



AEROMILITARIA

The AIR·BRITAIN Military Aviation Historical Quarterly



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The AIR-BRITAIN Military Aviation Historical Quarterly

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By the time this reaches our readers, the Sales Department should be in possession of vast numbers of both 'Royal Air Force Aircraft J1-J9999' and 'The Stirling File - Revised Edition'.

The J-register is much more than the title suggests since it also includes non-J aircraft in service after 1920, thus making it a guide to RAF aircraft in use in the 1920s. It is illustrated with numerous photographs of the types covered - and a lot of Js were prototypes - and costs £8.00 to members, £12.00 to non-members.

'The Stirling File' was the first of the series and quickly sold out. When it was decided to reprint it, a much-expanded and revised edition resulted as the features included in later volumes in this series were incorporated. Even if you have the original monograph, you will find a lot that is new in this edition; virtually all the photographs have been changed. Price is £6.00 to members and £9.00 to non-members. The address for sending orders to the Sales Department has changed to: 41 Penshurst Road, Leigh, Tonbridge, Kent, TN11 8HL. Please note that all future orders should be sent there and not to the address appearing on earlier sales lists.

COVER PICS

We failed to identify last issue's cover subjects. The front cover was of a Victor K.2 refuelling a brace of Lightning F.6s and on the back cover was a line-up of Royal Pakistan Air Force types in the late 1940s including an Auster V, Harvard, Tempest II and Dakota. For this issue we have chosen a formation of Javelins of 25 Squadron and the monstrous Tarrant Tabor.

IN THIS ISSUE

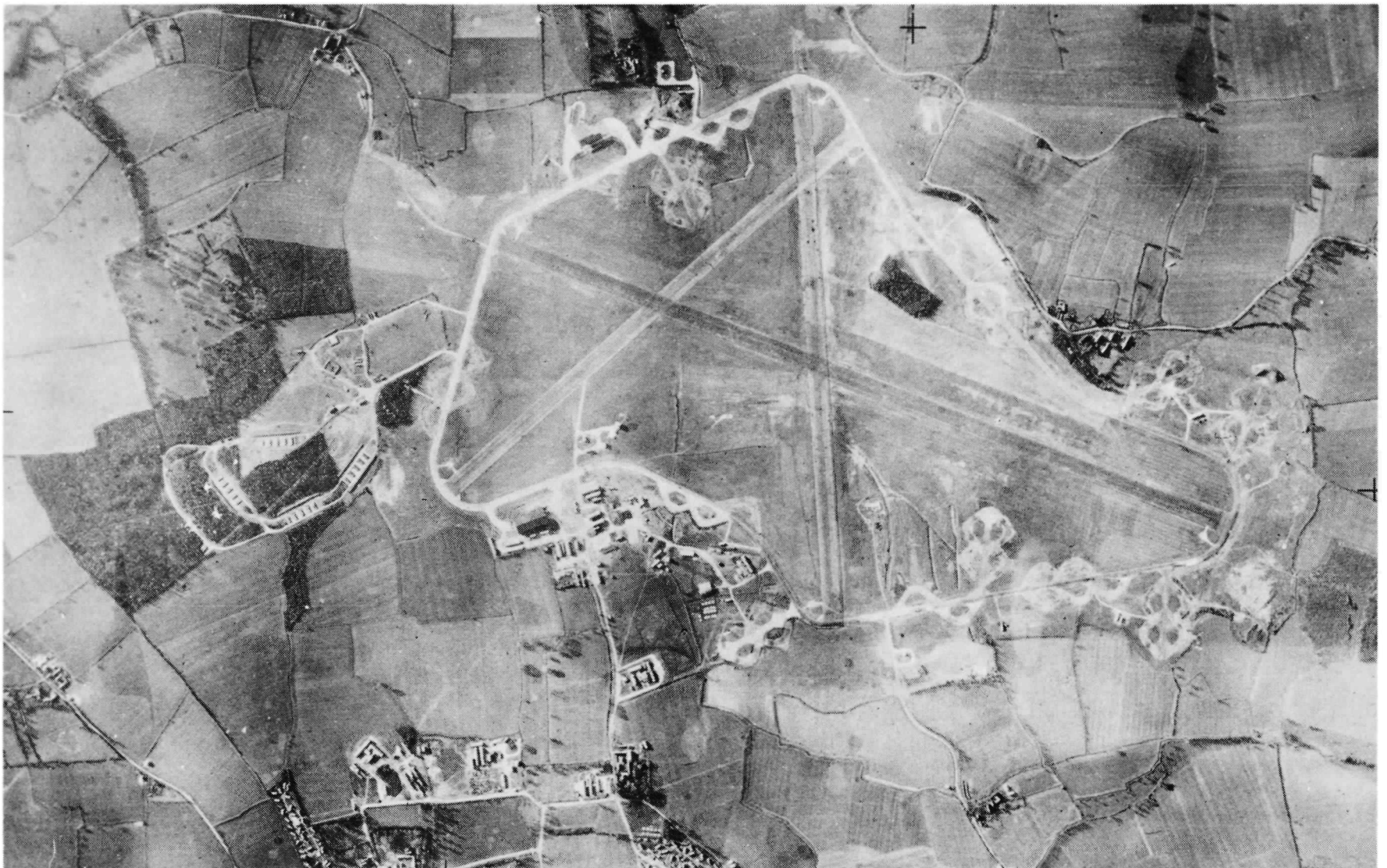
Our thanks to George Kernahan for his article on the BT-1/SBD-1 and to Cliff Minney for providing drawings. The maker's designation 'T' for Northrop has caused confusion in the past where it was mistranslated and the type assumed to be a torpedo-bomber!

