; EH890/15 D BK699/15; BK768/75; EF430/218 EH898/218; BK767/214; EH900/90
6/7	Minelaying	14			Minelaying	7	
8/9	Duisburg	56	EF359/15; BF502/218 R9199/7; BK770/75 CR	27/28	Minelaying	15	
	Minelaying	8		28/29	Cologne	75	EH888/15; BK694/15; EE880/149 BK703/149; BF483/149
10/11	Frankfurt	98	BF475/15; BF456/75; BK760/7 R9275/7; BF455/75 D; BF471/90 CR		Minelaying	6	
	Minelaying	7		July			
11/12	Minelaying	6	BK612/214	3/4	Cologne	76	BK648/15; BK718/90; EH908/90 BF504/90 CR; EF400/149 CO BF530/149; BK717/214 BF579/15; EE882/214 EF436/75
14/15	Stuttgart	83	BF513/75; BF513/75; BF462/90 BK759/149; BF500/149; BK769/7 BK709/7; R9278/7; EF331/214 BF326/214 CO		Minelaying	14	
15/16	Minelaying	4		5/6	Minelaying	12	
16/17	Mannheim	95	BK664/75 CR; BF451/75 W7469/75; BK691/15; BF474/15 BK725/90; BK653/214; BF514/218	6/7	Minelaying	4	
17/18	Minelaying	6		8/9	Minelaying	20	
18/19	Minelaying	10		9/10	Minelaying	12	
20/21	Stettin	11	R9261/7	13/14	Aachen	55	EE873/90; EE886/75 CR
	Rostock	86	BF476/15; BF506/75; BK596/218 BK714/149; BK698/149; BF508/90; BF463/90; BF442/90	24/25	Hamburg	125	EE890/75; EE902/214; BF567/218 BK805/15; BK686/214; EE904/90 EE906/620; EH924/620; BF511/620 EE892/75 D
22/23	Minelaying	8		25/26	Essen	104	
26/27	Duisburg	78	BK657/15; BF383/90		Minelaying	7	
27/28	Minelaying	25		27/28	Hamburg	116	EH893/15; EF369/7 CR
28/29	Minelaying	32	BF346/90; EF356/218; BF515/218 BF447/218; BK807/75; W7513/75 R9290/75; BF467/75	28/29	Minelaying	15	
30/1	Bocholt	8	R9263/7	29/30	Hamburg	119	EF407/214; EE895/218; BF578/218 EF364/7; EF339/15; EE916/90 CO EF428/15; EF427/15; EE915/75 BF458/75; BK775/90; BF519/218 EH896/620; EE905/620; BF330/218 CR
May					Minelaying	7	
1/2	Minelaying	12	BK696/149 CR	August			
4/5	Dortmund	80	BK814/90; EF345/15; BK658/15 BK782/15; EF343/149; BF505/218 BK773/7	1/2	Minelaying	15	
	Rheine	6		2/3	Hamburg	105	EH928/75; BF577/75; EF409/214 R9260/7 CO BK613/75; BK690/620
5/6	Minelaying	21	EF340/75	6/7	Minelaying	20	
9/10	Minelaying	21		9/10	Minelaying	10	
12/13	Duisburg	70	EF357/149; BK705/218 BF381/214; BK661/90 BF523/90; BK721/75 CR	10/11	Nurnberg	119	BF460/15; EE885/218; BF516/214 D
13/14	Bochum	95	BK704/15; BK726/149 BF479/149; R9242/214 EF367/218 CR; BF480/218 CR	12/13	Turin	112	R9257/214 CO; EF390/214; BK713/620 EE891/75
	Minelaying	7		15/16	Minelaying	15	EH884/218
16/17	Minelaying	13		16/17	Turin	103	EE908/15; EF457/620
17/18	Minelaying	5	BK701/149	17/18	Peenemunde	54	
20/21	Minelaying	9		22/23	Minelaying	37	
21/22	Minelaying	36	BF510/149	23/24	Berlin	124	EH875/15; EH985/15; BF522/218 EH986/218; EE938/75; BF564/75 BF465/75; BK779/90; EH937/90 EE894/149; BK765/149; EH925/623 BF521/622; EH927/199; EH934/199 EH895/214; BK801/620
23/24	Dortmund	120	BF482/15; BK783/75; BF528/214 BF478/214; BK706/218		Minelaying	9	
25/26	Dusseldorf	113	BK659/214; EH876/90; EF361/7 EH887/218; BK710/149; BK602/75 BK611/15; BK534/15 BF405/218	24/25	Minelaying	9	
27/28	Minelaying	18		25/26	Minelaying	17	
28/29	Minelaying	17		26/27	Minelaying	7	
29/30	Wuppertal	118	EF398, EH881, BK776, BF561 all of 75; EF349/90; BF507/149 BK688/218; BF565/218; EF397/90 CR	27/28	Nurnberh	104	EH985/15; EE955/75; EF439/90 EE877/149; BK806/199; EF448/218 EF451/620; EE942/620; BF576/620 EE909/623
30/31	Minelaying	10			Minelaying	3	
June							
1/2	Minelaying	10					

1943				1943			
Date	Target	No sent	Losses	Date	Target	No sent	Losses
August				December			
30/31	M-Gladbach	107	BK764/15;EH938/75;EF438/149 EE917/199;EE903/218; BK650/218	29/30	Minelaying	28	
	Minelaying	9		30/31	Minelaying	19	
31/1	Berlin	106	EE915/15;EE879/149;EE946/199 EF119/622;EH946/620;EE871/90 EH961/196;EE949/623;EE918/75 EF401/214;EE970/214;EE878/75 EE959/214;EF501/75;EH905/75 EF491/75 CR	31/1	Minelaying	2	
September				1944			
2/3	Minelaying	25	EE911/199	January			
3/4	Minelaying	44	BK774/15	2/3	Minelaying	14	
4/5	Minelaying	13		4/5	V-sites	57	
5/6	Mannheim	111	EE893/75;EE872/149;BK711/149 EF129/90;BF477/149;EE973/196 EE964/196;EH931/620;EH878/623		Minelaying	16	LJ473/75 CR
8/9	Boulogne	112	EF136/620; BK809/75 CO; R9288/214 CO	6/7	Minelaying	25	
15/16	Montlucon	120	BF569/15	14/15	V-sites	59	
16/17	Modane	127	EF114/196		Minelaying	6	
18/19	Minelaying	16		20/21	Minelaying	21	
21/22	Minelaying	13	EF126/622 CO	23/24	Minelaying	3	
22/23	Hannover	137	BF566/90;EF393/214;R9258/214 EF139/218; BK218/218 EH944/90 CR; EJ105/218 CR	25/26	V-sites	56	
23/24	Mannheim	115	EH941/15;BF459/75;EH936/75 EF458/90;EH937/90;EH853/149	27/28	Minelaying	74	EE969/149
24/25	Minelaying	14	EE947/199 CR; EF499/623 CR	28/29	Minelaying	63	EF443/90;EF505/199
25/26	Minelaying	10		1/31	SD Flights	12	
27/28	Hannover	111	EE940/15;EF495/149;EF118/199 EF135/75;EJ104/218;EE937/218 EF515/75;BF472/218;EF402/214 EH877/75;EH945/620;EH991/622 EE952/90 CR; BK663/196 CR	February			
	Minelaying	19		1/28	Minelaying	305	EJ125/218(21/22);EH948/75(24/25) EF307/149(24/25);EF308/149(25/26) EF198/90 CR (25/26) EF187/149(4/5);EF153/199 CO(10/11)
October					SD Flights	84	
2/3	Minelaying	56		March			
3/4	Kassel	113	BF470/15;EH984/218;EF158/623 EE901/90; BK723/90 DO EH909/623 CO; EF464/196 CO	1/31	Minelaying	250	LJ480/199(11/12);EF236/75(13/14)
	Minelaying	7		15/16	Amiens	38	EJ124/149; EH989/90 CR
4/5	Frankfurt	70	EE954/15; EF130/75	April			
	Minelaying	5		1/30	Minelaying	227	EH955/75(18/19);LJ504/149(18/19) EF137/75(23/24);LJ526/149(23/24)
7/8	Minelaying	43	EJ106/149; EH990/15 EF179/90 D	20/21	Chambly	14	LJ448/218
8/9	Bremen	95	BK655/90;BK687/218; EF494/196 D	22/23	Laon	48	EF159/90;EH944/90;EH943/149
	Minelaying	17		23/24	Brussels M/Y	12	
17/18	Minelaying	36		24/25	Chambly	4	
21/22	Minelaying	9		26/27	Chambly	10	
24/25	Minelaying	19	EF142/75 CR	May			
25/26	Minelaying	23		1/31	Minelaying	171	EF249/218 CR(8/9)
November				1/2	Chambly	16	EF259/218; EF504/218 EF184/218 CR
3/4	Minelaying	18		June			
4/5	Minelaying	20	EE897, BK778, BF461 all 75	1/30	Minelaying	151	EF188/149 (24/25)
7/8	Minelaying	18	EF156/623	15/16	Lens	30	
10/11	Minelaying	7		17/18	Montdidier	19	
11/12	Minelaying	9		24/25	Rimeaux	24	EF140/149
18/19	Mannheim	114	BK707/15;EE884/218;EF128/622 EH966/90;EJ113/622;EF155/623 LJ454/623; EH903/149 EF450/199 CR	July			
19/20	Leverkusen	86	LJ442/75;EF123/622 CR	1/10	Minelaying	28	
	Minelaying	11		The above tables are primarily intended to illustrate Bomber Command's bombing campaign. Stirlings did carry out some later raids in support of ground forces on targets a short distance from the front line but these were carried out by Transport Command's support squadrons. The last two Bomber Command squadrons converted to Lancasters in August 1944, leaving only a few Stirlings engaged in bomber support duties.			
22/23	Berlin	50	LJ453/75;EF148/75;EF180/218 EF150/622; EF445/214 D EF202/149; EF511/90 CR	The loss column reflects the number of Stirlings which were written off as a result of each raid. These include those reported missing plus aircraft which crashed on return, ditched and crashed on the outward journey. The last -mentioned includes aircraft which crashed on take-off.			
25/26	Minelaying	32		During 1944, Bomber Command contributed aircraft for special duties which included supply drops to resistance forces in occupied Europe. Occasionally, the remaining Stirling squadrons took part in diversionary sweeps as support for the Lancaster and Halifax squadrons. No.149 Squadron lost LJ621 on one of these by 49 Stirlings, 12 Halifaxes and 5 Fortresses on the eve of D-day and No.199 lost LJ531 on a bomber support mission on 16/17 June.			
26/27	Minelaying	19		The heaviest losses were, inevitably, on attacks on Berlin. Because of its lower operating height, the Stirling was more vulnerable to flak. Losses frequently exceeded 10% of the number despatched, for example when 17 out of 124 failed to return from Berlin on 23/24 August 1943. By 1943, improved flak defences and night fighter tactics had made the Stirling very vulnerable.			
28/29	Minelaying	5		Day raids are listed at the beginning of the tables. Those over France were mainly as bait to lure German fighters into the air and had heavy escort. There were few major operations by day.			
31/1	Minelaying	29					
December							
1/2	Minelaying	19	EF191/90; EF154/199 LJ473/75 CR				
4/5	Minelaying	20					
16/17	Abbeville	27					
	Minelaying	27	EE888/218; EF163/75 CR				
20/21	Minelaying	23	BK798/149				
22/23	Ailly	29					
	Minelaying	11					



Whirlwind HAR.4 XD165 of No.155 Squadron at Seletar

Ten Westland Whirlwind HAR.2 and HAR.4 delivered between July and August 1954 to Contract 6/ACFT/8593

XD163	RN/155/275/228/ Cv HAR.2/228/ Cv HAR.10/MoA/SAR Flt Akrotiri/CFS	To 8645M (NTU); preserved at Weston-super-Mare
XD164	AAEE/Cv HAR.10/22/ 1300 Flt/217/CFS	Mk.2; Engine cut, ditched in Holyhead Bay, Anglesey, 25.11.63; to 7853M
XD165	RN/155/225/22/ Cv HAR.10/228/ 202/SAR Wg	To GI airframe 2.2.81
XD182	RN/155/Cv HAR.10/ 228/202/22/202	To 8612M 8.1.79
XD183	155/Cv HAR.10/ 110	Engine lost power; force- landed in plantation 8m S of Dungun, Malaya, 22.6.70
XD184	155/228/ Cv GAR.10/1563 Flt/ 84	SOC 7.82
XD185	155	Engine lost power; force- landed in river bed near Fort Selim, Malaya, 31.1.58
XD186	155/CFS/Cv HAR.10/ 228/202/SAR Wg	To 8730M 10.5.82 for display
XD187	155	Ran out of fuel and crashed in jungle, Johore, Malaya, 2.4.57
XD188	155	Sank into ground on landing and caught fire 8m W of Tanah Rata, Malaya, 14.12.56

* * * * *

Two Bristol Sycamore HR.13s delivered in April 1953 for evaluation

XD196	275	Engine cut; crashlanded in trees ½m SSE of Linton-on- Ouse, 13.1.54
XD197	275	Hit ground during practice autorotation and rolled over, Thornaby, 17.11.55

* * * * *

Supermarine Scimitar F.1s delivered to Royal Navy

XD212 to XD250; XD264 to XD282; XD316 to XD333.
XD334 to XD357 cancelled



Vickers Varsity T.1 delivered in April 1953 as replacement for WJ900

XD366	2 ANS/CFS	SOC 30.6.69
-------	-----------	-------------



Vampire T.11 XD435 of No.8 FTS at Swinderby (B.A.Forward)

160 de Havilland Vampire T.11s delivered between September 1953 and July 1954 by D.H. Christchurch, Hawarden and Hatfield to Contract 6/ACFT/8981

XD375	73/2 CAACU/ 1 FTS/4 FTS	To 7887M 5.65
XD376	92/CFS/8 FTS	SOC 27.4.64
XD377	66	To 8203M 28.7.72; preserved
XD378	28	Bounced on landing and swung into water, Kai Tak, 5.9.55
XD379	5 FTS/CFS/5 FTS	Engine cut; abandoned after fire warning and crashed on Graveley airfield, 1.3.62
XD380	14 RNZAF	To RNZAF charge
XD381	CFS/8 FTS	SS 5.3.64
XD382	208 AFS/206 AFS/ 5 FTS/RAFC/CNCS/ CATCS	SOC 13.8.68; preserved at Shawbury
XD383	W.Malling/229 OCU/ CFS/1 FTS	SOC 1.7.65
XD384	208 AFS/206 AFS/ 5 FTS/1 FTS	SS 5.3.64
XD385	208 AFS/206 AFS/ 5 FTS/8 FTS	SOC 9.3.65
XD386	208 AFS/206 AFS/ 5 FTS	To 7629M 2.60
XD387	208 AFS/206 AFS/ 5 FTS	SS 5.10.60
XD388	4 FTS/5 FTS/1 FTS	SOC 26.3.65
XD389	CFS/229 OCU	SS 5.10.60
XD390	5 FTS	Dived into ground 1½m NW of Lavendon, Bucks, 21.1.57
XD391	228 OCU/Leuchars	SS 13.5.63
XD392	206 AFS/5 FTS	SS 5.10.60
XD393	CFS/5 FTS	To 7732M 11.61
XD394	5 FTS/RAFC/4 FTS/ RAFC/8 FTS	Sold 9.12.68
XD395	208 AFS/10 FTS/ 7 FTS/5 FTS	Sold 7.12.67
XD396	206 AFS/5 FTS	SS 5.3.64
XD397	208 AFS/10 FTS/ 9 FTS/7 FTS	SS 5.10.60
XD398	206 AFS/45/ SF Butterworth	SOC 29.9.59
XD399	206 AFS/5 FTS/ 7 FTS/5 FTS	SOC 14.6.60
XD400	233 OCU	SS 29.7.60
XD401	206 AFS/5 FTS	SS 5.3.64
XD402	206 AFS/5 FTS/RAFC	SS 5.3.64
XD403	4 FTS/5 FTS/7 FTS/ 1 FTS/4 FTS/8 FTS	Sold 2.12.68
XD404	7 FTS/5 FTS	SS 27.2.61
XD405	CFS/5 FTS/4 FTS	Sold 30.10.67
XD424	205 AFS/5 FTS	Abandoned in spin ½m N of Whipsnade Church, Beds., 21.6.55
XD425	7 FTS/2 ANS/5 FTS/ 8 FTS	Sold 30.11.67
XD426	206 AFS/5 FTS/7 FTS/ 5 FTS/RAFC/8 FTS	SOC 13.3.64
XD427	202 AFS/7 FTS/5 FTS/ ¾ CAACU/1 FTS/7 FTS	SOC 26.7.66
XD428	206 AFS/5 FTS/263/ 1¼ CAACU	SOC 30.6.64

Vampire T.11

XD429 7 FTS/CNCS/RAFC SOC 10.2.64
 XD430 7 FTS/5 FTS To 7450M 8.57
 XD431 202 AFS/7 FTS/ Abandoned on fire off
 5 FTS Cromer, Norfolk, 9.1.61
 XD432 206 AFS/5 FTS/ SOC 5.4.60
 41/APS Sylt SS 19.8.59
 XD433 CGS/FWS Sold 1.12.67
 XD434 7 FTS/5 FTS Sold 13.11.67
 XD435 41/5 FTS/8 FTS SS 5.3.64
 XD436 CFS/CNCS
 XD437 202 AFS/7 FTS/ SS 5.3.63
 2 ANS/5 FTS SS 30.6.64
 XD438 5 FTS/8 FTS SOC 10.1.62
 XD439 CNCS Sold 31.12.64
 XD440 7 FTS/5 FTS Undercarriage retracted
 XD441 130/112/130 after landing, Bruggen,
 16.7.56; DBR
 XD442 206 AFS/5 FTS/RAFC SS 23.7.63
 XD443 7 FTS/RAFC/CFS/8 FTS SS 31.3.65
 XD444 23/141/23/4 FTS/
 4 FTS/1 FTS/7 FTS To 7918M 7.66
 XD445 5 FTS/4 FTS Sold 1.12.67; preserved
 XD446 FWS/CFS SS 18.3.63
 XD447 5 FTS/RAFC/8 FTS Sold 1.12.67
 XD448 CFS/8 FTS Abandoned take-off after
 birdstrike and overshoot,
 Swinderby, 4.9.62
 XD449 Wunstorf/11/266/5/
 CNCS/4 FTS/1 FTS SS 21.4.64
 XD450 206 AFS/5 FTS/
 CNCS/8 FTS SOC 14.6.60
 XD451 206 AFS/5 FTS Engine cut on overshoot,
 Oakington, 14.11.53
 XD452 5 FTS/8 FTS/1 FTS/
 7 FTS/3 FTS To 7990M; preserved at
 Salisbury Hall
 XD453 26/Oldenburger/1 FTS/
 Linton-on-Ouse/1 FTS To 7890M 8.65; preserved
 XD454 CFS/7 FTS Undercarriage jammed;
 bellylanded at Valley,
 22.5.57; DBR
 XD455 7 FTS/2 ANS/CFS SS 30.6.64
 XD456 10 FTS/9 FTS/7 FTS/
 5 FTS/CFS SS 19.3.62
 XD457 7 FTS/CFS To 7423M 4.57
 XD458 4/7 FTS/1 FTS/
 7 FTS/1 FTS/CNCS SS 5.3.64
 XD459 56/253/151/233 OCU/
 229 OCU/3/4 CAACU Sold 6.1.72
 XD460 206 AFS/5 FTS/CNCS SS 27.2.61
 XD461 7 FTS/5 FTS/RAFC SS 5.3.64
 XD462 206 AFS/5 FTS SOC 5.5.55
 XD463 7 FTS/5 FTS/
 3/4 CAACU/CATCS To 8023M 7.68;
 preserved
 XD506 206 AFS/5 FTS/CNCS To 7983M 9.67
 XD507 222/Hdlg Sqn/
 3/4 CAACU Lost droptank in dive,
 19.4.61; SOC on return
 XD508 CGS/FWS SS 19.8.59
 XD509 130 SS 27.2.61
 XD510 206 AFS/5 FTS/253 SS 29.7.60
 XD511 206 AFS/5 FTS/RAFC To 7814M 10.63; preserved
 XD512 206 AFS/5 FTS/33/CFS SS 30.6.60
 XD513 206 AFS/5 FTS SS 5.10.60
 XD514 206 AFS/5 FTS Spun into sea off Great
 Yarmouth, Norfolk, 27.7.54
 XD515 206 AFS/5 FTS/1 FTS/
 7 FTS/3 FTS To 7998M 1.68
 XD516 206 AFS/5 FTS/CNCS SS 21.4.64
 XD517 206 AFS/5 FTS Abandoned after fire warning
 1 1/2m NW of Winfarthing,
 Suffolk, 26.11.54
 XD518 206 AFS/5 FTS Crashed on approach,
 Marham, 19.4.55
 XD519 202 AFS/7 FTS/
 5 FTS/7 FTS To 7651M 7.60
 XD520 206 AFS/5 FTS/
 8 FTS Hit trees descending in
 cloud, 2.2.60; SOC on return
 XD521 206 AFS/5 FTS Lost power and undershot
 landing, Graveley, 21.8.56
 XD522 206 AFS/5 FTS/CNCS SS 30.6.64
 XD523 CFS SS 5.3.64
 XD524 7 FTS/3/4 CAACU/8 FTS Sold 9.12.68
 XD525 7 FTS/5 FTS/
 4 FTS/1 FTS To 7882M 4.65

Vampire T.11

XD526 10 FTS/CFS/7 FTS SOC 27.5.63
 XD527 9 FTS/CFS/RAFC/8 FTS Sold 24.11.67
 XD528 10 FTS/9 FTS/
 RAFC/FETS To 8159M 5.72; preserved
 XD529 CGS/FWS SS 19.8.59
 XD530 10 FTS/9 FTS Flew into ground in low
 cloud 4 1/2m E of Merryfield,
 20.8.54
 XD531 CFS SS 5.3.64
 XD532 CFS/3/4 CAACU Sold 4.7.63
 XD533 7 FTS/5 FTS Damaged when hood blew off,
 1.6.57; SOC on return
 XD534 10 FTS/9 FTS/
 CFS/7 FTS Sold 30.10.67
 XD535 93/1 ANS/5 FTS/4 FTS Sold 28.11.67
 XD536 234/Geilenkirchen/
 5 FTS To 7734M 9.61; preserved
 XD537 CGS/FWS SS 19.8.59
 XD538 9 FTS/CFS/CNCS/CATCS To 7951M 4.67
 XD539 54/SF Odiham Ran out of fuel and abandoned,
 Frensham, Surrey, 3.11.55
 XD540 33/1 FTS/8 FTS Sold 12.12.68
 XD541 CFS/CNCS SS 31.3.65
 XD542 CGS/FWS To 7604M 6.59; preserved
 XD543 9 FTS/CFS/5 FTS SS 5.3.63
 XD544 5 FTS/RAFC Sold 17.12.64
 XD545 4 FTS/5 FTS SS 5.3.64
 XD546 257/8 FTS/CNCS/CATCS SOC 28.6.68
 XD547 263/IRS Tangmere/
 Mkrs/8 FTS/CATCS Sold 22.3.71
 XD548 SF Nicosia To RJAF 1.7.55
 XD549 3/5 FTS Collided with Varsity WJ914
 and dived into ground 4m
 SSW of Oakington, 7.7.60
 XD550 111/608/602/1/
 Odiham/CFS/3 FTS SOC 1.7.69
 XD551 CNCS/8 FTS SOC 9.11.62
 XD552 SF Nicosia To RJAF 1.7.55
 XD553 CFS/CNCS Undercarriage jammed; belly-
 landed at Shawbury, 13.9.57
 SS 5.3.64
 XD554 9 FTS/5 FTS/1 FTS
 XD588 23/141/FWS/FCS/
 8 CAACU SS 5.3.64
 XD589 97/7 FYS/1 FTS/7 FTS/
 8 FTS/1 FTS/7 FTS SOC 25.6.66
 XD590 CFS/FWS SS 11.7.60
 XD591 4 FTS/7 FTS/MCCS/
 Wroughton SS 11.7.60
 XD592 2 TAF Vamp Flt/20/
 Oldenburg/CNCS/1 FTS Abandoned out of fuel 7m NNW
 of Acklington, 4.9.61
 XD593 4 FTS/5 FTS/FWS/
 RAFC/CFS/8 FTS Sold 12.12.68
 XD594 2 TAF CSU/2 TAF CS/
 5 FTS Sold 22.12.64
 XD595 4 FTS/7 FTS/5 FTS/
 1 FTS Sold 6.11.67
 XD596 4 FTS/7 FTS/5 FTS/
 CNCS/CATCS To 7939M 2.67; preserved
 SS 29.7.60
 XD597 4 FTS/7 FTS Sold 17.12.64
 XD598 4 FTS/5 FTS/APS Sylt Sold 15.12.70
 XD599 1/RAFC/CATCS SOC 13.7.64
 XD600 CFS/CNCS/CATCS
 XD601 4 FTS/7 FTS/2 ANS/
 RAFC/8 FTS To 7878M 4.65
 XD602 125/RAFC Overstressed 29.9.61; to
 7737M 6.10.61; preserved
 SS 27.4.61
 XD603 4 FTS/CFS/CNCS SS 19.8.59
 XD604 228 OCU/219/33/FWS SS 10.10.60
 XD605 CFS
 XD606 CNCS/1 FTS/7 FTS/
 8 FTS SS 23.7.63
 XD607 43/Oldenburger/
 Ahlhorn/20 SS 29.7.60
 XD608 5 FTS Sold 8.12.64
 XD609 FWS Engine cut; abandoned 5m SE
 of Leconfield, 19.1.56
 Sold 15.12.56
 XD610 130/5 FTS SS 23.7.63
 XD611 CFE/8 FTS/3 CAACU
 XD612 11 FTS/CFS/CNCS/
 8 FTS SS 21.4.64
 XD613 Odiham/CNCS/CATCS To 8122M 12.70; preserved
 XD614 RAFC/CFS/1 FTS/
 7 FTS/3 FTS To Chilean AF 10.11.72
 XD615 FECS/60/FECS SS 13.5.63

Vampire T.11

XD616	65/8 FTS/1 FTS/ 8 FTS	Sold 6.11.67; preserved
XD617	Swinderby/CFS/8 FTS	To 7815M 11.63
XD618	94/Laarbruch/ Ahlhorn/2 TAF CS/ APS Sylt	SS 21.4.64
XD619	7 FTS/1 FTS	SS 21.4.64
XD620	7 FTS/1 FTS/ 7 FTS/4 FTS	Stalled on approach and dived into ground 4½m SE of Mona, 8.8.62
XD621	8 FTS/CFS/CNCS	SS 31.3.65
XD622	RAFC/118	To 8160M 6.72; preserved
XD623	¾ CAACU	SOC 3.5.66
XD624	19/Church Fenton/ CNCS/CATCS	Sold 15.12.70
XD625	7 FTS/5 FTS/8 FTS	Sold 9.12.68
XD626	CFS/RAFC/5 FTS/ CNCS/CATCS	Sold 19.7.67
XD627	RRE/RAFC	Hit trees during dummy RP attack, 20.7.59; SOC as DBR
	* * * * *	

Temporary Serials allotted to civil aircraft for trooping

XD632	Hermes IV G-AKFP	Hit DC-3 VT-AUA on landing, Dum Dum, 1.9.57
XD635	Viking G-AHOT	
XD636	Viking G-AHOW	
XD637	Viking G-AHOR	
	* * * * *	

Westland-Sikorsky WS-51 Mk.1A for trials

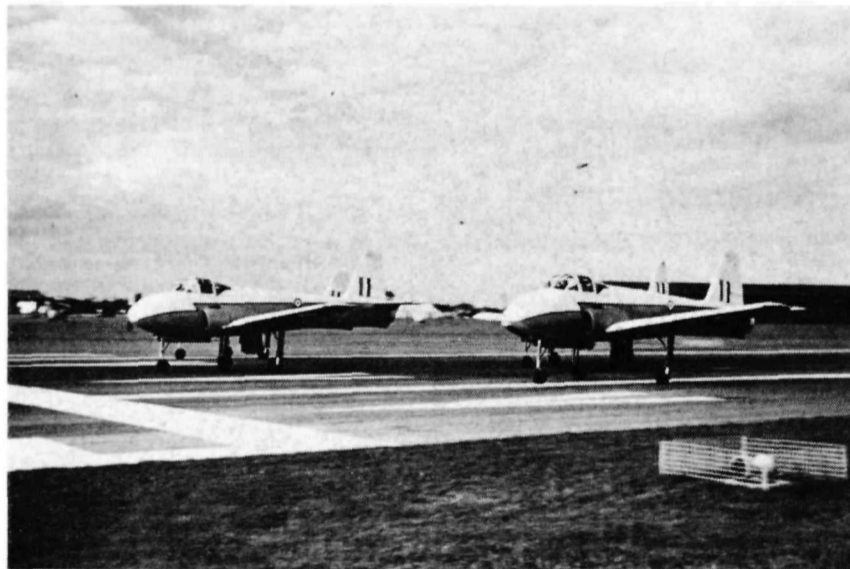
XD649	AAEE	Ex-AKTW; to G-APPR
	* * * * *	

Four Bristol Sycamore HR.51s for Royal Australian Navy

XD653 to XD656	* * * * *
----------------	-----------

Temporary Serials allotted to civil Yorks for trooping

XD667	G-AMUN;	XD668	G-AMUU;	XD669	G-AMUV;
XD670	G-AGNU				



Jet Provost T.1s of 'The Sparrows' aerobatic team of CFS (A-B Colour Slide Library No.10225)

Ten Percival Jet Provost T.1s delivered between May and December 1955

XD674	Mkrs & AAEE	To 7570M
XD675	AAEE/2 FTS/CFS/2 FTS	SS 8.5.60
XD676	AAEE/CFS/2 FTS/CFS	SS 9.5.60
XD677	Hdlg Sqn/CFS/2 FTS/ CFS	SS 9.5.60
XD678	Mkrs/2 FTS/CFS	Ex-G-42-1; SS 9.5.60
XD679	CFS/2 FTS/CFS	SS 9.5.60
XD680	2 FTS/CFS/Mkrs	SS 9.5.60
XD692	2 FTS	Engine cut; hit wall in forced landing 8m WNW of Hullavington, 30.8.56; 7369M NTU
XD693	2 FTS	SS 9.5.60
XD964	Cv T.2/Mkrs & AAEE/ CFS/2 FTS	SS 13.10.60

XD696 Avro 720 not completed



Sabre XD729 of No.66 Squadron, Linton-on-Ouse (PMC)

60 North American Sabre F.4s delivered between July and September 1953 under MDAP

XD706	19707	66	SOC 18.12.58
XD707	19708	66	Flew into high ground in cloud, Kinder Scout, Derby, 22.7.54
XD708	19709	66	To USAF 6.11.56
XD709	19710	92	To USAF 26.8.57
XD710	19711	66/92	Abandoned take-off and swung in to grass, Acklington, 5.4.55
XD711	19712	66	Collided with XD715 and abandoned 4m WNW of Hornsea, Yorks, 16.6.54
XD712	19713	66	Broke up recovering from dive and spun into sea 9m E of Scunthorpe, Lincs., 16.6.55
XD713	19714	92	Tyre burst on take-off; undercarriage raised to stop, Linton-on-Ouse, 29.1.55
XD714	19715	92	To USAF 29.12.56
XD715	19716	66	To USAF 27.7.57
XD716	19717	66	Collided with XD711 and abandoned 4m WNW of Hornsea, Yorks, 16.6.54
XD717	19718	92	To USAF 3.7.57
XD718	19719	66	SOC 12.7.56
XD719	19720	66/92	To USAF 10.1.57
XD720	19721	66	To USAF 23.5.57
XD721	19722	66	To USAF 10.8.56
XD722	19723	66	Engine cut; undershot landing at Langham, 6.5.54
XD723	19724	92	To USAF 8.11.56
XD724	19725	66/92	To USAF 19.12.57
XD725	19726	66	To USAF 3.7.57
XD726	19727	92	To USAF 9.10.57
XD727	19728	92	SOC 18.12.58
XD728	19729	92	To USAF 22.6.56
XD729	19730	66	Lost power on overshoot; bellylanded at Linton-on- Ouse, 25.1.56
XD730	19731	66	Flew into high ground in cloud, Kinder Scout, Derbyshire, 22.7.54
XD731	19749	66	To USAF 13.9.56
XD732	19750	92	SOC 18.12.58
XD733	19751	92	Flew into high ground at night, Easingwold, Yorks., 21.9.54
XD734	19752	92	To USAF 3.1.57
XD735	19753	66	To USAF 20.3.57
XD736	19754	92	To USAF 19.2.57
XD753	19755	66	To USAF 21.8.57
XD754	19756	92	To USAF 31.5.57
XD755	19757	66	Stalled on approach and dived into ground 2m SW of Driffield, 16.3.55
XD756	19758	92	To USAF 21.8.57
XD757	19759	66	To USAF 19.8.57

Sabre F.4

XD758	19760	66	Abandoned after fire warning 2½m NE of Helmsley, Yorks.. 22.7.54
XD759	19761	92	SOC 18.12.58
XD760	19762	92	To USAF 28.6.57
XD761	19763	66	To USAF 13.9.57
XD762	19764	66	SOC 18.12.58
XD763	19765	66/SF Linton	SOC 18.12.58
XD764	19766	92	To USAF 19.9.56
XD765	19767	66	To USAF 22.8.57
XD766	19768	92	SOC 18.12.58
XD767	19769	92	To USAF 28.5.57
XD768	19770	66	Engine lost power; swung on forced landing at Full Sutton airfield and nose wheel collapsed, 10.8.54
XD769	19771	92	SOC 18.12.58
XD770	19772	66	SOC 18.12.58
XD771	19773	92	Engine cut on approach; bellylanded 2m ENE of Linton-on-Ouse, 29.9.54
XD772	19793	66	Abandoned after engine cut ½m E of Kelstern, Lincs., 29.11.54
XD773	19794	66	Engine lost power; under-shot landing at Linton-on-Ouse, 13.5.54
XD774	19795	66	To USAF 8.1.58
XD775	19796	147	Crashed on delivery flight, 18.8.53
XD776	19797	66	Caught fire and abandoned 12m SW of North Luffenham, 27.8.54
XD777	19798	66	To USAF 7.1.57
XD778	19799	66	To USAF 28.3.57
XD779	19800	92	To USAF 4.11.57
XD780	19801	AFDS/229 OCU/92	Stalled on to runway and undercarriage collapsed, Linton-on-Ouse, 14.5.55
XD781	19802	AFDS	To USAF 23.10.56

* * * * *

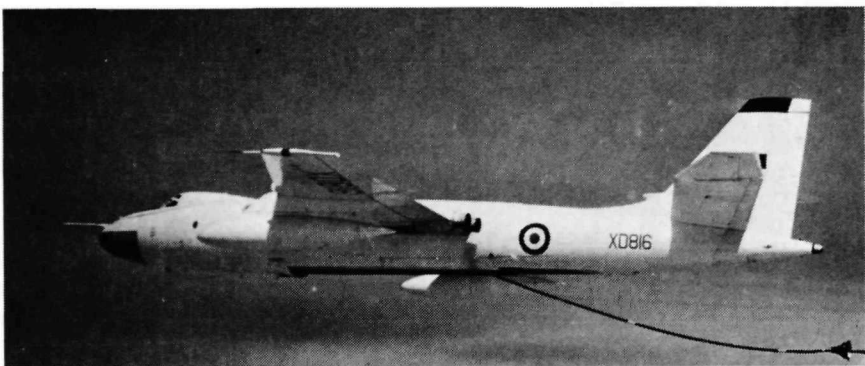
XD759 Fairey Jet Gyrodyne G-AJJP allotted duplicated serial. Renumbered XJ389

* * * * *

Five Westland Whirlwind HAR.2s for Royal Navy

XD798 to XD802

* * * * *



Valiant BK.1 XD816 of No.214 Squadron (MoD PRB 19707)

38 Vickers Valiant B.1s (later modified to BK.1s) delivered between July 1956 and September 1957 by Vickers, Weybridge to Contract 6/ACFT/9446

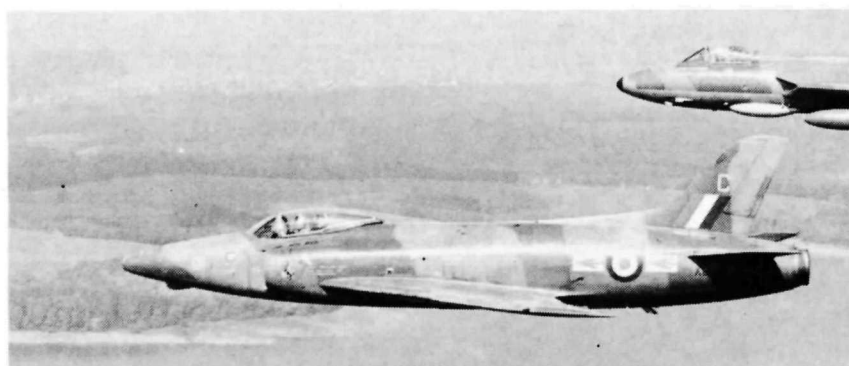
XD812	207/214/207/214	SOC 5.3.65
XD813	207/90	SOC 1.3.65
XD814	148/138/90	SOC 15.12.64
XD815	148/207/138/90	SOC 1.3.65
XD816	148/214	To BAC 21.9.64
XD817	148/90/138/90	SOC 1.3.65
XD818	49	To 7894M 18.10.65; preserved
XD819	148/SAC Bbg Sqn/148	SOC 14.12.64
XD820	148/90/214/90	SOC 1.3.65
XD821	148/214/148/138/232 OCU	SOC 30.10.67
XD822	49	SOC 5.6.65
XD823	49	SOC 1.3.65

Valiant B.1

XD824	49/138/49	SOC 5.3.65
XD825	49/543/49	SOC 10.6.65
XD826	7/90/138/232 OCU/543	To 7872M 5.3.65
XD827	49	SOC 14.12.65
XD828	7/207	SOC 5.3.65
XD829	49/Marham	SOC 5.3.65
XD830	7/90	SOC 15.12.64
XD857	49	SOC 5.3.65
XD858	214/138/207/214/SAC Bbg Sqn/214	SOC 4.3.65
XD859	214/138/148/214/SAC Bbg Sqn/214	SOC 10.6.65
XD860	214/138/214/SAC Bbg Sqn/214	SOC 1.1.67
XD861	214/138/214/SAC Bbg Sqn/214	SOC 5.3.65
XD862	90/148	SOC 5.3.65
XD863	90/7/90/MoA/90	SOC 10.6.65
XD864	7	Stalled and flew into ground, Spanhoe airfield, 12.8.60
XD865	90/207	SOC 5.3.65
XD866	138/232 OCU	SOC 4.3.65
XD867	90	SOC 1.3.65
XD868	138/BCDU/Finningley/232 OCU	SOC 4.3.65
XD869	214	Flew into ground after night take-off 2½m NE of Marham, 11.9.59
XD870	214/148/214	SOC 4.3.59
XD871	90/7/138/214	SOC 4.3.65
XD872	138/BCDU/7/90	SOC 10.6.65
XD873	207/49/207/SAC Bbg Sqn/207/138/7/232 OCU	SOC 4.3.65
XD874	214/49/214/148/SAC Bbg Sqn/148/Marham Wg	SOC 5.3.65
XD875	207/49/207/SAC Bbg Sqn/207/138/7	SOC 9.11.62
XD876	to	
XD893	-	Cancelled

* * * * *

XD898 Gannet AS.4 delivered to Royal Australian Navy

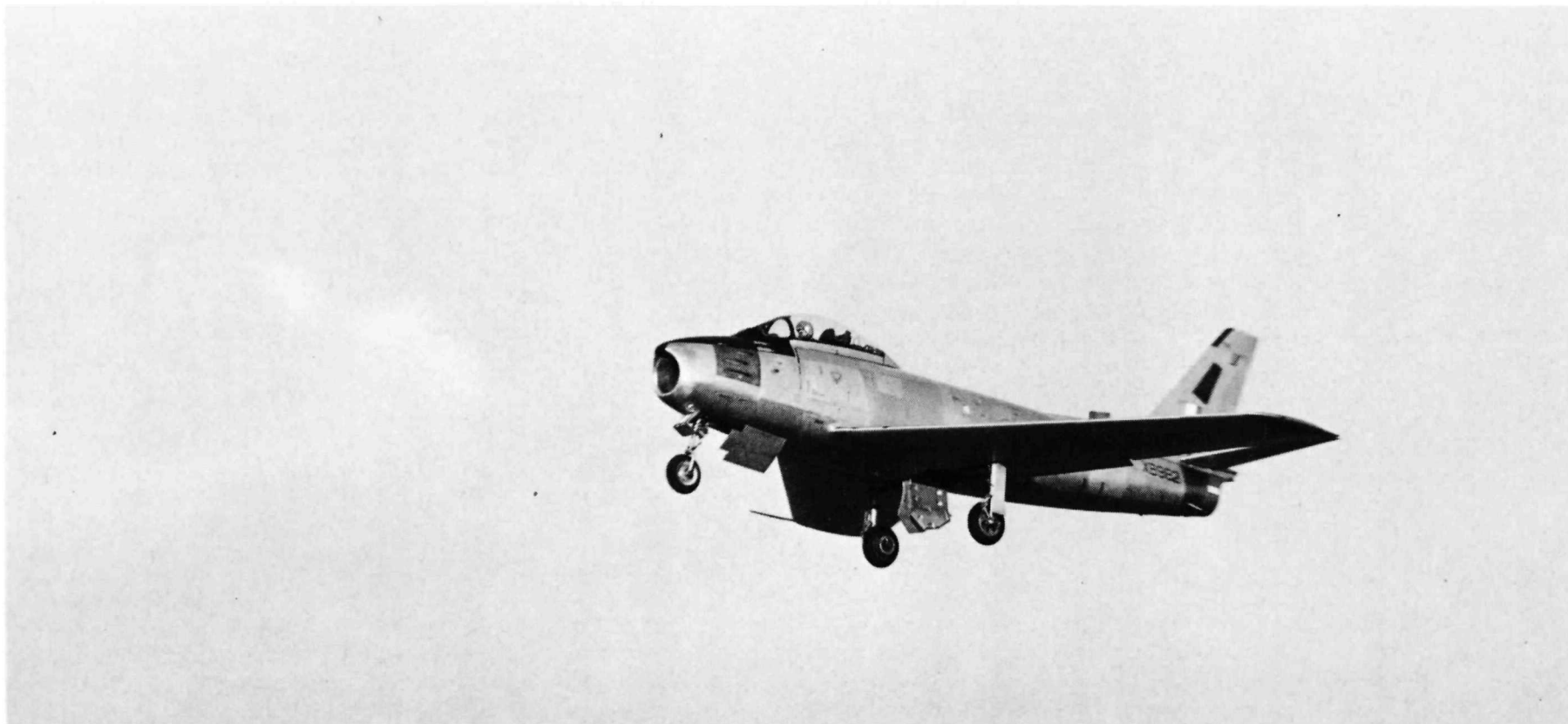


Swift FR.5 XD913 of No.79 Squadron (MoD PRB 19509)

58 Supermarine Swift FR.5s delivered between October 1955 and April 1957 by Vickers-Armstrongs, South Marston to Contract 6/ACFT/9463

XD903	AAEE	MoS aircraft
XD904	AAEE	MoS aircraft
XD905	Hdlg Sqn/79/Ferry Sqn	Abandoned take-off and over-shot across road, Benson, 22.10.58
XD906	Mkrs & AAEE	SOC 27.6.60
XD907	Hdlg Sqn	SOC 27.6.60
XD908	2	SOC 27.6.60
XD909	Mkrs	SOC 23.4.57
XD910	2	Rolled and dived into ground 2½m WSW of Aachen, 22.8.57
XD911	CFE	SOC 27.6.60
XD912	2/MoS	SOC 13.1.59
XD913	WL Guttersloh/79	Nosewheel jammed; crash-landed at Guttersloh, 23.6.60
XD914	2	SOC 30.5.60
XD915	2	SOC 27.6.60
XD916	2	SOC 27.6.60
XD917	Mkrs	SOC 27.6.60

Feedback



Having produced a photograph of Sabre XB962 in AM.1/84, it was quite inevitable that another photo should turn up with XB982 painted on it. Mr. C.A.Baxter is the sender and this time it is not a three-quarter front view but almost side-on. The '6' in the previous photograph must have been a photographic blemish - or did the painter get it wrong at first, not an unusual event but in this case probably unlikely.