Our annual review of RAF write-offs, this time for 1957, has been augmented by Ray Sturtivant who has produced a list of RN write-offs. Any additions would be welcome.

Picture Page and Query Corner have brought in a satisfying batch of additional information and we trust this will be maintained. Entries for both sections will be gratefully accepted. Our apologies in advance for not being able to answer all letters individually but time is short and the mix of producing AM, editing and assembling monographs and general admin eats it up!

PUZZLE PIC

This seems to be a popular pastime among our readers but you won't find this one in Pooley's Guide. We are not even telling you which side is North! The photograph was taken in November 1944 - but it is doubtful if that is going to be any help.....



NORTHROP BT SERIES



The prototype BT-1 shows off its distinctive semi-retractable undercarriage, April 1936 (Nat Archives 80-G-1053784)

Previous Aeromilitaria articles covering US Navy dive-bombers of the immediate pre-WW.2 era have dealt with the Vought SB2U (AM.2/86) and the Curtiss SBC (AM.2/87). Both aircraft were successful candidates in the scout-bomber category of a Navy design competition held in the summer of 1934, which sought to find new, modern scout-bombers (VSB-type) and heavy dive-bombers (VB-type) for the expanding carrier fleet. One of the unsuccessful candidates in the VSB class had been entered simultaneously for the VB competition in that category, along with the Great Lakes XB2G-1 biplane. While the latter was destined for early oblivion, the former evolved into one of the most famous aircraft of the Second World War. The candidate in question was the Northrop XBT-1.

In 1934, the Northrop Corporation, of Inglewood, California, close to Los Angeles, was a subsidiary of Douglas Aircraft. John Northrop had been a pioneer in the field of all-metal stressed-skin construction and his successes to date included the Delta transport, Gamma mail-plane and the A-17 Army attack bomber, all three being single-engined monoplanes. For the Navy competition he developed a slightly scaled down version of the Army machine, powered by a Pratt & Whitney R-1535-6 twin-row radial engine of 700 hp. Unlike the undercarriage of the A-17 which could be fully retracted sideways in an orthodox fashion, that of the XBT retracted backwards only partially into rather ugly underwing fairings. Atop the fuselage was a long

'glasshouse' enclosure typical of the period which housed the pilot and observer/gunner. Defensive armament comprised a cowl-mounted, forward-firing 0.5-inch machine gun and another of 0.3-inch on a flexible mount in the rear cockpit. Equipment for dive-bombing included perforated split trailing-edge dive flaps and a bomb displacement fork.

First flown in July 1935, the XBT-1 exhibited a top speed of 220 mph at 9000 feet and could carry a 1000-lb bomb load over a distance of 560 miles. Following Navy tests in late 1935 and early 1936, a production order for 54 BT-1s was placed on 16 September 1936. The BT-1 differed from the prototype primarily in having a slightly more powerful R-1535 engine but additional equipment which added 400 lbs to the aircraft's empty weight caused its performance to be little changed. Ordered into production at the same time were the two successful VSB entries, the Vought SB2U-1 and Curtiss SBC-3 and it is interesting to compare some of the main characteristics of all three types to see how closely the separate VSB and VB specifications and concepts had eventually converged. All were powered by the 825 hp R-1535 engine.

	SBC-3	SB2U-1	BT-1
Span	34 ft	42 ft	41ft 6 in
Length	28 ft 1 in	34 ft	31 ft 8 in
Wt Empty	4324 lbs	4676 lbs	4606 lbs
Fuel	180 gall	180 gall	180 gall

Max speed			
at 9000 ft	220	250	222
Scout range	1190 mls	1004 mls	1150 mls

The production BT-1s were delivered to the Navy between late 1937 and the beginning of 1939. As factory-fresh equipment, only two fleet squadrons, VB-5 and VB-6, part of the Yorktown and Enterprise Air Groups respectively, received the type, although a small number were assigned to utility units from 1938 onwards and two aircraft flew with VB-3 for a short time in the spring of 1941. By contrast with its contemporary, the SB2U-1, the BT-1 had been withdrawn from first-line service by the time of Pearl Harbor. Surviving examples went as advanced trainers to NAS Miami, where they continued to give useful service until November 1943 while some lasted even longer as ground instructional airframes with the Technical Training Command.

The final production example, BuAer 0643, was used for the evaluation of a non-retractable tricycle landing gear. However, after only four months of tests at Anacostia (predecessor of Patuxent River) and the Naval Aircraft Factory at Philadelphia, it was damaged beyond repair in a ground collision.