XB982 arrived at the Bristol-Siddeley works at Patchway from Westlands on 6 March 1957, the date that the Air Ministry record shows it as having been passed back to USAF ownership after repair. It was fitted with an Orpheus 12 and flew until 1959 being finally carried off by truck as scrap on 29 June 1962.

The G-91 in the photo on page 27 carries the number NC-12 on the rear fuselage as shown in an alternative photograph. There was no evidence of the numbers G-45-3 or MM6285 being carried.

G-45-4 carried also the numbers MM6283 and NC-49 and there is a photograph existing of this showing all these numbers.

The Gnat was XK740, which is something of a relief. Incidentally, the Gannet AEW.3 on the front cover of AM.1/84 was also used by the Flight Test Department of Bristol-Siddeley but crashed on approach to Filton on 24 April 1960, killing all three occupants.

PINS AND TWIN-PINS

Alan Johnson has come up with some additional details on the Pioneers and Twin Pioneers that were listed in AM.4/83. Constructor's Numbers for the Twin Pioneers were:

XL966-970	c/n 514/518/520/522/524
XL991-997	c/n 525/527/528/530/534/535
XM284-291	c/n 536/538/539/541-545
XM939-943	c/n 546/549-552
XM957-963	c/n 553-555/557-560
XN318-321	c/n 573-575
XP293-295	c/n 571/572/576

The c/n of XN318-321 would suggest that the last seven aircraft were CC.2s and not as shown on page 90.

One Twin Pioneer serial not mentioned was XT610 which was G-APRS acquired by the Ministry

of Technology for use by the Empire Test Pilots School. Contract number was KC/K/74/CB5(c) and its c/n was 561. It saw no RAF service and was later sold, being registered G-BCWF on 30.1.75.

Of the surviving Twin Pioneers, XL993 is now on display at Cosford, XM285 was sold and was G-31-15 with Scottish Aviation before being registered as G-AYFA on 15.6.70. It is currently with Flight One Ltd alongside G-BCWF mentioned above. XM961 which became G-BBVF was damaged in a gale at Shobdon on 11.3.82 and was donated to the Museum of Flight at East Fortune in August 1982. XP295 was G-31-16 before becoming G-AZHJ on 20.10.71 and is also current with Flight One.

Apparently fifteen Twin Pioneers (not fourteen as stated) were acquired by the Royal Malayan Air Force, the last being delivered by June 1963. They remained in service until about 1970 and were as follows:

FM1001	c/n 529 ex-G-APJT; preserved at Kuala Lumpur
FM1002	c/n 556
FM1003	c/n 568
FM1004	c/n 563
FM1061	c/n 578; sold as 9M-ARU, later VH-EVC
FM1062	c/n 580; broken up for spares
FM1063	c/n 581; sold to Indonesian Air Force
FM1064	c/n 583
FM1065	c/n 584; sold to Indonesian Air Force
FM1066	c/n 586; sold as 9M-ART, later VH-EVB
FM1067	c/n 587; written off 8.62
FM1068	c/n 588
FM1069	c/n 589; broken up for spares
FM1070	c/n 590; sold as 9M-ASB, later VH-EVD
FM1071	c/n 582; sold as 9M-ARS, later VH-EVA and N48207

The Pioneer c/ns were as follows:

XE512-514	c/n 101-104
XG558-563	c/n 106-111
XH469	c/n 105
XJ450-451	c/n 112-113
XJ465-446	c/n 114/117
XK367-370	c/n 121-124
XL517-520	c/n 125-128
XL553-558	c/n 129-134
XL664-667	c/n 135-138
XL699-706	c/n 139-147

XL703 is currently at Manchester Air & Space Museum

The Ceylon Air Force acquired four Pioneers, CC601 to CC604. The latter pair were c/n 149 150, previously G-APNW and G-APNX.

Nine Pioneers went to the Royal Malayan Air Force, FM1011 to FM1019 but c/ns are garbled and confirmation of these would be useful.

ROCKET-POWERED HORSA

The Museum of Army Flying has kindly supplied the photographs below. The aircraft is a prototype Horsa DG597 taken on 15 July 1942 at Farnborough.

The rocket packs appear to be of the same type as appear in AM.2/80 attached to a Hamilcar and it is known that preliminary tests were carried out on a Horsa with a Whitley tug.

The crosses are for calibration purposes when film is taken of trial flights but the rear fuselage has been treated in some way aft of the rocket packs which are carried on tubular mountings attached to the rear undercarriage strut. Possibly it is some form of insulation against heat from the rockets when fired. So far, no trial report has been located.

SINGAPORE SYCAMORES

Our caption for the photograph on the back cover of AM.4/83 has brought forth some comment from Dick Hadlow who puts the date as around February 1967 and not 1964 as stated.

The occasion was not celebrating No.110's conversion to Whirlwinds but the farewell flight of the Sycamore overseas. It had been retained as a communications aircraft for the use of the AOC, a task later taken over by No.110 Squadron.

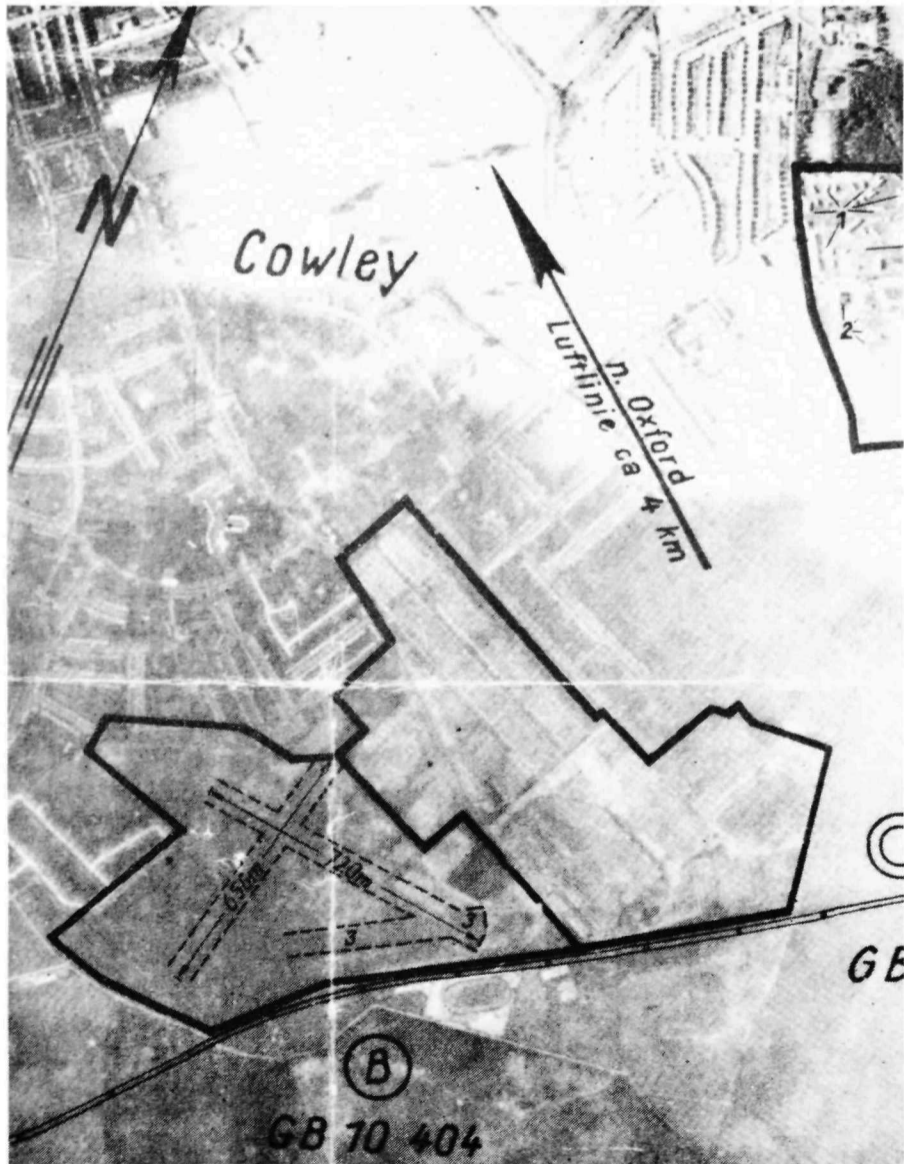
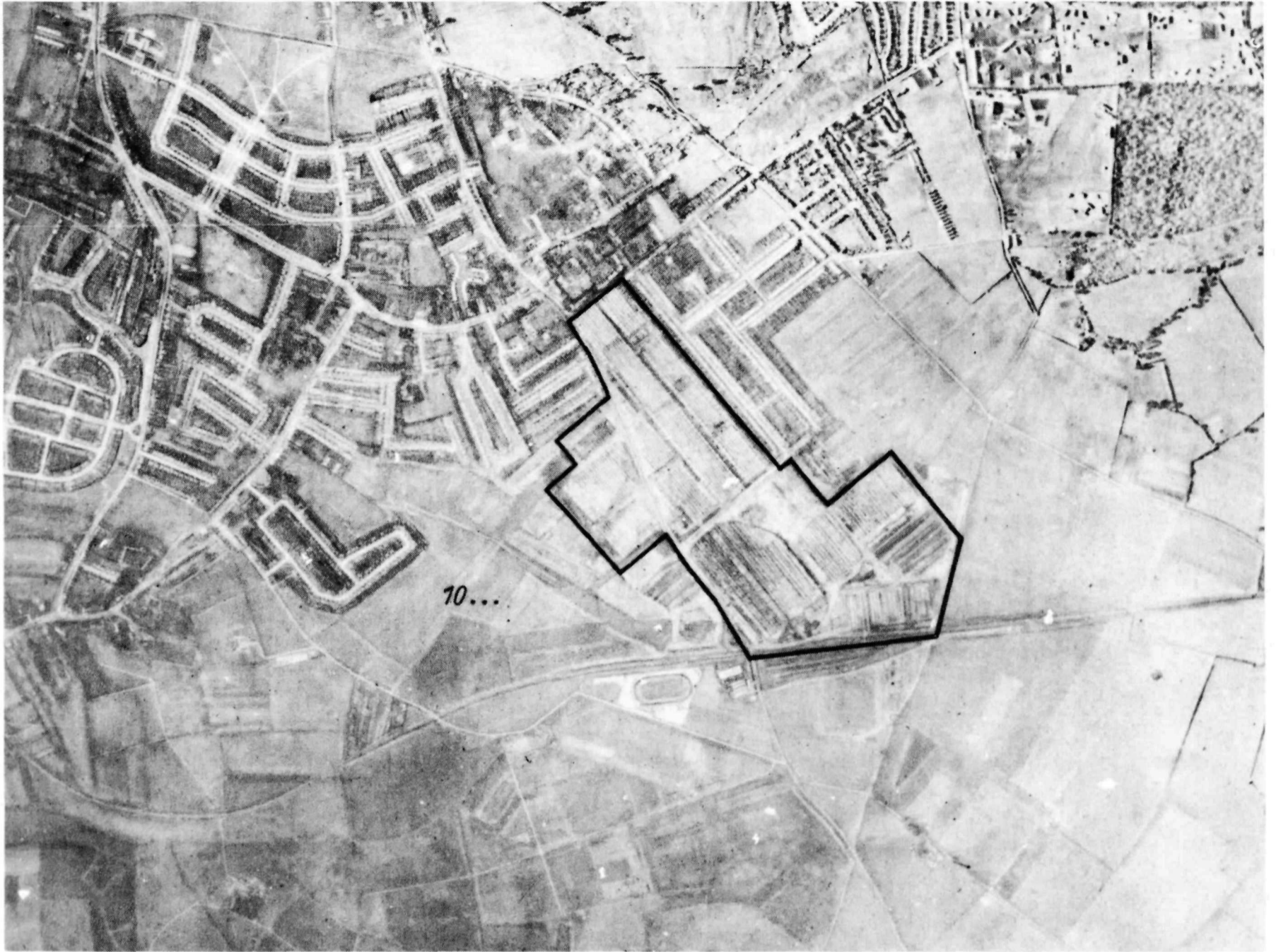
As he was CO of No.110 at the time, Dick reckons he might have been the one who was piloting the photographer-armed Whirlwind on this sortie.

HASTINGS CRASH

In AM.1/83, we listed RAF write-offs for 1952 and one question mark therein can now be removed. On 14 March 1952, TG562 crashed on take-off. Unfortunately, the accident records for Hastings had been removed and only a summary was available which did not give a location. Sqn Ldr W.L. Grundy has written to say that the actual location of the crash was Fayid, Egypt.

Below: Two views of the prototype Airspeed Horsa fitted with RATOG packs at Farnborough.





COWLEY

When the Luftwaffe went to considerable trouble and not a little risk to photograph the outskirts of Oxford, it was presumably to pinpoint the vehicle factory of Morris Motors Ltd. Just what they made of the grass airfield alongside is not known.

In fact, aircraft were Cowley's main preoccupation during World War Two and No.1 Civilian Repair Unit, officially opened on 11 September 1939, was the largest of the repair depots set up to handle damaged aircraft, in the event mainly Hurricanes and Spitfires.

The airfield was set up to fly out repaired aircraft but was also the outlet for Cowley's production line of Tiger Moths. The exact number is in doubt but was over 3,000. 3,216 serials were issued for Morris-built Tiger Moths but many spare wings and fuselages were also supplied to repair units.

Another resident was No.1 Metal Produce Recovery Depot which salvaged the scrap products from crashed aircraft, many of them enemy aircraft shot down over the UK.

The top photograph shows the camouflaged factory buildings with the airfield to the left. The grass runways can just be seen and have been drawn in on the target photograph on the left. The area has been buried under extensions to the British Leyland factory but can be located from the line of the railway south east of Oxford. The sports stadium make a useful landmark; presumably nobody thought of camouflaging that....



4

2

1

3

5

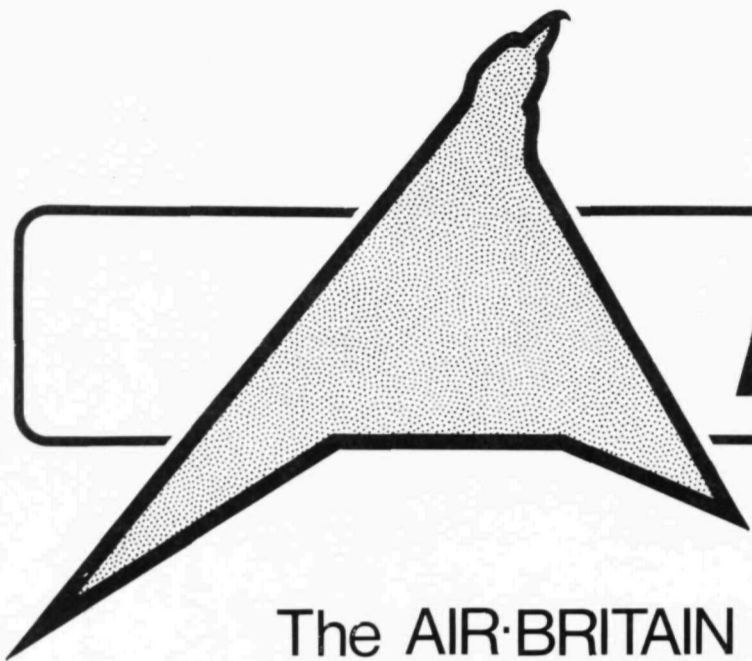
S1381

S1386

S 1380

S1379

S1385



AEROMILITARIA

The AIR·BRITAIN Military Aviation Historical Quarterly



No 3
1984



AEROMILITARIA

The AIR BRITAIN Military Aviation Historical Quarterly

Edited by James J. Halley and Peter M. Corbell

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

This issue has to go to press earlier than normal in order to catch the August distribution date, due allowance for summer holidays having to be made - the printers', not the editors'... As a result, the X/Z Register has not been seen yet but is promised around the middle of June so should have been supplied long before this appears in your letter boxes.

Consequently, there is not much more to say about The Lancaster File and The Whitley File than appeared in the last issue. As AM.4/84 is not scheduled to appear until December, one can only advise readers to keep an eye on Air-Britain Digest and the sales lists.

One of the points raised at the 1984 Annual General Meeting was the extension of coverage in AM to non-Commonwealth countries. There is no particular reason why types of aircraft and background articles cannot be contained within these pages, especially as we are running out of types of RAF aircraft which were built in sufficiently small numbers to be housed in one issue. Hence the recent preponderance of US-built aircraft used by the RAF.

The main reason for not receiving articles on non-Commonwealth types is probably the lack

of comprehensive records of the allocation and fate of aircraft used by air forces other than the RAF and Allied units supplied from Air Ministry sources. These were fortunate to survive the ravages of the 'weeders', unlike the Admiralty records which were to a great extent dumped at the end of the war, leaving only sketchy accounts of squadron activities and no wartime aircraft records. One can doubtless find the date on which a Bosun's Mate joined HMS Benbow in 1846, but not the squadron allocations of an Albacore!

If any reader has the time and means to do AM-style histories on non-RAF types, they would be welcomed. Some air forces must have kept adequate records!

IN THIS ISSUE

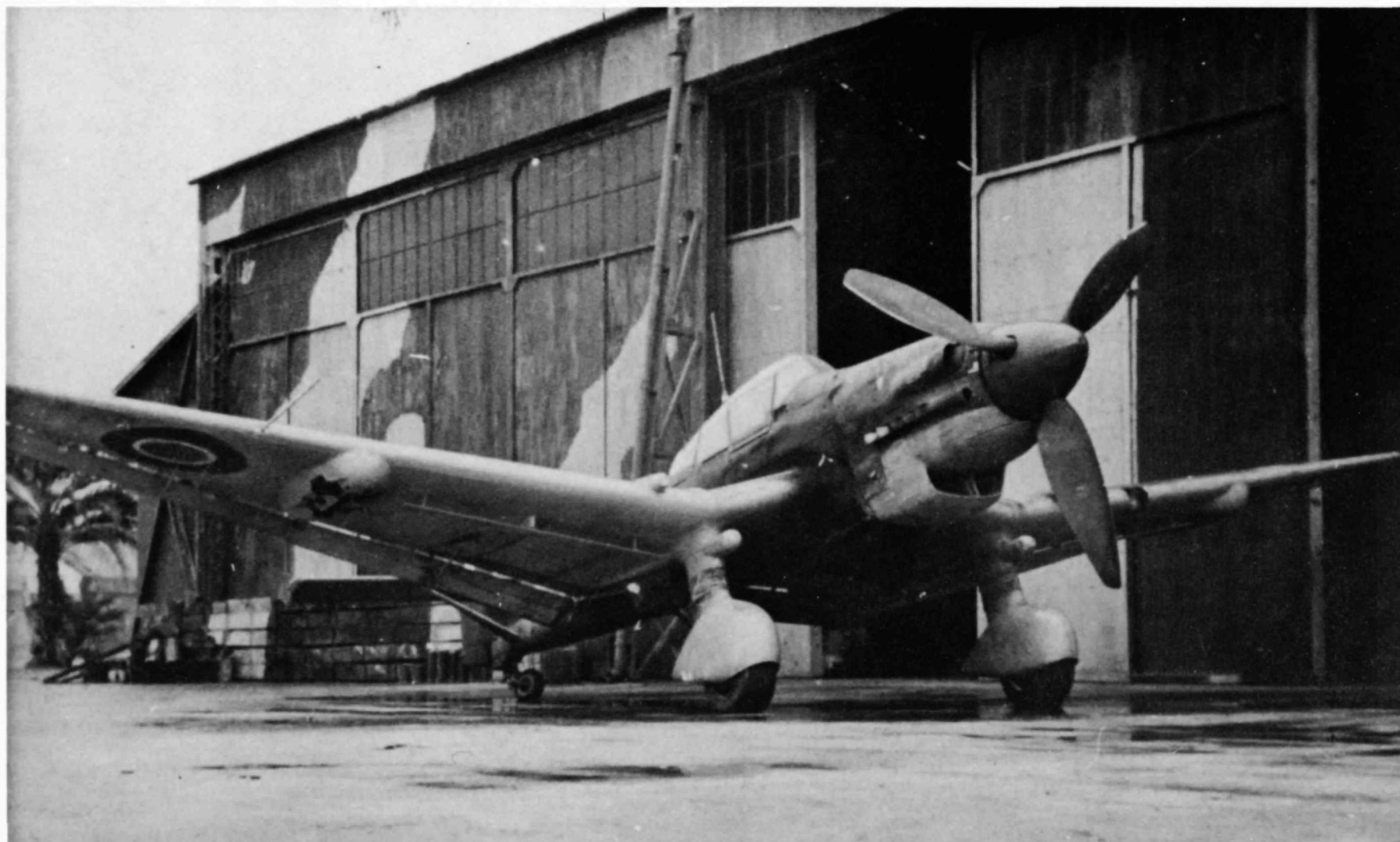
The Bristol Sycamore has been chosen for study in this issue. In its erratic way, it gave good service to the RAF and laid the foundations for the tactical use of helicopters in a variety of roles.

Our memories of the Sycamore go back to inspecting a shiny G-ALSX at Filton in the early 1950s and being impressed at the graceful lines of a class of machinery that usually would have come second in a beauty contest to a combine harvester.

Both your editors got airborne in Sycamore, the non-Scottish one actually paying for the privilege of flying in a civil one from London to Birmingham on a scheduled service. It seemed a strange sensation to sway around with the pilot's hands in constant motion trying to keep it pointing in the desired direction.

The Stranraer has been tabulated in 'RAF Aircraft K1000 to K9999' but as the peak of British biplane flying boat design is worth a more detailed look. The degree of self-sufficiency built into these boats is surprising for its era and much cheaper than building seaplane tenders the size of small liners.

As a comparison with the Ju 87 (post-war production) on pages 75 and 76, here is a real captured Ju 87D in Egypt



BRISTOL SYCAMORE



A formation of No.32 Squadron Sycamore HC.14s at Northolt (MoD Photo TN 2434)

The Bristol Aeroplane Company began to take an interest in helicopters in 1944 and as an initial step it acquired the assets of the A.R.III Construction Partnership which had been responsible for the development of the pre-war A.R.III autogiro. It also received the person of Raoul Hafner, its designer, who was released from the Airborne Forces Experimental Establishment to take up the post of Bristol's chief helicopter designer.

The company's first project was for a four-seat general purpose helicopter, the Type 171, for military and, hopefully, civil purposes. A choice of engines was made difficult by the lack of a suitable unit but the eventual selection was the new Alvis Leonides which was still being tested. To get the prototypes airborne, a Pratt & Whitney Wasp Junior was installed in the first two prototypes pending delivery of production Leonides engines and its 450 hp lifted the prototype VL958 on 27 July 1947 on its first hop, the culmination of a period of ground testing of the airframe and rotor systems. A second prototype joined the trials programme in February 1948, also with a Wasp Junior but it was 3 September 1949 before the Leonides-powered Mk.2, VW905, made its first hop; on a second attempt, the rotor

disintegrated, resulting in the fitment of re-designed blades before further flying was undertaken.

The production version, designated Mk.3, had provision for five persons and had a modified cabin area with a shorter nose and slightly greater width as well as several engineering changes.

As the first production helicopter manufactured in Britain, the Type 171 was in demand by a variety of test and experimental organisations and the first fifteen were used mainly by the Ministry of Supply for gaining experience in this field. G-ALSX became the company demonstrator while G-ALSR went to British European Airways for a period before passing to the Royal Aircraft Establishment. The remainder were given military serials as listed in the tables and used for operational trials as casualty evacuation, anti-submarine, air observation post and air-sea rescue aircraft. Three were sent to the Woomera rocket range.

The HC.10 was the casevac version, the HC.11 the army co-operation and the HR.12 the Coastal Command variant. The Coastal aircraft, despite their 'HR' role designation, were used for anti-submarine trials and took part in 'Mainbrace',

Sycamore HC.14 XF269 of the Central Flying School

(Air-Britain photo)



a major NATO exercise in 1952.

The army cooperation HC.11s were flown by AOP and liaison units and three of the four survived to serve with the Metropolitan Communications Squadron until the mark was withdrawn from service in 1963. The three surviving HR.12s went on to the Helicopter Development Unit at Old Sarum.

The two HR.13s were delivered to No.275 Squadron, reformed on 13 April 1953 at Linton-on-Ouse as the first helicopter air-sea rescue squadron in the Royal Air Force. Later, HR.14s were supplied. The squadron's task was to provide ASR backing for RAF aircraft operating off the coast and as it built up its complement of Sycamores, detachments were set up at Leuchars, North Coates, Horsham St.Faith and Chivenor. The concentration of fighter aircraft and bombing and gunnery ranges in these areas provided No.275 with plenty of potential customers.

Visitors to the Royal Air Force Review at Odiham in 1953 saw a Sycamore flying a Royal Air Force Ensign lead the flypast.

Overseas, Sycamores were attached to a number of RAF stations for air-sea rescue duties as well as local liaison flights. They proved useful in Aden, Cyprus and East Africa in providing search and rescue cover not only over the sea but in the mountains, forests and deserts where aircraft had been forced down.

It was in Malaya that the Sycamore had its main test. The Emergency, alternatively known as operation 'Firedog', required the maintenance of bases in the Malayan interior which, in turn sent out patrols into the jungle. To extract casualties by conventional means was a difficult operation but the arrival of Sycamores and Royal Navy Dragonflies and Whirlwinds meant that casualties could be picked up from clearings in the jungle and brought back to hospital in minutes instead of days.

No.194 Squadron used 23 Sycamores in Malaya and only six survived to be handed over to, mainly, No.110 Squadron when it merged with No.155 Squadron on 3 June 1959 and was renumbered. Photographs of Sycamores in action gave a good impression of why the squadron's task was a tricky one. The Sycamore, like all early helicopters, was not the most docile of aircraft and setting it down in a clearing surrounded by tall trees not the easiest of operations. A swing of only a few feet could mean the rotor blades contacting the surrounding scenery. But the stress of operating a new type in tropical conditions also caused some structural failures and several Sycamores were lost through losing tail or main rotor blades with catastrophic results. It is perhaps surprising that Nos.194

*Sycamore HC.14 of CFS at Little Rissington, October 1960
(Air-Britain Colour Slide No.4940)*



Sycamore HR.13 XD196 of No.275 Squadron recovering wreckage from Venom WE261 of the Central Fighter Establishment on Holbeach Ranges, 31.7.53

and 110 Squadrons only suffered six fatal casualties in these operations, the latter squadron having written-off eight Sycamores after taking over from No.194 Squadron.

In reverse, the squadrons were used to take patrols out to the more inaccessible parts of the jungle, not an easy task as the high temperatures and humidity degraded the Sycamore's payloads considerably. No.194 claims that the prevailing climate resulted in some sorties being given to the lightest pilots!

The blade failures resulted in the type being grounded after XF267 lost a blade only two months after XE319 had suffered a similar fate. It was April 1960, a year later, before modified rotor blades enabled the type to resume operations in Malaya.

The official statistics of the Sycamore's part in 'Firedog' up to the end of the Emergency period in June 1960 show 35,850 sorties and 896,200 miles flown. Numerous ground troops from many Commonwealth units and the Malayan Police owed their lives to being whisked out of the jungle to hospital in time for effective treatment to be given.

The Sycamore's active service in the Far East was not yet over. The new state of Malaysia included Borneo, half of which was part of Indonesia whose contemporary regime coveted the other half. British and Malaysian security forces were based in Brunei, Sarawak and Borneo to deter any aggressive moves by Indonesia and three Sycamores were among the helicopters sent to support them. In September 1963, they were replaced by Whirlwinds.

No.110 phased out its Sycamores in October 1964 and the survivors, XE310, XF266 and XL821 were taken out of service. One survived in Malaya, XJ918, as transport for the AOC, Far East Air Force and No.110 took over its care while XL821 was also retained for this role to become the last Sycamore to fly with the Far East Air Force.

In East Africa, RAF Station Eastleigh, outside Nairobi, operated a pair of Sycamores during the Mau Mau rising which were used for casevac duties. Despite the altitude of much of the area of operations, the Sycamores showed that they could function well at such heights, often well over 10,000 feet. The East African troops and Kenya Police were just as appreciative of the Sycamore as the Malayan forces.



A line of Sycamore 52s supplied to the German Navy and used for air-sea rescue and communications (Bristol photo 53659)

Another anti-terrorist operation was also underway in Cyprus where a faction among the Greek-Cypriot population was intent on uniting the island with Greece. This was not received with any enthusiasm by the large Turkish-Cypriot minority who had lived in reasonable harmony with their neighbours for most of the time until the 1950s. Memories are long in the continual Greek-Turkish quarrel and the Greek occupation of parts of Turkey after the end of World War One was still recalled. Although the Greeks had been expelled, the Turks had no wish to fall under Greek rule again.

The Greek terrorist group EOKA was responsible for attacks on the Cypriot Police, the British Army, the Turkish community and any Greek-Cypriot who did not show sufficient enthusiasm for union with Greece. To counter their activities, the RAF units in Cyprus provided air support for the ground forces in seeking out EOKA bands in the rocky hills of the interior.

There was not the same need for supplying patrols as there had been in Malaya since the island was relatively small and had a network of roads and tracks for vehicles. These were, however, winding and narrow and the approach of an Army or Police patrol could be seen from afar.

An Internal Security Flight operated from Nicosia with Chipmunks and this unit also received three Sycamores in March and April 1956. Using these, patrols could be set down on remote mountain areas and obtain a measure of surprise. In a short time, the usefulness of helicopters in Cyprus had been proved and No.284 Squadron was formed in October 1956 at Nicosia with a mixed complement of Sycamores and Whirlwind HAR.2s, later taking over the ISF's Sycamores.

No.284 Squadron became No.103 Squadron on 1 August 1959 and the latter flew Sycamores until July 1963. During anti-EOKA, techniques for landing troops on very small landing areas were refined. This time it was not the high trees of the jungle that caused problems but the lack of flat areas big enough to take a Sycamore. In many cases, only a nosewheel could be placed on a ledge to enable the occupants to scramble out before the Sycamore backed off. No.284's statistics for operations in Cyprus included

over 16,000 sorties, 222 casualty evacuations, dropping-off 3,271 troops and police and 113 tons of supplies. All were short-range operations but essential if surprise was to be gained and the initiative held.

The EOKA campaign petered out but the Sycamores were still busy with search and rescue around the Cyprus coast and a detachment was maintained at El Adem in Libya for similar purposes. When the requirement for helicopters in Cyprus was reduced, No.103 disbanded and handed over its tasks to Nos.1563 and 1564 Flights at Nicosia and El Adem respectively. These converted to Whirlwinds in 1964 and 1965.

The Joint Experimental Helicopter Unit was formed on 1 April 1955 at Middle Wallop to develop and demonstrate the potential of helicopters on land and sea and during the Suez landings in November 1956, some Sycamores joined Whirlwinds aboard British carriers to provide troop and supply airlift while the landings were taking place at Port Said. JEHU was later expanded

A Chivenor-based Sycamore demonstrates its hoist, 15.4.58



to form No.225 Squadron on 1 January 1960 as the first helicopter squadron in Transport Command. The Sycamores remained in service until March 1962 when the Whirlwind HAR.10 entered service with the squadron.

Sycamores in unusual marks appeared at Aldergrove in May 1960 when No.118 Squadron was formed from No.228 Squadron (formerly No.275 Squadron). Having spent World War Two and the post-war period in Germany as a fighter squadron, No.118 emblazoned its Sycamores with fighter markings. It flew border patrols and undertook liaison tasks until disbanded in August 1962.

The Metropolitan Communications Squadron at Northolt first received Sycamores in November 1955 and was a long-term user of the type, the last not departing until August 1972, by which time the MCS had been redesignated No.32 Squadron. Officially, the Sycamore had been taken out of service in December 1971 when regular operation of the type by the RAF ceased.

In addition to Royal Air Force use, fifty Sycamores were purchased by Germany and used by the Bundesmarine for SAR and communications tasks. Others were used by the Wehrmacht as liaison aircraft. Only 47 numbers have been traced, however, being quoted as:

AS-321 to 330; BA-176 to 178; BB-176 to 178; BD-176 to 178; CA-327 to 328; CB-011 to 019; CC-061 to 069; DA-391 to 392; DB-391 to 392; SC-201 to 204.

One Sycamore 52, marked 78+13 with a quoted constructor's number of 13466 is preserved in a museum at Hermeskeil, near Trier. A few civil examples still exist. D-HALC c/n 13473 was once AS+330, D-HALD c/n 13475 CA+328, D-HEMD c/n 13466 GA+119, D-HELM c/n 13483 BD+178 and D-HFUM c/n 13479 was SC+202. From their previous identities, it is obvious that the original markings listed above were replaced by others while GA-119 was not quoted in the original series.

Three went to Belgium under the codes OT-ZKA, ZKB and ZKC. Three more Mk.50s went to the RAN while seven Mk.51s were delivered to the Royal Australian Navy. All the Australian aircraft originally had RAF serials which the RAN retained. The two RAAF examples received A91 prefixes.

In the civil market, the Sycamore had little effect. Only one was sold to a civil customer from the factory, VH-INO for Australian National Airways although, as mentioned above, some surplus German military aircraft were registered as civil. By the time they became available, however, the type had long been overtaken by more advanced types of helicopter.

A pair of No.275 Squadron Sycamores on winching practice



Sycamore HC.14 XG514 of No.275 Squadron (MoD PRB 11761)

SYCAMORE UNITS

No.32 Squadron (Feb 1969 to Aug 1972)

Reformed 3.2.69 ex Metropolitan Communications Squadron at Northolt

No.103 Squadron (August 1959 to July 1963)

Reformed 1.8.59 ex 284 Squadron at Nicosia.
Disbanded 31.7.63

No.110 Squadron (April 1960 to October 1964)

Reformed 3.6.59 ex Nos.155 and 194 Squadrons.
Re-equipped with Whirlwind HAR.10s

No.118 Squadron (May 1960 to August 1962)

Reformed 12.5.60 ex Sycamore Flight of 228 Sqn.
Disbanded 31.8.62

No.194 Squadron (October 1954 to June 1959)

Reformed 1.2.53 at Sembawang; to 110 Sqn 3.6.59

No.225 Squadron (January 1960 to March 1962)

Reformed 1.1.60 ex Joint Experimental Helicopter Unit at Andover. Replaced by Whirlwind HAR.10s

No.228 Squadron (September 1959 to May 1960)

Reformed 1.9.59 ex 275 Squadron at Leconfield.
Sycamores to No.118 Squadron 12.5.60

No.275 Squadron (April 1953 to September 1959)

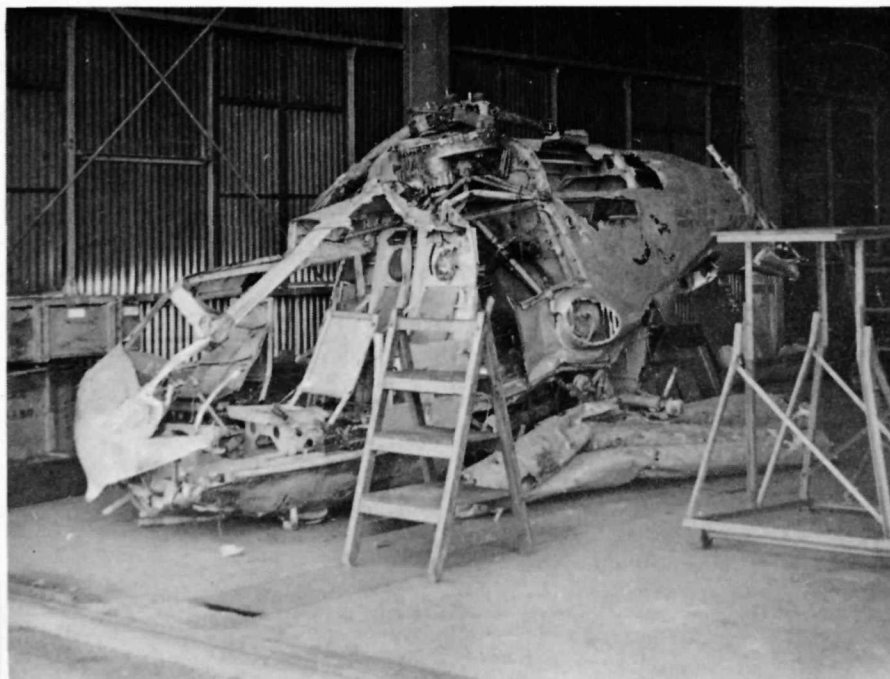
Reformed 13.4.53 at Linton-on-Ouse. To 228 Sqn 1.9.59

No.284 Squadron (October 1956 to July 1959)

Reformed 15.10.56 at Nicosia. To 103 Squadron 1.8.59

For other units, see page 64

An unidentified RAN Sycamore which crashed in February 1955



DELIVERIES

VL958	Mkrs	No RAF service	XE320	CFS/APS Sylt/ 225/CFS	DBR in heavy landing 1m S of Peplow, Salop., 13.10.65
VL963	Mkrs	To G-ALOU 25.4.49; reverted to VL963 for RAE use to 1953	XE321	194	Tail rotor drive fractured; crashlanded in field, Ipoh, Malaya, 6.9.56; DBR
VW905	Mkrs, RAE & AAEE	No RAF service.			
WA576	Mkrs, RAE & AAEE	Ex-G-ALSS. To 7900M and pre- served	XE322	194/110	Sank back on take-off from jungle clearing; forcedlanded in river, Malaya, 20.3.61
WA577	Mkrs & AAEE	Ex G-ALST; to 7718M and pre- served			Engine cut; ditched 16m E of Leuchars, 10.7.56
WA578	Mkrs & AAEE	Ex G-ALSU. Engine cut; over- turned on landing 2m N of Tidworth, Wilts., 3.7.56	XF265	275	SOC 30.6.67
WT923	1906 Flt/657/ 651/MCS	Ex G-ALSV SOC 29.8.63	XF266	194/110	Lost rotor blade and spun into ground 3½m N of Kuala Lumpur, Malaya, 27.4.59
WT924	1906 Flt/657/AAEE/ 657/1906 Flt/ 657/651/MCS	Ex G-ALSY SOC 29.8.63	XF267	194	Sank into ground, Mount Olympus, Cyprus, 8.7.55; DBR
WT925	1906 Flt/657/ 651/MCS	Ex G-ALTA SS 6.7.64	XF268	SF Nicosia	Rolled over on take-off, Ternhill, 8.2.66
WT926	657	Ex G-ALTC. Overturned on take- off, Middle Wallop, 10.4.53	XF269	SF Nicosia/Levant CF/103/CFS	Lost tail rotor on landing during flood relief operations, Bender, Somalia, 14.12.61;
WT933	Mkrs/AAEE	Ex G-ALSW. To 7709M and pre- served	XG500	JEHU/225	abandoned as inaccessible Tail rotor hit mast while dropping bags on Bell Rock Lighthouse; dropped on to rocks, 15.12.55
WT939	Mkrs & AAEE	Ex G-ALTB. Hit ground while hovering and rolled over, Boscombe Down, 14.1.58	XG501	275	SOC 28.8.72;
WV695	-	Ex G-ALSZ; to RAAF as A91-1 for ARDU, Woomera			Preserved
WV781	ASWDU/CFS/HDU	Ex G-ALTD. To 7839M 16.3.61	XG502	JEHU/TCCF/JEHU/ 72/118/CFS/MCS/32	
WV782	ASWDU	Lost power and crashed in car park during demonstration, St.Austell Speedway, Cornwall, 16.9.52	XG503	CFS/MCS/HDU/ CFS/MCS	SOC 27.3.68
WV783	ASWDU/CFS/HDU	Ex G-ALSP. To 7841M 1.4.64 and preserved in RAF Museum	XG504	Aden CS/SF Khorm- aksar/Khormaksar SAR Flt/CFS/MCS/32	Sold 14.8.72 and preserved
WV784	ASWDU/MoS/CFS/HDU	SOC 28.7.65	XG505	275	Engine lost power; ditched 2m NE of North Coates, 25.6.56
XD196	275	Engine cut; crashlanded in trees ½m SSE of Linton-on- Ouse, 13.1.54	XG506	275/118/225/118/ 72/MCS/HDU	To 7852M 16.6.64
XD197	275	Hit ground heavily during practice autorotation and rolled over, Thornaby, 17.11.55	XG507	JEHU/MCS/225/CFS	DBR in heavy landing, Ternhill, 10.7.64
XE306	275	Lost power while hovering and overturned on hitting ground, Linton-on-Ouse, 28.7.54	XG508	285/110	SOC 30.6.57
XE307	AAEE/103	Engine cut while hovering; rotors hit ground, rolled over, Tymbou, Cyprus, 17.9.59	XG509	275/228/CFS	Hit ground in turn and rolled over, Ternhill, 13.2.62; to 7745M
XE308	Mkrs	Rotors hit ground on take-off, Boscombe Down, 3.11.65	XG510	194	Rotor hit ground on take-off, Paddy's Landing, Malaya, 5.2.56
XE309	SF Eastleigh/Aden PCSS/SF Khormak- sar/Khormaksar SAR Flt/CFS	Hit ground after control lost at low altitude 4½m S of Ternhill, 29.3.63	XG511	SF Nicosia/Levant CS/103	Hit mast of ship during rescue and ditched off Famagusta, Cyprus, 7.12.60
XE310	194/110	SOC 6.8.68	XG512	275/284/SF El Adem/ 103	Nosewheel collapsed on landing and rotor hit ground, Tobruk, Libya, 4.7.63
XE311	194/110	Caught fire after landing, Butterworth, Malaya, 4.4.64	XG513	APS Sylt	Lost power on tail rotor; sank into ground and rolled over, Sylt, 16.9.57
XE312	194	Rotor blades hit tree on land- ing, Tanah Rata Padang, Malaya, 5.2.57	XG514	275/CFS	Rolled while practicing land- ing on slope and rotor hit ground, Ternhill, 10.1.64
XE313	194	Ex G-AMWK. Lost height after take-off from clearing and crashed in jungle 20m NE of Ipoh, Malaya, 4.1.58	XG515	JEHU/MCS/225/CFS	To 8008M 1.5.68
XE314	194	Ex G-AMWL. Lost speed on take- off and crashlanded, Fort Selim, Malaya, 7.12.54	XG516	Levant CS/ISF Nicosia/284	Sank into ground on landing and rotor hit trees, rolled over, Platres, Cyprus, 18.2.57
XE315	194	Ex G-AMWM. Tail rotor failed on approach. Fell into river and sank, Kuala Krau, Malaya, 4.5.55	XG517	SF Nicosia/103	Controls malfunctioned; rolled on landing and rotor hit ground, Tobruk, Libya, 23.8.63
XE316	194	Ex G-AMWN. Swung in gust, sank back and overturned, Fort Selim, Malaya, 30.1.55	XG518	SF El Adem/Khormak- sar SAR Flt/CFS	To 8009M 7.5.68
XE317	CFS	Ex G-AMWO. To Royal Navy as GI airframe, 11.5.72. Pre- served	XG519	194/110	Crashlanded avoiding trees and caught fire 8m W of Fort Kemar, Malaya, 24.1.64
XE318	194	Rolled on take-off and over- turned, Sungei Besi, Malaya, 13.9.55	XG520	CFS	Overturned on landing, South Cerney, 11.3.60; DBR
XE319	194	Lost rotor blade and spun into ground 6m S of Kuala Lumpur, Malaya, 21.2.59; DBF	XG521	275/118/225/118	Rotor hit ground on landing; rolled over, Aldergrove, 13.10.61
			XG522	194/110	Sank back after take-off and rolled over, Cameron Highlands, Malaya, 4.4.61
			XG523	JEHU/CFS	DBR in heavy landing during hovering practice, Ternhill, 25.9.62; to 7793M

XG538	194/110	Rotor hit wall on take-off, Na Plang, Thailand, 14.9.60	XL821	275/110	SOC 30.6.67
XG539	ISF Nicosia/284	Tail rotor hit cables; crash-landed at Kakopetria, Cyprus, 1.8.58	XL822	194/110	Engine cut; crashlanded in thicket 8m ENE of Tanahrata, Sarawak, 8.11.58
XG540	CFS/MoS/MCS	Engine cut; overturned in forced landing, Henton, Chinnor, Oxon., 23.7.65	XL823	228/CFS	SOC 22.5.68
XG541	ISF Nicosia/284	Lost height and hit ground ½m SE of Palendria, Cyprus, 20.7.58	XL824	284/103/1564 Flt/CFS	To 8021M 2.7.68; preserved for RAF Museum
XG542	ISF Nicosia/284	Tail rotor hit bush; aircraft rolled over 6m N of Limassol, Cyprus, 4.6.58	XL825	194/110	Lost rotor blade and caught fire; fell into trees, Malakoff Estate, Malaya, 28.9.62
XG543	194	Tail rotor hit tree trunk; aircraft rolled over 12m NE of Fort Kemar, Malaya, 23.9.58	XL826	275/CFS	Rolled on take-off and rotor hit ground, Ternhill, 28.2.66; to 7916M
XG544	275/228/MCS/32	SOC 10.8.72; preserved	XL827	APS Sylt/MCS/HDU/CFS	SOC 16.8.68
XG545	275	Lost height during winching practice and ditched ½m E of Happisburgh, Norfolk, 16.7.57	XL828	Hdlg Sqn/MoS/Khormaksar SAR Flt	Rotor blades shattered on landing due to resonance 23m NNW of Ahwar, Aden, 18.12.59
XG546	JEHU/ISF Nicosia/284	Ground resonance developed and rotor hit ground, Platres, Cyprus, 31.5.57	XL829	SF El Adem/SF Khormaksar/Khormaksar SAR Flt/MCS	Sold 18.12.71 to Bristol Museum and preserved
XG547	284/103/1563 Flt/1564 Flt/CFS	To 8010N 12.3.68		* * * * *	
XG548	JEHU	Rolled over after landing, Middle Wallop, 10.7.57			
XG549	194	Lost power on approach and crashlanded, Fort Langleap, Malaya, 16.4.58			
XH682	RAE/ETPS	Crashed on take-off, Farnborough, 13.3.58; DBR			
XJ361	SF Eastleigh/84/SF Khormaksar	Ex G-AMWV. Lost tail rotor and spun into ground, Khormaksar, 2.9.58			
XJ362	JEHU	Resonance built up on landing ½m SW of Bulford Camp, Wilts., 27.6.56; aircraft DBR			
XJ363	275	Engine ran away; forced landed at North Coates, 20.5.57; DBR			
XJ364	275/225/HDU/CFS/HDU/CFS	SOC 20.3.68			
XJ380	275/Hdlg Sqn/MoA/CFS	SOC 22.3.68; to 8628M; preserved			
XJ381	194	Rotor blades hit ground in heavy landing 10m E of Tanah Ratah, Malaya, 7.8.57			
XJ382	194/110	Hit obstruction during forced landing 15m E of Kuala Nerang, Malaya, 9.7.62; DBF			
XJ383	284	Rolled on take-off and rotor hit tree 3m NW of Ayios Nicolaos, Cyprus, 26.7.57			
XJ384	284/103/1563 Flt/CFS	SOC 3.4.68			
XJ385	284/CFS	Engine caught fire; forced landed at Hinstock and DBF, 25.10.63			
XJ895	275/284/SF El Adem/103/1564 Flt/CFS	SOC 3.4.68			
XJ896	284	Flew into high ground 2m SW of Makheras, Cyprus, 10.2.58; DBF			
XJ897	SF Nicosia/284/103/1563 Flt/CFS	SOC 27.5.68			
XJ898	284/103/1563 Flt/Khormaksar SAR Flt/CFS	SOC 15.5.68			
XJ915	275/CFS	Rolled over while taking off in crosswind; rotor hit ground, Ternhill, 17.2.66; to 7915M			
XJ916	275/Khormaksar SAR Flt/CFS	SOC 21.5.68			
XJ917	275/CFS	Sold 12.12.72; preserved			
XJ918	275/AAEE/SF Kuala Lumpur/SF Seletar/110/MCS/32	To 8190M 20.12.71			
XJ919	275/225/AAEE/Hdlg Sqn	Tail rotor struck ground in hover; rolled over, Boscombe Down, 27.2.63			
XL820	284/CFS	Lost rotor blade and crashed, Ternhill, 25.3.64			

The following serials were allotted to Royal Australian Navy Sycamores: XA219 to XA221; XD653 to XD656; XK902 and XK903; XL507; XN448 to XN450; XR592.

XN635 was allocated incorrectly and was renumbered XR592

* * * * *

OTHER UNITS EQUIPPED WITH SYCAMORES

No.657 Squadron, Middle Wallop (October 1951 to December 1957) Four used for trials

No.651 Squadron, Middle Wallop (December 1955 to December 1957) Three passed on from 657 Sqn

No.1563 Flight, Nicosia (Aug 1963 to May 1964)

No.1564 Flight, El Adem (Aug 1963 to August 1965)

No.1906 Flight, Middle Wallop (March 1952 to January 1953)

No.6 Independent Liaison Flight, on loan from 651 Sqn

Internal Security Flight, Nicosia (March 1956 to August 1958)

Metropolitan Communications Squadron, Northolt, November 1955 to February 1969

Central Flying School, Little Rissington (July 1956 to August 1961)

Joint Experimental Helicopter Unit, Middle Wallop, (April 1955 to December 1959)

Helicopter Development Unit, Old Sarum (June 1961 to April 1964)

Used in small numbers by:

Air-Sea Warfare Development Unit, St.Mawgan

Levant Communications Flight, Nicosia

Aden Protectorate Communications and Support Squadron, Khormaksar

SAR Flight, Khormaksar

Armament Practice Station, Sylt

Station Flights at Nicosia, El Adem, Khormaksar, Habbaniya, Eastleigh, Kuala Lumpur and Seletar.

One attached to No.84 Squadron for a short period

February to June 1957.

SPECIFICATION (HR.14)

Engine: 550 hp Alvis Leonides 73

Dimensions: Rotor diameter: 48 ft 7 in

Length: 42 ft

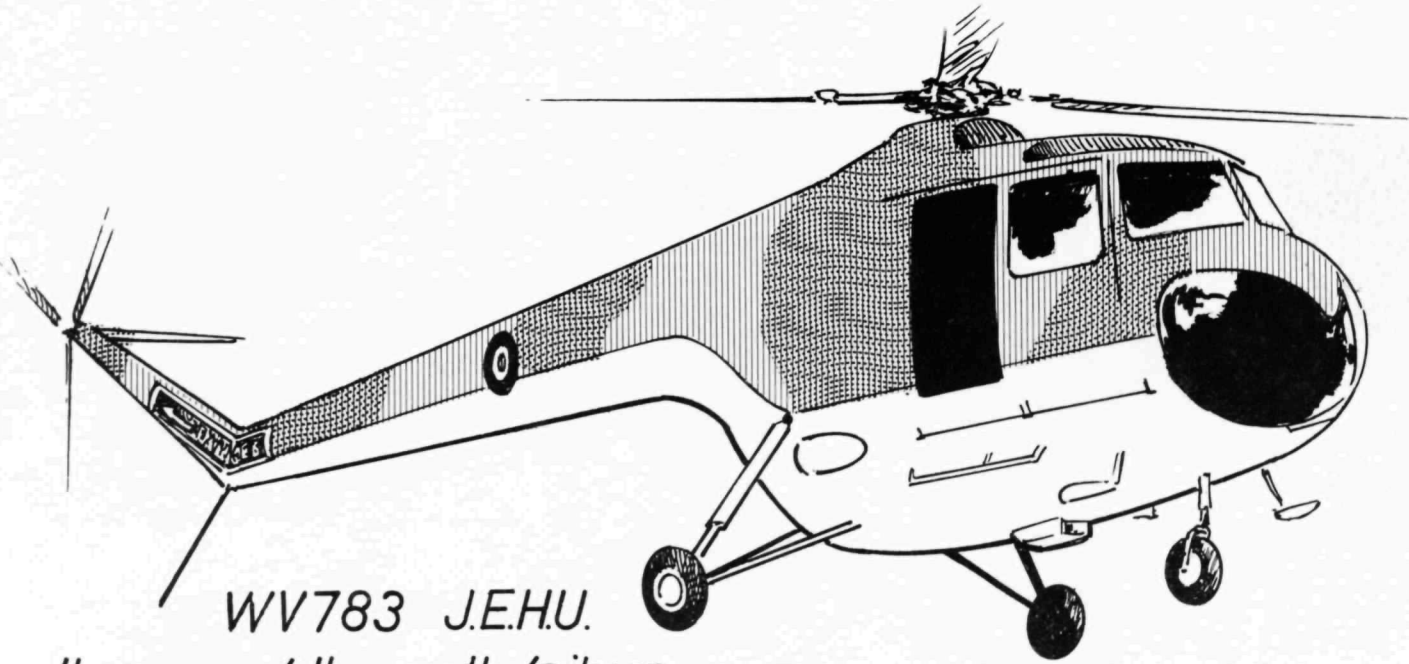
Height: 12 ft 2 in

Weights: Empty 3,810 lb
Loaded 5,600 lb

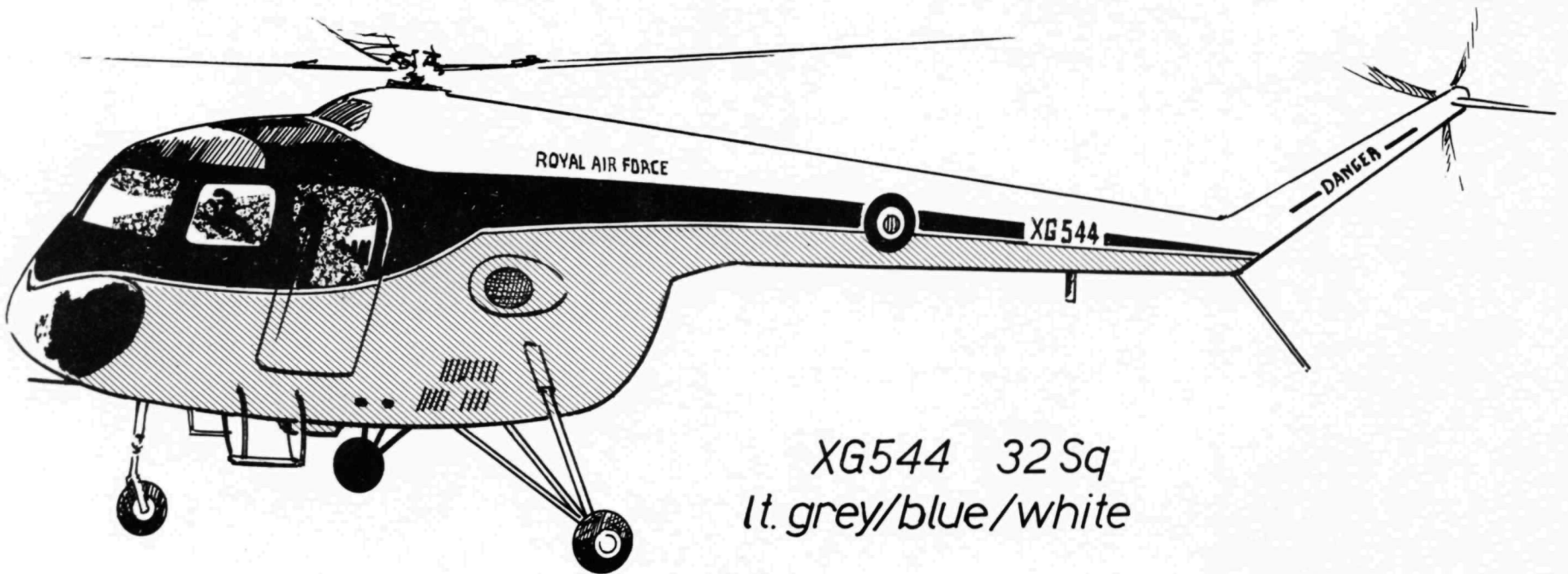
Max speed: 132 mph

Range: 330 mls

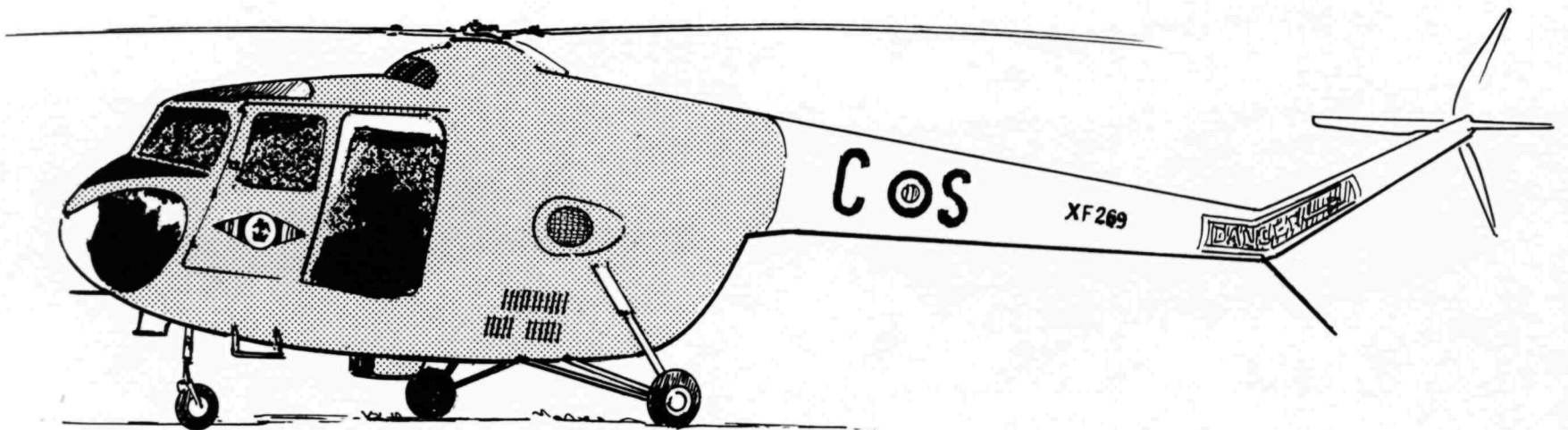
Accommodation: Pilot plus four passengers



WV783 J.E.H.U.
dk. green/dk. earth/silver

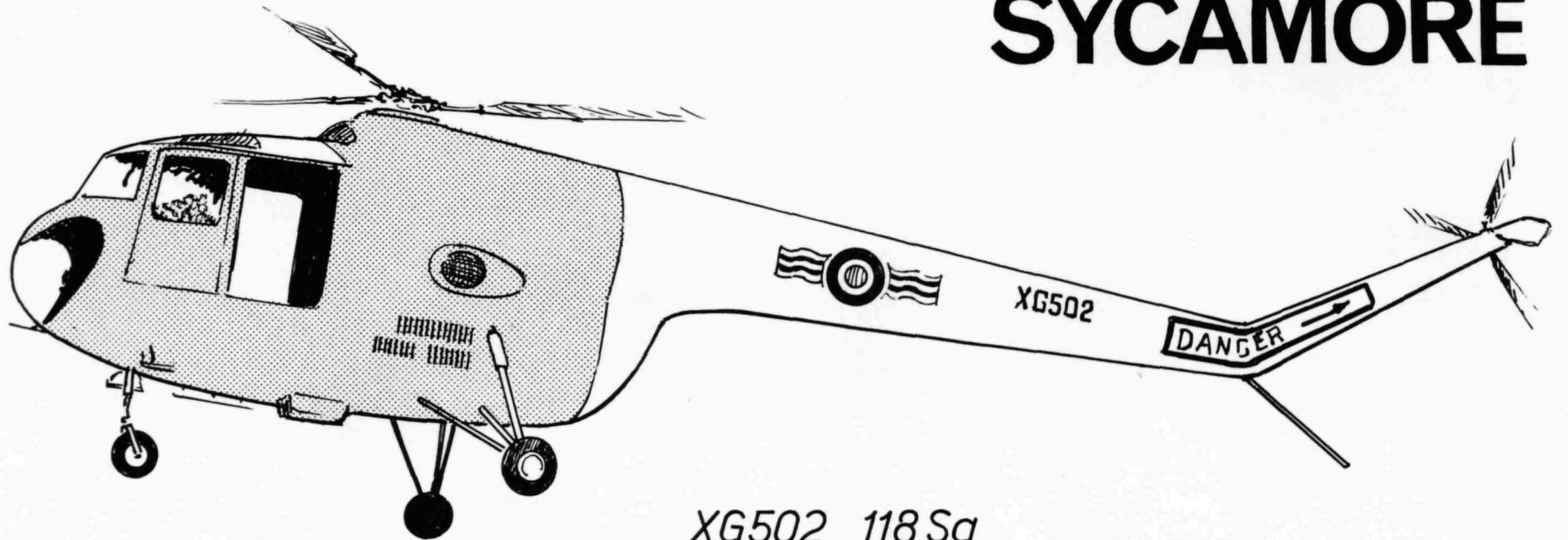


XG544 32 Sq
lt. grey/blue/white

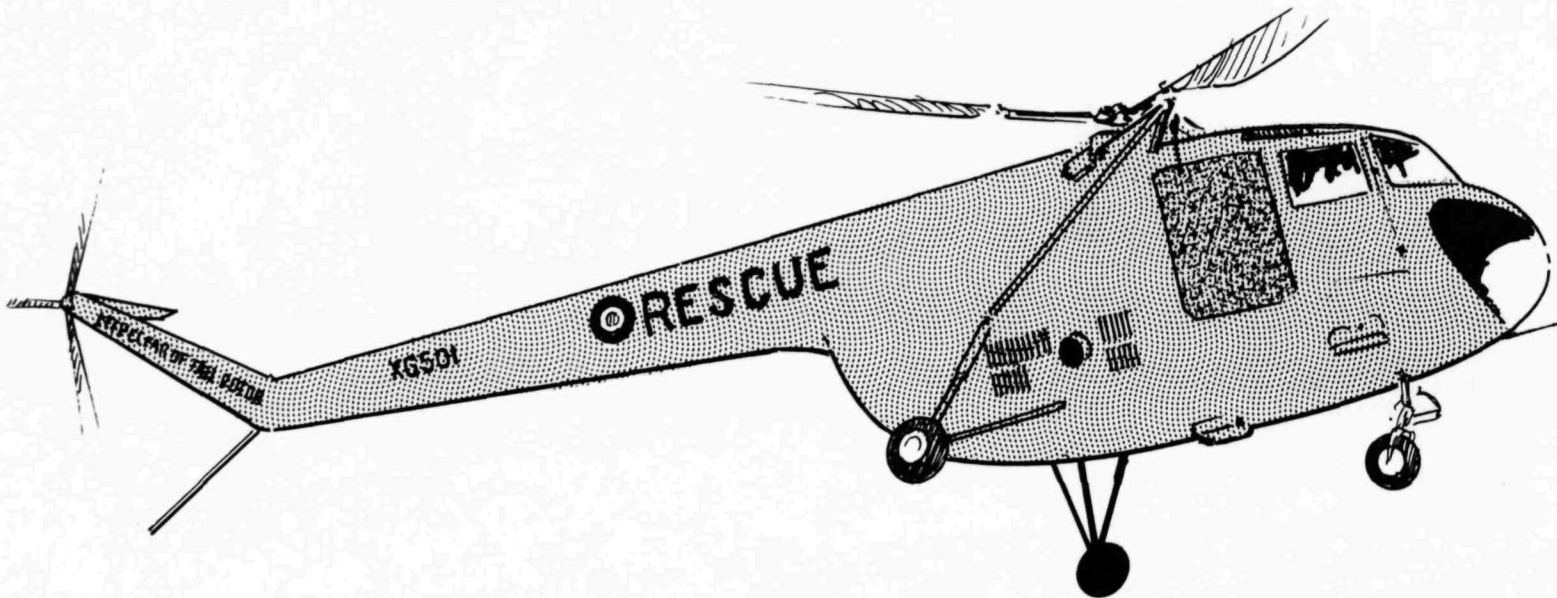


XF269 CFS
dayglow/silver

SYCAMORE

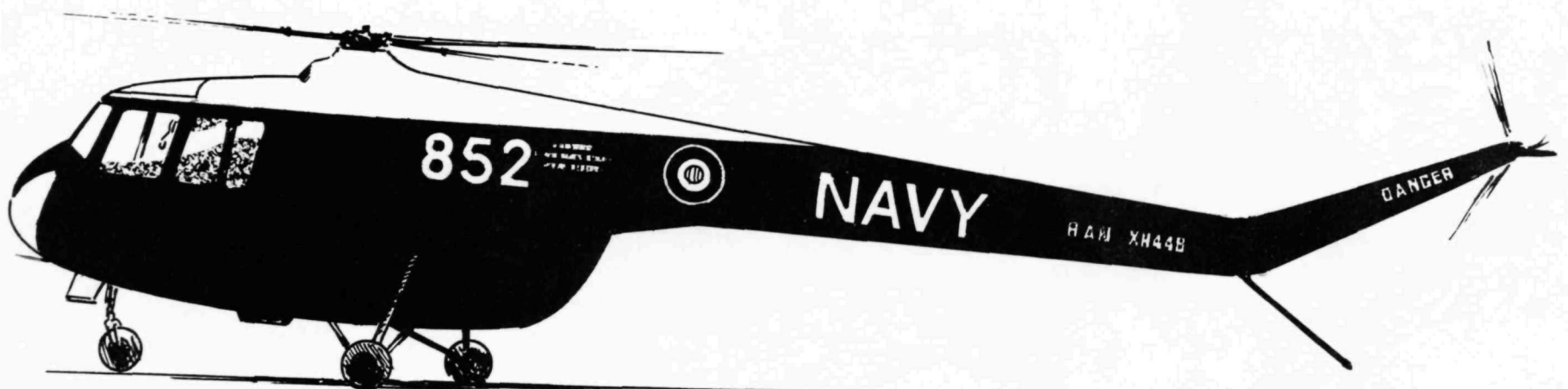


*XG502 118 Sq
dayglow/silver*

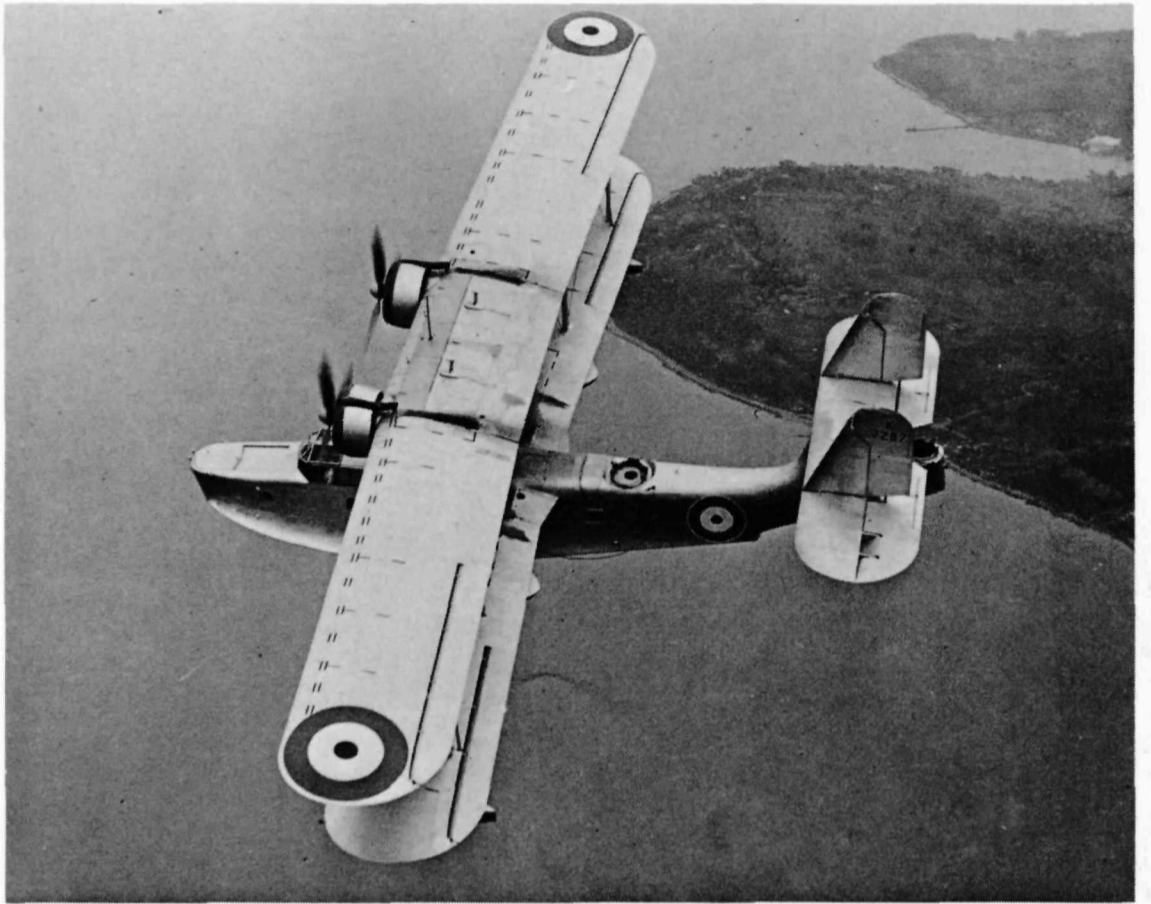


*XG501 275 Sq
yellow*

*XN448 R.A.N.
dk. blue/white*



SUPERMARINE STRANRAER



*The first production Stranraer K7287 off Egypt Point, Isle of Wight
(RAF Museum PC73/4/713)*

Specification R.24/31 was issued at a time when the development of flying boats made it possible to envisage a major leap ahead from the limitations of the Southampton and its derivative, the Scapa. Earlier boats had been tied, operationally, to their bases apart from specially organised cruises which often depended on the use of foreign seaplane stations. The specification called for sufficient range for flying boats to transfer between RAF station from Britain to the Far East without the need for stopping off to refuel at other places. Aircraft would now be able to fly via Gibraltar and Malta to Egypt and thence across Iraq and India to Singapore, the 'All-Red Route'.

Apart from range, the new flying boats were to be self-sufficient in many ways, having fitted bunks and galleys and facilities for undertaking their own maintenance, including engine changes.

Supermarine and Saro both submitted designs and it was the Saro London which was awarded a contract. But development of the Stranraer was continued and in many ways it was a more advanced design, especially since the London had been 'frozen' for production while the Supermarine team refined their aircraft.

The prototype Stranraer flew on 27 July 1934 with the serial K3973 and was delivered to the Marine Aircraft Experimental Establishment in October for trials. In February 1935, it was passed to No.209 Squadron for operational test-

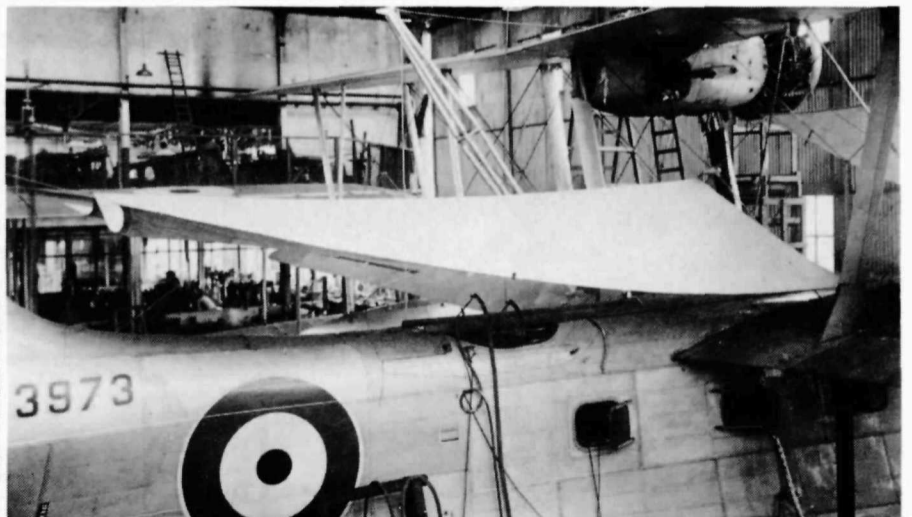
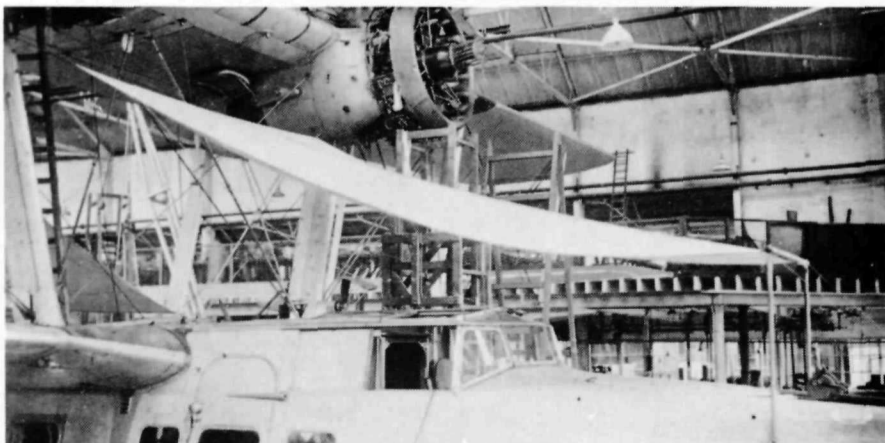
ing. It entered service with No.210 Squadron in October 1935 when it joined four Rangoons and one London at Gibraltar to reinforce the squadron's operational strength during the Abyssinian crisis, being returned to the MAEE in January 1936.

The prototype was fitted with Bristol Pegasus IIIMs giving 820 hp but production aircraft received the 920 hp Pegasus Xs. Rearmament was well underway and more long-range flying boats were required so 17 Stranraers were ordered under Specification 17/35.

No.228 Squadron received its first Stranraer on 16 April 1937 where it joined Scapas, Singapores and a London at Pembroke Dock. On 26 July, K7287 visited Stranraer for a display and became the first of many RAF flying boats to use the waters of Loch Ryan, particular attention being paid to Wig Bay where a new flying-boat base was planned. By the end of January 1938 No.228 had four Stranraers, plus a London and a Scapa to bring it up to strength. On 28 March, it lost K7288 off Brest during a night exercise.

Another trip which heralded a new wartime base was in June 1938 when the squadron moved to Oban for an exercise. Next month it was at Invergordon for another exercise and on 2 September, five Stranraers left for a cruise that took them to Lisbon, Gibraltar and Malta, where they took part in exercises with the Mediterranean Fleet before returning via Bizerte, Gibraltar and Lisbon.

Like the Royal Navy, awnings were provided for shade when the Stranraer was moored in hot climates (RAFM)



The distance of 4,148 miles was covered in 45 hours, 40 minutes of flying time.

No.228 Squadron took delivery of 13 out of the first 14 production aircraft, the exception being K7291 which remained with the MAEE until the outbreak of war. In November 1938, the first of the squadron's Sunderlands arrived and they had replaced the Stranraers by the end of April 1939.

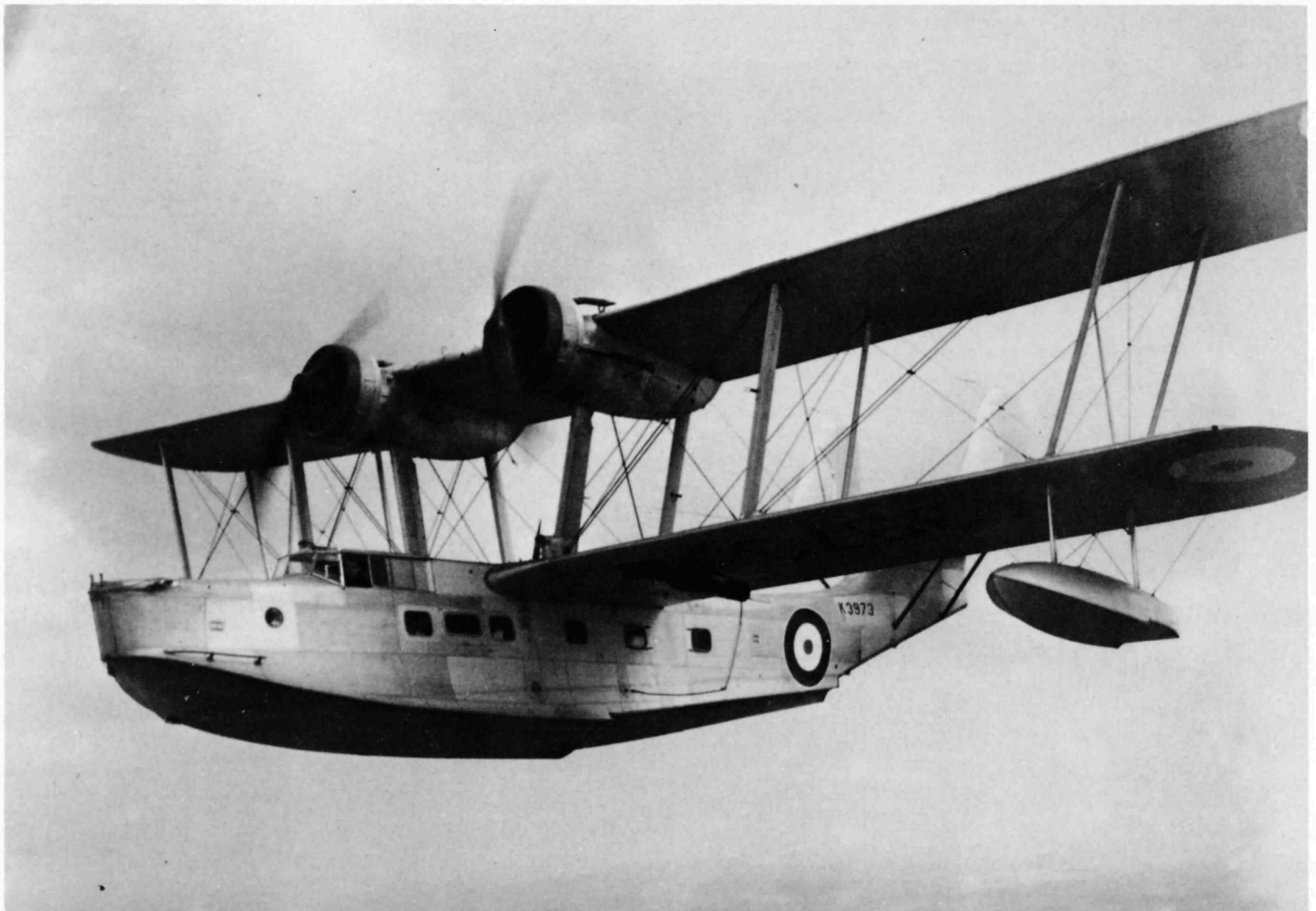
The last three aircraft were delivered to No. 209 Squadron at Felixstowe and were supplemented by some of No.228's replaced boats. In November 1938, the first Stranraer was delivered to the Flying Boat Training Squadron at Calshot to supplement Singapores and four were on unit strength at the outbreak of war.

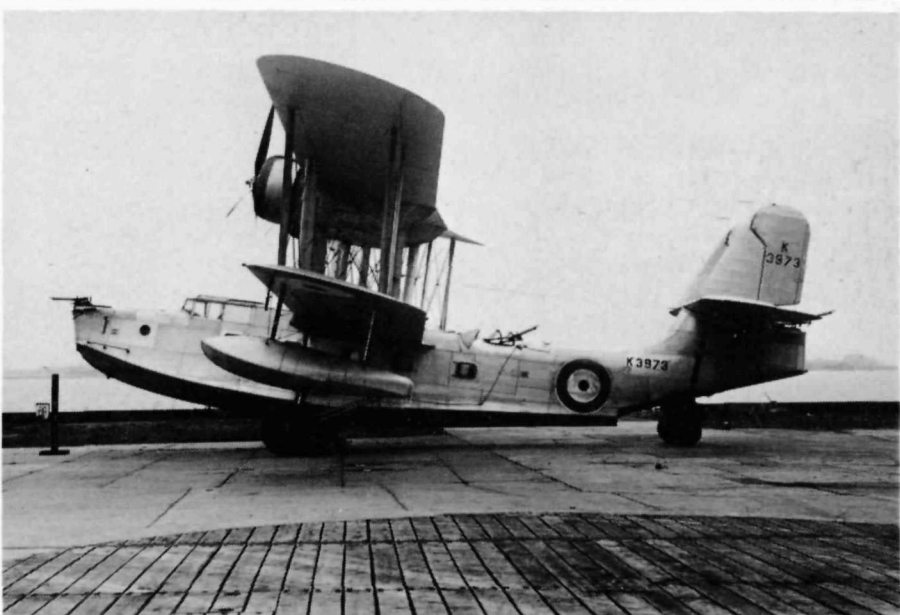
No.209 was scheduled to convert to Lerwicks by the end of 1939, the first of these having arrived in December but there were delays in delivery due to the unsatisfactory performance of the Lerwick. Although the squadron's Stranraers were to become non-operational in April 1940, some remained at Oban for several months more as back-up in case all the Lerwicks had to be grounded.

No.240 Squadron had been flying patrols with Londons until it was re-equipped with Stranraers in June 1940 before moving to Stranraer during July. It received its first boat on 6 June 1940 and flew its first operational patrol with the type on 10 June. Before the squadron's move on 30 July, a detachment had been operating from Oban since the 17th. K7291 was hit by a light craft at Stranraer on 9 November and sank while K7293 sank in a gale there on 17 February 1941, a victim of the often fierce winds that blew down Loch Ryan when the wind was from the north and which claimed several flying boats.

Top: K7297 of No.209 Squadron at Felixstowe, May 1939

Below: Prototype Stranraer K3973





Comparative views show the differences between the Stranraer and London, two types frequently confused by observers.

No.209 Squadron had not been having a happy war. K7297 had gone missing in bad weather over the North Sea on 19 August 1939 with the loss of six lives as the outbreak of war approached. Three aircraft were detached to Falmouth, in Cornwall, on 2 October 1939 and one of these, K7294, crashed on take-off there on 3 November with the loss of two lives. The Lerwicks were troublesome, the first having arrived at Oban on 2 December 1939 to fly its first patrol on Christmas Day. The squadron's Stranraers flew a last patrol on 22 April 1940, leaving 209 to struggle on with recalcitrant Lerwicks.

No.240 continued to fly patrols until 17 March 1941. K7290 had foundered in a gale at Stranraer on 21 November 1940 while on 26 February 1941, K7299 forcelanded in the sea off Campbeltown and was wrecked. K7301's floats had collapsed in a gale at Stranraer on 21 August 1940 and the boat sank. By March 1941, only K7287, K7295 and K7298 remained with the Squadron to be replaced by the first Catalinas to reach Coastal Command.

Five Stranraers were used by No.4 Operational Training Unit at Invergordon for training crews to operational standards. K7298 was lost on 12 June 1941 when it crashed on landing at Stranraer and K7295 was damaged in a heavy landing at the northern end of Loch Ness on 4 September 1942 and was not considered worth repairing at that late date. K7300 sank in a gale at Invergordon on 20 October 1941 when its floats collapsed in the swell and the same gale claimed K7302.