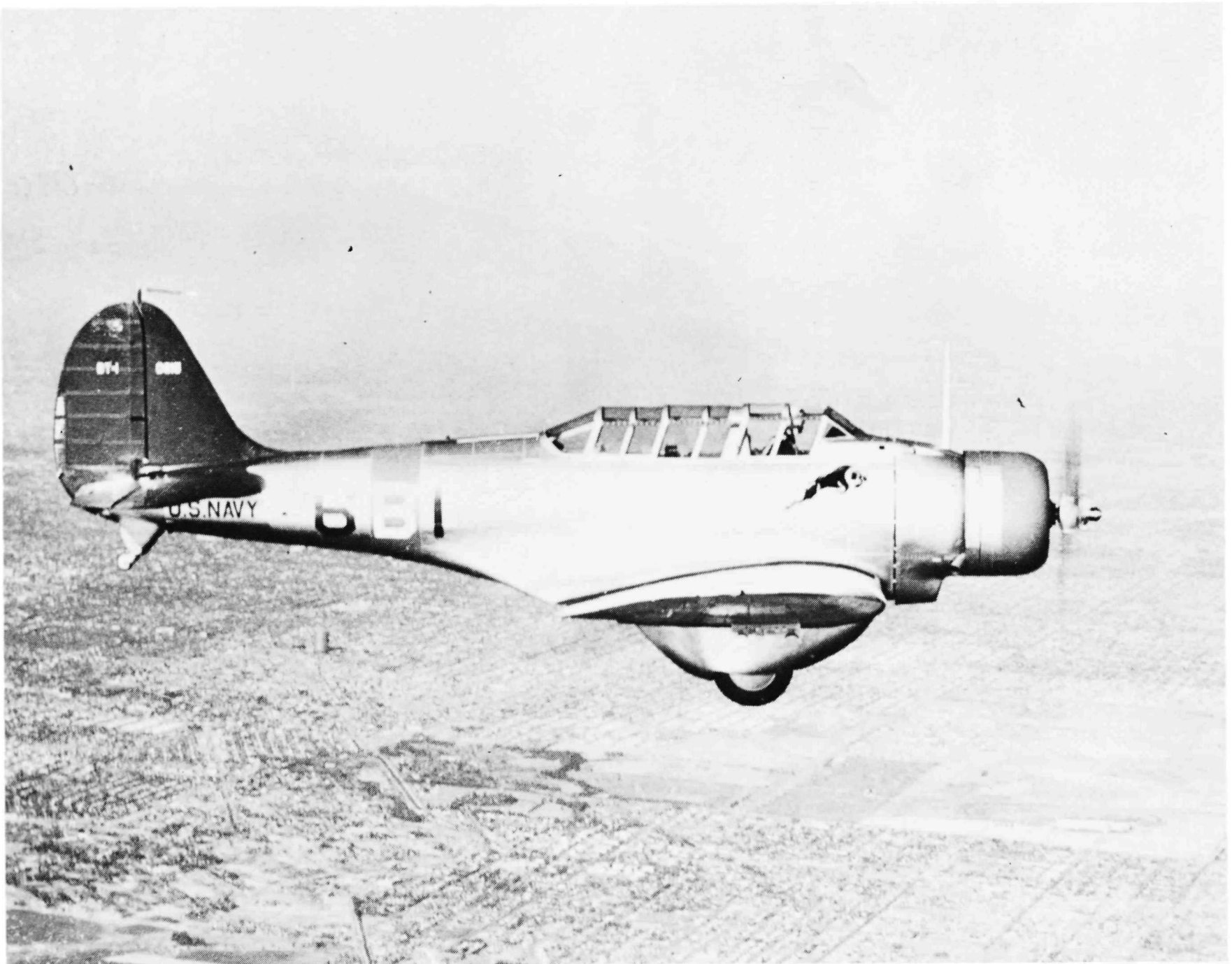
Early fleet experience with the BT-1 threw up a number of problems, primarily concerned with the aircraft's handling behaviour during the carrier approach. A detailed study by the Navy indicated that the arrestor hook was too short, leading to numerous instances of pilots float-

ing over the wires into the crash barrier. Added to this, a violent wing-tip stall at low speeds could cause the aircraft to drop a wing and go over the side. Fortunately, both deficiencies proved relatively easy to correct, the first simply by lengthening the hook shank, the second by the incorporation of fixed slots near the leading edge roots.

To take advantage of developments in engine technology since the 1934 specifications had been issued, both Northrop and Curtiss received contracts during 1938 to install larger diameter single-row Wright R-1820 radials, of 1000 hp, into their respective products. The resulting prototypes were designated the XBT-2 and XSBC-4. Northrop took the opportunity to further modify the basic design of the BT by revising the 'glasshouse' enclosure and fin contours, incorporating the changes mentioned in the previous paragraph, and substituting a hydraulically-operated, fully-retractable undercarriage for the manually-operated semi-retractable version used on the BT-1. Successful testing of the XBT-2 (serial 0627, originally the 38th BT-1), led to Navy orders in 1939 for 144 aircraft.

Meanwhile, early in the previous year, John Northrop had decided to sever his ties with Douglas and form an independent company of his own, resulting in the Northrop Corporation that had been responsible for the BT becoming the El Segundo division of Douglas Aircraft. Some time later, the Navy decided that as all its dive-

0615, a BT-1 of Bombing Six, photographed in December 1938 (AAHS photo #2721: Ray Wagner)





Another view of 0615. Note the circular perforations in the dive brakes. These produced a less disturbed air flow over the elevators than solid flaps. (Nat. Archives 80-G-463125)

bombers performed essentially the same functions, the 'B' classification should be merged into the 'SB'. Reflecting these changes, a letter from the Bureau of Aeronautics to all interested parties dated 12 September 1939 decreed that henceforth the BT-2 would be identified as the Douglas SBD-1. In fact, modifications on the production line, which included the installation of an autopilot and an increase in fuel capacity, led to the final 87 aircraft on the BT-2 contract being delivered as SBD-2s.