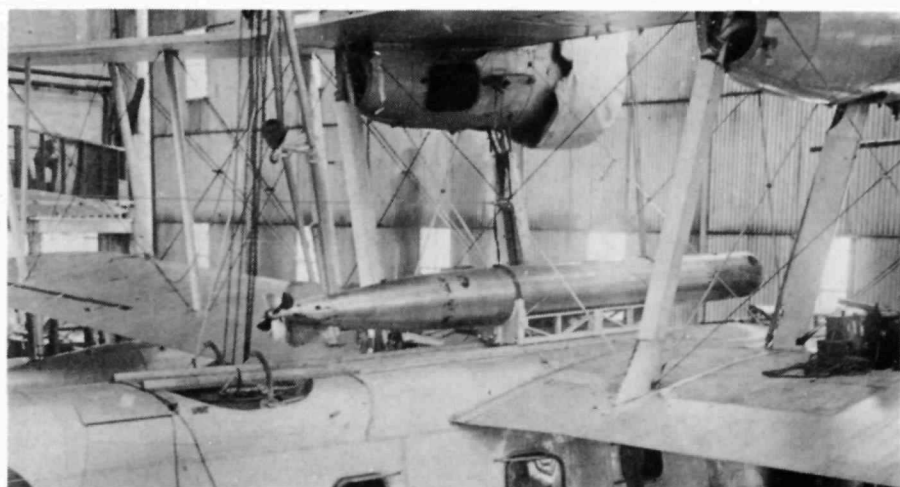
On 31 October 1942, K7303, the last of the British-built Stranraers, was struck off charge at No.4 OTU, enough Sunderlands and Catalinas now being available to provide the full training establishment of the unit and the Stranraer left Coastal Command service.

In service, the Stranraer had proved a reliable workhorse. Its Pegasus engines had been trustworthy, an estimable quality when keeping airborne an aircraft that spent most of its flying time out to sea. It was very seaworthy and could take off and land in sea states much worse than those which would have put paid to a Catalina.

Armament consisted of three gun positions, nose, dorsal and tail. Each was open and had a gunring for a single 0.303-in Lewis gun. Fortunately, it never had to operate where enemy fighters might have been encountered so the lack of defensive power was unimportant.

A pair of 250-lb bombs could be carried on racks under the wing in the same position that could be occupied by ferry tanks. There were internal stowage racks for 500 lb of bombs just inboard of the 250-lb racks. The standard anti-submarine bomb in use by the RAF had no

The Stranraer specification required the ability to carry a torpedo; fortunately it did not have to be launched!



chance of harming a U-boat unless it was exploded virtually in contact with the hull and even then the damage could be non-fatal. On 2 September 1940, No.240 loaded its first depth charge aboard one of its Stranraers and a suitable weapon was at last on hand.

Although the underwing fuel tanks were intended primarily for ferrying purposes, it became standing procedure to fit one tank and one depth charge under the wings to increase the radius of search.

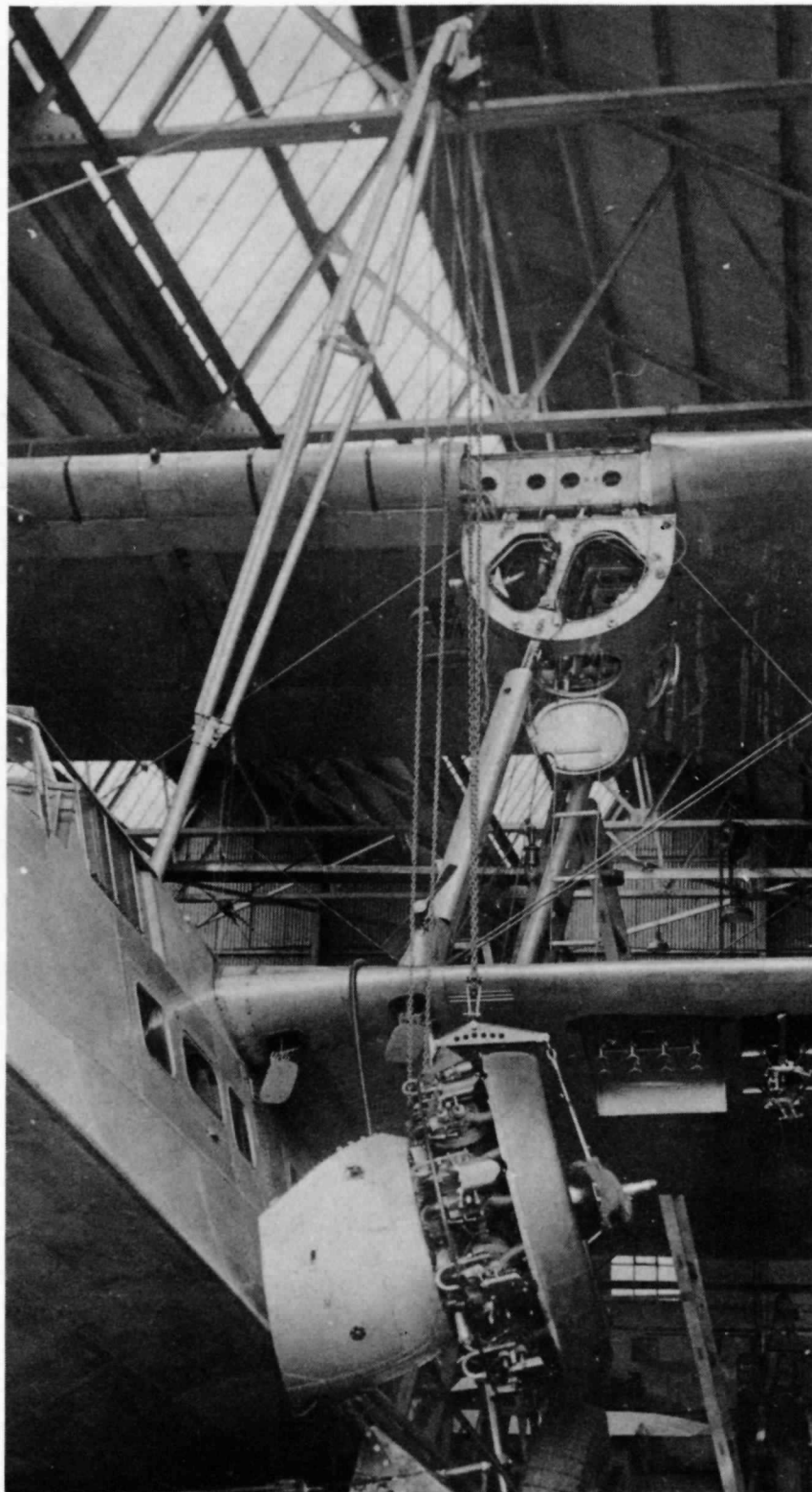
Another weapon carried by the Stranraer was the standard 18-inch torpedo as used by torpedo-bomber squadrons. Mention of the ability of the Stranraer to carry one of these objects resulted in several pre-war magazines assuming that the aircraft had a torpedo-bombing role. Since the torpedo was affixed to the top of the hull behind the cockpit, this would have been an interesting experience but the intention was not offensive but merely enabled these large - and expensive - weapons to be delivered quickly to torpedo-bomber units overseas.

The ability to transport spare engines was another useful task made simpler by the clear area between the lower wings. A specially-designed mount fitted snugly on top of the hull, a considerable improvement on the Victoria and Valentia method of tying it on to the underside of the fuselage! It would be interesting to know if these 'third pods' were ever used in service.

Curiously, more Stranraers were built outside Britain than by the designer. Seeking a patrol flying boat to replace the collection of seaplanes and flying boats, all of short range, which were available to the Royal Canadian Air Force, the choice fell on the Stranraer. Despite the obvious attractions of the Sunderland which was in prototype form, the Stranraer had the advantage of being a simpler airframe capable of being built by the existing constructor of flying boats for the Canadian Government, Canadian Vickers. An order for three was placed in November 1936, the first for an operational type awarded by the RCAF to a Canadian manufacturer.

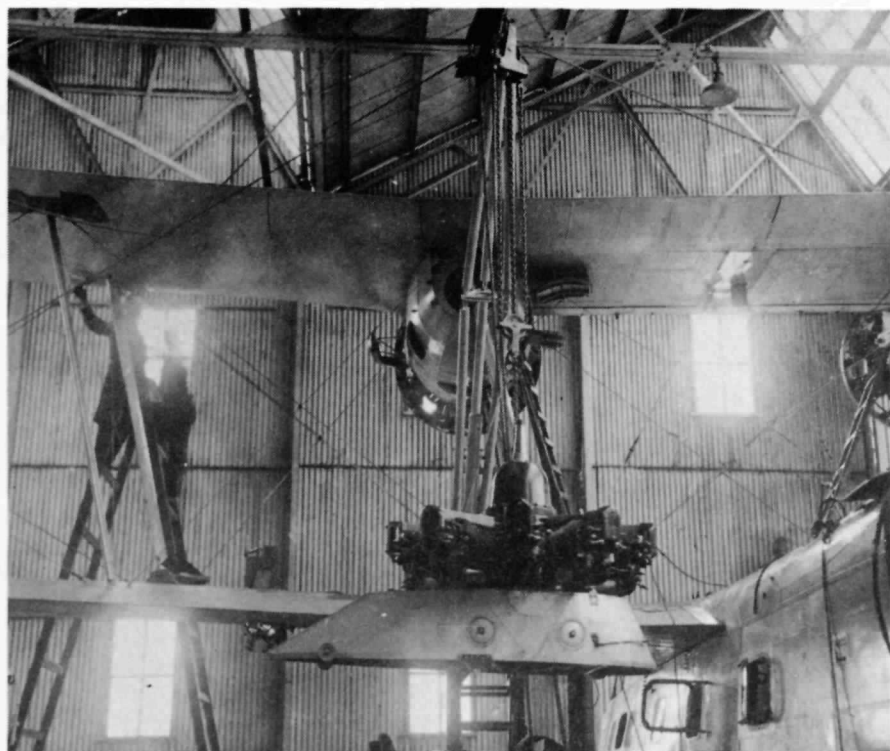
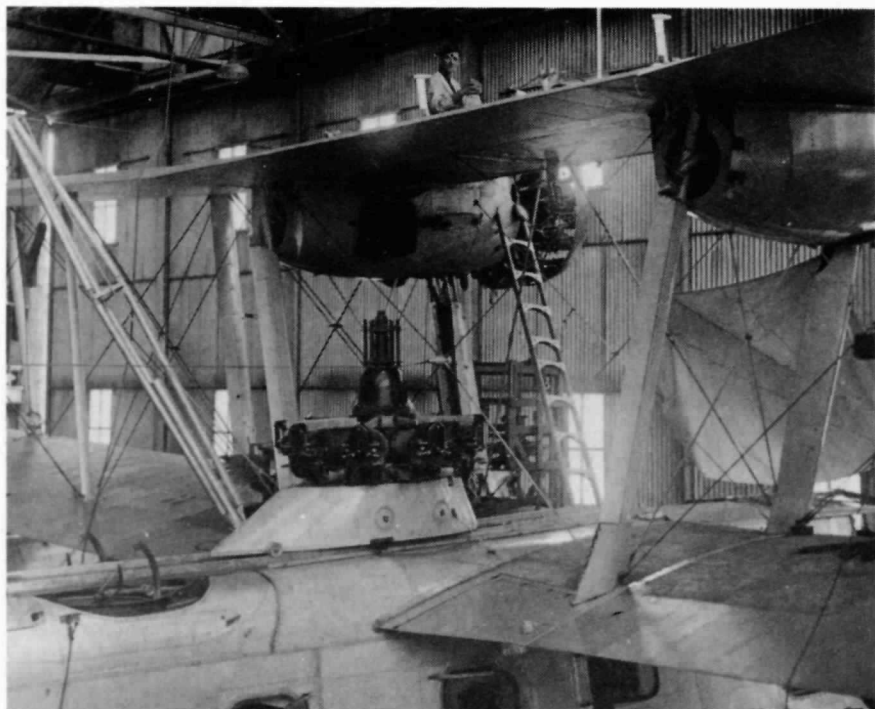
While the airframes were built from Canadian material, most of the fitments came from Supermarine while Bristol Engines delivered the Pegasus engines. The first aircraft (907) was flown initially on 21 October 1938.

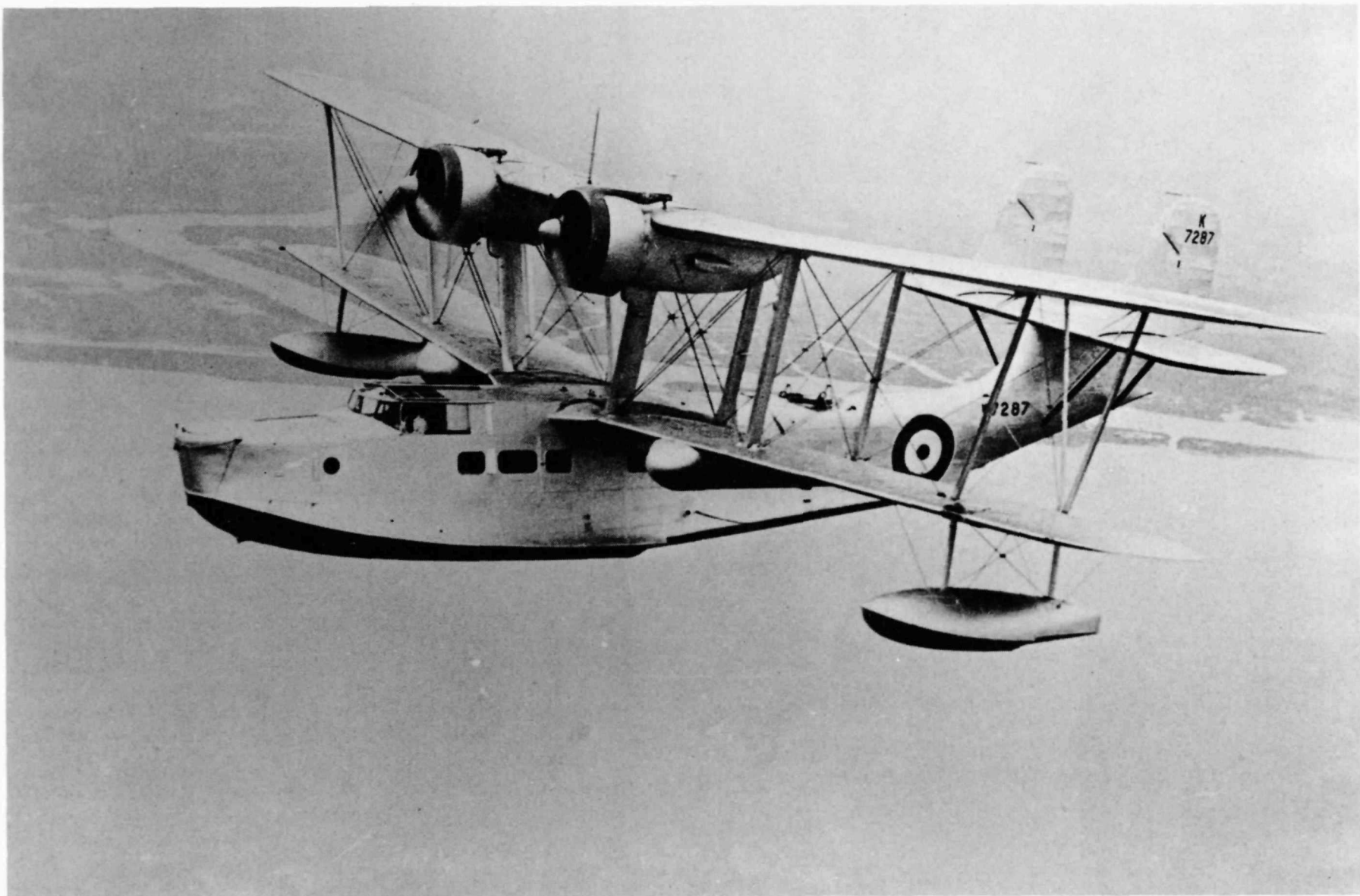
No.907 was delivered to the RCAF on 9 November 1938 and the order was increased to 40 as the international situation deteriorated. Eight were in service when World War Two broke out in September 1939.



Independence from shore bases was inbuilt in the Stranraer. It carried its own crane which could be fitted to hardpoints on the hull to enable the removal of an engine and its replacement (above).

To convey a replacement engine, a specially-designed transit mount could be fitted amidships. 'Fifth Pods' are common on 747s but the Stranraer was well ahead.





Stranraer K7287 on early development flight from Felixstowe. Note the extra fuel tanks fitted to production aircraft.

The first Stranraers delivered replaced the Vickers Vancouver IIS but the remainder went to augment existing general reconnaissance types for patrol duties on both the Atlantic and Pacific coasts.

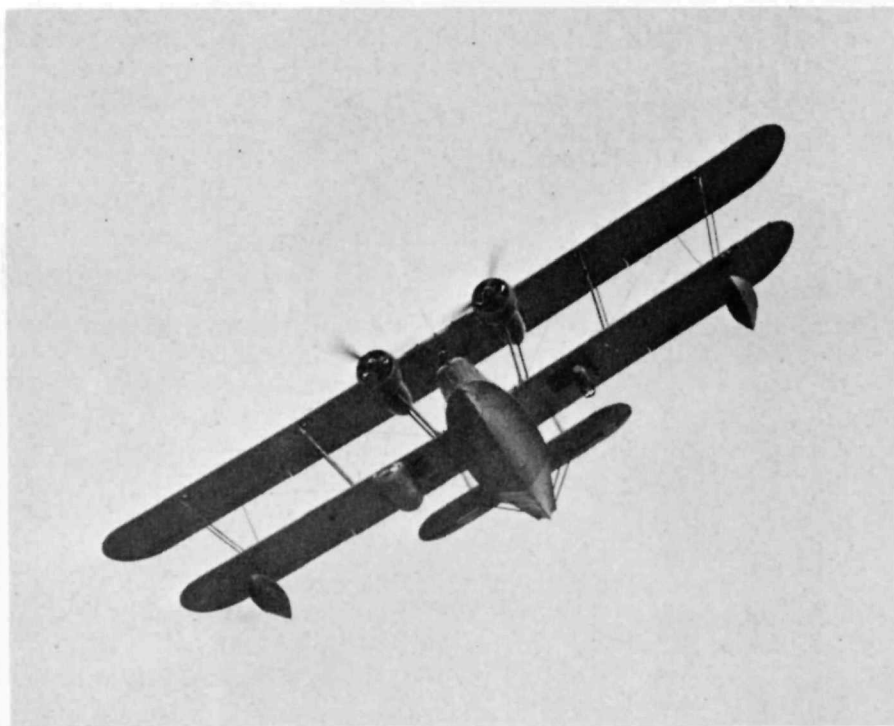
Unfortunately, the needs of the British aircraft industry after the outbreak of war caused delays in the delivery of components and engines to Canada and for nearly a year deliveries of completed Stranraers ceased. Those that had been taken into RCAF service were heavily involved in coastal patrols over the approaches to the St. Lawrence, operating from coastal stations between Newfoundland and Nova Scotia. In common with British-built boats, the Canadian Stranraers had provision for a pair of 130-gallon external fuel tanks to extend the aircraft's range.

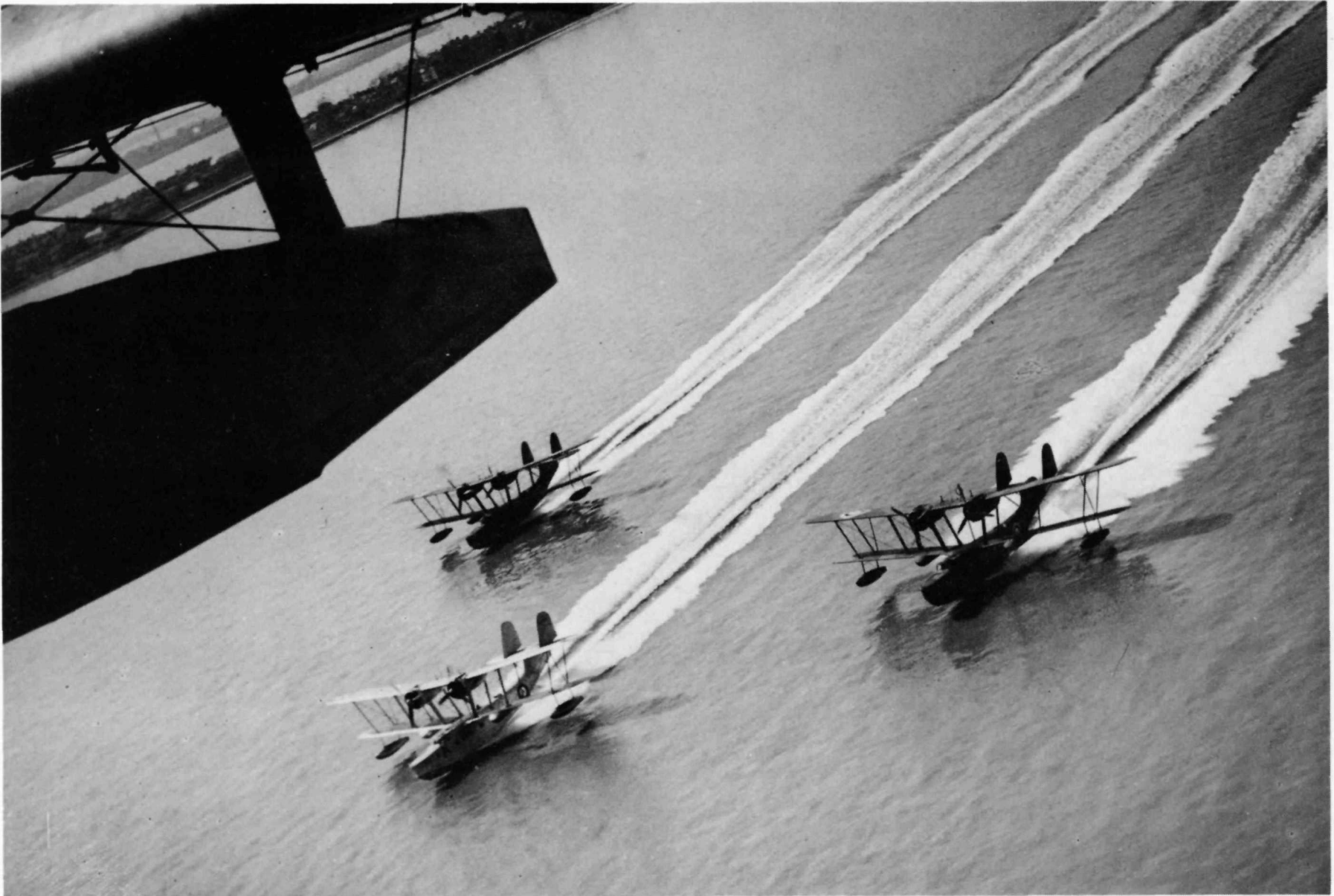
In wartime service, an anti-submarine bomb replaced one long-range tank (IWM CH 2549), right.

Below: The prototype Stranraer silhouetted

The last of forty Stranraers was delivered in November 1941 and the type remained in service long after it had been retired by the RAF, proof of its ability to operate in adverse conditions where its obsolete design was no handicap. It was finally retired from operational duties in February 1945 when there were 16 still on hand. They had been flown by Nos. 4, 5, 6, 7, 9, 117 and 120 Bomber-Reconnaissance squadrons of the RCAF while some had been used at the flying boat training unit, No. 3 OTU, at Patricia Bay, British Columbia.

Of the 16 survivors, no less than 14 were registered in Canada for civil use as CF-BXO and CF-BYA to CF-BYM. Four of them were used by Queen Charlotte Airlines from Vancouver for service up the Pacific coast of British Columbia for many years.





*Three Stranraers of No.209 Squadron in a formation take-off to seaward of Harwich
May 1939*

The civil Stranraers were registered as under:

RCAF No.907 as CF-BYI:	No.909 as CF-BYL
910 as CF-BYE:	No.913 as CF-BYF
914 as CF-BYH:	No.915 as CF-BYJ
919 as CF-BYA:	No.920 as CF-BXO
921 as CF-BYD:	No.923 as CF-BYG
936 as CF-BYK:	No.948 as CF-BYB
949 as CF-BYM:	No.953 as CF-BYC

Of these, No.910 was sold to Aero Transport Corporation of Tampa, Florida as NR45390 before becoming VP-JAH of Jamaica Air Transport Ltd. Similarly, 913 became NR45327 and VP-JAK and 914, NR45389 and VP-JAJ. All three were scrapped in 1948.

No.920 survived as CF-BXO to be restored to RCAF colours as an exhibit in the Royal Air Force Museum. A second Stranraer is in line for preservation in Canada. No.915, which as CF-BYJ crashed at Belize Inlet, British Columbia, on 24 December 1949, has been recovered in an extremely battered state and is in the first stages of preservation.

In the circumstances of wartime Britain, none of the RAF Stranraers escaped the breaker's yard. However, both CF-BXO and CF-BYJ were re-engined with 1,000 hp Wright GR-1820-G202GA Cyclones. From No.927 onwards, Pegasus XXIIIs had been fitted to Canadian-built boats but the Pegasus was long past its prime and spares were almost unobtainable. Some retrospective re-engining had been undertaken on earlier boats.

There is an interesting photograph in 'Canadian Aircraft Since 1909' (Putnam) showing CF-BXO taking off from the runway at Abbotsford, BC, after being repaired there by Aero-vive Ltd. To avoid transporting the bulky aircraft to a suitable piece of water, it took-off on a four-wheeled trolley!

Production of Stranraers was as follows:

K3973	Delivered October 1934
K7287 to	
K7303	Delivered April 1937 to April 1939
K9676 to	
K9681	Cancelled
907 to	
916	November 1938 to November 1939
918 to	
923	October 1940 to March 1941
927 to	
938	May 1941 to August 1941
946 to	
957	October 1941 and November 1941

The units flying the Stranraer with the RAF were:

No.209 Squadron (December 1938 to April 1940)

Based at Felixstowe pre-war. Moved to Invergordon 27.8.39 and to Oban on 7 October 1939. Converted to Lerwicks.

No.228 Squadron (April 1937 to April 1939)

Based at Pembroke Dock. Converted to Sunderlands

No.240 Squadron (June 1940 to April 1941)

Based at Pembroke Dock. Moved to Stranraer 30.7.40 and to Killadeas 28.3.41. Converted to Catalinas.

No.4 Operational Training Unit, (March 1941 to October 1942). Based at Invergordon/Alness.

Flying Boat Training Squadron (B Flight, Calshot) (November 1938 to June 1940)

Based at Calshot. To Stranraer 24.6.40

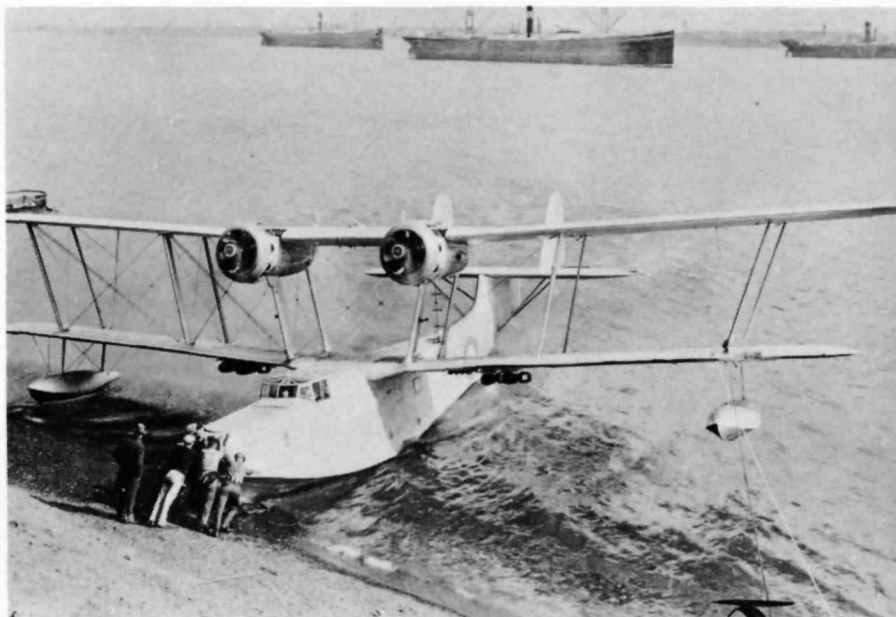
Operational use of one aircraft by No.210 Squadron, Gibraltar, October 1935 to January 1936. Flown at Marine Aircraft Experimental Establishment on test at various times.

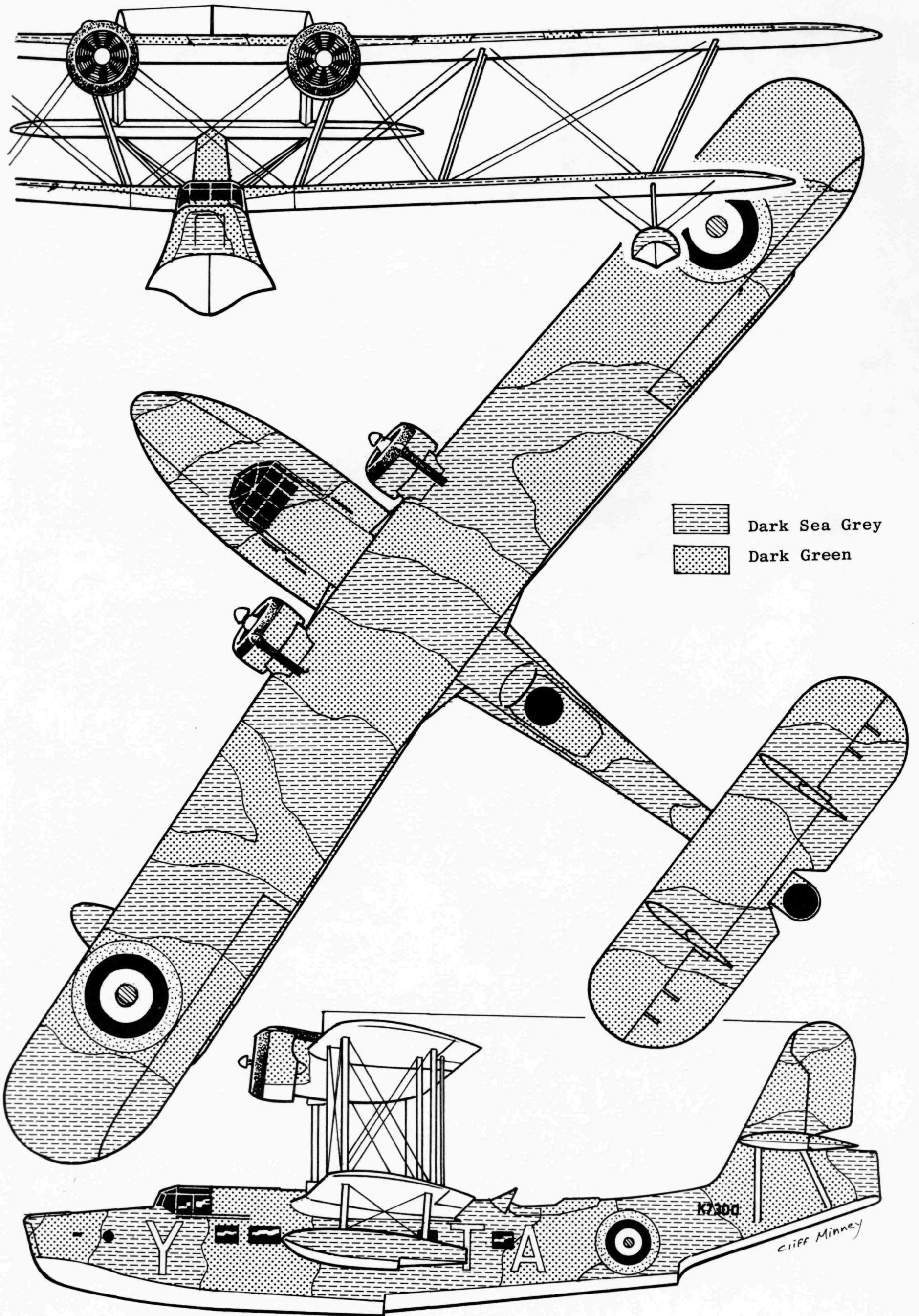


Above: RCAF 916 of No.4 (BR) Squadron
 Left: RCAF 912 on pre-delivery checks
 Bottom left: CF-BXO under repair while with QCA
 Bottom right: Prototype RCAF 907 at Canadian Vickers

RCAF units with Stranraers were:

No.4 Squadron (May 1940 to September 1943) at Jericho Beach, BC. Converted to Canso
No.5 Squadron (November 1938 to September 1941) at Dartmouth, NS. Converted to Canso
No.6 Squadron (November 1941 to May 1943) at Alliford Bay, BC. Converted to Canso
No.7 Squadron (February 1943 to March 1944) at Prince Rupert, BC. Replaced by Catalina IV
No.9 Squadron (December 1941 to April 1944) at Bella Bella, BC. Replaced by Catalinas
No.13 Squadron (October 1941 to November 1942) at Patricia Bay, BC. Disbanded into 3 OTU
 Also used in small numbers by No.117 (North Sydney) No.120 (Coal Harbour) and No.3 OTU (Patricia Bay)





FULL SCALE



Although at first sight, monetarism is in full swing during World War Two, with a good trade being done with both sides, the photographs on these pages are not exactly proof of the fact.

Colin Read has unearthed them from the Dunlop archives but they are bare of details. The venue appears to be Henlow and the aircraft are rather large plastic models for use in THE Battle of Britain film.

Dunlop undertook considerable work for the film industry and these replicas may have been produced by them. No serials or codes have yet been painted on - the Hurricanes had D.H.9A serials, we recall - and have probably just been assembled. The Stuka appears to have been modelled on a Ju 87D-1 which was not around during the Battle of Britain but with Merlin-engined Bf 109Es, who was going to quibble about that?





Apparently the moulds were made from a real Spitfire, which probably accounts for them all looking like Spitfire IXs. Some have trim tabs

and others have not so mixed in with the line-up are there some real Spitfires? There is a real Bf 109G in the hangar behind the Ju 87.



100 Hawker Hunter F.6s delivered between February 1956 and February 1957 to Contract 6/ACFT/9629 by Hawkers, Kingston



Hunter F.6 XE599 of No.208 Squadron, March 1958

XE526	-	Sold 19.2.58; to Swiss AF as J-4008	XE555	-	Sold 1.4.58; to Swiss AF as J-4011
XE527	-	Sold 6.2.58; to Swiss AF as J-4006	XE556	208/Cv FR.10/2	Sold 3.3.71; to Indian AF as S1391
XE528	-	Sold 19.2.58; to Swiss AF as J-4009	XE557	19/229 OCU	Sold 17.3.70; to Chilean AF as J-727
XE529	-	Sold 29.1.58; to Swiss AF as J-4005	XE558	Mkrs	Sold to R.Jordanian AF 3.11.58 as No.701
XE530	R-R/14/26/ Cv FGA.9/208/ 8-43	Sold to HSA 31.10.67 To Kuwait AF as T.67 No.220	XE559	74	To R.Rhodesian AF 15.12.62 as No.116
XE531	R-R/RAE/AAEE	Cv to Mk.12. Not delivered to RAF. Crashed on take-off, Farnborough, 17.3.82	XE560	Mkrs/43/65/66	To R.Rhodesian AF 15.5.63 as No.126
XE532	R-R/92/Cv FGA.9/ 208/8	Hit mast on range; abandoned after engine lost power 3m WSW of Dubai, 6.5.68	XE561	54/247/43/19/54/ 1/229 OCU	Sold 17.3.70; to Chilean AF as J-726
XE533	-	Sold 20.1.58; to Swiss AF as J-4002	XE579	208/Cv FR.10/8	Flew into ground approaching range 6m E of Zinjigar, Aden, 8.8.61
XE534	-	Sold 31.10.58; to Lebanese AF as L-172	XE580	34-208/19/ Cv FR.10/4	Sold 4.6.70; to Chilean AF as J-730
XE535	20/Cv FGA.9/ Kai Tak/20/28	Flew into Lion Rock Ridge 2m NNW of Kai Tak, 28.12.62	XE581	247/43/ Cv FGA.9/8	Abandoned during tail-chase 28m SW of Doha, Qatar, 22.11.61
XE536	-	Sold 20.1.58; to Swiss AF as J-4001	XE582	247/66/Cv FGA.9/ 20/45/MoD(PE)/45/ Hunter Wg/TWU/ 2 TWU/1 TWU	Sold 5.82 to Chile as J-740
XE537	-	Sold 5.9.57; to Indian AF as BA233	XE583	19	Rolled and dived into ground 16m SW of Skydstrup, Denmark, 12.9.61
XE538	-	Sold 5.9.57; to Indian AF as BA234	XE584	1/Cv FGA.9/1/ 8/208	Sold 12.2.76
XE539	-	Sold 5.9.57; to Indian AF as BA235	XE585	SF Church Fenton/ DFLS/Cv FR.10/4/2	Sold 3.3.71; to Indian AF as S1392
XE540	-	Sold 5.9.57; to Indian AF as BA236	XE586	263	Abandoned in spin; crashed in Tuddenham Avenue, Ipswich, 2.8.57
XE541	-	Sold 20.1.58; to Swiss AF as J-4003	XE587	Mkrs	Sold to MoA 24.3.59 for RAE
XE542	-	Sold 29.1.58; to Swiss AF as J-4004	XE588	AAEE	Abandoned in spin 3m N of Ringwood, Hants., 9.11.57
XE543	AAEE/Hdlg Sqn	Sold 10.11.58; to R.Jordanian AF	XE589	74/Cv FR.10/ 8/1417 Flt	Sold 24.1.68; to Abu Dhabi AF as No.701
XE544	66/208/Cv FGA.9/ 208	Abandoned take-off after fire warning; undercarriage retracted to stop, Nairobi, 17.9.62	XE590	19/SF Jever/93/4	DBR 9.11.60
XE545	-	Sold 27.1.58; to Swiss AF as J-4007	XE591	74/65/229 OCU/ 54/1/229 OCU	Sold 5.4.66; to R.Saudi AF as No.602
XE546	93/26/Cv FGA.9/ 43/8-43/43/208/ 8/229 OCU/TWU/ 2 TWU/1 TWU	Sold 5.82; to Chilean AF as No.739	XE592	43/111/14/Cv FGA.9/ 54/8/8-43	Crashed in sea 8m E of Masirah, Oman, 16.10.64
XE547	-	Sold 26.8.57; to Indian AF as BA237	XE593	63/65	Engine blew up on starting, Duxford, 23.1.61; DBR
XE548	4	To R.Rhodesian AF 2.3.63 as No.120	XE594	66/63/56/229 OCU	Collided with XE433 during formation aerobatics off Hartland Point, North Devon, 7.3.63
XE549	-	Sold 26.8.57; to Indian AF as BA238	XE595	66/65	Abandoned take-off and undercarriage raised to stop, Jever, 26.7.57
XE550	93/FGA.9/43/ 8-43/43	To Kuwait AF 28.12.67 as No.216	XE596	66/63/56/ Cv FR.10/229 OCU	Dived into ground in bad weather 7m S of Paderborn, W.Germany, 19.3.70
XE551	Mkrs	To R.Jordanian AF 7.11.58 as No.700	XE597	66/63/56/Cv FGA.9/ 208/MoA/54/1/SF West Raynham/229 OCU/ TWU/2 TWU/1 TWU	
XE552	263/65/Cv FGA.9/ 54/208/8-43/208/ 8/208/229 OCU/ TWU/2 TWU	Dived into sea during combat practice 20m N of Lossiemouth, 23.2.81	XE598	-	To Lebanese AF 31.10.58 as L-170
XE553	-	Sold 10.4.58; to Swiss AF as J-4012	XE599	Hdlg Sqn/34-208/ 74/Cv FR.10/8/ 1417 Flt/8	Sold 4.11.71; to Singapore ADC as No.535
XE554	-	Sold 2.4.58; to Swiss AF as J-4010	XE600	Mkrs & AAEE/ Cv FGA.9/8	Stalled during run over range and crashed, Khormaksar, 25.6.62
			XE601	Mkrs	Sold to MoA 24.3.59 for ETPS
			XE602	66/92/63/56/ 229 OCU	Throttle jammed open; over-shot landing into barrier, Chivenor, 8.3.61; DBR
			XE603	AFDS/19	Sold 9.6.66; to R.Jordanian AF as No.832
			XE604	263/1/Cv FGA.9/1	Stalled during recovery from firing pass and dived into sea, Cowden ranges, 2.3.61
			XE605	AAEE/Cv FR.10/ Hdlg Sqn/2	Sold 17.5.71; to Singapore ADC as No.523
			XE606	CFE/54/65/74/92/ 229 OCU/Cv F.6A/ TWU/1 TWU	

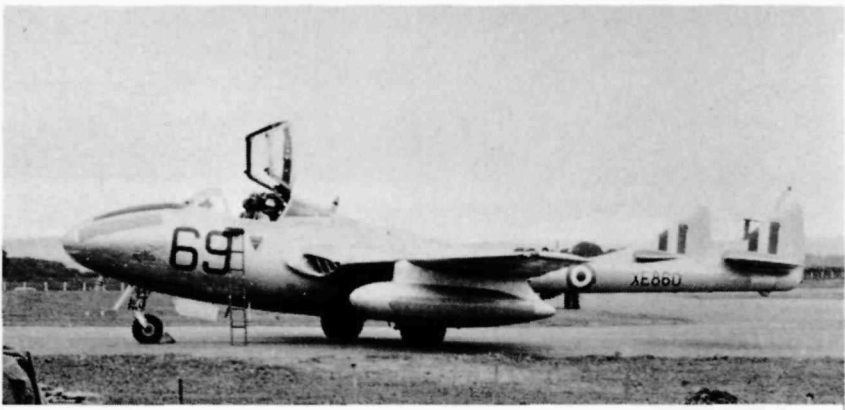
XE607	1/Cv FGA.9/ 208/8	Dived into ground during aerobatic display, Khormaksar, 30.3.62	XE650	263/1/Cv FGA.9/ 1/208/8	Sold 12.2.76
XE608	CFE/AFDS/CFCS/ 229 OCU/TWU/ Cv F.6A/1 TWU		XE651	66/63/56/Cv FGA.9/ 8/1/229 OCU/45/ 58/TWU	Abandoned after engine failure 40m S of Brawdy, 13.5.77
XE609	54/Cv FGA.9/ 208/8/8-43	Engine caught fire; overshot landing at Khormaksar, 5.4.66	XE652	66/DFCS/Cv FGA.9/20	Sold 28.1.70; to Singapore ADC as No.519
XE610	74/Cv FGA.9/20	Engine cut; abandoned off coast 40m S of Kuantan, Malaysia, 26.6.68	XE653	43/111/229 OCU/ TWU/Cv F.6A/TWU/ 237 OCU/Scampton	To G.I.airframe
XE611	FCS/43/Cv FGA.9/ 43/8-43	Overshot landing into gully, Lyneham, 6.12.68; sold to HSA, repaired and became Swiss AF J-4103	XE654	92/63/65/Cv FGA.9/ 8/208/8-43/8	Flew into ground during practice attack near Al Khaburah, Muscat, 20.11.67
XE612	74	Lost power on take-off; overshot and caught fire, Horsham St.Faith, 17.5.60	XE655	92/63/56/Cv FGA.9/ 8/43/8-43/8	To R.Jordanian AF 26.1.68 as No.817
XE613	74/65	To R.Rhodesian AF 2.3.63 as No.118	XE656	DFLS/65/229 OCU/ 92/229 OCU/4 FTS/ 229 OCU/TWU	To 8678M 2.4.81
XE614	1/Cv FR.10/8/ 1417 Flt/8	Sold 19.7.71; to Singapore ADC as No.533		* * * * *	
XE615	263/1/Cv FGA.9/ 1/54	Sold 31.10.69; to Singapore ADC as No.508			
XE616	263/1/Mkrs/ Cv FGA.9/54/1	Dived into sea during combat practice off Holkham, Norfolk, 21.5.69			
XE617	66/92/65/Cv FGA.9/ Mkrs/8-43/208	Ran out of fuel and crashlanded, Bahrein, 7.5.66			
XE618	19/SF Church Fenton/FWS/SF Acklington/66/ Cv FGA.9/208/8/ 208/8-43/43				
XE619	263/1	To Kuwait AF as No.217, 28.12.67 Hit tree on approach, Stradishall and forcelanded at Honington, 17.2.59; DBR			
XE620	1/Cv FGA.9/8/ 8-43/208/8-43/43	Sold 1.5.68; to Indian AF as A967			
XE621	66/92/63/65/ Cv FR.10/AAEE/2	Stalled and dived into ground near Papenburg, W.Germany, 30.1.62			
XE622	1/66/1/Cv FGA.9/ 28	Engine exploded on start-up, Kai Tak, 12.7.66			
XE623	263/1/Cv FGA.9/ 208/43	Engine cut; abandoned 1½m NE of Khormaksar, 11.8.64			
XE624	1/Cv FGA.9/1/ SF West Raynham/ 229 OCU/TWU/ 2 TWU/1 TWU				
XE625	263/1/Cv FR.10/ 2/4	Sold 4.6.70; to Chilean AF as J-729			
XE626	263/1/Cv FR.10/ 4/229 OCU	Sold 23.8.72; to Kuwait AF as No.801			
XE627	92/65/229 OCU/54/ SF Horsham St. Faith/54/1/54/ 229 OCU/1/229 OCU/ TWU/Cv F.6A/TWU/ 1 TWU				
XE628	263/AFDS/1/66/ 1/Cv FGA.9/1	Dived into sea during air combat practice 24m E of Tobruk, Libya, 24.4.63			
XE643	92/66/63/56/ Cv FGA.9/208	Abandoned take-off; overshot and undercarriage raised to stop, Mombasa, Kenya, 9.12.61; nose to 8586M			
XE644	66/92/63/65/ 229 OCU	Sold 26.3.70; to Chilean AF as J-728			
XE645	66/63/56/Cv FGA.9/ 54/208/8-43	To R.Jordanian AF 7.9.67 as No.827			
XE646	263/FWS/1/ Cv FGA.9/1	Abandoned after engine failure on approach, Leconfield, 30.12.66			
XE647	92/63/56/ Cv FGA.9/208	Collided with XK139 and abandoned 10m SE of Dasa Island, Persian Gulf, 30.6.64			
XE648	66/63/56	Overshot landing and hit fence, Nicosia, 9.9.59			
XE649	66/92/65/Cv FGA.9/ 8/8-43/208/229 OCU/TWU/1 TWU/ 2 TWU/1 TWU	Engine cut at low level; abandoned 15m SE of Aberystwyth, Cardigan, 13.5.82			
			XE657	14/229 OCU	Sold 27.1.61
			XE658	54/74/FWS	SS 24.5.61
			XE659	54/92/SF Odiham/ 229 OCU	To 7785M 8.8.63
			XE660	247	Dived into ground out of cloud 2½m W of Alton, Hants., 5.12.56
			XE661	DFLS/54/SF Odiham/ 54/74	Overshot abandoned take-off, Horsham St.Faith, 25.5.57
			XE662	247/74	Engine lost power; forcelanded on approach, Horsham St.Faith, 25.5.57
			XE663	4/43	Sold 16.8.61
			XE664	26	To Royal Navy 14.4.59 as T.8B
			XE665	118 237 OCU/208/237 OCU	Cv to T.8 for Royal Navy; returned to RAF 5.80
			XE666	4/245/229 OCU	Sold 16.8.61
			XE667	4/98	Sold 23.3.61
			XE668	26	To Royal Navy 16.4.62 as GA.11
			XE669	Mkrs & RAE/98	Jet pipe came loose; abandoned in dive 1m SE of Jever, 4.12.56
			XE670	26/93	To 7762M 28.3.63; later 8585M
			XE671	54	Engine failed; abandoned 2m E of Odiham, 1.5.56
			XE672	112	SS 10.3.61
			XE673	112/234	To Royal Navy 12.7.61 as GA.11
			XE674	112	To Royal Navy 12.7.61 as GA.11
			XE675	26/98/93/229 OCU	Sold 15.5.61
			XE676	222/FWS	Sold 30.8.61
			XE677	4/118/93/229 OCU	Sold to HSA, 7.4.61; became GI airframe at Loughborough
			XE678	222/FWS	To 7786M 18.6.63
			XE679	111/222	To 7787M 30.5.63; later to Singapore ADC as No.541
			XE680	130/234	To Royal Navy 16.4.62 as GA.11
			XE681	66/FWS	SS 10.3.61
			XE682	118	To Royal Navy 2.11.60 as GA.11
			XE683	54/74	Sold 28.4.61
			XE684	98/4/118/93/229 OCU	SS 10.3.61



Hunter F.4 XE702 'B' of No.43 Squadron at Prestwick

50 Hawker Hunter F.4s delivered between May and November 1955 to Contract 6/ACFT/9817 by Hawkers, Blackpool

XE685	98/93	To Royal Navy 4.4.62 as GA.11	XE852	4 FTS/1 FTS	Sold 30.10.67 as GI airframe
XE686	AFDS/247/245/ 229 OCU	Sold 30.8.61	XE853	4 FTS/7 FTS/8 FTS	SS 30.6.64
XE687	118/93/98	Sold 23.3.61	XE854	4 FTS/1 FTS	Dived into ground, Parkgate, near Rotherham, Yorks., 9.3.59
XE688	222/74	SS 10.3.61	XE855	AWOCU	Sold 30.10.67
XE689	67/130/234	To Royal Navy 2.11.60 as GA.11	XE856	226 OCU/North Weald/ 219	Sold 30.10.67
XE702	Hdlg Sqn/92/43	To 7794M 19.2.63	XE857	4 FTS/7 FTS/5 FTS/ 4 FTS/1 FTS/7 FTS/ 3 FTS/CATCS	To Chilean AF 10.11.72
XE703	4/93/118	Sold 12.9.61	XE858	Middleton St.George/ 4 FTS/1 FTS	SS 5.3.63
XE704	112/CFS	To 7788M 12.7.63	XE859	APS Acklington/ SF Stradishall/CFS	SS 21.4.64
XE705	111/92/43	Ingested bird on take-off; overshot into mudflats, Leuchars, 3.10.56	XE860	228 OCU/3/4 CAACU	Sold 6.1.72
XE706	66/92/43	Sold 14.3.61	XE861	228 OCU	SS 13.5.63
XE707	118/93/98	To Royal Navy 17.1.61 as GA.11	XE862	4 FTS/7 FTS/8 FTS	SS 5.3.64
XE708	14/229 OCU	SOC 23.4.63	XE863	4 FTS/7 FTS/ 5 FTS/MoA	SS 5.10.60
XE709	222/43	Sold 14.3.61	XE864	4 FTS/CFS/1 ANS/ 7 FTS/8 FTS	Sold 12.12.69
XE710	14	Sold 23.3.61	XE865	4 FTS	Engine cut on take-off; crashed 3 1/2m WSW of Middleton St.George, 14.10.55
XE711	RAFFC	Sold 16.8.61	XE866	4 FTS	Flew into ground descending in cloud, Stanage Edge, near Hather- sage, Derbyshire, 8.8.57
XE712	222/43	To Royal Navy 31.5.61 as GA.11	XE867	233 OCU	SS 27.2.61
XE713	66	Sold 29.3.61	XE868	111/ITS West Raynham/ 54	SS 23.7.63
XE714	67/WL Bruggen/ 67/112/234	Sold 21.7.61	XE869	APS Acklington/ 2 CAACU	SS 5.10.60
XE715	3/130/112	SS 9.9.63	XE870	226 OCU/North Weald/ 502	SS 30.6.66
XE716	67/112	To Royal Navy 28.8.61 as GA.11	XE871	APS Acklington	SS 30.6.60
XE717	67/112/234	To Royal Navy 16.4.62 as GA.11	XE872	CFS/7 FTS/8 FTS/ 3/4 CAACU/5 FTS	Sold 17.11.67
XE718	93/98	Sold 12.7.61	XE873	4 FTS/7 FTS/ 4 FTS/RAFC	SS 31.3.65
	* * * * *		XH874	7 FTS/4 FTS/7 FTS/ 8 FTS/4 FTS/1 FTS	Sold 30.10.67; later preserved at Valley as 8582M
XE722	to XE735; XE749 to XE754	ML-120D target aircraft	XE875	4 FTS/RAFC/7 FTS/ 8 FTS	SS 3.6.65
XE758	to XE762; XE784 to XE812	Cadet gliders for ATC	XE876	247/Odiham/CFS	SS 5.3.64
	* * * * *		XE877	229 OCU/RAFC	SS 5.10.60
			XE878	4 FTS	SS 21.4.64
			XE879	ITS West Raynham/ 229 OCU/ITS West Raynham	SS 5.3.64
			XE880	4 FTS	Undercarriage collapsed on landing, Worksop, 6.9.57
			XE881	11 FTS/8 FTS/ 5 FTS/8 FTS	SS 3.6.65
			XE882	Mkrs/7 FTS/1 FTS	Abandoned in spin 3m S of Aysgarth, Yorks., 23.1.61
			XE883	AWOCU/8 FTS	Lost power on take-off and flew into rising ground, Swinderby, 10.6.60
			XE884	7 FTS/25 Gp CF/ 7 FTS/5 FTS/4 FTS	SS 2.2.67
			XE885	4 FTS/7 FTS	SS 23.7.63
			XE886	34/ITS West Raynham/ 2 CAACU	SS 5.10.60
			XE887	4 FTS/7 FTS/4 FTS/ RAFC/3 CAACU	To 7824M 11.63
			XE888	AWOCU/238 OCU/ 43/3/4 CAACU	SS 13.5.63
			XE889	Nicosia/Levant CF/ 208	SS 5.10.60
			XE890	233 OCU/8 FTS/1 FTS	To 7871M 1.65
			XE891	CFS/2 TAF CS	SS 7.3.64
			XE892	253	Abandoned after engine explos- ion, Stowuplands, Suffolk, 28.4.57
			XE893	Hdlg Sqn/CFS/8 FTS	Sold 9.12.68
			XE894	AWOCU/ITS West Raynham/1 RS	SS 30.6.64
			XE895	608/603/222/19/ Church Fenton	SS 10.10.60
			XE896	23/141/FWS/FLS/1 RS	SS 30.6.60
			XE897	43/5 FTS	Collided with WZ495 4 1/2m W of Oakington, 15.10.59; SOC on return
XE816	-	To SRAF 2.3.55 as SR116			
XE817	-	To SRAF 2.3.55 as SR117			
XE818	-	To SRAF 2.3.55 as SR118			
XE819	-	To SRAF 28.1.55 as SR122			
XE820	4 FTS/CNCS	SS 5.10.60			
XE821	4 FTS/1 FTS/5 FTS	SS 31.3.65			
XE822	4 FTS	To 7585M 8.58			
XE823	-	To SRAF 28.3.55 as SR119			
XE824	-	To SRAF 28.3.55 as SR120			
XE825	-	To SRAF 28.3.55 as SR121			
XE826	-	To SRAF 28.1.55 as SR123			
XE827	4 FTS/7 FTS/ 8 FTS	Engine blew up in air; SOC on return as DBR, 14.7.60			
XE828	4 FTS/7 FTS/ 4 FTS	Undercarriage jammed; belly- landed at Worksop, 25.4.57; to 7461M			
XE829	4 FTS/7 FTS	SS 5.10.60			
XE830	4 FTS/1 FTS	Flew into ground after night take-off 1 1/2m SW of Linton-on- Ouse, 30.12.59			
XE831	CFS	SS 3.6.65			
XE832	4 FTS	Abandoned after false fire war- ning and crashed, Stocksfield, Northumberland, 24.5.55			
XE833	229 OCU	SS 5.3.64			
XE848	4 FTS/1 FTS/7 FTS/ CNCS/CATCS	Abandoned take-off and overshot runway, Exeter, 29.6.61			
XE849	4 FTS/3 CAACU	To 7928M 10.66			
XE850	4 FTS/7 FTS/4 FTS	SOC 31.7.58			
XE851	4 FTS/7 FTS/4 FTS/ 7 FTS/8 FTS/5 FTS/ CNCS/CATCS	SOC 21.1.66			



Vampire T.11 XE860 of No.3/4 CAACU at Exeter, July 1967

135 de Havilland Vampire T.11s delivered between June 1954 and July 1955 by D.H.Christchurch, Hatfield and Hawarden to Contract 6/ACFT/9751

Feedback



In AM.1/83 we carried a short history of the origins of the Egyptian Air Force and three additional photographs from the RAF Museum are of interest.

Proof that Egypt is not all sand is given by the background to the formation of five Avro 626s over Sinai (photo P017148) For VIP communications, the REAF used Westland Wessex W202 (ex-G-ACIJ) between 1934 and 1940 (photo P017147 but catalogued as an Avro Ten).

On the right is the REAF's Avro 652A W204 which went to Egypt as SU-AAO for trials. It was not a true Anson but a transport development of the original Avro 652. (photo P017149).





Some additional photographs have been received as a result of the survey of RAF Marauders in AM.2/83. Above is FK375 of No.14 Squadron which was named 'Dominion Revenge' and bore an emblem of a swooping eagle with two bombs in its claws. Photo IWM CM 4997.

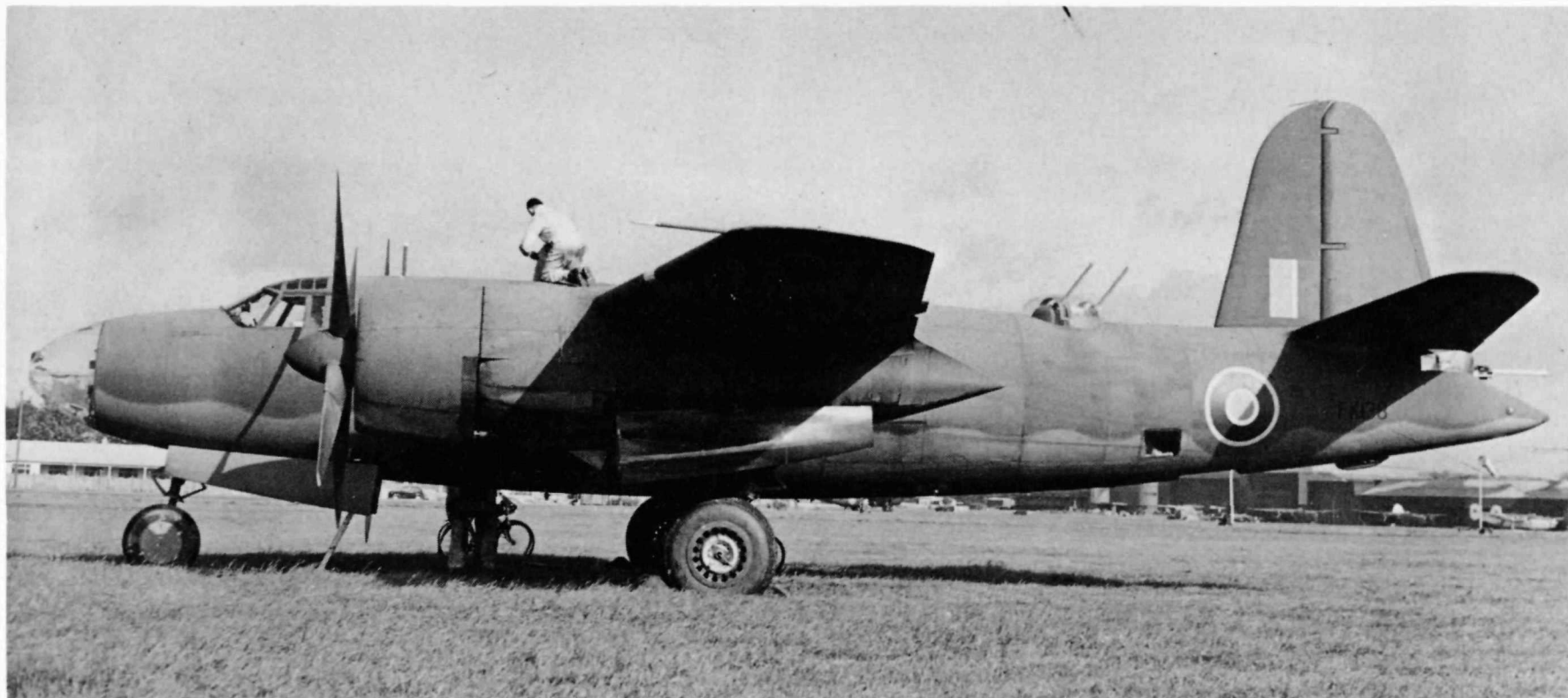
Top right is another 14 Squadron aircraft . Code M was carried at various times by FK139, FK144 and FK159 but the serial is not legible in this view. The photo comes from Peter Green who also supplied the one below it of a Marauder on its nose. The scenery is more temperate that one normally sees in photos of RAF Marauders but again the serial is illegible. It has an AI roundel on the fuselage and appears to be an early example of the type while under test at A&AEE or some similar establishment.

A check of the movement records of the few UK-based Marauders gives no indication that any of them had an accident. However, the damage appears minor and Air Ministry establishments were not consistent in reporting accidents, especially minor ones while manufacturers and other firms handling RAF aircraft seldom reported accidents at all. Does anybody know which aircraft this was?

It has also come to light that the 'walkaround' photos on page 37 ended up with the columns reversed! Mk.I is in the left-hand column and not as captioned.

Below: No.3 (SAAF) Wing Marauders at Pescara during their stay in sunny Italy. Hard runways were much in demand (SAAF)





Marauder I FK138 passes through Prestwick en route for No.14 Squadron in Egypt

(IWM CH 17449)

BACK COVER PHOTO

The crowded scene depicts Iesi airfield in Italy which was the base for No.3 Wing, South African Air Force, when it escaped from the mud of Pescara. It then faced another problem, namely finding space to take-off.

In this SAAF photograph, can be seen Spitfire VIIIs, IXs, XIs and XIXs, Mustang IIIs and IVs, Bostons, Baltimores, a Beaufighter, a Kittyhawk, Mitchells and Havocs of the USAAF, an Expediter, Vengeances, Liberators and a silver Thunderbolt. Amid this mass of aircraft are the lines of Marauders which probably used a fair proportion of their fuel load to get to the runway. The local farmer appears to have left home.

APS METEORS

Our thanks to all who wrote in identifying the owners of Meteor WL117 which appeared in AM.1/84.

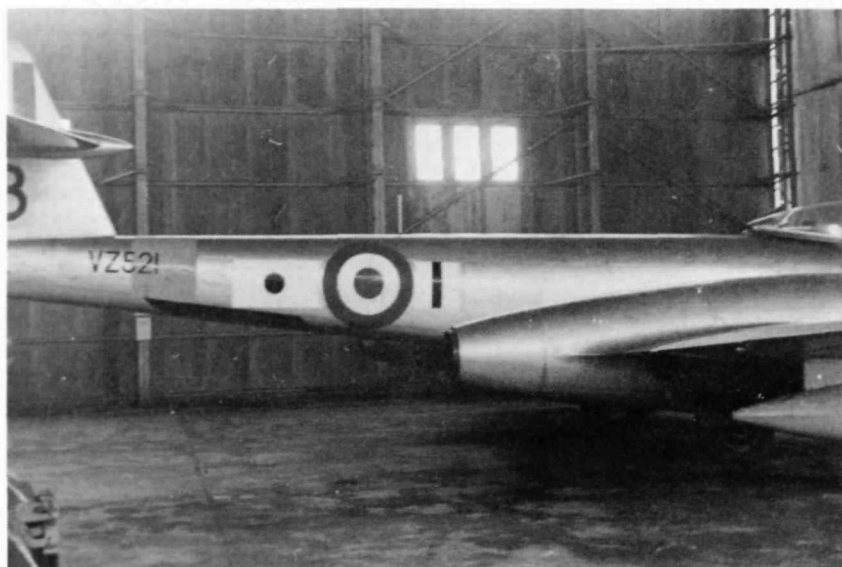
The consensus of opinion nails it down to the Armament Practice Station, Acklington which had a number of Meteors so marked.

George Jenks has kindly supplied the photograph of another Meteor F.8, VZ521, coded '3' taken at Woodvale on 6 February 1960. This carries a similar marking and was modified as a target tug.

A problem with WL117 is that its movement record reads as follows:

Delivered to No.8 MU	7.10.53
To 19 Squadron	1.12.53
Damaged 16.2.54 and returned to 19 Squadron	16.7.54
To 72 Squadron	14.11.56
To 19 Squadron	1.5.60 to 13.12.60

No mention of allocation to Acklington!



OOPS!

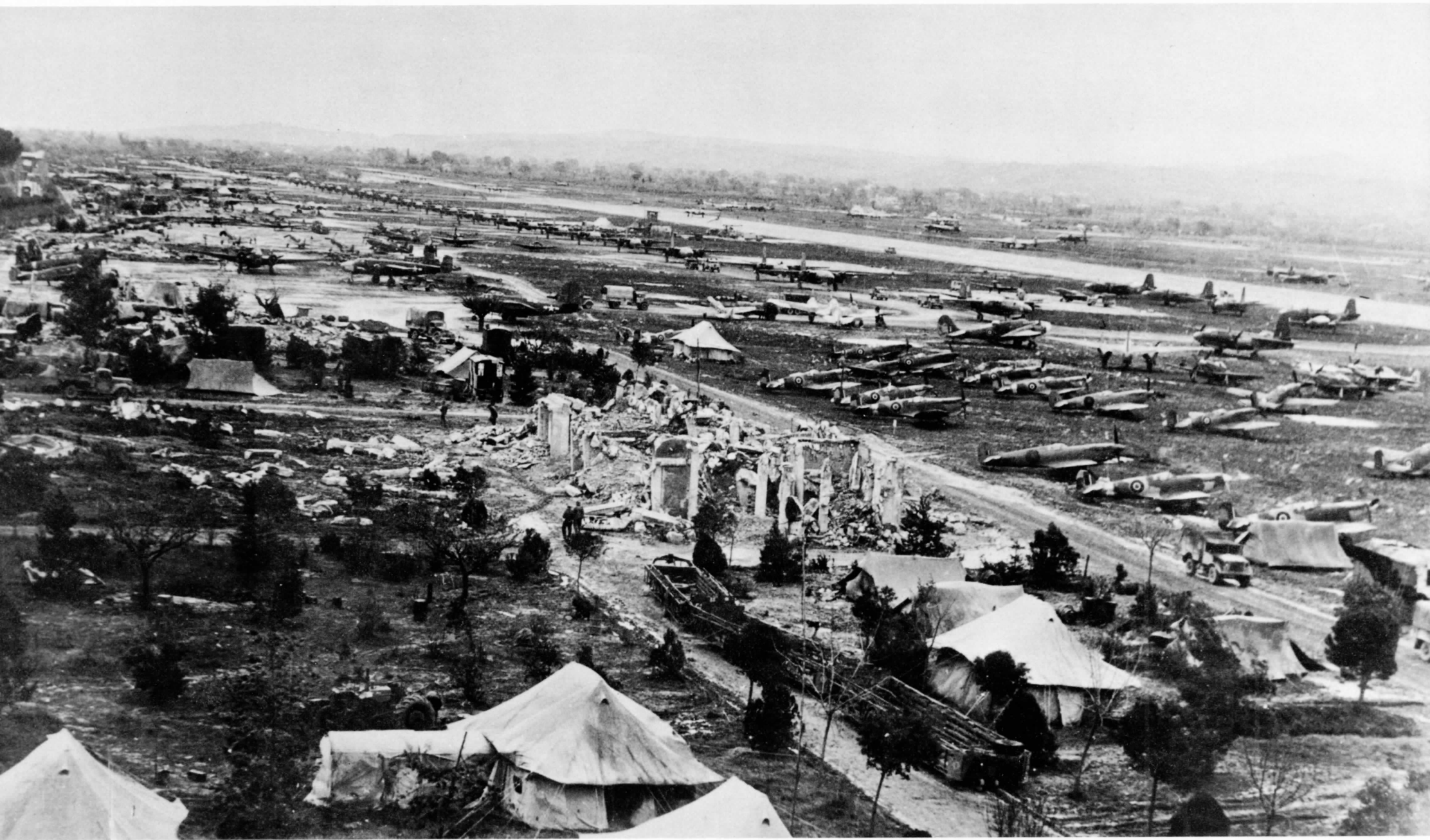
It has belatedly become obvious that while typing pages for the WA-WZ Register, the typist turned over two pages in error and expunged a batch of Chipmunks as follows:

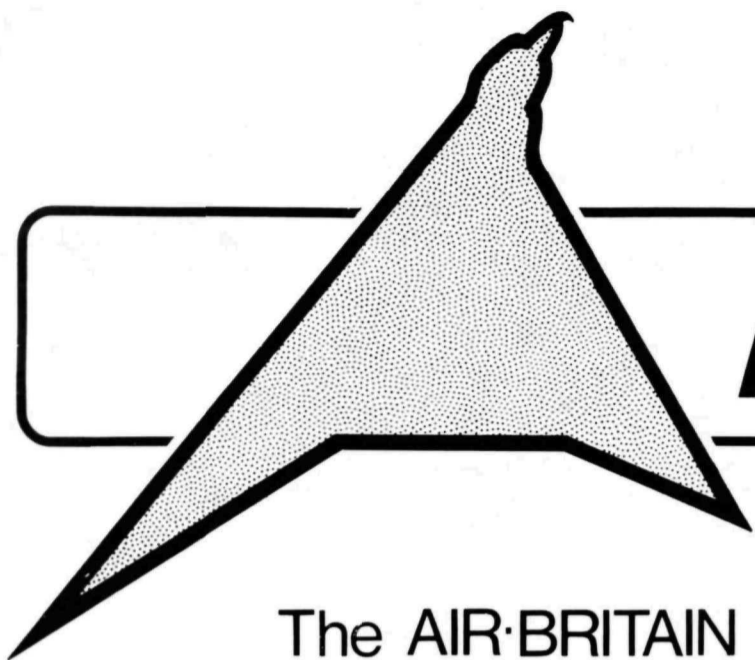
WB755	14 RFS/24 RFS/RAFC	Sold 29.6.56
WB756	14 RFS/9 RFS/ 63 Gp CF/1 FTS	Sold 24.4.56; to G-AOJR
WB757	14 RFS/24 RFS/ 17 RFS/S'ton UAS	Sold 1.6.56; to G-AORE
WB758	14 RFS/Andover/ OUAS	To 7729M 9.61
WB759	14 RFS/9 RFS/DUAS	Sold 20.7.56; to G-AOTW
WB760	14 RFS/9 RFS/B'ham UAS/DUAS/Nott UAS/ L'pool UAS/Nott UAS/ Leeds UAS/B'ham UAS/ Nott UAS/L'pool UAS/ Nott UAS/Leeds UAS/ Nott UAS/Leeds UAS/ Nott UAS/114/Nicosia/ RAFC/ITS/1 ITS/AOTS/ PFS/L'pool UAS/B'ham UAS/StAUAS/N'bria UAS/ AAC/CFS/1 FTS/York UAS	Sold 9.10.74
WB761	14 RFS/3 RFS/9 RFS/ B'ham UAS	Sold 16.8.56
WB762	24 RFS/FTCCS/1 BFTS/ 5 RFS/Marham/3 Gp CF/ 100/3 Gp CF/BCCS/ Linton-on-Ouse/1 FTS/ RAFC/York UAS	Sold 21.10.74
WB763	14 RFS/24 RFS/Odiham/ 652/AAC/3 AEF/B'tol UAS/1 AEF/1 ITS/AOTS/ 4 FTS/2 FTS	Sold 17.10.43; to G-BBMR
WB764	24 RFS/FTCCS/1 BFTS	Sold 21.9.56; to G-APPK
WB765	24 RFS/1 BFTS/5 RFS/ Scampton/Waddington/ CFS/Waddington/6 FTS	Sold to DH 14.11.58 for Ghana AF as G-155
WB766	24 RFS/1 BFTS	Sold 18.7.56
WB767	24 RFS/1 BFTS/5 RFS/ OUAS/229 OCU/ 61 Gp CF	Sold to DH 30.9.60 for Ghana AF as G-161
WB768	24 RFS/1 BFTS	Sold 20.7.56; to G-AOTU

Why WB760 seemed to be uniformly rejected by the world is not clear; certainly nobody seemed to want to keep it for long.

Having listed the above, we can now gleefully use the favourite phrase of the compilers of instruction books 'Insert in text'. Like them, we don't explain how one does this.

The other favourite phrase was 'delete full stop'. We never discovered how to do that one.....





AEROMILITARIA

The AIR-BRITAIN Military Aviation Historical Quarterly



No 4
1984



The AIR-BRITAIN Military Aviation Historical Quarterly

Edited by James J Halley and Peter M Corbell

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

* * * * *

With the customary degree of pleasant surprise we have reached the final issue of another year without disaster. This issue completes the tenth year of publication of Aeromilitaria. This comes to about 250 pages in the loose-leaf format and 784 pages in AM's current form. Someone else can count the photographs and drawings....

What is surprising is that all the articles have filled the required multiples of two pages for AM to be taken apart and filed. It must fail soon by the law of averages and leave us with half a blank page and nothing to fill the hole.

Following the interest taken in early AMs and our treatment of aircraft types by listing all their units and fates individually, the first of our RAF registers appeared in 1976 covering the K-serials. These sold well and we have now reached Z9999 plus the out-of-sequence WA/WZ register. AA-AZ is currently being prepared.

The Squadrons of the Royal Air Force was our biggest effort to date when published and we are pleased to announce two more weighty volumes which are imminent. In the same format as the RAF Squadrons book is 'The Squadrons of the Fleet Air Arm' which has been compiled by Ray Sturtivant who, as members may have already noticed, has a passing interest in such things. In a field where documentation is slender, Ray has compiled histories of all FAA squadrons and, like the RAF book, they contain detailed lists of squadron bases and equipment. There are numerous photographs and these make this volume even larger than the RAF one. It is scheduled for delivery from the printers in mid-December and order forms should be in your December 'Digest'. The price is £21.00 but, as always, members get a massive discount and you can order it from the Sales Department at only £14.00 including packing and postage. Early ordering would be appreciated to recover the costs as soon as possible so as to start on the next epic.

Speaking of epics, not only is SOTFAA due in December but also the last word on the Douglas DC-3 which so many of us remember as the Dakota in RAF service. Containing not only a detailed history of the DC-3 with individual aircraft histories but also the story of its predecessors, the DC-1 and DC-2, some of the latter seeing RAF service. This volume is even larger than SOTFAA and is the biggest book Air-Britain has produced to date. Instead of the £27.00 which the public will have to pay, members will get it for £18.00 including packing and postage, the latter being an appalling amount as this is a weighty volume in more ways than one!

Having concentrated on the production of the above over the past year, the way is now open for more civil and military monographs to be produced. With savings as much as the above, one's subscription is more than saved so if you have yet to renew, please get a move on!

IN THIS ISSUE

Pete Williams' interest in Sikorskies has brought forth an interesting survey of the Hoverfly I in British service with some unusual photographs. Flying an early helicopter was very much a juggling act and was once described as being on a par with successfully rubbing one's chest while patting one's head without getting out of sequence.

One point which arises is the training course at Floyd Bennett Field. In AM.3/79 we had a short item on the Royal Naval Flying School at Roosevelt Field, not far from Floyd Bennett. This closed down on 7 March 1945 but from the records kept by this unit which have survived in the Public Record Office, there seems to be no mention of the parallel activities of the unit mentioned in this issue. Were the two schools separate or did the main unit divide and the RNFS remain to train later pilots?

HMS Furious was almost as much a laboratory as an operational carrier and it changed shape more than almost any other ship. In this issue, we have described its history as a flush deck carrier, a career that showed it had a charmed life. It is interesting that the only two prewar carriers in the Royal Navy to escape sinking were the two oldest, Furious and Argus, which had done so much to develop naval flying.

Colerne is often thought of as a maintenance unit but a wide variety of squadrons operated from its runways during World War Two. When we first saw Colerne, every available space was filled with Lancasters, Spitfires, Masters and Martinets. Many of the Lancasters were ASR.3s with only a few house of testing in their logs. We also made contact with the Spitfire VII, painfully. After walking round the wingtips of droves of Spitfires the extended tips of the high altitude Mk.VII caught one unawares! The storage hangars housed lines of Tiger Moths on their noses to save space and a few forlorn Meteor Is lay along the Fosseway.

The XA/XZ register presses on for another four pages.

The cover photograph is of a Shackleton MR.3 of No.201 Squadron off Pentire Point, not far from St.Mawgan and on the back cover is a formation of Hoverflies from No.43 OTU, Andover, in 1945.

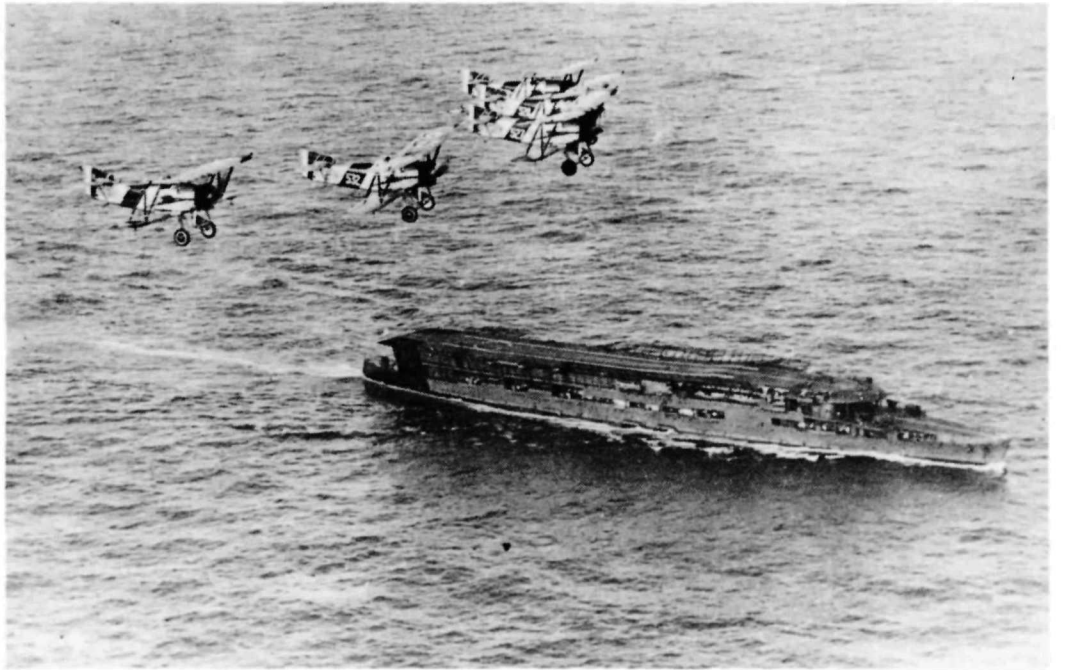
MORE AIRFIELD HISTORIES

Volume 8 of the 'Action Stations' series of regional airfield histories has been produced by Bruce Halpenny as Military Airfields of Greater London, an elastic region to say the least. In the now-standard format, it gives short histories of each airfield, with appropriate photographs but only one airfield plan (for Brooklands).

Elstree is missing but the author objected to 'Aviation News' in its review to this point being raised, claiming Elstree was not a military airfield as it was only used for modifying Wellingtons. It seems odd that this disqualifies Elstree and its busy repair units and LPTB Halifax production while Radlett as a civilian aircraft factory is in and even odder such civil flying clubs as Ashington (1931/35) and Maylands which closed down on the outbreak of war. Even Farnborough where pioneers attempted to fly until the outbreak of World War One gets in. Perhaps the series editor should issue a specification of what is eligible!

There are some quibbles in the captions. The Vickers B.19/27 New Type seems to relate to its appearance in the New Types park at the Hendon Pageant. The caption to the Salamander on page 62 implies only six were built but production exceeded 250; the Pup on page 133 is a Dove, the big Breda on page 185 looks as though its serial is BZ308 and is it Wisley on page 221?

HMS FURIOUS 1925-1944



On 1 September 1925, HMS Furious was recommissioned at Devonport and another ugly duckling joined the Royal Navy. This was Furious' second incarnation, the first having made various items of history, not least among them being the first carrier-borne strike against land targets when the ship's Sopwith Camels had been used to destroy Zeppelin hangars at Tondern.

World War One had ended before the problems associated with landing-on aircraft had been even partially solved and her piece-meal conversion from a 'large light cruiser' carrying a pair of 18-inch guns to an aircraft carrier made it very difficult for her to be employed operationally. The flying-off deck was separated by bridge and funnel from the flying-on deck, aircraft being transferred via runways abaft the superstructure. Turbulence from the latter made every landing a controlled crash and there was little chance of improvement short of removing the entire superstructure. In June 1922, the ship was taken in hand by Devonport Dockyard and that is exactly what was done.

As Furious began her trials, the change was evident. She had been transformed into a flush-deck carrier with a flight-deck 576 feet long and 107 feet wide at its maximum width. Steaming trials began on 29 March 1925 and despite her high freeboard, she proved very stable and reached over 28½ knots on 80% power, a full-power trials later taking her over 30 knots.

On 6 April, Furious was off the Isle of Wight while aircraft from Gosport carried out deck-landing trials. Flycatchers, Darts, a Blackburn and a Fairey IIID did various types of landing and take-off, one Flycatcher using all of 20 feet to take off from the hangar deck over the bows. Fore-and-aft arrester wires were fitted but were removed later in the year as they were judged to cause more damage to aircraft than unarrested landings with touchdown speed kept low. Clear decks were the rule until the fitment of transverse landing wires became standard in the early 1930s.

On 13 September, the personnel of No.404 Flight came aboard, the ship's first operational unit and flying trials were resumed in Spithead. All the standard FAA types were involved but on 5 October a Fairey IIID landed on, followed by Flycatcher N9953 on 7 October. Both were sea-planes!

There were the normal crashlandings inseparable from any carrier flying during this era but Bison N9847 went overboard off Bournemouth on 6 November. Both Bisons and Blackburns were flown from Furious when she left for Gibraltar in January 1926 for the customary combined ex-

ercises of the Atlantic and Mediterranean Fleets. Bison N9845 crashed in the sea on 25 January 1926 and was hoisted back ignominiously. Furious returned to Portsmouth on 30 March, flying off Nos.420 and 421 Flights to Gosport, followed by Nos.404, 461 and 462 Flights.

Decklanding training was resumed and on 7 June Fairey IIID N9489 went over the side, followed on 9 June by two more, S1026 and S1034.

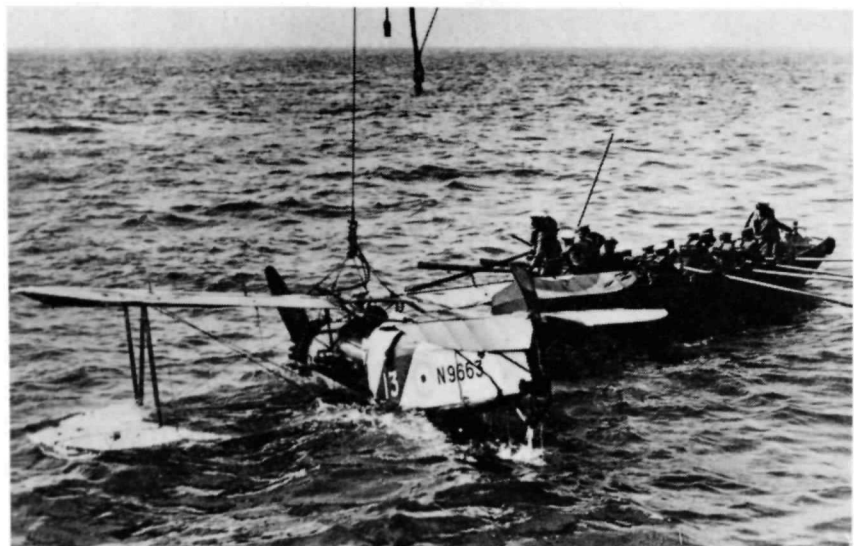
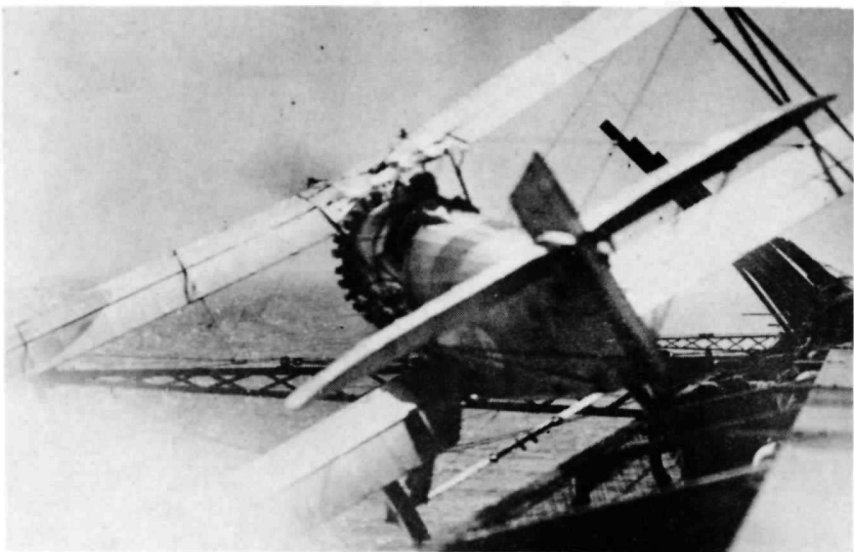
On 6 May, Dart N9804 made history by carrying out the first night landing of an aircraft on a carrier at sea, Furious being lit up like a Christmas tree for the occasion. After moving to the Forth, more night trials took place from Donibristle. The pilots complained that the lights were too bright!