The operational history of the SBD-2 was covered in AM.1/85, where it was noted that the -2 was the first Navy version of the Dauntless, all the -1s being earmarked for the Marines. In July and August 1940, the initial five SBD-1s were received by VMB-2, the bombing squadron component of the Second Marine Aircraft Group at San Diego, where they replaced Great Lakes BG-1 biplanes. For some reason, Marine Headquarters then appears to have had a change of mind because, after only a few weeks service, the aircraft were returned to Douglas for repainting in the markings of VMB-1. Along with the next fifteen off the line, they joined that squadron at MCAS Quantico in September 1940. Deliveries to VMB-2 resumed in October while small numbers also went to the East and West Coast utility squadrons (VMJ-1 and VMJ-2) and the Base Air Detachments at Quantico (BAD-1) and San Diego (BAD-2). In January 1941, the squadrons of the 2nd MAG transferred overseas to the new Air Station at Ewa, Oahu, in the Hawaiian Islands.

Following the reorganization of Marine aviation in July 1941, VMB-1 and VMJ-1 were redesignated VMSB-132 and VMJ-152, within the 1st Marine Aircraft Wing. VMB-2 and VMJ-2, now in the new 2nd MAW, became VMSB-232 and VMJ-252. In December of that year, and on the morning of the 7th when the Japanese attacked Pearl Harbor VMSB-232 at MCAS Ewa had custody of 19 SBD-1s and 3 SBD-2s. Of these, nine -1s and a single -2 were destroyed. Apart from this embarrassing initiation, it is highly unlikely that any other SBD-1s experienced active combat.

VMSBs -132 and -232 continued to operate the type until mid-1942 while VMSB-231 and three newly-formed squadrons, VMSBs 252 and 142 at Camp Kearny (Miramar) and VMSB-234 at Ewa, trained on the -1 before heading for the South Pacific later in the year with SBD-3s.

As early as November 1941, the first SBD-1 had been assigned to the Advanced Carrier Training Group at San Diego. After a brief hiatus caused by the coming of war, deliveries continued during 1942, with examples also going to the Carrier Qualification Training Unit at Glenview. Withdrawal of all -1s from first-line service by the end of the year permitted the transfer of the survivors to the Naval Air Operational Training Command at Jacksonville and Daytona Beach where, until the spring of 1944, they provided trainee pilots with valuable experience of fleet-type aircraft. Some lasted longer as ground instructional airframes in the Air Technical Training Command.

With the coming of the Pacific War, large contracts for additional SBDs were placed by both the Navy and Army Air Corps, whose version was known as the A-24. Total production eventually reached 5,990 (including the BT-1s) and the Navy model series went up as far as SBD-6. More powerful engines, of 1200 hp and 1350 hp respectively, were features of the -5 and -6 but apart from other internal changes such as a reorganised and better-protected fuel system, the basic configuration of the BT-2 remained unaltered, so bearing tribute to the soundness of the original design. Navy or Marine SBDs

participated in all the major battles of the first thirty months of the war against Japan and indeed it was 1 August 1945, only weeks before the surrender, when Marine Dauntlesses flew their final bombing sorties.

Serials

BT-1	0590 - 0643
SBD-2	1596 - 1631
	1735 - 1755
SBD-1P	1619, 1628, 1736, 1739, 1745, 1746, 1753

PRODUCTION

0590	Anacostia/NAF/ Dahlgren NPG/VB-5/ OT/TT Chicago	Test aircraft Str. 23.12.43	0602	VB-6/VB-5/OT	Collided with 0637 and crashed, 13.5.43
0591	VB-5/OT/TT Chicago	Str. 23.12.43	0603	VB-5	Lost at sea 3.41
0592	VB-5	Crashed 24.8.39	0604	VB-5/VB-6/VB-5/ VB-6/Yorktown/ OT/TT Chicago	Str. 23.12.43
0593	VB-5	Lost at sea 28.12.38	0605	VB-5/VB-3/OT	Str. 30.10.43
0594	VB-5/VB-6	Lost at sea 12.2.41	0606	VB-5/VB-6/VB-5/OT	Str. 29.4.43
0595	VB-5	Lost at sea 7.1.39	0607	VB-5/VB-6/VB-5/ OT/TT Chicago	Str. 23.12.43
0596	VB-5/VB-6/OT	Str. 29.7.43	0608	VB-5/VB-6	Lost at sea 24.2.41
0597	VB-6/VB-5	Crashed 14.11.40	0609	VB-5/VB-6/VB-5/ VB-6/VB-5/OT	Str. 29.7.43
0598	VB-6/VB-5	Lost at sea 8.11.40	0610	VB-5/OT/TT J'ville	Str. 31.10.44
0599	VB-6/OT/TT Chicago	Str. 23.12.43			
0600	VB-6/VJ-5/OT	Str. 6.9.43			
0601	VB-6/VB-3/OT	Crashed 3.11.41			

The XBT-2, 0627, photographed on 25 November 1938. Note the revised engine installation and sideways-retracting undercarriage. (Nat.Archives 80-G-463179)





The second production BT-2/SBD-1 in the markings of VMB-2. This is obviously a manufacturer's publicity photograph as 1597 was used exclusively for test purposes until August 1943 and did not serve with the Marines (AAHS photo #6170: Ray Wagner)

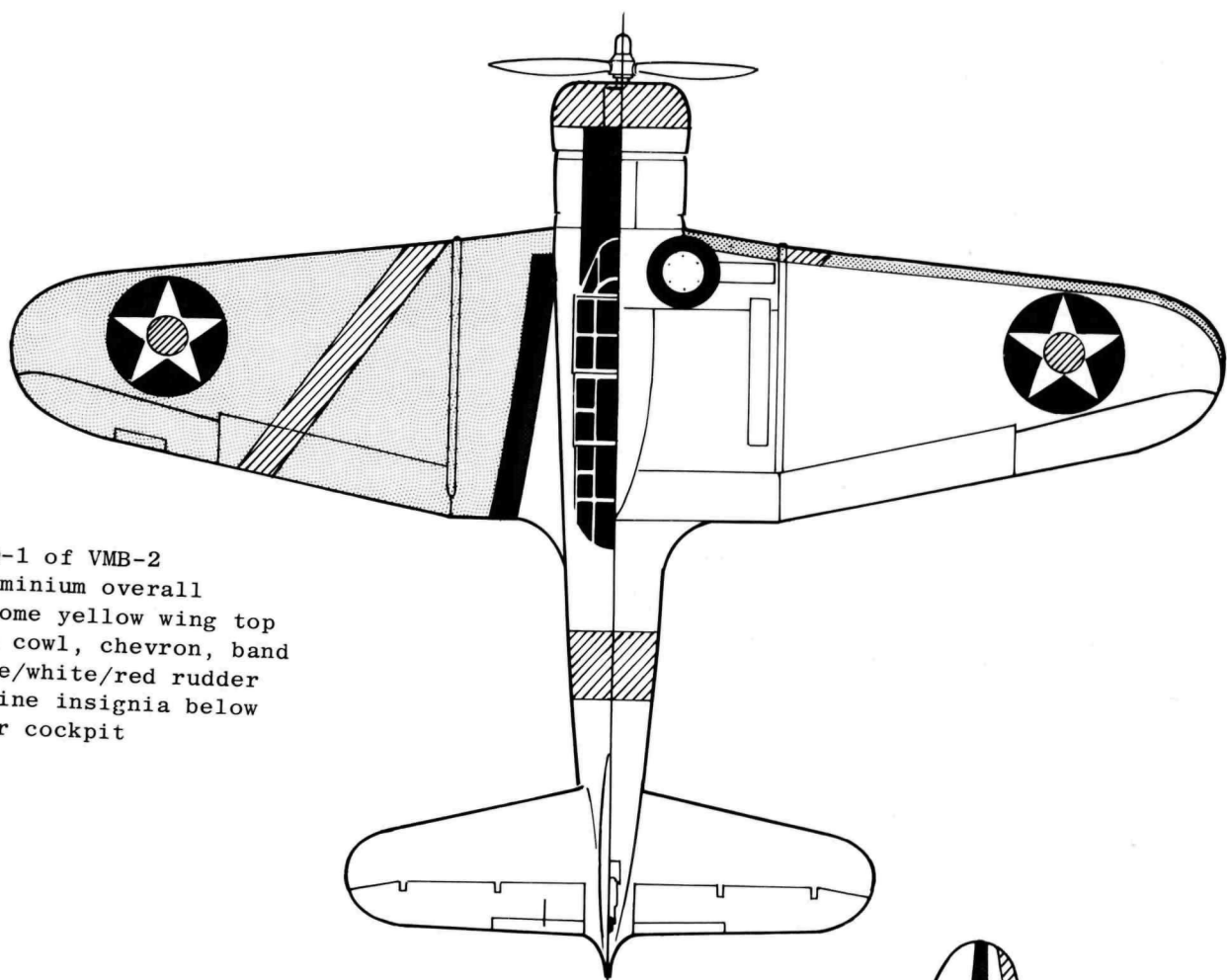
0611	VB-5/OT/TT Chicago	Str. 23.12.43	0635	VB-5/VB-6/VB-5/OT	Str. 23.7.43
0612	VB-5/VB-6/VB-5/ OT/TT Chicago	Str. 23.12.43	0636	VB-6/VJ-5/OT/ TT Jacksonville	Str. 31.10.44
0613	VB-5/VJ-3/VJ-8	Str. 31.8.44	0637	VB-6/VB-5/OT	Collided with 0602 and crashed 13.5.43
0614	VB-5/OT	Crashed 7.1.42	0638	VB-5/OT	Crashed 19.5.41
0615	VB-6/VB-5/ Yorktown/OT	Str. 21.9.43	0639	VB-6/VB-5/OT/ TT Memphis	Str. 29.4.44
0616	VB-6/OT/TT Chicago	Str. 23.12.43	0640	VB-5	Crashed 24.7.40
0617	VB-6/Yorktown/ OT/TT Memphis	Str. 29.4.44	0641	Enterprise/VB-6/OT	Crashed 30.6.42
0618	VB-6/OT	Str. 24.9.43	0642	VB-6/OT	Str. 21.8.43
0619	VB-6	Crashed 23.1.39	0643	Anacostia/NAF	Test aircraft; DBR in collision on ground, 6.2.39
0620	VB-6/VB-6/VB-6/OT	Crashed 28.6.42	1596	Anacostia/BAD-2/ VMB-2/VMSB-232/ VMSB-234	Test aircraft DBR in forced landing, 8.8.42
0621	VB-6/OT/TT J'ville	Str. 31.10.44	1597	Anacostia/NAF/ Dahlgren NPG/ OT/TT J'ville	Test aircraft Str. 15.3.44
0622	VB-6/OT	Crashed 30.6.41	1598	VMB-2/VMB-2/ VMSB-232/VMSB-234	Str. 15.3.44
0623	VB-6/VB-5/OT	Str. 4.8.43	1599	VMB-2/VMB-1/ VMSB-132/VMSB-141/ AC/OT/TT J'ville	Str. 7.1.44
0624	VB-6/VB-5/VJ-3	Str. 31.10.44	1600	VMB-2/VMB-1/BAD-1/ VMSB-132/VMSB-142/ AC/OT	DBR 28.4.43
0625	VB-6/Yorktown/ OT/TT J'ville	Str. 21.5.43	1601	VMB-2/VMB-1/ VMSB-132/VMSB-141/ AC	Crashed 9.7.42
0626	VB-6	Crashed 24.2.41	1602	VMB-2/VMB-1/ VMSB-132/VMSB-142/ AC/OT/TT Memphis	Str. 29.4.44
0627	Anacostia/NAF/ P&W/NACA/Santa Monica/NAF	Str. 28.6.44			
0628	VB-5/VB-6/OT	Str. 21.5.43			
0629	VB-6/VB-5/OT/ TT Memphis	Str. 29.4.44			
0630	VB-5/VJ-3/NAF & Anacostia/OT	Collided with 0632 and crashed, 21.3.43			
0631	VB-6/OT/TT J'ville	Str. 31.10.44			
0632	VB-5/VB-6/VB-5/OT	Collided with 0630 and crashed, 21.3.43			
0633	VB-6/VB-5/OT	Crashed 9.4.43			
0634	VB-5/OT/TT J'ville	Str. 31.10.44			