While a flush deck gave an unobstructed area for landing - once the retractable navigation cabin had been lowered - the lack of funnels meant that the fumes from the engine room had to be discharged somewhere and the only available place was from side exhausts below the flight deck as far aft as possible. This created a smoke problem and hot air made approaches bumpy. It also had the effect of rendering the quarter-deck and its guns uninhabitable for much of the time.

On 31 August 1926, Furious paid off but was recommissioned the following day. Bison S1113 went over the side on landing on 6 September, one of the crew being killed before Furious headed north again. Joining the battlefleet at Cromarty, the ship's torpedo-bombers carried out dummy attacks. On 21 September, Fleet No.23 ditched in the Moray Firth and sank. Blackburn N9987 went over the side on landing on 20 October in the Firth of Forth, the crew being rescued.

January 1927 saw Furious off to Gibraltar with Nos.405, 420, 421, 461 and 462 Flights aboard. Such exercises entailed more intensive flying and there was the usual crop of accidents. Flycatcher N9916 dived into the sea on 27 January and the pilot was killed. Dart N9800 ditched next day with the loss of its pilot. On 8 February, Bison N9976 crashed off Gibraltar and sank while on the 20th, Flycatcher N9942 crashed on take-off. While at Gibraltar, radio trials were carried out with a Dart.

After a cruise round Scotland in June, the ship returned to Portsmouth and in July carried out decklanding trials of new types. On 15 July, the Hawfinch carried out seven landings, the Harrow two and the Fairey IIIF six. Next day the Harrow came back for two more landings, this time with a torpedo aboard, with a Ripon carrying out three. After two more trial landings



Flycatcher N9663 goes for a dip off Furious and within minutes is hooked and hoisted inboard. (RAF Museum)

by the Ripon on the 19th, it was Flycatcher day on the 20th when the Flycatcher II made ten landings plus another Flycatcher landing on floats. The Hawfinch came back on the 25th for a final landing.

At the end of August it was time to go north again to Invergordon. Fairey IIIFs were aboard for the first time to supplement Darts and Blackburns while six Flycatchers of No.405 FF Flight came aboard from Leuchars en route.

The annual exercises off Gibraltar began in January 1928. On the 16th, Flycatcher N9913 ditched off Gibraltar but was salvaged. IIIF N9765 lost a float and crashed alighting at Gibraltar on the 26th. These exercises were followed by a cruise in Scottish waters which proved adventurous for Flycatcher N9903. On 7 May, it ditched and was hoisted out and dried off, only to go into the palisades three days later. The latter half of 1928 was spent at Portsmouth and then it was off to Gibraltar again. A mixed complement of Flycatchers, Darts, Ripons, Blackburns and Fairey IIIFs were aboard. Furious was not alone as Eagle, Argus and Courageous were also operating in the area.

On her return to Portsmouth, the carrier was engaged in deck landing training until September when she headed north for Invergordon and Rosyth. On 17 September, trial landings of a IIIF on floats began, night flying being carried out in the Forth. This was continued in Spithead with IIIFs and Darts,

On 20 January 1930, decklanding trials were carried out with the Fairey Fleetwing and Hawker Hart, the latter in preparation for the introduction of the Osprey. Then it was off to Gibraltar again. On 10 February, trials were carried out with a Fairey IIIF taking off from the hangar deck, normally the domain of the little Flycatchers but operating larger aircraft this way did not become normal practice.

Parnall Peto N182 had been brought out on the carrier and was passed on to the ill-fated submarine M-2 on 14 February. The Fleetwing was still aboard and was flying off Palma on 15 March. On return to Portsmouth at the end of March, DLT was resumed.

A new series of trials began on 3 June, the participants being the Fleetwing, AW Starling, Hawker Hornet and a Vickers Type 177 single-seat fighter. On 6 June, the Firefly came aboard. The experimental single-seat fighters were in the hands of No.405 Flight for trials.

On 29 September 1930, Furious arrived at Devonport for refit and did not put to sea until 16 February 1932 when sea trials began.

During refit, the AA armament had been improved by the addition three 4-inch high angle guns and a pair of multiple pompoms on which the Admirals set great faith.

Furious went north for fleet exercises on 26 April, returning via the west coast. On 8 June Ripon S1560 crashed in the sea off Loch Ewe with the loss of both men aboard. Almost immediately, she was off back to Invergordon and the Forth being greeted on arrival with a salvo of practice torpedos from No.100 Squadron's Horsleys to demonstrate that it was not just the Fleet Air Arm that was in the tin fish business.

For the annual trip to Gibraltar, Furious flew on Nos.401, 442, 449, 465 and 466 Flights, plus a Seal and an Avro 504N. Twenty-five operational aircraft were aboard and on 10 January 1933, the first mention is made of 'squadrons' with No.801 having the seven Flycatchers, No.811 eight Ripons and No.822 ten Fairey IIIFs. Some Darts from Courageous also flew from Furious, both having been joined by Glorious. All three gathered in Grand Harbour, Malta during February (see photo in AM.2/78, page 32)

Nos.801, 811 and 822 Squadrons were aboard for a cruise to Scotland during the summer where 811 lost Ripon S1667 when it crashed in the Dornoch Firth, one of the crew being killed. No.811 flew off to North Coates when off Greenock and rejoined from Filton when the carrier was off the Gower Peninsula. After a couple of months at Devonport, Furious went north again, losing Ripon S1428 and its crew when it crashed off the mouth of the Cromarty Firth.

Before leaving for Gibraltar in January 1934, trials with a Cierva autogyro were carried out on 5 January. With Nos.801, 811 and 822 Squadrons went four Fairey IIIF floatplanes of No.820 bound for Gibraltar (S1486, S1544, S1808 and S1811). This time the fleet headed for the West Indies. Fairey IIIF S1398 crashed in the sea 60 miles NE of Grenada on 7 February but the crew was recovered. On the return journey a Force 9 gale was met between the Azores and Gibraltar and two Ripons broke adrift in the hangar.

No.801 had been equipped with six Nimrods and in June it also acquired three Ospreys but when embarked in Furious it had an extra aircraft of each type as reserves. When No.811 arrived back on board in June, it had Baffins. Only the IIIFs remained of her earlier equipment.

On 2 June, Furious left Portsmouth for a cruise to the Mediterranean and Adriatic, stopping for only short period at each port until returning to Devonport on 23 October after nearly five months on the move. In January 1935, she was off to Gibraltar and Malta again. S1499, a IIIF, crashed in the sea and sank halfway between Gib and Madeira on 13 March but the crew was rescued. On return to Devonport on 15 March, the deck was busy as six Nimrods, two Ospreys, eleven IIIFs and nine Baffins were flown off. May was spent in deck landing training off the south coast, including night flying training by the fighters and torpedo bombers.



A Flycatcher parked behind the windbreak on the lower flying off deck. Note the exposed navigation and flying control positions which could trap an aircraft which swung on take-off (RAF Museum P.012724)

A cruise to Scapa Flow at the end of May found 801 and 811 Squadrons aboard, No.822 joining ship off the Essex coast en route on 22 May. Returning south after two weeks in Scapa Flow, Furious' aircraft were part of a FAA flypast at the Royal Review on 16 July. She then made her way to Devonport to pay off on 30 August.

Recommissioned immediately with a new crew, Furious carried out decklanding training and on 9 September, trials were carried out with an Avro Rota autogyro from Gosport. Nimrods and Baffins did night flying but Baffin No.16 crashed in the sea off the Isle of Wight on 7 October, the crew being rescued.

After a short refit at Devonport, Furious was ready for a fleet cruise to Gibraltar in January 1936. Nos.801, 812 and 822 Squadrons came aboard on 2 January followed by No.811. On 7 January, Fairey IIF No.918 from Gosport ditched while on a night exercise from Furious. Despite an intensive search by ships and aircraft, the two occupants were never found. On 24 January, a Walrus came aboard for the first time for transportation to the battleship Nelson at Gibraltar.

From Gibraltar, the fleet cruised to the Canary Islands, losing Nimrod K2841 and its pilot when it crashed in the sea after take-off on 5 February. Furious remained at Gibraltar for three months, where dive-bombing training by all types was practiced. Two aircraft were lost during this period; S1391, a IIF, crashed on the rounddown and fell into the sea but the crew was picked up. On 5 March, another IIF, S1390 of 822 Squadron went over the side on landing off Gibraltar, one person being drowned.

On return to Spithead on 21 May, all squadrons flew off to Gosport and deck landing training began. The first Swordfish appeared on deck and K5928 from Gosport ditched and sank during DLT.

The carrier re-embarked Nos.801, 811 and 822 before leaving again for Gibraltar on 24 June, sighting the airship Graf Zeppelin next day as she headed south. Seals were now aboard, replacing some of the Fairey IIFs. At the end of September, she moved north to Invergordon and Rosyth where Seal K4790 caught fire on 20 October and was damaged beyond repair.

After another short refit, Furious sailed for Malta on 25 January 1937, embarking as well as her squadrons, four Sharks, two Swordfish and two Tutors for Hal Far. By now, No.811 had received Swordfish and No.822 Sharks. While based at Alexandria in February and March, the ship had eleven Swordfish, eight Sharks, eight Ospreys and two Tutors aboard but on return to the UK on 29 March, twelve Swordfish and ten Sharks were flown off. One of No.822's Sharks had ditched in Aboukir Bay during a sandstorm on 2 March.

There was the Coronation Review on 20 May to attend before sailing north for Invergordon where Swordfish K8366 of 811 Squadron crashed on deck on 6 July. On return to Portsmouth, the Sharks were flown off to Gosport and did not return to Furious.

During DLT off Portsmouth, Osprey K3622 went into the sea alongside and the pilot was killed. and on 11 October, during another visit to Invergordon, K4333 crashed in the Moray Firth on 28 October with the loss of its pilot. On return to Portsmouth on 28 October, another Osprey, K3625, crashed over the bows 15 miles W of St. Catherine's Point. Nos.801 and 822 Squadrons disembarked to Gosport but No.811 went to Southampton where a new naval air station had recently been opened. When Furious went north to the Firth of Forth for more DLT, Nos.811 and 822 Squadrons both had nine Swordfish. Losses during training continued, Swordfish No.901 of 822 Squadron hitting the starboard navigation position while landing on, and on 12 October Osprey No.143

crashed in the Firth of Forth.

On 24 November 1938, Furious went into Devonport Dockyard for a longer refit, emerging for trials on 2 May 1939. Although various modifications had been made during previous short refits, this time Furious was visibly changed.

The Admiralty had finally decided that the chances of an aircraft carrier having to engage enemy cruisers was remote - and probably fatal in any case. Air attack was much more likely so the ship's ten 5.5-inch guns had been replaced by twelve 4-inch high angle guns which could also be used in an emergency against surface craft. These had new director control and eight could be brought to bear on either beam.

A small island had grown on the starboard side which provided to house the fire control centre and a pair of multiple pom-poms, each with eight two-pounder guns. A homing beacon was mounted on the island but the navigation and flying control positions remained at the forward end of the flight deck. The hangar deck had been abandoned and another pair of 'Chicago Pianos' mounted on the ramp where Flycatchers had flown off.

After a short visit to the Firth of Forth for deck landing training, Furious came back to Devonport for her last peacetime call at her home port before sailing north again with her paravanes streamed just in case some U-boat had been jumping the gun and laying mines off the east coast. Furious was at Rosyth when war broke out on 1 September, being joined by three Polish destroyers that had been sent out of the Baltic where they would have inevitably been trapped and sunk. Britain and France declared war on the 3rd but Furious carried on with DLT. On 26 September, an Albacore landed on for the first time, giving the crew a sight of the replacement for the carrier's Swordfish. Nos. 767 and 769 Squadrons were aboard and on 2 October, a pair of Skuas came aboard.

With the loss of Courageous, the Home Fleet needed a carrier so Furious was ordered to Scapa Flow with the Swordfish of No. 816 Squadron being joined by the training squadrons which became No. 818. The fleet made a sweep out into the North Atlantic to search for a German force reported off Norway and possibly aiming for the trans-Atlantic shipping routes but nothing developed. A Swordfish crashed in the sea on 1 November but the crew was picked up.

The possibility of German raiders being at large resulted in Furious being detached to Halifax, Nova Scotia, as part of a hunting force. The carrier provided the reconnaissance while the battlecruiser Repulse supplied the

heavy guns. On 25 November, a Force Ten storm stove in the after hangar door while on 17 December she lost her starboard wireless masts in the night. At the time she was escorting a convoy of troopships loaded with Canadian troops and the culprit was a large liner which had sailed through the convoy. Several famous trans-Atlantic lines had similar narrow escapes and disaster was missed by almost literally a hair's breadth.

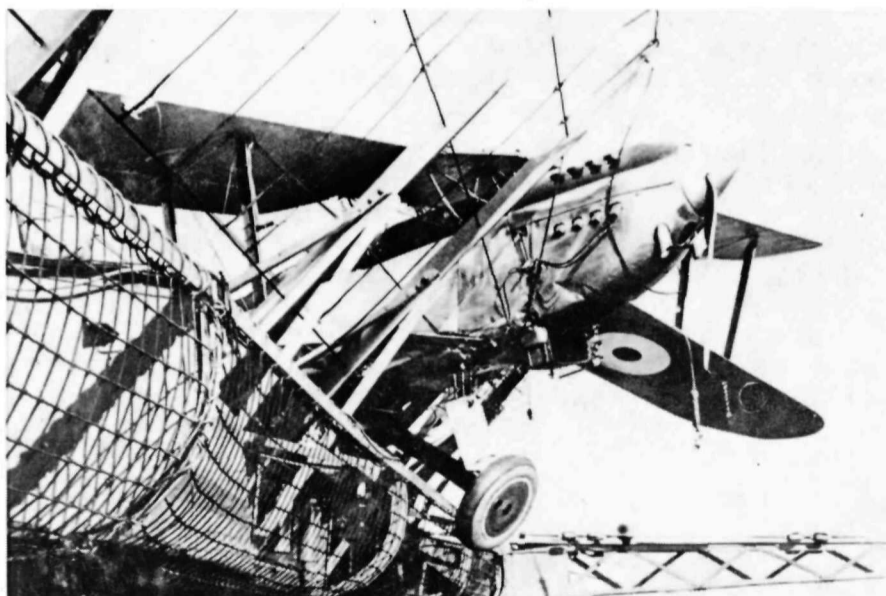
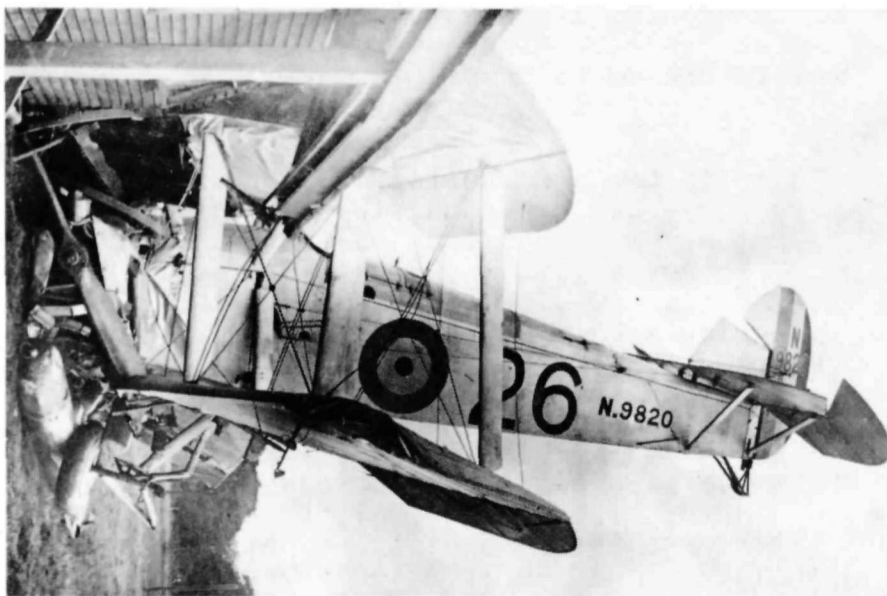
Furious was at Greenock when Germany invaded Norway and hurriedly embarked her two Swordfish squadrons from Campbeltown before heading at high speed for Scapa. On 11 April, eighteen Swordfish were flown off to attack the heavy cruiser 'Hipper' off Trondheim but she had unfortunately sailed before the strike force arrived. Later that day, enemy aircraft bombed the fleet but a salvo of bombs aimed at Furious missed astern. Next day, nine aircraft were launched to search Narvik and returned to report the positions of destroyers and merchant ships. Despite very bad weather, two hits were claimed on ships while next day, acting on the information discovered by the Swordfish, the battleship Warspite sailed up the narrow fjord and sank eight German destroyers while her Swordfish floatplane disposed of U-64. In support, Furious flew 18 aircraft off on anti-submarine patrols and to attack any ships found. Two aircraft failed to return.

The carrier remained behind at Tromso for a few days to provide reconnaissance aircraft after the fleet returned to Scapa and on the 18th suffered damage from a near miss from a He 111 which caught her unexpectedly in a narrow fjord. The ship's action report covered fourteen days during which her aircraft had covered 23,870 miles. Eighteen torpedos and 409 bombs had been dropped and nine Swordfish lost, three aircrew being killed and nine wounded. All but one of her aircraft had been damaged or lost. On the credit side, some Ju 52/3m transports had been wrecked on a frozen lake and ships, piers and the railway to Sweden damaged.

After some quick repair to her turbines, the carrier embarked sixteen Gladiators of No. 263 Squadron, re-equipped after its unfortunate first visit to Norway plus a further two which landed on in the Clyde. Sailing for the Norwegian coast, she flew off six Gladiators on the 17th followed by more on the 21st despite adverse weather conditions, enabling No. 263 to take up position for the defence of Narvik from a proper airfield in place of the frozen lake it had used on its earlier visit. A detachment of No. 804 Squadron from Hatston was also aboard to provide some measure of air defence although this task was mainly undertaken by Ark Royal's Skuas.

On 14 June, Furious sailed for Halifax with

Dart N9820 argues with a shed while disembarked and a Fairey IIIF of No. 443 Flight is saved by the palisades (RAF Museum)



£18 million in gold in payment for American arms, returning with a load of aircraft and stores. Stowed away were 21 Buffalos, 23 Nomads and five Clevelands, none of which were of any real use in modern air warfare.

Furious arrived back with the Home Fleet at Scapa on 15 July with Nos.816 and 825, later joined by the Skuas of No.801 and occasionally by detachments of No.804's Gladiators. On 22 September, a strike on enemy shipping off the Norwegian coast saw six Swordfish from each of the TSR squadrons take off followed by six Skuas while three Gladiators carried out CAP over the carrier. Some ships were hit but five Swordfish and one Skua failed to return with the loss of fifteen crew members.

On 2 October 1940, the first Fulmar landed on Furious, giving promise of more effective defence against enemy aircraft. At the beginning of November, a batch of Hurricanes was loaded aboard and No.816 went ashore to make room. The Hurricanes, plus three Fulmars were flown off to Takoradi in the Gold Coast, one Hurricane crashing in the sea en route. This was the first of several runs down to West Africa carrying reinforcement Hurricanes for the Middle East, a winding reinforcement trail of airfields have been set up across Africa and north to Egypt.

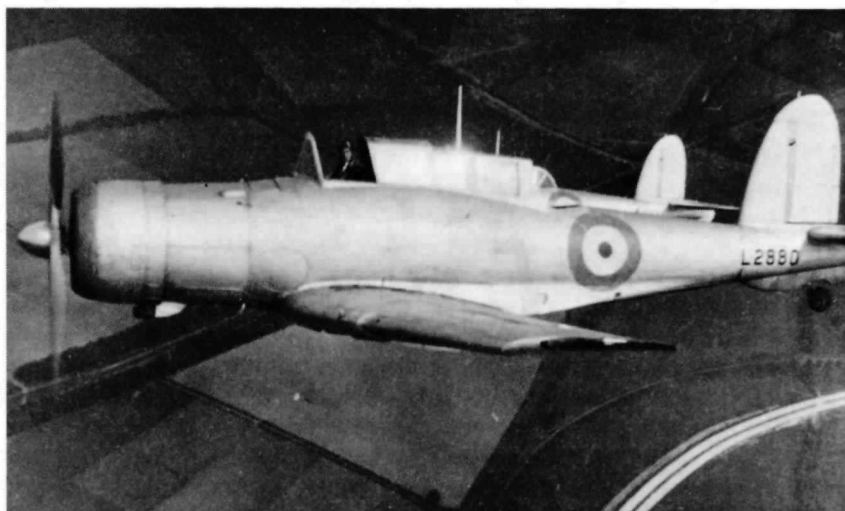
On 5 May 1941, Furious was berthed at Belfast when, during a night raid, a bomb hit and exploded in the hangar. Fortunately it was small and did little damage but a couple of near misses sprayed the carrier with splinters. This did not stop the carrier from putting to sea later that day to deliver more Hurricanes to Gibraltar.

During July, there was a short break in the pattern and on the 30th, Furious, in company with Victorious, carried out an attack on Petsamo and Kirkenes far up in the Arctic coast of Scandinavia. The raid was requested by the Russians who probably had little conception of the problems involved. Furious launched a strike of nine Swordfish, nine Albacores, six Fulmars and four Sea Hurricanes against Petsamo where almost no shipping was to be found. One cargo boat was sunk and the port installations hit for the loss of one Albacore and two Fulmars. Victorious was not so lucky, losing eleven Albacores to Bf 109s. The purpose of the attack remains obscure as the Russians remained inert in this region for most of the war while their naval forces stayed strictly in sight of their bases and contributed nothing to the safety of the Arctic convoys. After a couple of deliveries of Hurricanes for Malta, No.880 Squadron, which had provided fighter defence, was flown off at Gibraltar and Furious sailed for Philadelphia for a refit.

This ended in March 1942 and the carrier sailed to Norfolk, Virginia, where No.835 Squadron's Swordfish were embarked for the trip home. DLT in the Clyde followed and on 2 August, a large detachment of RAF personnel was embarked, along with a deckload of Spitfires. Five ranges of Spitfires were flown off on 11 August to Malta, all but one of the 38 aircraft arriving safely. The odd one out had to return with mechanical problems and landed on Indomitable without the benefit of the essential hook.

A further batch was flown off on the 21st, one of which hit the bridge on take-off, the pilot being killed while a second had to be abandoned after the engine overheated. The other 29 Spitfires reached Malta safely.

Returning to the Clyde, Seafires began deck landing trials and No.807 came aboard with the first of this type to operate from Furious. The Albacores of Nos.822 and 823 Squadrons were also aboard at this time, later joined by No.801's



Blackburn Skuas provided fighter defence for Furious in 1940

twelve Seafires. On 25 October, she arrived at Gibraltar and disembarked her aircraft to make room for more Spitfires. On the 29th, 22 were flown off to Malta but Albacore T9247, flying anti-submarine watch around the carrier, lost power and ditched.

On 31 October, the Seafires of Nos.801 and 807 Squadron flew on followed by No.822's Albacores. Furious sailed as part of an armada of ships for Operation 'Torch'. With the escort carriers 'Dasher' and 'Biter' on company, she flew covering sorties over the Allied landings around Oran and Algiers. Sorties on the 8th comprised 39 Seafire, eight Albacore and one Fulmar and in the course of these one Albacore of No.822 and one Seafire of No.807 were lost with the loss of the four personnel aboard. The Albacores had bombed La Senia and Tafaroui airfields with great effect, 47 wrecked aircraft being found at the former. By the end of the day, USAAF Spitfire squadrons were at La Senia and, with RAF Spitfire and Hurricane squadrons flown in from Gibraltar, had taken over the air defence of the region. On the 18th, Furious, in company with Nelson, Rodney, Formidable and their cruiser and destroyer screen, sailed into the French naval base at Mers-el-Kebir.

On 28 November, Seafire MB355 of 801 Squadron crashed in the sea while Furious remained in the Mediterranean in case of activity by the Italian Navy but nothing happened and on 4 February 1943, she arrived back in the Clyde. A few days later she was at Scapa with the Home Fleet with Nos.801, 817 and 822 aboard. Also flying from her deck were the Swordfish of No. 825 Squadron, still supreme as sub-hunters in the frequently-atrocious weather conditions of the northern seas. These accounted for five Seafires, six Albacores and three Swordfish on 7 April when a gale caused aircraft to break adrift from their lashings.

An exercise in bad weather saw one Swordfish crash in the sea after hitting the aft director on 28 April while next day three more Swordfish ditched; fortunately, all crews were picked up.

On 6 July, seven Wildcats of No.881 flew aboard as the Home Fleet sailed for the Norwegian coast. On the 8th, a Bv 138 sighted the force and the Wildcats were slow to engage with the result that a sighting report got out before the big flying boat was shot down. Consequently, the alerted German forces in Norway stood by for the predicted landings which duly took place - in Sicily. The Home Fleet's diversion had done its job in keeping German forces pinned down in the wrong place as an apparent invasion force approached.

From October to December 1943, Furious was based in the Clyde carrying out training. The new Barracudas thumped on to the deck, watched by awe-struck sailors and apprehensive air crews. The Navy's new bomber was a formidable sight!

Nos.827 and 830 Squadrons flew these ungainly aircraft and while becoming used to them suffered the customary accidents that accompanied all decklanding training. Although designed as a torpedo-bomber, the Barracuda was almost entirely used as a bomber and dive-bombing training played a large part in the squadrons' working-up period. The obvious targets for a Home Fleet carrier's aircraft were German ships which normally were to be found in fjords with steep walls and no room for torpedo runs.

One of No.827's Barracudas crashed in the sea on 19 October and on 15 November, two went into the Clyde off Ailsa Craig with the loss of all six aboard.

On 4 December, Furious arrived at Scapa to rejoin the Home Fleet's main body. No.801's Seafires had been embarked, supplemented in February 1944 by No.880's. The bombers were normally disembarked to Hatston and the fighters to Skeabrae, coming aboard when the fleet sailed for exercises. It was on one such foray that on 11 February, one of the Seafires was shot down by an enemy aircraft.

A chance to see action arrived on 30 March when the fleet sailed for Operation 'Tungsten', the target the German battleship 'Tirpitz', then snugly at anchor behind torpedo nets in Kaafjord. Barracudas from Furious and Victorious were loaded with 1,600-lb armour-piercing bombs. At 0423 on 3 April, Furious began to launch eight Barracudas of No.830 Squadron for the first strike, to join twelve from Victorious and arrived over the target at 0528. The carriers' fighters provided escort, Hellcats and Corsairs providing cover and attacking flak positions around the battleship. Furious' Seafires were employed on CAP over the task force.

As luck would have it, Tirpitz was busily engaged in weighing anchor for a short outing up the fjord for trials after damage by British midget submarines had been repaired. The twenty Barracudas went into their dives for an onslaught that lasted just over a minute, giving the ship's guns little chance to open fire and leaving the defensive smokescreen inadequate time to cover the area. Nine heavy bombs hit.

The second strike consisted of 19 Barracudas, nine of which came from Furious and at 0635 these went into their dive at three-second intervals to place five more bombs on to the battleship with others bursting close alongside.

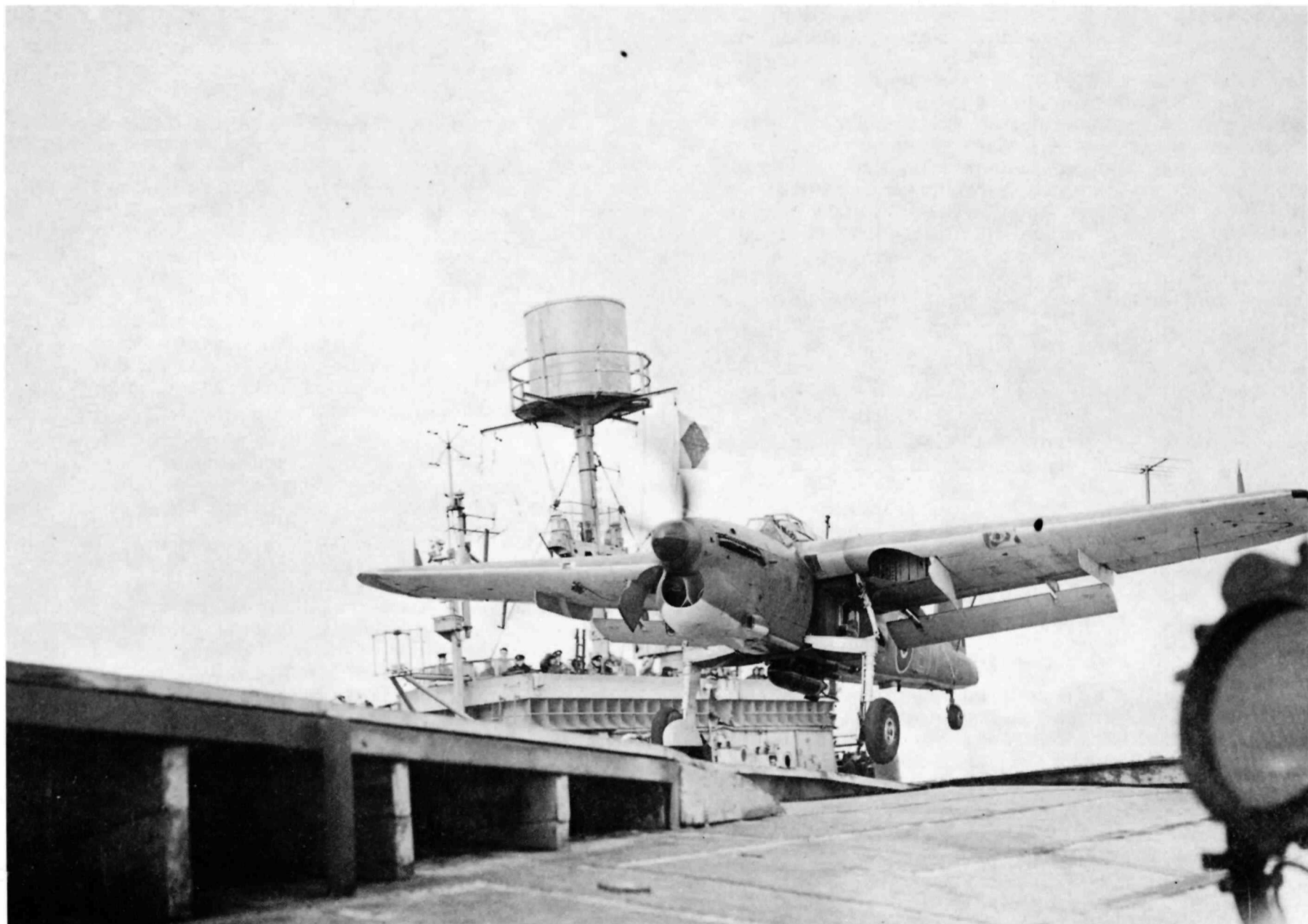
Two Barracudas, one from Furious, and one fighter were missing but Tirpitz was out of action for three months with 422 of her crew dead or wounded. The strike had not proved fatal since the bombs had been released below optimum height and had exploded on the armoured deck, wrecking much of the superstructure but leaving the engines and magazines untouched. It was the 12,000-lb bombs from Lancasters that finally destroyed Tirpitz on 12 November when she moved south and came within range of the bombers based on Lossiemouth.

Nos.827 and 830 Squadrons were disembarked on return to Donibristle and when her air group flew on again, the 18 Barracudas were from Nos. 830 and 831, plus 18 Seafires of Nos.801 and 880. Sailing on 21 April, the force attacked enemy shipping. A convoy of four freighters and four flakships was assaulted by ten Barracudas off Fleina but a planned attack on Bodo was prevented by bad weather.

The next sortie on 3 May found No.8 TBR Wing aboard (Nos.827 and 830 Squadrons) plus 14 Seafires of Nos.801 and 880. On 6 May, a strike by

A bomb-laden Barracuda become airborne as it reaches the ramp. Aircraft is from No.830 Squadron,

(IWM A.75420)





With everything out and down, a Barracuda lands on, obviously interrupting a game of tennis since the camera cannot lie. (IWM A.72693)

18 Barracudas was launched against shipping off the Norwegian coast. Unusually, eight carried torpedos and one freighter was hit by one torpedo and a tanker by two, a third supply ship being hit by bombs as was also the tanker. Two Bv 138s sent out to locate the force were shot down by Wildcats from No.882 Squadron from HMS Searcher which, with another escort carrier, had accompanied Furious to provide additional fighter cover. Two Barracudas were lost, one from each squadron.

A series of further strikes on shipping followed. On 11 July, Furious sailed in company with Formidable and Indefatigable, feeling her age by comparison with these big carriers. No. 1840 had brought their Hellcats aboard but the Seafires of No.880 were still embarked for CAP. Also aboard were relics from a bygone age in the shape of a trio of Swordfish. Fog obscured the area and the operation was abortive, only the Swordfish getting off the deck in their usual baffling way. No Barracudas were carried on this sortie, the big carriers being scheduled to provide the strike force.

Tirpitz again became the target on 24 August. Seven Barracudas joined the other carrier's aircraft but the smokescreens were active and the target was completely obscured. Only one 1,600-pounder hit Tirpitz, penetrated the armour and failed to explode! Wildcats and Seafires were also aboard to provide fighter protection to the strike force which put into Thorshavn, in Iceland, before returning to Scapa Flow, unaware that this would be the old carrier's last visit to a foreign port.

On 11 September, Furious put to sea again but her Barracudas were used for anti-submarine

patrols while sixteen Seafires provided escort for a strike force from Trumpeter, one of which failed to return.

Returning to Scapa on 13 September, Furious flew off eleven Barracudas to Hatston and twelve Seafires to Skeabrae. The last took off at 0858, becoming the final aircraft to fly from the carrier's deck.

She had had a hard war, covering many thousands of miles in all types of weather. With a flood of new carriers being commissioned, there was no point in giving her a refit. After considering various roles, including that of an accommodation ship for the Pacific Fleet, orders were issued for Furious to become non-operational on 15 September.

She lay in Scapa Flow until 12 October, when she weighed anchor and left for the last time, the ships of the Home Fleet cheering ship as she passed through the Flow and out to sea, en route for the Clyde.

Off Greenock, she discharged the bulk of her crew on 31 October 1944 and passed into reserve. Later she was towed to Loch Striven, nearby, and used as a guinea pig for explosives trials.

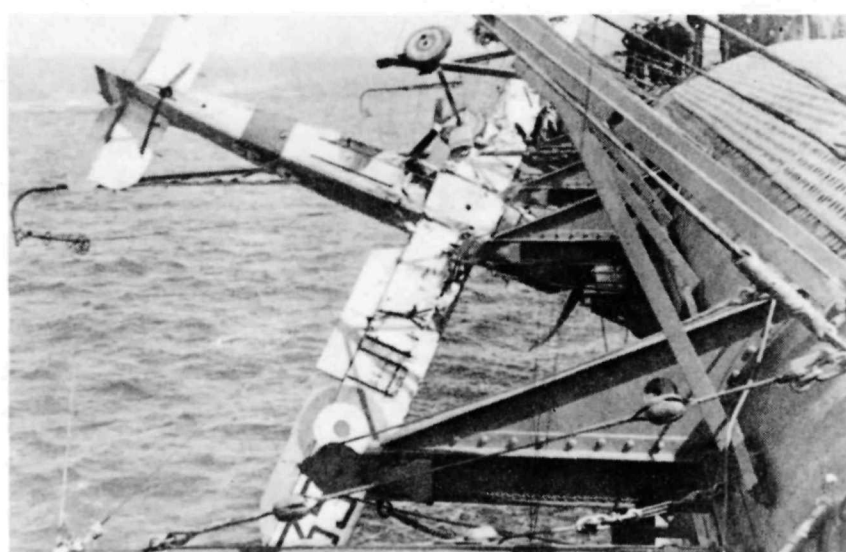
Sold for breaking up in 1948, Furious was towed away to Troon where for the next six years she was gradually demolished.

She had survived two World Wars and only Argus and Furious, the two oldest carriers, had beaten the odds, all the other pre-war carriers having been lost. First commissioned on 26 June 1917, she had given 27 years of faithful service. Every significant development in naval air warfare had been seen on her flight-deck.