1603	VMB-1/VMSB-132/ VMSB-141/AC	Crashed 13.7.42	1735	VMB-2/VMSB-232	Missing 3.9.41
1604	VMB-1/VMSB-132/ VMSB-141/VMSB-132/ AC/OT/TT J'ville	Str. 15.3.44	1736	VMB-2/BAD-1/VMS-2/ VMB-2/VMSB-232	Destroyed in air raid, Ewa, 7.12.41
1605	VMB-1/VMSB-132/ VMSB-142/CQ Norfolk	Str. 22.6.43	1737	VMB-2/VMSB-232	Destroyed in air raid, Ewa, 7.12.41
1606	VMB-1/VMSB-132/ VMSB-142/AC/CQ/OT/ Dahlgren NPG	Str. 9.8.44	1738	VMB-2/VMSB-232/ VMSB-231/VMSB-234	Str. 31.5.43
1607	VMB-1	Crashed, Guantanamo Bay, Cuba, 23.12.40	1739	VMB-2/BAD-2/NACA/ BAD-2/VMSB-142/ MAG-14/AC/OT/ TT Memphis	Str. 29.4.44
1608	VMB-1/VMSB-132/ VMSB-141/VMSB-132/ AC/OT/TT Norman	Str. 9.5.44	1740	VMB-2/VMSB-232/ VMSB-231/VMSB-232/ OT/TT Memphis	Str. 29.4.44
1609	VMB-1	Crashed 23.9.40	1741	VMB-2/VMSB-232/ VMSB-231	DBR 27.4.42
1610	VMB-1/BAD-1/CQ	Lost at sea 15.1.43	1742	VMB-2/VMSB-232/ VMSB-234	Str. 13.5.43
1611	VMB-1/BAD-1/ VMSB-141/AC	Crashed 10.8.42	1743	VMB-2	Crashed 15.4.41
1612	VMB-1/VMSB-132/ VMSB-142/CQ	Crashed 21.11.42	1744	VMB-2/VMSB-232	Destroyed in air raid, Ewa, 7.12.41
1613	VMB-1/VMSB-132/ VMSB-141	Crashed 20.6.42	1745	VMB-2/BAD-2/ VMSB-232	Destroyed in air raid, Ewa, 7.12.41
1614	VMB-1/VMJ-1/ VMSB-132/VMSB-142/ VMSB-141/AC/OT	Str. 29.3.44	1746	VMB-2/VMSB-232	Destroyed in air raid, Ewa, 7.12.41
1615	VMB-1/VMSB-132/ VMSB-141/AC/OT	Str. 8.11.43	1747	VMJ-2/VMJ-252/ VMSB-141/AC/OT/ TT Jacksonville	Str. 15.3.44
1616	VMB-1/BAD-1/CQ	DBR 14.1.43	1748	BAD-2/USAAC Eglin Fld/VMSB-142/AC	Str. 31.12.42
1617	NAF/VMB-1/VMSB-132/ VMSB-142/MAG-14/ AC/CQ/OT	Str. 29.4.44	1749	BAD-2/USAAF Orlando/ BAD-2/VMSB-232/ VMSB-231/VMSB-234/ OT	Str. 30.11.43
1618	VMB-1/VMSB-132/ MAG-14/AC	Collided with 1624 and crashed, 18.7.42	1750	BAD-2/USAAC Eglin Fld/AC/MAW-2/AC/OT	Str. 8.11.43
1619	VMB-1/VMSB-132/ VMSB-142/MAG-14/ AC/VJ-8/OT	Crashed 23.5.43	1751	BAD-2/VMB-2/BAD-2/ VMSB-231/VMSB-234/ VJ-3	Str. 31.5.44
1620	VMB-1/VMSB-132/ VJ-8/OT	Str. 29.4.44	1752	VMJ-2/VMSB-232	Destroyed in air raid, Ewa, 7.12.41
1621	VMB-1/VMJ-1/ VMJ-152/VMSB-132/ AC/CQ/OT	Crashed 6.4.43	1753	BAD-2/VMB-2/ VMSB-232	Destroyed in air raid, Ewa, 7.12.41
1622	VMB-1/BAD-1/VMSB- 132/VMSB-142/AC	Missing 1.9.42	1754	BAD-2/VMB-2/ VMSB-232/VMSB-231/ VMSB-234	Str. 30.9.42
1623	BAD-1/VMSB-132/ AC/CQ/OT	Str. 8.11.43	1755	BAD-2/VMB-2/ VMSB-232/VMSB-142/ VJ-3	Str 31.8.44
1624	VMB-1/VMJ-1/ ABG-2/AC	Collided with 1618 and crashed, 18.7.42		* * * * *	
1625	VMB-1/VMJ-1/ VMJ-152/VMSB-132/ AC/OT/TT Memphis	Str. 29.4.44			
1926	VMB-2/VMSB-232	Destroyed in air raid, Ewa, 7.12.41			
1927	VMB-2/VMSB-232/ VMSB-231/VMSB- 234/OT	Str. 29.2.44			
1928	VMB-2/VMSB-232/ VMSB-231/VMSB-234/ CQ/TT Chicago	Str. 23.12.43			
1929	VMB-2/BAD-2/AC/ VMSB-232/VMSB-231/ VMSB-234	Str. 31.8.42			
1630	VMB-2/VMSB-232	Destroyed in air raid, Ewa, 7.12.41			
1631	VMB-2/VMSB-232/ VMSB-231/VMSB-234/ ABG-2/AC/CQ/OT	Str. 29.1.44			

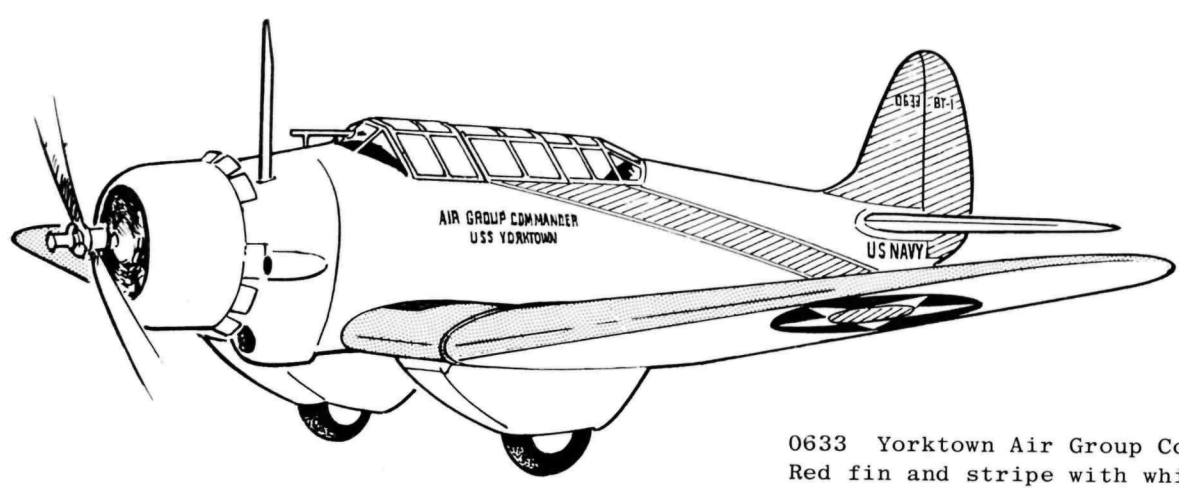
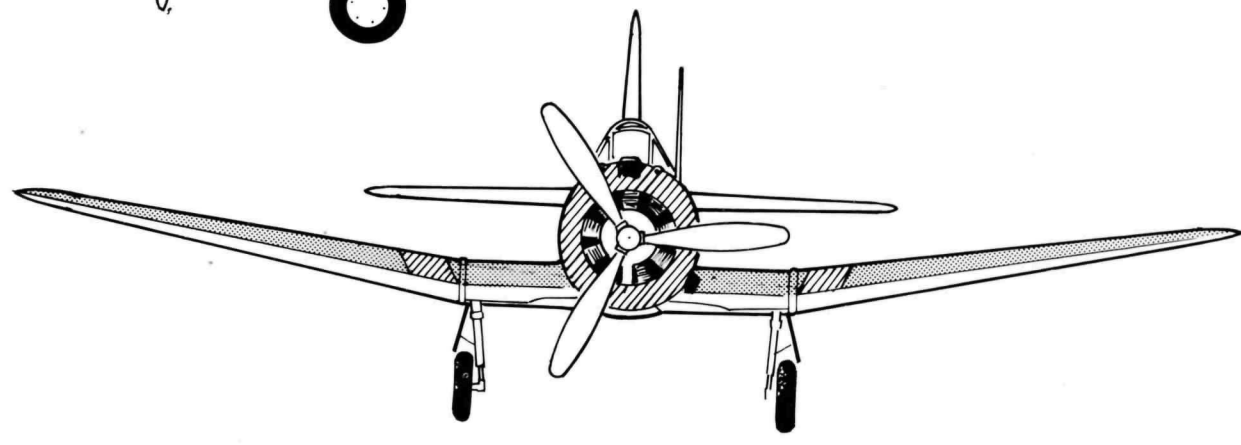
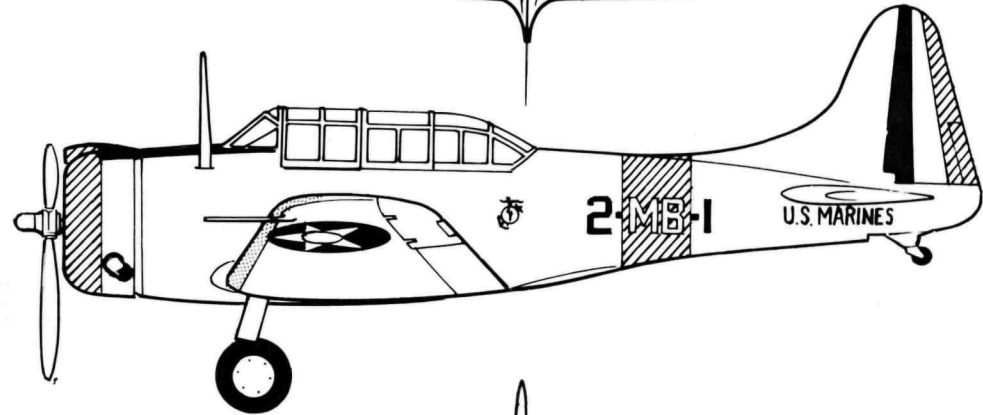
Abbreviations