MOVEMENTS

<i>Place</i>	<i>Arrived</i>	<i>Sailed</i>	<i>Place</i>	<i>Arrived</i>	<i>Sailed</i>
Commission at			Plymouth	28.6.32	4.7.32
Devonport 1.9.25		20.9.25	Teignmouth	4.7.32	7.7.32
Portsmouth	20.9.25	6.11.25	Weymouth Bay	7.7.32	14.7.32
Portland	6.11.25	9.11.25	Falmouth	15.7.32	20.7.32
Portsmouth	9.11.25	9.1.26	Plymouth	20.7.32	29.8.32
Portland	9.1.26	12.1.26	Portsmouth	30.8.32	31.8.32
Arosa Bay, Spain	15.1.26	21.1.26	Rosyth	2.9.32	16.9.32
Gibraltar	23.1.26	24.2.26	Invergordon	17.9.32	29.9.32
Palma, Majorca	27.2.26	3.3.26	Buckie	29.9.32	2.10.32
Pollensa, Majorca	5.3.26	9.3.26	Rosyth	3.10.32	21.10.32
Gibraltar	11.3.26	18.3.26	Dartmouth	23.10.32	24.10.32
Arosa Bay, Spain	20.3.26	27.3.26	Devonport	25.10.32	3.1.33
Portsmouth	30.3.26	10.6.26	Portsmouth	4.1.33	5.1.33
Greenock	12.5.26	20.5.26	Gibraltar	9.1.33	10.1.33
Spithead	22.5.26	12.6.26	Malta	13.1.33	24.1.33
Rosyth	14.6.26	3.7.26	Missolonghi, Greece	27.1.33	30.1.33
Spithead	5.7.26	6.7.26	Malta	1.2.33	7.3.33
Torbay	8.7.26	14.7.26	Palma, Majorca	9.3.33	15.3.33
Spithead	15.7.26	31.8.26	Gibraltar	17.3.33	20.3.33
Paid off and			Plymouth	24.3.33	3.5.33
recommissioned	1.8.26	7.9.26	Portsmouth	4.5.33	9.5.33
Rosyth	10.9.26	17.8.26	Invergordon	12.5.33	3.6.33
Cromarty	18.8.26	16.10.26	Scapa Flow	3.6.33	10.6.33
Rosyth	17.10.26	26.10.26	Broar Bay	10.6.33	11.6.33
Portland	28.10.26	1.11.26	Larne	12.6.33	16.6.33
Portsmouth	1.11.26	16.1.27	Greenock	16.6.33	22.6.33
Portland	16.1.27	17.1.27	Newcastle, Ulster	2.6.33	27.6.33
Arosa Bay, Spain	20.1.27	26.1.27	Milford Haven	27.6.33	28.6.33
Gibraltar	28.1.27	2.3.27	Tenby	28.6.33	3.7.33
Lagos Bay, Portugal	4.3.27	8.3.27	Minehead	3.7.33	7.7.33
Gibraltar	10.3.27	17.3.27	St. Ives	7.7.33	8.7.33
Arosa Bay, Spain	19.3.27	26.3.27	Fowey	9.7.33	12.7.33
Portsmouth	28.3.27	18.5.27	Teignmouth	12.7.33	17.7.33
Invergordon	21.5.27	7.6.27	Seaton	17.7.33	20.7.33
Ullapool	8.6.27	15.6.27	Devonport	30.7.33	4.9.33
Ardrossan	16.6.27	18.6.27	Sandown Bay	5.9.33	8.9.33
Lamlash	18.6.27	24.6.27	Portland	8.9.33	12.9.33
Tenby	25.6.27	27.6.27	Portsmouth	12.9.33	19.9.33
Torbay	28.6.27	1.7.27	Cromarty	24.9.33	9.10.33
Weymouth Bay	1.7.27	11.7.27	Rosyth	10.10.33	14.10.33
Portsmouth	11.7.27	29.8.27	Devonport	17.10.33	2.1.34
Invergordon	2.9.27	10.10.27	Portsmouth	2.1.34	10.1.34
Inverkeithing	11.10.27	2.11.27	Gibraltar	15.1.34	23.1.34
Portsmouth	4.11.27	9.1.28	Port of Spain, Trinidad	3.2.34	14.2.34
Gibraltar	14.1.28	22.3.28	Barbados	15.2.34	21.2.34
Portsmouth	28.3.28	1.5.28	St. Kitts	22.2.34	26.2.34
Invergordon	4.5.28	4.6.28	Fayal, Azores	7.3.34	10.3.34
Scapa Flow	4.6.28	8.6.28	Gibraltar	16.3.34	7.4.34
Invergordon	9.6.28	13.6.28	Plymouth	11.4.34	30.5.34
Ullapool	14.6.28	18.6.28	Portsmouth	31.5.34	2.6.34
Torbay	20.6.28	11.7.28	Malta	9.6.34	27.6.34
Portsmouth	11.7.28	16.1.29	Plateali, Greece	29.6.34	9.7.34
Gibraltar	20.1.29	11.3.29	Corfu, Greece	9.7.34	16.7.34
Pollensa Bay, Majorca	13.3.29	23.3.29	Phalerum, Greece	17.7.34	23.7.34
Gibraltar	26.3.29	2.4.29	Spetsai, Greece	23.7.34	26.7.34
Portsmouth	6.4.29	9.9.29	Malta	28.7.34	4.8.34
Invergordon	13.9.29	24.10.29	Navarin, Greece	6.8.34	12.8.34
Rosyth	25.10.29	5.11.29	Malta	15.8.34	28.8.34
Portsmouth	7.11.29	25.1.30	Trieste, Italy	1.9.34	11.9.34
Gibraltar	30.1.30	11.2.30	Crikvenica, Yugoslavia	12.9.34	21.9.34
Tangier	11.2.30	13.2.30	Sibenik, Yugoslavia	22.9.34	1.10.34
Gibraltar	13.2.30	5.3.30	Split, Yugoslavia	1.10.34	8.10.34
Pollensa Bay, Majorca	7.3.30	9.3.30	Stari Grad, Yugoslavia	8.10.34	10.10.34
Palma, Majorca	11.3.30	16.3.30	Malta	13.10.34	15.10.34
Gibraltar	18.3.30	24.3.30	Devonport	23.10.34	8.1.35
Portsmouth	28.3.30	10.6.30	Gibraltar	12.1.35	14.1.34
Torbay	11.6.30	13.6.30	Malta	18.1.35	25.2.35
Plymouth	13.6.30	16.6.30	Gibraltar	2.3.35	21.3.35
Portsmouth	17.6.30	29.9.30	Devonport	25.3.35	7.5.35
Devonport	29.9.30	22.2.32	Portsmouth	7.5.35	14.5.35
Portsmouth	23.2.32	12.3.32	Southend	15.5.35	22.5.35
Plymouth	12.3.32	18.4.32	Scapa Flow	24.5.35	6.6.35
Portsmouth	19.4.32	26.4.32	Portland	10.6.35	17.6.35
Invergordon	29.4.32	28.5.32	Torbay	17.6.35	25.6.35
Loch Eriboll	28.5.32	2.6.32	Weymouth Bay	25.6.35	11.7.35
Scapa Flow	2.6.32	4.6.32	Portsmouth	11.7.35	17.7.35
Loch Ewe	4.6.32	8.6.32	Devonport	18.7.35	30.8.35
Portree	8.6.32	10.6.32	Paid off 30.8.35		
Greenock	11.6.32	20.6.32	Recommissioned 30.8.35		3.9.36
Aberystwyth	21.6.32	24.6.32	Portsmouth	3.9.35	18.9.35
Tenby	24.6.32	27.6.32	Weymouth Bay	18.9.35	20.9.35

<i>Place</i>	<i>Arrived</i>	<i>Sailed</i>
Sandown Bay	20.9.35	24.9.35
Portland	24.9.35	7.10.35
Portsmouth	7.10.35	8.10.35
Devonport	8.10.35	1.11.35
Portsmouth	2.11.35	20.11.35
Devonport	23.11.35	1.1.36
Portsmouth	2.1.36	25.1.36
Gibraltar	30.1.36	3.2.36
Las Palmas, Canaries	6.2.36	10.2.36
Teneriffe	11.2.36	14.2.36
Gibraltar	17.2.36	18.5.36
Spithead	21.5.36	22.5.36
Devonport	22.5.36	8.6.36
Portsmouth	8.6.36	18.6.36
Torbay	18.6.36	19.6.36
Devonport	19.6.36	24.6.36
Gibraltar	27.6.36	16.7.36
Devonport	21.7.36	15.9.36
Portsmouth	16.9.36	28.9.36
Invergordon	30.9.36	12.10.36
Rosyth	15.10.36	24.10.36
Portsmouth	26.10.36	27.10.36
Devonport	28.10.36	19.1.37
Portsmouth	20.1.37	23.1.37
Weymouth	23.1.37	25.1.37
Malta	2.2.37	4.2.37
Alexandria	7.2.37	17.3.37
Malta	19.3.37	22.3.37
Portsmouth	29.3.37	30.3.37
Devonport	31.3.37	3.5.37
Portsmouth	4.5.37	8.5.37
Southend	9.5.37	13.5.37
Spithead	14.5.37	25.5.37
Invergordon	27.5.37	10.6.37
Rosyth	11.6.37	21.6.37
Invergordon	22.6.37	5.7.37
Yarmouth	8.7.37	12.7.37
Portsmouth	16.7.37	21.7.37
Devonport	22.7.37	2.9.37
Portsmouth	2.9.37	11.9.37
Rosyth	13.9.37	4.10.37
Spey Bay	5.10.37	7.10.37
Invergordon	8.10.37	25.10.37
Portsmouth	28.10.37	29.10.37
Devonport	29.10.37	27.6.38
Rosyth	29.6.38	23.7.38
Devonport	25.7.38	7.9.38
Rosyth	9.9.38	24.9.38
Scapa Flow	25.9.38	5.10.38
Rosyth	6.10.38	2.11.38
Devonport	24.10.38	12.6.39
Rosyth	15.6.39	28.7.39
Devonport	30.7.39	26.8.39
Rosyth	28.8.39	2.10.39
Loch Ewe	3.10.39	5.10.39
Scapa Flow	6.10.39	8.10.39
Scapa Flow	11.10.39	13.10.39
Loch Ewe	13.10.39	15.10.39
Loch Ewe	22.10.39	23.10.39
Greenock	24.10.39	26.10.39
Halifax, Canada	3.11.39	10.11.39
Halifax, Canada	17.11.39	24.11.39
Halifax, Canada	26.11.39	27.11.39
Halifax, Canada	3.12.39	10.12.39
Greenock	17.12.39	28.2.40
Devonport	29.2.40	25.3.40
Greenock	26.3.40	9.4.40
Tromso, Norway	16.4.40	18.4.40
Tromso, Norway	18.4.40	19.4.40
Vaagsfjord, Norway	23.4.40	25.4.40
Greenock	29.4.40	14.5.40
Scapa Flow	23.5.40	25.5.40
Greenock	26.5.40	14.6.40
Halifax, Canada	21.6.40	1.7.40
Liverpool	7.7.40	13.7.40
Scapa Flow	15.7.40	20.9.40
Scapa Flow	23.9.40	13.10.40
Scapa Flow	19.10.40	28.10.40
Scapa Flow	31.10.40	6.11.40
Liverpool	7.11.40	10.11.40
Freetown	1.12.40	3.12.40
Liverpool	14.12.40	19.12.40
Freetown, Sierra Leone	12.1.41	16.1.41



Fairey III F S1169 goes over the side, 8 May 1929 (RAFM)

<i>Place</i>	<i>Arrived</i>	<i>Sailed</i>
Gibraltar	23.1.41	29.1.41
Greenock	5.2.41	2.41
Gibraltar	2.41	
Logs missing until		
Belfast	5.41	5.5.41
Liverpool	6.5.41	11.5.41
Greenock	12.5.41	12.5.41
Gibraltar	18.5.41	19.5.41
Gibraltar	22.5.41	5.6.41
Gibraltar	7.6.41	7.6.41
Greenock	14.6.41	22.6.41
Gibraltar	25.6.41	28.6.41
Gibraltar	1.7.41	4.7.41
Greenock	12.7.41	20.7.41
Scapa Flow	21.7.41	23.7.41
Seidesfjord, Iceland	25.7.41	27.7.41
Seidesfjord, Iceland	3.8.41	3.8.41
Scapa Flow	5.8.41	21.8.41
Greenock	22.8.41	31.8.41
Belfast	31.8.41	1.9.41
Gibraltar	7.9.41	10.9.41
Gibraltar	14.9.41	18.9.41
Bermuda	26.9.41	28.9.41
Jamaica	1.10.41	3.10.41
Philadelphia, USA	6.10.41	21.3.42
Norfolk, USA	21.3.42	3.4.42
Greenock	14.4.42	21.4.42
Rosyth	24.4.42	10.7.42
Greenock	12.7.42	5.8.42
Gibraltar	12.8.42	16.8.42
Gibraltar	18.8.42	20.8.42
Greenock	25.8.42	9.9.42
Scapa Flow	10.9.42	23.9.42
Greenock	24.9.42	20.10.42
Gibraltar	25.10.42	28.10.42
Gibraltar	30.10.42	7.11.42
Gibraltar	10.11.42	16.11.42
Mers-el-Kebir, Algeria	18.11.42	21.11.42
Gibraltar	22.11.42	24.11.42
Mers-el-Kebir, Algeria	25.11.42	26.11.42
Mers-el-Kebir, Algeria	30.11.42	4.12.42
Gibraltar	6.12.42	2.1.43
Algiers, Algeria	3.1.43	3.1.43
Gibraltar	5.1.43	31.1.43
Greenock	4.2.43	10.2.43
Scapa Flow	11.2.43	5.3.43
Greenock	6.3.43	6.4.43
Scapa Flow	7.4.43	27.4.43
Scapa Flow	30.4.43	4.5.43
Greenock	6.5.43	31.5.43
Hvalfjord, Iceland	2.6.43	6.6.43
Akureyri, Iceland	7.6.43	9.6.43
Scapa Flow	13.6.43	7.7.43
Scapa Flow	9.7.43	15.7.43
Liverpool	16.7.43	4.10.43
Greenock	4.10.43	3.12.43
Scapa Flow	4.12.43	30.3.44
Rosyth	7.4.44	18.4.44
Scapa Flow	19.4.44	21.4.44
Scapa Flow	28.4.44	3.5.44
Scapa Flow	7.5.44	12.5.44
Scapa Flow	18.5.44	28.5.44
Scapa Flow	8.6.44	10.6.44

Place	Arrived	Sailed	Place	Arrived	Sailed
Rosyth	11.6.44	16.6.44	Thorshavn, Iceland	26.8.44	28.8.44
Scapa Flow	17.6.44	22.6.44	Scapa Flow	28.8.44	11.9.44
Scapa Flow	23.6.44	11.7.44	Scapa Flow	13.9.44	12.10.44
Scapa Flow	19.7.44	2.8.44	Greenock	13.10.44	15.10.44
Scapa Flow	4.8.44	18.8.44	Gareloch	15.10.44	Inactive
*	*	*	*	*	*

EMBARKEED OPERATIONAL TYPES

Supermarine Seagull III	Sep 1925 - July 1926
Fairey Flycatcher	Sep 1925 - Mar 1933
Avro Bison	Sep 1925 - Aug 1927
Fairey IIID	Oct 1925 - Nov 1929
Blackburn Dart	Nov 1925 - May 1930
Blackburn Blackburn	Jan 1926 - June 1930
Fairey IIIF	Mar 1927 - July 1936
Blackburn Ripon	Mar 1929 - Apr 1934
Blackburn Baffin	Jun 1934 - Nov 1935
Hawker Nimrod	May 1933 - Nov 1938
Hawker Osprey	May 1933 - Nov 1938
Fairey Seal	Oct 1933 - Oct 1936
Blackburn Shark	Jan 1937 - July 1937
Fairey Swordfish	May 1936 - Apr 1943*
Blackburn Skua	Jun 1939 - Dec 1940
Fairey Fulmar	Jan 1941 - Nov 1942
Gloster Sea Gladiator	May 1940 - Oct 1940
Fairey Albacore	Jul 1941 - July 1943
Hawker Sea Hurricane	Jul 1941 - Aug 1942
Supermarine Seafire	Aug 1942 - Sep 1944
Fairey Barracuda	Oct 1943 - Sep 1944
Grumman Wildcat	Jul 1943 - Aug 1944
Grumman Hellcat	Jul 1944 - Jul 1944

*plus short period in July 1944

* * * * *

DETAILS OF SHIP

Displacement:	22,450 tons
Length o.a.	786 feet
Flight deck:	530 feet x 107 ft max
Beam:	89 $\frac{3}{4}$ feet (over bulges)
Draught, max.	26 feet
Power:	90,895 shp. Four propellers
Maximum speed	30 knots originally.
Hangars:	Upper 520 x 50 feet Lower 550 x 50 feet
Original complement	1,168
Aircraft	Originally 36, later varied according to size
Armament:	Originally ten 5.5-inch six 4-inch AA From 1938 twelve 4-inch AA four multiple pom-poms each 8 guns later replaced by twentyfive 20 mm
Range	4,300 miles at 16 kts

* * * * *



Ship's Motto: Ministrat Arma Furor

SQUADRONS EMBARKED

Due to the large number of Fleet Air Arm Squadrons which were embarked in Furious, often for short periods, a list would be lengthy. In view of the imminent publication by Air-Britain of 'The Squadrons of the Fleet Air Arm', only Flights have been listed plus a numerical index of squadrons.

No.401 Flight	Sep 1925 - Jun 1926	Flycatcher
No.421 Flight	Sep 1925 - Aug 1927	Bison
No.461 Flight	Nov 1925 - Nov 1929	Dart
No.462 Flight	Nov 1925 - Nov 1929	Dart/Ripon
No.420 Flight	Jan 1926 - Apr 1929	Blackburn
No.405 Flight	Sep 1926 - Jun 1930	Flycatcher
No.406 Flight	Sep 1926 - Oct 1927	Flycatcher
No.442 Flight	Mar 1927 - Mar 1927	Fairey IIIF
No.443A Flight	May 1927 - Nov 1929	Fairey IIID/F
No.404A Flight	Sep 1927 - Sep 1927	Flycatcher
No.449 Flight	Sep 1929 - Jun 1930	Blackburn/IIIF
No.447 Flight	- Nov 1929	Fairey IIIF
No.464 Flight	Jun 1930 - Jun 1930	Ripon
No.401 Flight	Jun 1930 - Jun 1930	Flycatcher
No.450 Flight	Jun 1930 - Jun 1930	Fairey IIIF
No.463 Flight	Jun 1930 - Jun 1930	Ripon
No.466 Flight	Mar 1932 - Mar 1933	Ripon
No.442 Flight	Mar 1932 - Mar 1933	Fairey IIIF
No.401 Flight	Oct 1932 - Mar 1933	Flycatcher
No.449 Flight	Jan 1933 - Mar 1933	Fairey IIIF

Squadrons: 800,801,804,807,810,811,812,816,817,818,821,822,823,825,827,830,831,835,842,880,881,1840

Furious in August 1941 with four Sea Hurricanes on the camouflaged deck

HOVERFLY

I



Sikorsky YR-4B FT835 landing on SS Daghestan during the first trans-Atlantic convoy with helicopters embarked. This aircraft reached Britain in January 1944 and became a GI airframe at Worthy Down (D.Foley)

During the early years of World War Two, successive versions of Igor Sikorsky's stark VS-300 helicopter prototype acquired what would now seem a more conventional appearance. By the time the VS-316A (XR-4) became the world's first helicopter to be placed in series production, it had a fully-enclosed cabin with side-by-side seating and all but the rear extremity of its tube-framed fuselage was covered, although only in fabric.

In May 1942, the prototype XR-4 ('X' for experimental, 'R' for rotating wing and '4' for the fourth Army contract for helicopters) was flown on delivery to the Army Air Forces, Wright Field, Dayton, Ohio. This event was itself a landmark in helicopter development, being the first cross-country flight of a helicopter in the Western Hemisphere. The four-day journey covering 761 miles from Sikorsky's factory at Stratford, Connecticut, was made in a series of 16 separate flights, following the highways and travelling in company with a carload of ground engineers. Several times the pilot, C.L.Morris, brought it down alongside the road for their attention.

Ultimately, the USAAF, which had given encouragement and backing for the development of the type, received only 55 of the 130 R-4s produced; 23 were assigned to the US Navy and US Coast Guard and 52 to the British under Lend-Lease arrangements.

EARLY TRIALS

The first British pilot to fly the XR-4 was Wing Commander 'Reggie' Brie, a pioneer in both civilian and service use of the autogyro, who had joined the British Air Commission in Washington. He piloted the aircraft at Wright Field in July 1942 as part of its service evaluation and his subsequent report resulted in an order on behalf of the British Government.

After successful trials, the 'X' designation was dropped and replaced by 'Y' to indicate service-test examples. Two of the three YR-4A examples were transferred to Britain in 1943 and given the serials FT833 and FT834 while five of the YR-4Bs were also diverted to British use as FT835 to FT839. Three of the latter arrived in the UK early in 1944.

The first helicopter production line where R-4Bs were manufactured at Bridgeport, Conn. between 1943 and 1945





British pilots under training at the Royal Navy Flying School, Roosevelt Field, Long Island, bring their R-4s in to land. In the foreground is FT836 and flying is KK971. Details of this unit are in AM.3/79 page 83. (FAA Museum)

The YR-4 had a 180 hp Warner R-500-1 engine driving a 38-foot, three-bladed, fabric-covered rotor. The seven-cylinder piston engine was mounted on its side which may have accounted for its uncertain temperament. Britain had optimistically ordered 240 of the final production R-4B version but only 45 of these had been supplied by the time production ended in December 1944.

Although fitted with 200 hp engines which gave an improved performance, the R-4B was generally inadequate for anything other than basic training operations. The R-4B was supplanted on the Sikorsky production lines by the more powerful R-5 (later S-51) and R-6 machines. The 45 R-4Bs which entered British service were allocated the serials KK969 to KK999 and KL100 to KL113.

In spite of Igor Sikorsky's belief in a wider field of development for the helicopter, including some early trials with a rescue winch mounted, the Services saw convoy protection as potentially its most useful role. A joint US/UK Committee to investigate the use of the helicopter in anti-submarine warfare was formed and trials were conducted in American waters from the British merchant ship 'Daghestan'. The British team consisted of Wg Cdr Brie and F/O 'Jeep' Cable of the RAF and Lt. Cdr. Ted Peat, RNVR. Following seaborne trials, three YR-4s were embarked in 'Daghestan' with Brie, Cable and USCG pilots as part of a trans-Atlantic convoy which sailed from New York on 2 January 1944. A great deal of bad weather was met during the crossing and the trials en route were encouraging rather than conclusive.

Some of the British R-4s were deployed to the US Coast Guard Base at Floyd Bennett Field as part of an arrangement for training British

pilots. No.1 Helicopter (Instructors) Course assembled at Floyd Bennett in March 1944. It consisted of nine qualified 'fixed-wing' pilots (six FAA, two RAF and one Army), one Naval pilot being Lt. C.T.D. 'Sox' Hosegood who later became the Chief Test Pilot of Bristol Helicopters.

The four-month course comprised ground lectures and some 70 hours of flying. Landings were made on a simulated ship's stern which was given a realistic 'rolling' effect and also on water using flotation bags in place of the wheeled undercarriage. At the completion of the first course, four of the Naval pilots remained to staff a British Services Helicopter School commanded by Lt Cdr Peat.

Both of the R-4s side-by-side seats were fitted with pilot's controls but control location varied between each position. Operation of the cyclic control stick and collective pitch lever required the use of different hands depending on which seat was occupied. Pilots learned to fly from both positions but many others only received instruction in one seat or the other and consequently could only fly from that seat.

When the school disbanded in November 1944, the aircraft were flown in a single formation for 350 miles to Norfolk, Virginia, there embarking for the UK in the escort carrier 'Thane'. Remembering that the first cross-country flight in the US had taken place only two years previously, the sight of eleven helicopters in formation caused a great deal of interest. Two of the school's Gadflies, as they were then known, were retained in the US by the British Liaison Team. Strangely, it was one of these, piloted by Lt Cdr Dennis Foley, RNVR, which made the first official landing on a US Navy carrier, USS Charger, in June 1945.



Hoverfly KK995 at Defford in 1947 on charge of the Telecommunications Flying Unit for radar response tests. It still carries its old 529 Squadron code 'KX-R' and is photographed while delivering supplies to the snowbound station. The side-mounted cage is part of the test installation (Ken Fry)

However, helicopter flying training was not always so formal. In 1945 when R-4Bs were first allocated to Farnborough, Lt Cdr Eric Brown RN, later CO of the RAE's Aerodynamic Flight, recalls that on arrival to collect some newly-assembled machines, the only instruction available was that which could be gleaned from the aircraft manual. Ab initio training was a few hours spent thrashing about Speke airport prior to the return to Farnborough with their new mounts.

The Majority of the UK R-4Bs were assembled and prepared by No.7 Assembly Unit at Hooton Park, Cheshire. No.7 AU was commanded by the Handley Page Chief Test Pilot, Major J.Cordes, who, nearing 50, learned to fly a helicopter in order to test the unit's product.

General Aircraft at Hanworth, near London, was the 'sister' company chosen by Sikorsky to oversee the introduction to service of the R-4, which had now officially become the Hoverfly I. An overhaul contract was also awarded and the first helicopter training school in Britain was set up at Hanworth early in 1944, staffed by Brie, Cable and other instructors returning from the USA.

THE WONDERFUL MACHINE

The R-4 possessed an operating weakness that was to plague most piston-engined helicopters in some degree - insufficient power to lift an effective payload. Its engine developed barely enough power for normal flight, certainly there was no reserve to cope with anything above light headwinds. Flights in heavy rain were also not advised because of damage to the fabric-covered rotors. Consequently the weather restraints on operations were severe. Cross-country flights could become very involved, with frequent delays and diversions. Delivery flights could take weeks and if a destination was overshoot then beating back against the wind became a problem the pilot shared with mariners.

On start-up, the pilot's senses were overwhelmed by the clamour and vibration of the engine located behind him. The rotor blades whirled relentlessly overhead, feeding their unbalanced loads to the cyclic pitch levers which shook with constant mechanical tremor. Under

ideal conditions, the aircraft would lift on less than full throttle. On a hot, windless day, however, full throttle would be required from the outset. The R-4 would shake and beat the air, rise a few feet then settle back in defeat. Another reported quirk of the Hoverfly occurred if rotor revolutions fell much below 200 rpm. Then the blades folded up and this trick often had dramatic results.

Cdr Frank Erikson USN hovers the YR-4 with the first rescue hoist fitted. Igor Sikorsky is in the sling. In January 1944 Cdr Erikson piloted one of the first helicopter life-saving missions following an explosion in a destroyer off the New Jersey coast (Dennis Foley)



Making a delivery flight to Scotland, a young FAA pilot decided to show off this new Naval machine to some anchored warships. A helicopter displaying its unconventional flying abilities was an amazing sight to the uninitiated and all normal shipboard activities ceased as matelots flocked to the rails to witness the event. The performance started with the hover and then sideways travel was demonstrated. Up went the Hoverfly and slowly down again. Finally, marvelous to see, a backwards movement was begun. At this point the engine faltered, the blades folded, the helicopter dropped into the ocean and promptly sank.

Not a move was made on the warships. With telescopes closely surveying the point of disappearance the onlookers waited, confidently expecting the quick re-emergence of this wonderful machine to complete its aquatic piece-de-resistance. Not until the half-drowned aviator surfaced did they realise that all was not as intended.

OPERATIONAL SERVICE

Cynics described early British helicopter utilisation as belonging to the Navy, flown by the RAF and needed by the Army. But in truth, the scope of helicopter operations was limited pending the arrival of the more powerful machines then under development. Thus the R-4 was used primarily for pilots to obtain rotary-wing experience and operating expertise, a job at which it excelled. They did perform other useful functions during the final stages of World War Two.

Early in 1944, the USAAF sent four YR-4 helicopters overseas to join the First Air Commando Group which was supporting the 'Chindit' operations in Burma. When one of the Group's light aircraft was forced down behind Japanese lines in an area unfit for fixed-wing aircraft, the stage was set for the first 'behind-the-lines' casualty evacuation. On 23 and 24 April, four sorties were flown to lift out one at a time the British soldier casualties and the pilot. During subsequent days, the YR-4 operated from 'Aberdeen', one of several airstrips behind the enemy lines, and accumulated 23 combat sorties in spite of overheating problems.

The R-4Bs supplied under Lend-Lease also began operations with British units during 1944. The aircraft was briefly evaluated by No.529 Squadron, RAF, successor to No.1448 Flight which used Cierva autogyros for radar calibration duties. R-4Bs equipped a helicopter training flight of No.43 OTU at Andover from early 1945 and also formed a rotary-wing flight of the Airborne Forces Experimental Establishment (AFEE) at Beaulieu.

A float-equipped Hoverfly I operating from the hard in Portland Harbour (FAA Museum)



A rumoured intention to use the R-4 for AOP spotting during the final battles in Europe did not arise. Some of the pilots who converted to rotary-wing flying with 43 OTU did subsequently fly the Hoverfly II (R-6A) with No.657 AOP Squadron, a high proportion of whose pilots were Army personnel.

Royal Navy Hoverflies were operated by No.771 Squadron of the Fleet Air Arm, a Fleet requirements unit, from Hatston in the Orkneys. No.771 returned to Portland in September 1945 and during the move Lt.Alan Bristow RN flew a float-equipped R-4B the 754 miles in twelve flying hours despite poor weather. Lt.Bristow, later well known in the world of commercial aviation, also made a historic deck landing in September 1946 on the frigate 'Helmsdale', the first landing by a naval pilot on a small RN ship.

EXPERIMENTAL FLYING

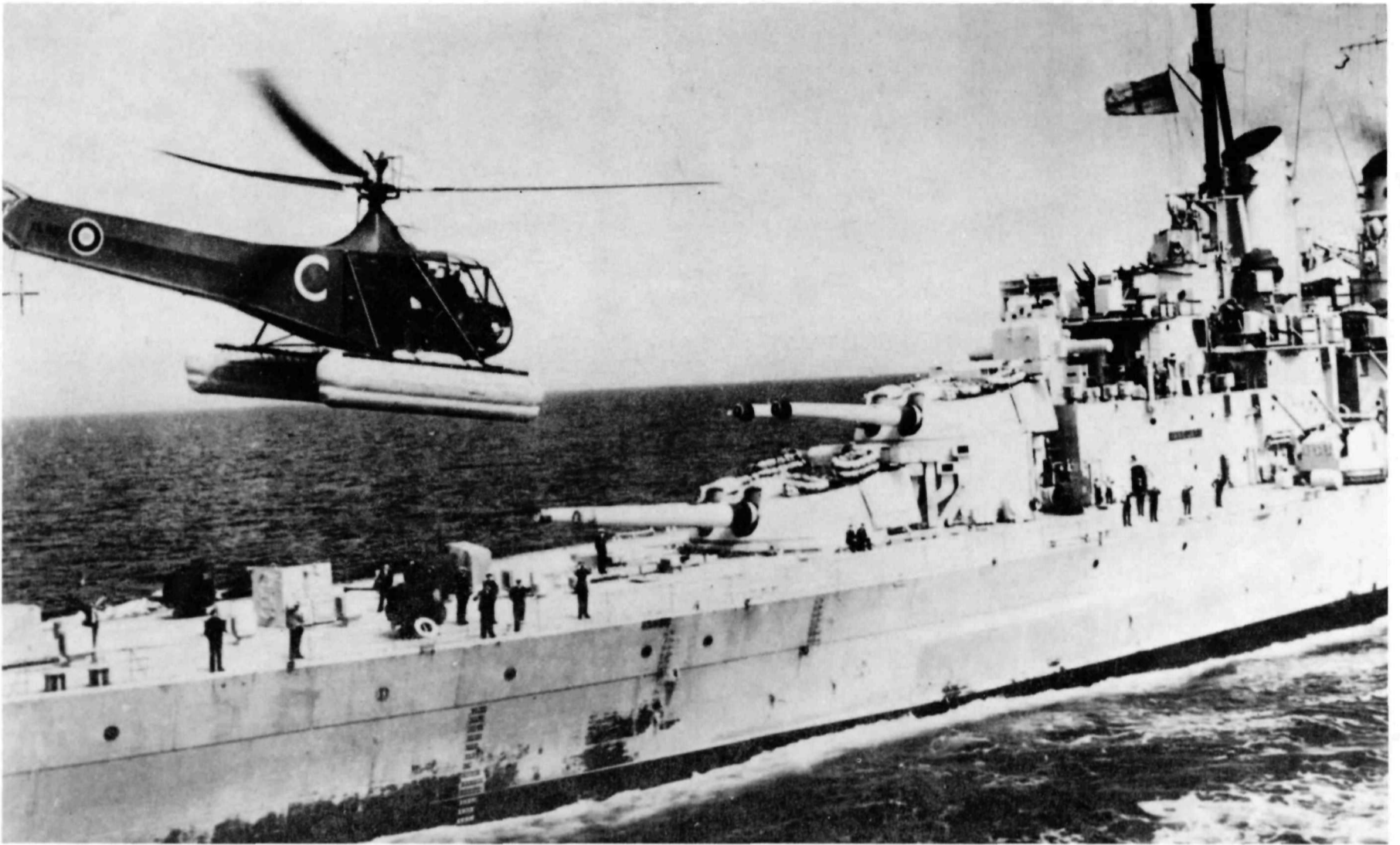
The Aerodynamics Flight at Farnborough received three R-4Bs early in 1945 and subsequently much fundamental research was carried out there, particularly rotor airflow investigations. Fieseler Storch aircraft from the RAE's enemy aircraft pool were used to carry out a series of trials in which the helicopter was flown through a stream of coloured smoke. The smoke was trailed from a preceding Storch and the resulting airflow pattern photographed from another Storch alongside.

Many basic helicopter flying characteristics were learned the hard way during the early years. Rotor ground effect, particularly in confined spaces, was dramatically demonstrated at the AFEE when flotation bags were first fitted to their machines. The floats had been attached and put to use before it was revealed that the wheeled dollies essential for ground handling had been overlooked. Perhaps, as a temporary measure of course, the aircraft could be flown into the hangar? With some considerable skill the airborne helicopter was coaxed inside whereupon it immediately became uncontrollable. Flailing around the interior, the R-4 caused extensive damage to itself and other aircraft.

Lack of engine power often hampered the progress of trials involving the R-4B. Translational lift could be obtained but when underslung canisters were fitted this was only possible by means of a hastily-dug trench. Many flying hours were also spent in investigating the newly discovered vortex phenomena; when a rotor re-ingests its own airflow turbulence and loses lift uncontrollably. Hovering at altitudes around 6,000 feet with full power applied, the vortex effect was deliberately induced and the consequent instability observed and measured.

During these experiments, a smoke float was lowered on a steel cable beneath the machine, its emission intended to provide a vertical datum. In practice, the weight itself was sufficient, like an airborne plumbline in which any deflection warned of lateral movement. The use of this simple device brought tragedy during the final weeks of the war when the curiously motionless R-4B was investigated by a flight of Canadian Spitfires returning from a sweep over Europe.

The formation circled cautiously while the helicopter crew, unable to ward them off, frantically began to reel in the cable. They saw a Spitfire turn into a mock beam attack, pass beneath them and snarl the unseen wire. Lest they also should be dragged down they quickly jettisoned the cable and watched horrified as the fighter spiralled down out of control to crash into the wooded countryside. Returning to base, the crew of the R-4B agreed to visit the squadron concerned and express their regrets in person. Amid the post-sortie uproar in the Mess,



Hovering alongside the battleship 'Vanguard' is a Hoverfly of No.771 Squadron

(FAA Museum)

the Canadians were colourfully describing their recent loss, all firmly convinced that the chopper's lethal downdraught had forced their companion down. Agreeing sadly, our rotary-wing heroes quietly left.

DIVERSE USES

The R-4Bs were put to many varied Service and civilian uses after the war. An early post-war user was the Telecommunications Flying Unit at Defford. During the severe winter of 1946/47, this unit was cut off and the helicopter was used to fly in supplies from Hereford. Presumably many trips were required as each load was limited to 200 lbs. While at Defford, the R-4 carried out radar calibration trials which involved hovering between four and five thousand feet with a radar response ball lowered on an eleven-hundred foot cable.

Two machines were acquired by the Bristol Aeroplane Company in 1946 for pilot training in preparation for that company's helicopter venture. Reportedly, not all the pilots involved took kindly to this new style of flying. Once mastered, the heaviness of the R-4s controls compared with those of the Bristol Sycamore prototypes caused some spectacular gyrations around Filton airfield.

No.771 Squadron was succeeded by No.705 Squadron as the Fleet Air Arm's prime helicopter user. In May 1947, 705 Squadron became the first all-helicopter squadron outside the USA when it formed at Gosport under the command of Lt. Ken Reed RN. The unit's seven aircraft were tasked with fleet requirements in respect of radar calibration and communications duties and also took on the job of pilot training. Lt. Reed had previously made the first helicopter landing on a major British warship underway when he landed a R-4B on the battleship 'Vanguard' on 1 February 1947

The Hoverfly was used for trials between 1946 and 1948 by the Air-sea Warfare Development Unit at Thorney Island and the Transport Command

Development Unit at Brize Norton. The King's Flight also made use of the Hoverfly to carry Britain's first regular mail delivery by helicopter during the summers of 1947 and 1948. They made daily flights during the periods of the Royal Family's holidays at Balmoral Castle, covering over 7,000 miles. They flew between Dyce and Balmoral in the morning with a return service later in the day to connect with the regular mail flight to London. Among the aircrew involved was Fl Lt E.B.Trubshaw, later to be the Concorde Test Pilot and Flight Test Director.

All the RAF R-4s, except one of the King's Flight, were transferred to the Royal Navy in January 1949. A helicopter presence was maintained in the RAF by the externally-dissimilar Hoverfly II but this aircraft was not a success and effective Service helicopter operations had to await the arrival of the Sikorsky S-51/Westland Dragonfly in 1950.

Perhaps the R-4s most unusual role in Britain was that to which some static machines were adapted in the late Forties. In America, Bell Aircraft had successfully dried off an entire cherry crop using helicopter downdraught and a Sikorsky S-51 was used in 1947 to circulate air over an orchard to save the fruit from a killing frost. The British experiments to dispel ground frost were conducted at the National Institute of Agricultural Engineering but they were not successful enough to be developed commercially.

The last reported flight of a Royal Navy R-4B was in July 1950 by which time most of the others had been scrapped. KL108 survived at Boscombe Down until early 1951, then being subjected to engine-off landings from the hover which must have accelerated its demise. However, KL110, an ex-705 Squadron aircraft, was presented to the College of Aeronautics at Cranfield and was eventually restored to represent KK995 'E' of No.43 OTU as part of the Royal Air Force Museum collection.

Despite its many shortcomings, the R-4 made more than a passing contribution to helicopter



KK974 over Ashford, Middlesex, on a test flight from Feltham piloted by Lt. Sox Hosegood for General Aircraft Limited

development. It demonstrated the potential of the helicopter to those with the wit to see and was the first step in several distinguished flying careers. Perhaps because of its limitations, the R-4 is well remembered by those who flew it.

Crude and noisy though it was, many recall this aircraft with affection.

P.T. Williams

Specification:

Length: 35 ft 3 in
 Rotor diameter: 38 ft
 Height: 12 ft 5 in
 Engine: 180 hp Warner R-500-1
 Loaded weight: 2,530 lb
 Max speed: 75 mph
 Ceiling: 8,000 ft
 Range: 220 miles

An anonymous Hoverfly I in flight



Restored Hoverfly KL110/KK995 at the Royal Review, 1968



COLERNE



Colerne in June 1941, soon after completion of the runways. The hangar groups are widely dispersed. Running from south to north on the left of the photograph is the dead-straight Roman road, the Fosseway which bounded the airfield's west side. Later the runways were extended to join the perimeter track while the SW/NE runway was lengthened further. The fields to the north and east were used as dispersals for large numbers of stored aircraft both during and later the war.

When World War Two broke out, Colerne was still under construction, having been designed as a maintenance unit in an area far from the East coast and thus relatively safe from air attack. No.39 Maintenance Unit had been formed on 1 November 1939 as an aircraft storage unit and opened up at Colerne on 18 May 1940. However, it had also been envisaged as a fighter station for the defence of Bristol and the planned runway layout was a standard Fighter Command pattern. On 15 June 1940, No.10 Group took over the station as it became suddenly obvious that German advances into France had outflanked the pre-war 'Funk Line', a theoretical division of the UK into east and west behind which training and maintenance units could enjoy reasonable safety from air attack.

The station had opened for flying on 1 January 1940 by No.41 Group in Maintenance Command. The MU was self-administering but the Fighter Command presence required a station headquarters which was formed at Filton on 16 September due to lack of accommodation at Colerne, and which moved in on 23 September.

Also at Colerne was No.4 Aircraft Assembly Unit and No.10 Group Communications Flight. While work on the runways began, the station was divided into two, aircraft operating from the grass away from the construction work. This made Colerne far from all-weather and rain made the airfield unservicable frequently. In October, plans to base No.87 Squadron's Hurricanes at Colerne were postponed for this reason and when they eventually arrived on 27 November, operational flying was done from nearby Charmy Down which had been put into use as a satellite.

Colerne was a Fighter Command sector station and on 10 January 1941, the Ground Controlled

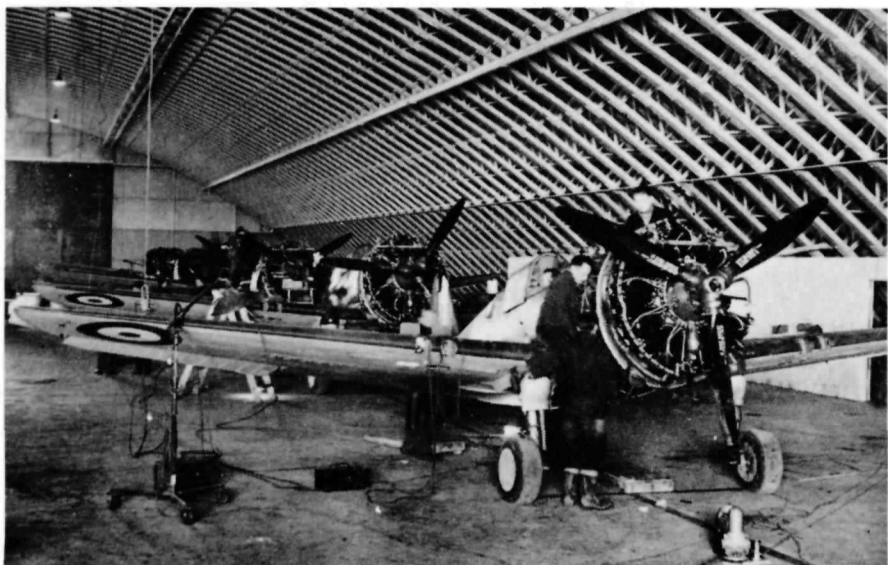
Interception Station at Avebury was ready for action. No.256 moved in with Defiant night fighters on 6 February, being replaced by No.307 at the end of March. On 10 April three small bombs landed on the airfield but caused no damage.

In the meantime, No.39 MU had been handling numbers of aircraft. In June 1940, impressed civil aircraft were overhauled and issued, mainly Hornet Moths. No.4 AAU was allotted No.4 Site and given the job of assembling Curtiss-built aircraft on arrival in the UK. This unit was run by the Ministry of Aircraft Production.

During July 1940, Blenheims, Lysanders, Tiger Moths, Ansons and a Monospar were received and the first Spitfire arrived, a type with which Colerne was to be closely concerned in the future. In view of the probability of air attack, aircraft were dispersed along the Fosseway, a use which its builders had probably not foreseen. Lysanders, Tiger Moths and Blenheims formed the majority of aircraft during the winter but the numbers of Spitfires grew and on 2 December 1940, the first aircraft, a Blenheim, was flown over to Slade Park near Bicester where a satellite landing ground had been selected for storage of aircraft, relieving congestion at maintenance units and acting as a dispersal from air attack.

No.4 AAU had 14 Mohawks on hand in October and in February 1941, a dispersal area at Lucknam Park was taken over to the north-east of the main airfield. In March, Tomahawks began to be assembled.

On the operational side, the Colerne Ops Room took over Sector Control from Filton on 24 April 1941 and a few days later No.600 Squadron's Beaufighters replaced No.307 Squadron. A succession of fighter squadrons followed.



No.4 Aircraft Assembly Unit at No.4 Site assembled Mohawks and Tomahawks; in the background one of No.87's Hurricanes

British Overseas Airways Corporation was also at Colerne with a repair unit and in July 1941 began to assemble Bell P-400 Airacobras, a job later taken over by No.218 MU which was formed on 1 March 1942 to replace the BOAC unit. An assembly line operation was involved since in March alone, 100 cased Airacobras were received. In the event, most of the effort was wasted as the type soon proved useless to Fighter Command and the majority were crated up and sent to Russia where the air forces were desperate for fighters and to which even the P-39 was a joy. The last Airacobra was assembled in December 1942.

The Colerne night fighter squadrons had several successes during German attacks on Bristol and Cardiff but the airborne radar was still in its early development period.

By November 1941, Colerne's building programme was virtually complete but its satellite field at Charmy Down had little accommodation and this put a strain on Colerne's facilities.

No.264 Squadron converted to Mosquitos in May and had some night successes before beginning night intruder missions in December. A new sight on 15 September was a formation of twin-tailed P-38F Lightnings as the '27th Pursuit' arrived for training prior to the invasion of North Africa. Part of the 1st Fighter Group, the squadron took part in Fighter Command operations from Ibsley before finally departing on 6 November for Chivenor en route to Tafaraoui in Algeria - which at that time had yet to be captured.

A further SLG was opened for No.39 MU at Starveal Farm (No.2 SLG) and the first aircraft sent there on 16 June 1941. The first Liberator arrived in December and in June 1942, Lancasters and Manchesters. Slade Farm SLG was passed on to No.15 MU and Barton Abbey taken over in August 1942. Work on Typhoons had begun in June but a major committment was the preparation of Spitfire Vs for tropical use. A fire broke out in J Hangar on 24 August, a Lancaster being burnt out and two others damaged.

Apart from its normal operational and maintenance duties, Colerne was often involved in exercises and a number of bombers were diverted there as the weather closed in on their own bases. On 28 June 1943, nine B-17s of the 91st Bomb Group landed from a mission over St.Nazaire as darkness fell.

Charmy Down, in the meantime, had grown to be a station in its own right and was transferred to the US 9th Air Force on 1 February 1944.

In November 1942, No.218 MU had begun a new task, the fitment of radar in Beaufighters. Under the general heading of 'special installations', the MU now specialised in equipping a wide variety of types with various radar and radio devices.

Operations by Colerne-based squadrons were frequently mounted from forward airfields like Warmwell, Bolt Head and Predannack. Some Typhoon squadrons arrived for re-equipment and the night-fighting Mosquitos flew both defensive and offensive missions. On the night before D-day, the Mosquitos of Nos.29, 151, 410 and 604 Squadrons undertook blocking patrols south of Normandy to protect the airborne landings.

Charmy Down returned as a satellite on 20 June 1944 but became part of No.3 (Pilots) Advanced Flying Unit at South Cerney on 8 November, being used as a night flying airfield for the unit's Oxfords. On 12 October 1944, the 'Q' sites at Monkton Farleigh and West Littleton were closed down, there being little purpose in maintaining decoy sites now that the Luftwaffe had been ejected from France.

On 15 September, Colerne had absorbed the Fairwood Common Sector and its GCI station but the need for fighters in the west had declined and the last night fighter squadron departed in December.

No.39 MU were still turning out Spitfires of all marks in large numbers, including some Sea-fires for the Fleet Air Arm. Other types handled in 1944 included Wellingtons, Masters and Martinets.

1945 opened with a new era as the propless wonders of No.616 Squadron flew in on 17 January. Colerne had been selected as the RAF's first jet conversion unit and on 8 March No.1335 Conversion Unit was formed to oversee this task. No.616 had departed for operations over Europe but at the end of March No.504 arrived for conversion, followed by No.74 just as the war ended and No.245 in August. The Conversion Unit was disbanded in August as was No.504 Squadron but the other two Meteor squadrons remained for a year, No.74 finally departing for Horsham St. Faith in October 1946.

No.218 MU had been fitting out Yorks and Lancastrians with radio and radar aids and the last aircraft was delivered out on 3 July 1946. The MU lingered on as a lodger unit until disbanded on 29 February 1948.

No.49 MU took No.218's place in May 1948 when it arrived from Lasham, remaining at Colerne until March 1962. No.39 MU closed in October 1953 by which time the station had been transferred to No.81 Group, Fighter Command on 15 May 1952.

The purpose of the change was to house a new operational conversion unit to train night fighter crews. Originally designated the A.I.School (for Aircraft Interception), it was soon given the number 238 OCU. Suitably modified Brigands were provided and Spitfires and, later, Balliols, from No.288 Squadron at Middle Wallop provided the targets. Eventually, the OCU took over the Balliols before moving out to North Luffenham on transfer of the station to Transport Command.



A rare type to be seen in all-silver finish was No.238 OCU's Buckmaster trainer seen at Colerne in September 1956 (PMC)

No.24 Squadron was the first to arrive with its Hastings, followed by No.511 which was later renumbered 36 Squadron despite its wartime history as a pioneering transport squadron. The Colerne Wing was completed by the formation of No.114 Squadron in April 1959. However, each of the three squadrons was reduced to an establishment of eight aircraft on 1 January 1960.

On 1 April 1961, the station was transferred from HQ Transport Command to No.38 Group, a formation which would now be described as a 'rapid deployment force' which included its own Hunter ground-attack squadrons. No.114 Squadron moved out to Benson on 1 October 1961 to become an Argosy squadron and its Hastings were divided between the remaining two squadrons.

No.49 MU moved to Dishforth on 1 March 1962 to be absorbed by No.60 MU and by the end of the year, the two Hastings squadrons had thirty aircraft on strength. These were used both for paratroop and supply-dropping exercises and as

freighters and troop transports on the Transport Command routes to the Near and Far East.

In April 1967, Colerne became the maintenance base for the new Hercules of Transport Command pending the eventual basing of all Hercules units in the UK at Lyneham. In August 1967, No.36 was the first to move out as conversion to Hercules began, followed by No.24 in February 1968. The station continued to carry out maintenance and provided the aircraft for No.48 Squadron to take out to the Far East on re-equipment with Hercules.

After several years as a reserve airfield, Colerne was closed down on 31 March 1976 and turned over to the Army who named it 'Azimgirh Barracks' after a battle which no longer springs easily to mind. The Royal Corps of Transport found the runways and perimeter tracks useful but they soon became unservicable for aircraft even in an emergency. The shape of the airfield is still visible but only helicopters can land.

Hastings lined up on the eastern perimeter near the three K hangars; Brigand T.5 of No.238 OCU at Colerne (P.M.Corbell)



UNITS BASED AT COLERNE

<i>Unit</i>	<i>From</i>	<i>Date in</i>	<i>Date out</i>	<i>To</i>	<i>Aircraft</i>
No.39 Maintenance Unit	Formed	1.11.39	10.53	Disbanded	-
No.10 Gp Comm Flt	Hullavington	1.7.40	17.4.45	Disbanded	Anson, Proctor, Dominie
No.87 Sqn	Exeter	28.11.40	11.12.40	Charmy Down	Hurricane I
No.256 Sqn	Pembrey	6.2.41	26.3.41	Squires Gate	Defiant I
No.307 Sqn	Squires Gate	26.3.41	26.4.41	Exeter	Defiant I
No.118 Sqn	Filton	7.4.41	9.4.41	Warmwell	Spitfire II
No.501 Sqn	Filton	9.4.41	25.6.41	Chilbolton	Spitfire II, V
No.600 Sqn	Drem	28.4.41	17.6.41	Fairwood Common	Beaufighter I
No.125 Sqn	Reformed	16.6.41	7.8.41	Charmy Down	Defiant I
No.316 Sqn	Pembrey	18.6.41	2.8.41	Churchstanton	Hurricane I
No.317 Sqn	Ouston	26.6.41	27.6.41	Fairwood Common	Hurricane I
No.600 Sqn	Fairwood Common	27.6.41	6.10.41	Predannack	Beaufighter I
No.1454 Flt	Formed	27.6.41	26.1.42	Charmy Down	Havoc, Boston
No.87 Sqn	Charmy Down	6.8.41	27.1.42	Charmy Down	Hurricane IIC
No.1457 Flt	Formed	15.9.41	15.11.41	Predannack	Havoc, Boston
No.89 Sqn	Reformed	25.9.41	27.11.41	Middle East	Beaufighter I
No.286 Sqn (det)	Filton	30.12.41	24.1.42	Lulsgate Bottom	Oxford, Defiant
No.125 Sqn	Fairwood Common	25.1.42	14.5.42	Fairwood Common	Defiant I
No.417 Sqn RCAF	Charmy Down	26.1.42	23.2.42	Tain	Spitfire II
No.263 Sqn	Charmy Down	28.1.42	10.2.42	Fairwood Common	Whirlwind I
No.218 Maintenance Unit	Formed	1.3.42	29.2.48	Disbanded	-
No.402 Sqn RCAF	Warmwell	4.3.42	17.3.42	Fairwood Common	Spitfire V
No.286 Sqn	Lulsgate Bottom	3.42	30.4.42	Lulsgate Bottom	Oxford, Defiant, Master
No.264 Sqn	West Malling	1.5.42	30.4.43	Predannack	Defiant/Mosquito II
No.19 Sqn	Perranporth	23.7.42	31.7.42	Perranporth	Spitfire V
No.263 Sqn	Angle	15.8.42	13.9.42	Warmwell	Whirlwind I
No.286 Sqn	Zeals	1.9.42	10.10.42	Weston-super-Mare	Oxford, Defiant, Hurricane
27th Ftr Sqn USAAC	High Erccall	15.9.42	6.11.42	Chivenor	P-38F
No.184 Sqn	Reformed	1.12.42	1.3.43	Chilbolton	Hurricane IID
No.1487 Flt det	Fairwood Common	3.1.43	11.9.43	Fairwood Common	Lysander, Martinet
No.456 Sqn RAAF det	Valley	15.3.43	30.3.43	Middle Wallop	Mosquito II
No.183 Sqn	Church Fenton	26.3.43	8.4.43	Gatwick	Typhoon I
No.175 Sqn	Stoney Cross	8.4.43	24.5.43	Lasham	Hurricane IIB/Typhoon I
No.124 Sqn det	North Weald	28.4.43	13.5.43	North Weald	Spitfire VII
No.151 Sqn	Wittering	30.4.43	16.8.43	Middle Wallop	Mosquito II
No.183 Sqn	Lasham	30.5.43	5.6.43	Harrowbeer	Typhoon I
No.286 Sqn det	Charmy Down	6.7.43	28.7.44	Zeals	Oxford
No.1498 Flt	Hurn	14.8.43	13.9.43	Fairwood Common	Lysander
No.456 Sqn RAAF	Middle Wallop	17.8.43	17.11.43	Fairwood Common	Mosquito II, VI
358th Ftr Sqn det USAAF	Steeple Morden	26.10.43	10.11.43	Steeple Morden	P-47
357th Ftr Sqn det USAAF	Steeple Morden	14.11.43	23.11.43	Steeple Morden	P-47
No.151 Sqn	Middle Wallop	17.11.43	25.3.44	Predannack	Mosquito XII
354th Ftr Sqn det USAAF	Steeple Morden	25.11.43	11.12.43	Steeple Morden	P-47
358th Ftr Sqn det USAAF	Steeple Morden	13.12.43	22.12.43	Steeple Morden	P-47
No.137 Sqn	Lympne	2.1.44	4.2.44	Lympne	Hurricane IIC/Typhoon
No.131 Sqn	Culmhead	10.2.44	24.3.44	Harrowbeer	Spitfire IX
No.165 Sqn	Culmhead	10.2.44	3.4.44	Predannack	Spitfire IX
No.219 Sqn	Honiley	26.3.44	1.5.44	Bradwell Bay	Mosquito XVII
No.488 Sqn RNZAF	Bradwell Bay	3.5.44	11.5.44	Zeals	Mosquito XIII
No.286 Sqn	Culmhead	20.5.44	28.7.44	Zeals	Oxford, Martinet, Hurricane
No.410 Sqn RCAF	Zeals	28.7.44	9.9.44	Hunsdon	Mosquito XIII, 30
No.604 Sqn	Hurn	13.7.44	6.8.44	Picauville	Mosquito XIII
No.488 Sqn RNZAF	Zeals	28.7.44	9.10.44	Hunsdon	Mosquito XIII, 30
No.406 Sqn RCAF	Winkleigh	17.9.44	27.11.44	Manston	Mosquito 30
No.264 Sqn	Predannack	30.11.44	21.12.44	Odiham	Mosquito XIII
No.616 Sqn	Manston	17.1.45	28.2.45	Andrews Field	Meteor I
No.29 Sqn	Hunsdon	22.2.45	11.5.45	Manston	Mosquito 30
No.1335 Conversion Unit	Formed	8.3.45	15.8.46	Disbanded	Meteor, Oxford, Martinet
No.504 Sqn	Hawkinge	28.3.45	10.8.45	Disbanded	Meteor F.3
No.74 Sqn	Drope	11.5.45	14.10.46	Horsham St.Faith	Meteor F.3
No.245 Sqn	Schleswig	10.8.45	6.46	Bentwaters	Meteor F.3
No.151 Sqn	Exeter	9.46	9.46	Weston Zoyland	Mosquito 30
No.49 Maintenance Unit	Lasham	5.48	1.3.62	Dishforth	-
No.662 Sqn (Nos.1956 and 1903 Flts)	Reformed	1.2.49	10.3.57	Disbanded	Auster, Chipmunk
A.I.School	Formed	12.6.52	15.6.52	To 238 OCU	Brigand T.4, T.5
No.238 Opl Con Unit	Ex A.I.School	15.6.52	1.1.57	North Luffenham	Brigand T.4, T.5, Balliol
No.24 Sqn	Abingdon	1.1.57	9.2.68	Lyneham	Hastings
No.511 Sqn	Lyneham	1.5.57	1.9.58	To No.36 Sqn	Hastings
No.81 Gp Comm Flt	Ex Colerne CS	1.7.57	15.4.58	Disbanded	Anson, Chipmunk
No.36 Sqn	Reformed	1.9.58	1.8.67	Lyneham	Hastings
No.114 Sqn	Reformed	5.5.59	30.9.61	Disbanded	Hastings

* * * * *

Vampire T.11

XE919 AAFCE/CNCS/ Sold to Booklands Technical
CATCS College, 3.2.71

XE920 AAFCE/5 FTS/ To RAF Museum 27.6.72
8 FTS/CATCS

XE921 CFS/1 FTS/3/4 CAACU Sold 16.12.71

XE922 11 FTS/4 FTS Overstressed in spin,
1.5.57 and SOC

XE923 226 OCU/229 OCU To 7446M 6.57

XE924 257/Wattisham/ Stradishall/RAFC/
4 FTS/RAFC/1 FTS SOC 16.7.63

XE925 151 SS 5.10.60

XE926 7 FTS SOC 13.7.57

XE927 11 FTS/4 FTS/ 1 FTS/8 FTS SOC 28.4.64

XE928 74/3/4 CAACU Sold 16.12.71

XE929 West Malling/ 233 OCU SS 27.2.61

XE930 RAFC SS 18.2.63

XE931 11 FTS/8 FTS SOC 5.7.57

XE932 11 FTS/8 FTS/ 1 FTS/7 FTS/3 FTS To 7934M 2.67

XE933 RAFC SS 13.5.63

XE934 APS Acklington/ 92/Middleton St.
George SS 30.6.60

XE935 8 FTS Sold 8.11.67

XE936 RAFC Collided with WR194 1/2m E of
Cranwell, 31.1.59

XE937 RAFC SOC 23.7.63

XE938 to

XE941 - To SRAF 8.6.55

XE942 16/79/Wunstorff/ Gutersloh SS 5.3.64

XE943 APS Sylt SS 5.3.64

XE944 11 FTS/8 FTS Collided with WZ513 and spun
into ground 3m S of Binbrook,
24.3.61

XE945 2TAF CS Sold 9.7.63

XE946 Nicosia/Habbaniya To 7473M 9.57

XE947 APS Sylt SOC 21.6.60

XE948 8 FTS SOC 26.6.57

XE949 RAFC SS 23.7.63

XE950 8/73 To 8175M 6.72

XE951 8 FTS SS 5.3.64

XE952 73 Abandoned after fire warning
2m NE of Xeros, Cyprus,
13.7.56

XE953 8 FTS Overshot landing and under-
carriage raised to stop,
Swinderby, 24.10.60

XE954 RAFC/1 FTS/5 FTS SOC 16.9.63

XE955 54/Odiham SS 11.7.60

XE956 67/APS Sylt/ 3 CAACU/8 FTS/
1 FTS/CATCS Sold 2.2.71

XE957 14 RNZAF/28 To Indian AF 1.7.63

XE958 8 FTS SS 21.4.64

XE959 8 FTS/5 FTS/8 FTS SOC 28.6.65

XE960 8 SOC 21.12.60

XE961 8 FTS Abandoned in spin 4m N of
Holbeach, Lincs., 1.11.55

XE975 8 FTS SOC 3.6.65

XE976 8/73 SOC 12.8.57

XE977 8 FTS To Irish Air Corps 29.7.63

XE978 RAFC Abandoned after control fail-
ure and crashed 3/4m NNE of
Bardney, Lincs., 25.3.57

XE979 RAFC/8 FTS/ 1 FTS Sold 12.12.68

XE980 Bruggen SS 27.2.61

XE981 8 FTS SS 2.2.67

XE982 RAFC Hit by WL505 at dispersal,
Cranwell, 21.9.56; to 7564M
5.58

XE983 6 Sold 26.6.63

XE984 Celle/145/ Celle SS 27.2.61

XE985 32/5 FTS Sold 17.11.67

XE986 8 FTS Overstressed in dive,
13.5.57 and SOC

XE987 8 FTS SOC 8.6.64

XE988 8 FTS SS 5.3.64

XE989 8 FTS Caught fire in air and belly-
landed at Swinderby, 12.12.55;
to 7296M

XE990 8 FTS Collided with XH321 4m S of
Nottingham, 16.1.58

XE991 249/Eastleigh/142 SOC 21.12.60

XE992 6 SS 27.2.61

XE993 73/8 To 8161M 6.72

XE994 CFS SS 30.6.64

XE995 32/5 FTS/8 FTS Sold 9.12.68

XE996 249/Eastleigh/142 SS 13.5.63

XE997 8 FTS SS 30.6.60

XE998 8 FTS/4 FTS/8 FTS Sold 11.12.67

* * * * *

XF104 to XF109 Cancelled Swift F.4s

* * * * *

12 Supermarine Swift F.7s delivered in April and May 1957
to Contract No.6/ACFT/9757

XF113 Hdlg Sqn/ETPS MoA aircraft

XF114 - MoA aircraft

XF115 GWDS SOC 2.2.60

XF116 GWDS SOC 2.2.60

XF117 GWDS SOC 2.2.60

XF118 GWDS SOC 2.2.60

XF119 GWDS SOC 2.2.60

XF120 GWDS SOC 2.2.60

XF121 GWDS SOC 2.2.60

XF122 GWDS SOC 2.2.60

XF123 GWDS SOC 2.2.60

XF124 GWDS SOC 2.2.60

XF125 to

XF253 - Cancelled (63 aircraft)



Dragonfly HC.4 XF260 of CFS at Fairford, 1954 (JJH)

Three Westland Dragonfly HC.4s delivered in March and
April 1954 to Contract No.6/ACFT/9739

XF259 CFS Engine cut; hit tree in forced
landing 1m N of Calmsden,
Glos., 15.5.58

XF260 CFS SS 11.9.63

XF261 CFS SS 11.9.63



Sycamore HC.14 of No.103 Squadron at Seletar, May 1967

Five Bristol Sycamore HC.14s delivered between December 1954 and February 1955 to Contract No.6/ACFT/9584

XF265	275	Engine cut; ditched 16m E of Leuchars, 10.7.56
XF266	194/110	SOC 30.6.67
XF267	194	Lost rotor blade and spun into ground 3½m N of Kuala Lumpur, Malaya, 27.4.59
XF268	SF Nicosia	Sank into ground, Mount Olympus, Cyprus, 8.7.55; DBR
XF269	SF Nicosia/ Levant CF/103/ CFS	Rolled over on take-off, Ternhill, 8.2.66
	*	*

Seven Gloster Meteor T.7s delivered between November 1953 and July 1954 to Contract No.6/ACFT/6411

XF273	-	To Belgian AF 25.1.54
XF274	Mkrs & AAEE	To MoS 7.54; preserved
XF275	-	To R.Neth.AF 6.1.55
XF276	-	To R.Neth AF 3.11.54
XF277	-	To R.Neth.AF 3.11.54
XF278	-	To R.Neth.AF 9.12.54
XF279	-	To R.Neth.AF 9.12.54
	*	*

Two Avro Yorks allotted temporary serials

XF284	: G-AMUL	XF285	: G-AMUM
	*	*	*

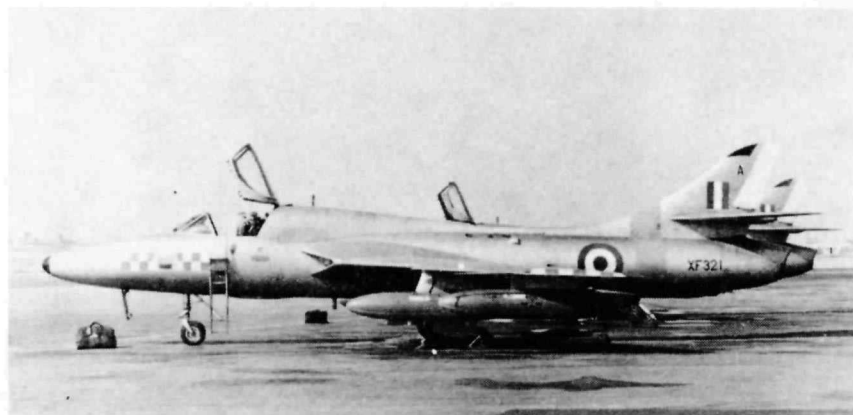


Hunter F.4 XF362 on Horse Guards Parade, September 1959

50 Hawker Hunter F.4s delivered between November 1955 and March 1956 by Hawkers, Blackpool to Contract No. 6@ACFT/9817

XF289	67	To Royal Navy 23.4.59 as T.8C
XF290	67	Engine cut after take-off; abandoned near Bruggen, 14.8.56
XF291	67/112	To Royal Navy 16.4.62 as GA.11
XF292	130/112	Sold 10.5.61
XF293	112/234	Sold 12.9.61
XF294	130/112	SS 10.3.61
XF295	130/112	Sold 16.8.61
XF296	112/67/130/234	Sold 16.8.61
XF297	130/234	To Royal Navy 25.9.61 as GA.11
XF298	130/112	Sold 8.9.61
XF299	43	Sold 16.8.61
XF300	71/234/130	To Royal Navy 19.12.61 as GA.11
XF301	43/229 OCU	To Royal Navy 19.10.61 as GA.11
XF302	43	To 7774M 19.12.62 ; later to Chilean AF as J-733
XF303	66	To Royal Navy 27.3.63 as GI airframe A2565
XF304	66/Caledonian Sector	SS 13.9.63
XF305	67	SOC 28.11.56
XF306	112/229 OCU	To 7776M 12.12.62; later to Swiss AF as J-4133
XF307	112	To 80002M 14.3.68
XF308	130/229 OCU	To 7777M 27.12.62; later to Swiss AF as J-4135
XF309	112/229 OCU	To 7771M 28.11.62; later to Kuwait AF as No.806
XF310	Mkrs/Cv.T.7/20/ MinTech/1-54/RN/ 45/58/45-58/TWU/ 2 TWU Laarbruch	To Royal Navy 5.8.81

XF311	234/130/112	To Royal Navy 18.6.63 as GI airframe A2566
XF312	71/112/26	To 7848M 17.11.64; later to Swiss AF as J-4150
XF313	71/112/CFS	SS 11.9.63
XF314	43/229 OCU	SS 9.9.63
XF315	118/WL Jever	SS 13.9.63
XF316	71/112/229 OCU	To 7778M 23.11.62; later to Swiss AF as J-4134
XF317	67/229 OCU	To 7773M 1.12.62; later to Chilean AF as J-734
XF318	130/229 OCU	To Royal Navy 17.3.63 as GI airframe A2567
XF319	66/112/229 OCU	To 7849M 11.11.64
XF320	247/245/229 OCU	SS 13.9.63

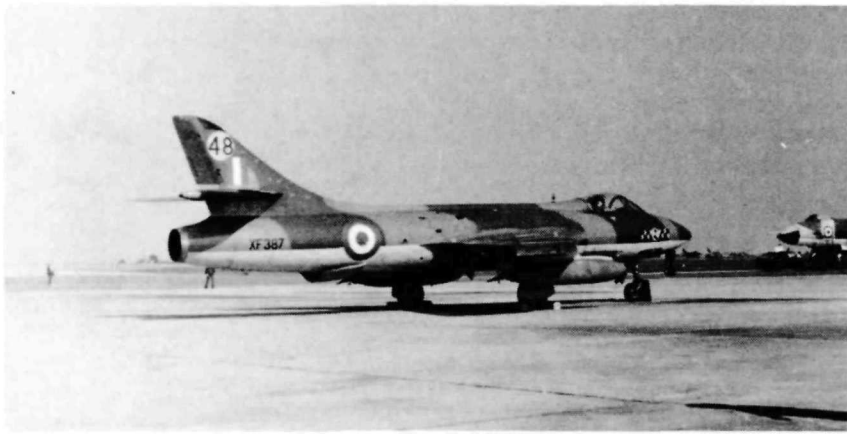


Hunter T.7 XF321 of No.56 Squadron at Luqa, Malta, 1965

XF321	130/Cv T.7/¾ CAACU/ 56/1417 Flt/8	To Royal Navy 28.1.70 as T.8
XF322	112	To Royal Navy 15.4.59 as T.8
XF323	RAFFC	To 8003M 26.7.68; later to Chilean AF as J-732
XF324	92/SF North Weald/ 222/SF North Weald	SS 9.9.63
XF357	130	To Royal Navy 29.5.59 as T.8C
XF358	112	To Royal Navy 21.7.59 as T.8C
XF359	130/3	SS 11.9.63
XF360	130/234/3/229 OCU	To 7942M 12.6.67; later to Singapore as No.542
XF361	130/229 OCU	Sold 29.5.68; to Swiss AF as J-4117
XF362	112/71/¾ CAACU	Sold 18.9.68; to Abu Dhabi as No.705
XF363	92/66/3/229 OCU	To Royal Navy 26.11.62 as GI airframe A2560
XF364	130/234/3/229 OCU/ ¾ CAACU	Sold 5.6.68; to Jordanian AF as No.843
XF365	71/229 OCU	To Royal Navy 12.11.62 as GI airframe A2561
XF366	112/71/229 OCU	To 8004M 5.7.68; later to Singapore as No.537
XF367	71/RAFFC	Sold 19.8.68; to Abu Dhabi as No.706
XF368	4/3/229 OCU	To Royal Navy 26.10.61 as GA.11
XF369	71/234/RAFFC	To 7941M 16.5.67; later to Singapore as No.538
XF370	4/118/APS Sylt	To 7772M 26.11.62; later to Swiss AF as J-4136
	*	*

100 Hawker Hunter F.6s delivered between June 1955 and October 1956 by Armstrong Whitworth, Coventry, to Contract No.6/ACFT/9818

XF373	-	To R.Jordanian AF 7.11.55 as No.703
XF374	Mkrs	To R.Rhodesian AF 15.5.63 as No.127
XF375	-	MoS aircraft; to 8736M 1.82
XF376	Hdlg Sqn/Cv FGA.9/ 208/8/208/8/208/ 229 OCU/TWU/2 TWU/ 1 TWU	Sold 5.82; to Chilean AF as No.741
XF377	AAEE	To Lebanese AF 3.11.58 as L-173
XF378	Mkrs	To MoS 30.4.56
XF379	Mkrs	To R.Jordanian AF 10.11.58 as No.705
XF380	Mkrs/AAEE	To R.Jordanian AF 10.11.58 as No.710



Hunter F.6 XF387 of No.229 OCU with No.63 Squadron marks

XF381	AAEE	To R.Jordanian AF 3.11.58 as No.702	XF431	54/66/Cv FGA.9/43/ 208/8-43/8/229 OCU/ 208/45/TWU/2 TWU/ 1 TWU	
XF382	92/63/65/FCS/ 229 OCU/TWU/ Cv F.6A/TWU/ 1 TWU		XF432	34 & 208/Cv FR.10/ 2/4	Sold 17.5.71; to Singapore as No.526
XF383	263/111/65/ 229 OCU/4 FTS/ 237 OCU/216/12	To 8706M 19.1.82	XF433	263/SF Wattisham/ 19/65/229 OCU	Collided with XE594 during formation aerobatics and crashed, Hartland, Devon, 7.3.63
XF384	66/92/63/65/ DFLS/FCS/229 OCU/ 4 FTS	Collided with XF387 and crashed 1m W of Valley, 10.8.72	XF434	247/43	Engine cut; abandoned 15m SSE of Nicosia, 9.4.60
XF385	66/92/63/65/ 229 OCU	Undershot landing and nose- wheel collapsed, Chivenor, 20.2.63; to 7803M	XF435	247/43/Cv FGA.9/ 43/8/8-43/8/208/ 229 OCU/TWU/1 TWU	
XF386	66/92/63/65/ 229 OCU/4 FTS/ SF Laarbruch	To 8707M 15.12.81	XF436	34 & 208/Cv FR.10/ 8/1417 Flt/8	Sold 28.2.70; to Swiss AF as J-4115
XF387	66/63/56/229 OCU/ 4 FTS	Collided with XF384 on approach and broke up 1m W of Valley, 10.8.72	XF437	247/43/111/ Cv FGA.9/20	Sold 22.12.69; to Singapore as No.503
XF388	Mkrs/65/Cv FGA.9/ 54/208/8	Abandoned after engine failure 50m SE of Dubai, 26.6.68	XF438	34 & 208/208/ Cv FR.10/4	Sold 4.6.70; to Swiss AF as J-4102
XF389	92/63/65/DFLS/ 63/56/229 OCU/ 54/229 OCU	Sold 23.5.68; to R.Jordanian AF as No.829	XF439	247/43/19/54/ 229 OCU/TWU/Cv F.6A/ TWU/1 TWU	To 8712M 21.1.82
XF414	63/56/Cv FGA.9/ 20	Engine lost power; abandoned near Layang Layang, Malaya, 20.2.67	XF440	247/43/Cv FGA.9/ 8/8 & 43/43	Caught fire in air and aband- oned, Al Ittihad, Qatar, 20.2.67
XF415	26	Sold 9.8.62; to R.Jordanian AF	XF441	34 & 208/208/1/ Cv FR.10/2/1417 Flt/2/8	Sold 25.9.71; to Singapore as No.545
XF416	43/111/Cv FGA.9/ 20/TWU/2 TWU/ 1 TWU	To Zimbabwe AF .84	XF442	54/43/Cv FGA.9/1/ Mkrs/1/8/58/TWU/ 2 TWU/1 TWU	Sold 5.82; to Chilean AF as No.742
XF417	14/26	Sold 3.10.62; to R.Jordanian AF	XF443	66/92/65/229 OCU	Engine cut; abandoned on approach 3m SE of Chivenor, 3.8.67
XF418	FCS/229 OCU/TWU/ Cv F.6A/TWU/1 TWU		XF444	AAEE	Sold 12.11.58; to R.Jordanian AF as No.709
XF419	74/Cv FGA.9/1/ 229 OCU/45/58/ TWU/1 TWU/2 TWU/ 1 TWU		XF445	263/1/Cv FGA.9/ 43/208/8/8-43/ 208/229 OCU/TWU/ 2 TWU/1 TWU	Sold 2.83 to Chilean AF as No.747
XF420	DFLS/54/SF West Raynham/1/229 OCU	Abandoned after engine cut near Exborne, Devon, 27.7.73	XF446	43/111/Cv FGA.9/ 54	Sold 5.6.68; to Indian AF as A1010
XF421	247/54/Cv FGA.9/ 208/8/8&43/8	Lost power; overshot landing into sea, Khormaksar, 23.2.67	XF447	66/92/65/229 OCU	Sold 18.9.69; to Chilean AF as J-723
XF422	208/19/Cv FR.10/ 2	Sold 17.5.71; to Singapore as No.524	XF448	74	Dived into sea recovering from loop off Winterton, Norfolk, 21.8.58
XF423	93	Sold 5.7.62; to R.Jordanian AF	XF449	19/AFDS	Caught fire taxiing at Binbrook, 6.6.63; SOC
XF424	247/43/Cv FGA.9/ 8	Hit bird near Sharjah, 29.3.60; SOC on return	XF450	FCS/74/CFCS/229 OCU	Sold 1.4.66; to Saudi AF as 60-603
XF425	74	Collided with XF502 and aband- oned near Cantley, Norfolk, 25.8.59	XF451	247/43/65/92/ 229 OCU	Engine cut; crashed into barrier during emergency landing, Chivenor, 12.7.62; DBR
XF426	208/Cv FR.10/MoA/ 2/229 OCU	To R.Jordanian AF 22.3.72 as No.853	XF452	Mkrs	Sold 11.11.58; to Jordanian AF as No.708
XF427	54	Dived into ground 2m E of Yarmouth, Isle of Wight, 13.3.57	XF453	247/54/AFDS/ FCS/DFCS	Sold 14.7.67; to Chilean AF as J-716
XF428	34 & 208/Cv FR.10/ 4/2/4/2	Sold 21.5.71; to Singapore as No.525	XF454	247/43/Cv FGA.9/ 1/208/8 & 43/8	Sold 26.1.68; to R.Jordanian AF as No.816
XF429	Mkrs/Cv FR.10/ 1417 Flt/8	Sold 30.9.71; to Swiss AF as J-4131	XF455	247/43/Cv FGA.9/ 8/28/20	Crashed into estuary in bad visibility 15m NE of Changi, 19.9.64
XF430	43/111/Cv FGA.9/ 54/229 OCU/1/HCT	Sold 17.1.75; to Lebanese AF as L-283	XF456	247/43/Cv FGA.9/ 8 & 43/43/229 OCU	Sold 10.10.69; to Singapore as No.509
			XF457	34 & 208/66/ Cv FR.10/2/4	Sold 1.8.74; to Lebanese AF as L-280
			XF458	34 & 208/Cv FR.10/ 2/4/2/4/2/4/2	Sold 15.5.71; to Singapore as No.527
			XF459	34 & 208/ Cv FR.10/4/2	Sold 3.3.71; to Indian AF as S1393
			XF460	Cv FR.10/8/ 1417 Flt/8	Sold 25.9.71; to Singapore as No.546
			XF461	-	Sold 3.11.58; to Lebanese AF as L-171
			XF462	66/Cv FGA.9/ 1/208/8	Sold 10.3.70; to Swiss AF as J-4107
			XF463	-	Sold 24.10.57; to Indian AF as BA241

Hunter F.6

XF495	-	Sold to Lebanese AF 12.11.58 as L-175
XF496	-	Sold 12.11.58; to R.Jordanian AF as No.706
XF497	-	Sold 6.11.57; to Indian AF as BA242
XF498	-	Sold 12.11.58; to R.Jordanian AF as No.704
XF499	-	Sold 21.10.57; to Indian AF as BA243
XF500	-	Sold 27.9.57; to Indian AF as BA240
XF501	-	Sold 21.10.57; to Indian AF as BA244
XF502	74	Collided with XF425 and dived into ground, Cantley, Norfolk, 25.8.59
XF503	-	Sold 21.10.57; to Indian AF as BA245
XF504	19/74	Sold 19.4.63; to R.Rhodesian AF as No.125
XF505	-	Sold 21.10.57; to Indian AF as BA246
XF506	263/111	Sold 12.3.63; to R.Rhodesian AF as No.119
XF507	66/65	Dived into ground, Thrapston, Northants., 30.5.60
XF508	19/AFDS/ Cv FGA.9/20	Abandoned after fire warning 3½m E of Pontian, Malaya, 3.2.69
XF509	54/AFDS/MoA/4 FTS	To 8708M 21.12.81
XF510	DFLS/SF North Weald/Metropolitan Sector/ SF North Weald	Hit ground on approach after engine cut, North Weald, 30.7.57
XF511	74/111/Cv FGA.9/ 208/43/8/208/ 229 OCU/TWU/1 TWU/ 2 TWU/1 TWU	To Zimbabwe AF .84
XF512	DFLS/FWS/FCS/63/ FCS/CFC/229 OCU	Sold 2.12.69; to Chilean AF as No.725
XF513	54	Overshot landing and under-carriage raised to stop, Nicosia, 27.8.58; DBF
XF514	247/43/DFLS/ 229 OCU	Sold 18.9.67; to R.Jordanian AF as No.718
XF515	247/43/SF Khor- maksar/229 OCU/ TWU/Cv F.6A/TWU/ 237 OCU	To GI airframe at Scampton
XF516	66/92/56/229 OCU/ TWU/Cv F.6A/TWU/ 1 TWU/2 TWU	To 8685M 14.4.81
XF517	92/Cv FGA.9/54/ 1/54	Dived into sea during combat practice off Blakeney, Norfolk, 15.1.69
XF518	66/92/56	Sold 7.9.62; to R.Jordanian AF as No.809
XF519	92/66/Cv FGA.9/ 1/208/45/58/ TWU/2 TWU/1 TWU	To Zimbabwe AF .84
XF520	19/92	Sold 3.6.66; to R.Jordanian AF as No.814
XF521	92/66/92/229 OCU	Sold 7.9.67; to Indian AF as A938
XF522	92/66/92	SOC 8.1.63
XF523	54/Cv FGA.9/54	Dived into ground during roll, Benina, 24.6.63
XF524	54	Dived into ground 14m SE of Nicosia, 5.11.57
XF525	19	Collided with XE621 during formation aerobatics and hit ground, North Weald, 7.6.57
XF526	66/63/56/43/ 56/229 OCU/ 4 FTS/Laarbruch	To 8679M 9.11.81
XF527	SF Linton/SF Church Fenton/19/CFE/ 4 FTS/Laarbruch	To 8680M 2.4.81
	* * *	* * *
XF532	Serial temporarily allocated to Viking G-AJBU	
	* * *	* * *

XF537 Serial temporarily allotted to Tudor G-AGRY

* * * * *



Provost T.1 XF606 of CFS at Little Rissington, June 1960
(A-B colour slide 4904)

50 Percial Provost T.1s delivered between December 1954
and June 1955 to Contract No.6/ACFT/9850

XF540	-	SOC 28.11.63
XF541	RAF/C/6 FTS	SS 12.3.62
XF542	RAF/C/6 FTS	Hit tree during tailchase 1½m S of Kingham, Oxon., 4.12.58
XF543	2 FTS/6 FTS/5 AEF	SS 28.11.63
XF544	22 FTS/1 FTS/6 FTS	Sold 15.7.63
XF545	2 FTS/6 FTS	To 7957M 16.6.67
XF546	RAF/C/6 FTS	SS 12.3.62
XF547	Hdlg Sqn	Sold 15.7.63; to R.Malayan AF as FM2037
XF548	2 FTS/6 FTS	Sold 13.7.64
XF549	3 FTS/6 FTS	SS 13.7.64
XF550	3 FTS/7 FTS/RAFFC/ 6 FTS/CNCS/5 AEF	SS 13.7.64
XF551	-	SS 28.11.63
XF552	3 FTS	Ran into ditch in forced landing 2½m SSE of Feltwell, 25.1.56
XF553	-	SS 28.11.63
XF554	RAF/C/CNCS/CATCS	Sold 14.11.68
XF555	1 FTS	To 8037M 28.11.68
XF556	3 FTS/CNCS	Sold 28.11.63
XF557	-	SS 28.11.63
XF558	GUAS/CFS/2 FTS/ RAFFC/CAW	To RMAF 12.6.68
XF559	3 FTS/1 FTS	SS 30.3.62
XF560	CFS/22 FTS/1 FTS	SS 12.3.62
XF561	3 FTS/6 FTS	SS 12.3.62
XF562	3 FTS/CNCS	SS 1.11.61
XF563	CFS/2 FTS	SS 13.10.60
XF564	-	SS 28.11.63
XF565	CFS	SS 12.3.62
XF591	-	Sold 9.2.65
XF592	3 FTS/1 FTS/ 3 FTS/1 FTS	SS 12.3.62
XF593	3 FTS/1 FTS/ 3 FTS/CNCS	SS 24.8.60
XF594	3 FTS/1 FTS	SS 24.8.60
XF595	3 FTS/1 FTS/ 3 FTS/1 FTS	SS 30.3.62
XF596	3 FTS/6 FTS	SOC 21.7.59
XF597	RAF/C/RAFFC/CAW	Sold 22.11.67
XF598	3 FTS/6 FTS	Engine cut; overshot downwind landing and crashed, Ternhill, 17.6.57
XF599	3 FTS/1 FTS/3 FTS/ 2 FTS/1 FTS	SS 12.3.62
XF600	CFS/2 FTS	SS 2.5.60
XF601	2 FTS/1 FTS	To RMAF 12.6.68
XF602	2 FTS/6 FTS/Ouston	Sold 28.11.63
XF603	RAF/C/RAFFC/CAW	Sold 12.9.67
XF604	CFS	SS 12.3.62
XF605	CFS	SS 13.10.60

CUMULATIVE INDEX 1975 - 1984

The following index includes all major items contained in Aeromilitaria since the first issue. In the case of 1975, 1976 and 1977, these have been reprinted in bound volumes and are indicated by the letter 'B' in front of the year. The titles are not necessarily those on the headings but are intended to aid the location of the subject. A photo index covering 1975 - 1981 is in issue 4/81.

Aircraft Acceptance Parks	B/76	Master I, Miles	B/77,3/83
Aircraft Detection	4/83	Messerschmitt Bf 109E	4/80
Air Gunners Schools	2/81	Meteor F.1/F.3	3/80
Albemarle, A.W.	B/76	Mitchell, N.A., RAF service	2/78
'Angels One-Five'; Film	3/80	Mobile Classrooms	1/84
Argosy, A.W.	1/78	Mohawk, Curtiss, RAF service	2/80
Argus, HMS	3/82	Mount Batten flying boat base	3/79
Ark Royal, HMS	2/81	Mustang I, II, N.A., RAF service	4/81
Autogyros, RAF	4/78	Mustang III, N.A., RAF service	1/82
Baltimore, Martin, in RAF service	2/79	Neptune, Lockheed, RAF service	B/76
Bassingbourn airfield	3/78	Nomenclature of RAF aircraft	4/82
Battle of Britain, Film	3/84	Operational Training Units	B/77
Beaufighter II, Bristol	B/77	Osprey, Hawker	3/80
Blenheim V, Bristol	B/77,4/81	Pembroke, Percival	3/78
Blind Approach Training Flights	3/78	Pembroke Dock flying boat base	4/80
Botha, Blackburn	B/75,2/84	Penrhos airfield	B/76
Brigand, Bristol	1/79	Pilots Advanced Flying Units	4/78
Brize Norton airfield	4/78	Pioneer, Scottish Aviation	4/83
Canberra PR.3, EEC	4/78	Reserve Flying Schools	1/81
Captured German Aircraft	3/81	Roc floatplane, Blackburn	1/82
Catalina, Consolidated, RAF service	B/76,2/84	Royal Air Force strength 1.1.51	2/81
Colerne airfield	4/84	Royal Air Force dispositions, 1.1.39	3/82
Commonwealth CA-15	1/78	Royal Air Force Write-offs 1946	4/79
Conversion Units	2/82	1947	2/47
Cottesmore airfield	1/81	1948	1/79
Courageous, HMS	3/80	1949	1/80
Cranfield airfield	3/77	1950	1/81
Decoy airfields	3/79	1951	1/82
Drem landing system	3/83	1952	1/83
Dummy aircraft	4/78	1953	1/84
Dunlop Test Flight	2/83	Royal Air Force Aircraft XA/XZ onwards from	4/83
Duxford airfield	B/75	Royal Naval Air Stations	1/79
Eagle, HMS	1/83	Sabre, Napier, engine	4/81
Earls Colne airfield	4/82	Sabre, N.A., RAF service	3/83
East Fortune airfield	B/76	St.Mawgan airfield	3/77
Egyptian Air Force	1/83	Sarafand, Short	3/83
Elementary & Reserve Flg Trg Schools	2/80	Shackleton MR.1, Avro	B/75
Elementary Flying Training Schools	4/80	Shackleton MR.2, Avro	B/76
Emperor, HMS	4/83	Shackleton MR.3, Avro	B/75
Fleet Air Arm Second Line Squadrons	B76/B77	Short S.26/M	2/81
Firefly NF.II, Fairey	2/84	Singapore III, Short	4/81
Flycatcher, Fairey	1/79	Smiler, HMS	2/82
Ford airfield	B/76	Speaker, HMS	2/83
Fortress, Boeing, in RAF service	4/79	Squadrons of the RAF, update	3/81
Furious, HMS	4/84	Stirling raids	2/84
GAL-55, General Aircraft	2/80	Stranraer, Supermarine	3/84
Glider Training Schools	B/75	Sunderland, Short	3/79
Glorious, HMS	2/78	Swordfish floatplane, Fairey	3/82
Gnat, Hawker-Siddeley	1/81	Sycamore, Bristol	3/84
Great Sampford airfield	3/81	Target gliders	4/82
Hamilcar X, GAL	2/80	Tempest V/VI, Hawker	3/81
Hastings, Handley Page	B/75	Tempsford airfield	2/79
Hatston airfield	3/83	Thorney Island airfield	B/77
Henley, Hawker	B/75,2/83	Thunderbolt, Republic, RAF service	1/78
Hermes, HMS	2/80	Tiger Moth, D.H., overseas	B/76 et seq
Honiley airfield	2/78	Tomahawk, Curtiss, in UK	2/81
Hornet, de Havilland	1/80	Twin Pioneer, Scottish Aviation	4/83
Hoverfly I, Sikorsky, British service	4/84	Vampire F.1, de Havilland	1/81
Ibsley airfield	4/79	Ventura, Lockheed, RAF service	4/82
Jet Provost T.4, Hunting	B/77	Vigilant, Vultee, RAF service	2/82
Kemble airfield	4/83	Vildebeeste floatplane, Vickers	2/80
Kidlington airfield	4/81	Waco CG-13A at AFEE	3/81
Kuwait operations	1/84	Wallace, Westland	3/78
Lincoln, Avro	2/82	Wapiti, Westland, 55 Sqn	2/83
Llandwrog airfield	B/76	Warwick, Vickers	B/76
Lulsgate Bottom airfield	2/82	Weston-on-the-Green	2/80
Lyneham airfield	1/78	Weybourne airfield	B/76
Manston airfield	1/80	Wildcat, Grumman, supply-dropping	2/83
Marauder, Martin, RAF service	2/83	Wing airfield	3/80
Marine bases, 1939/45	B/77	Winkleigh airfield	1/79
Maryland, Martin	2/84	York, Avro	1/84

* * * * *