ABG	Air Base Group (see BAD)
AC	Advanced Carrier Training Group
BAD	Base Air Detachment (Marines) later ABG
CQ	Carrier Qualification Training Unit
NAF	Naval Aircraft Factory, Philadelphia
NPG	Naval Proving Ground, Dahlgren, Va
OT	Advanced training/operational training
Str.	Stricken from Navy List
TT	Technical training (ground)

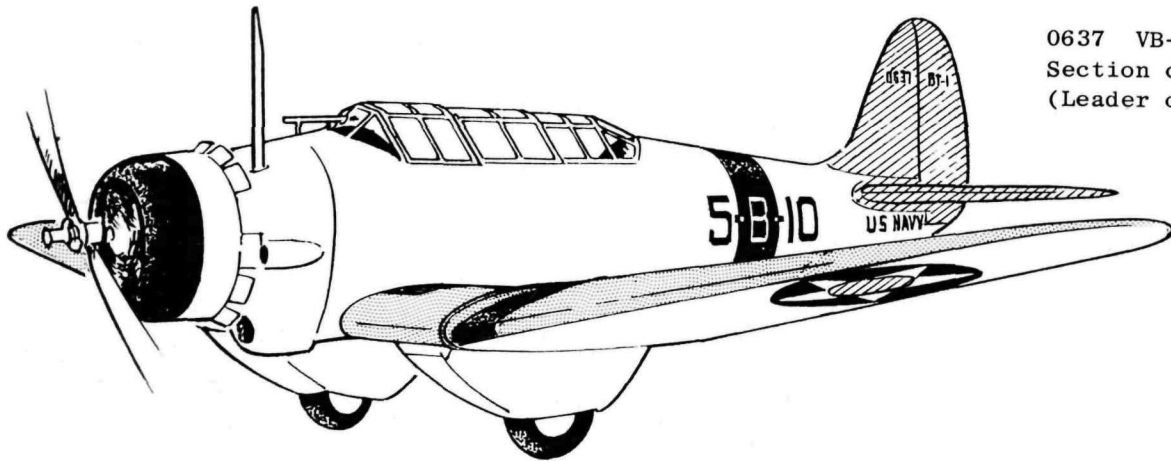
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SBD-1 of VMB-2
 Aluminium overall
 Chrome yellow wing top
 Red cowl, chevron, band
 Blue/white/red rudder
 Marine insignia below
 rear cockpit

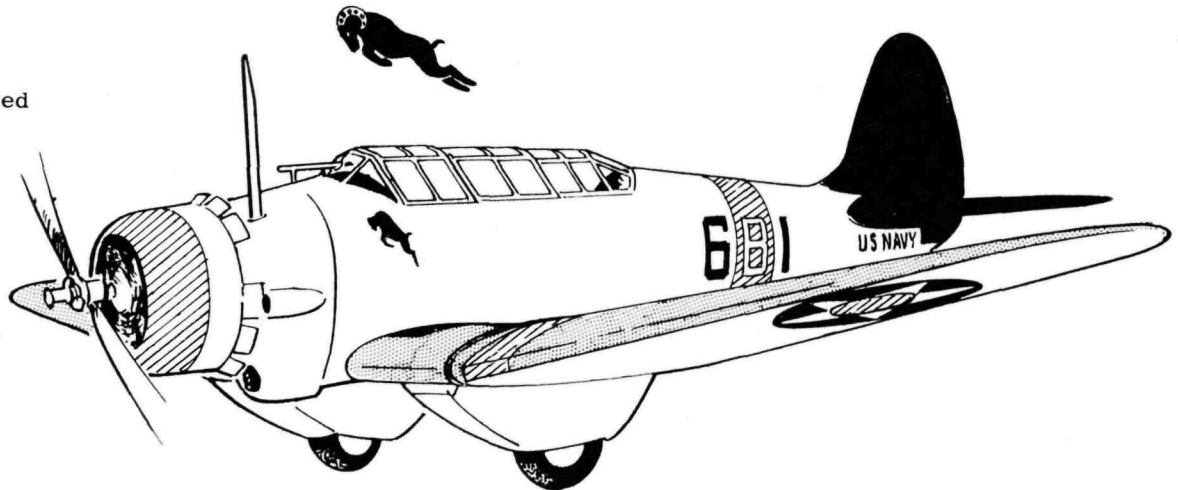


O633 Yorktown Air Group Commander
 Red fin and stripe with white outline

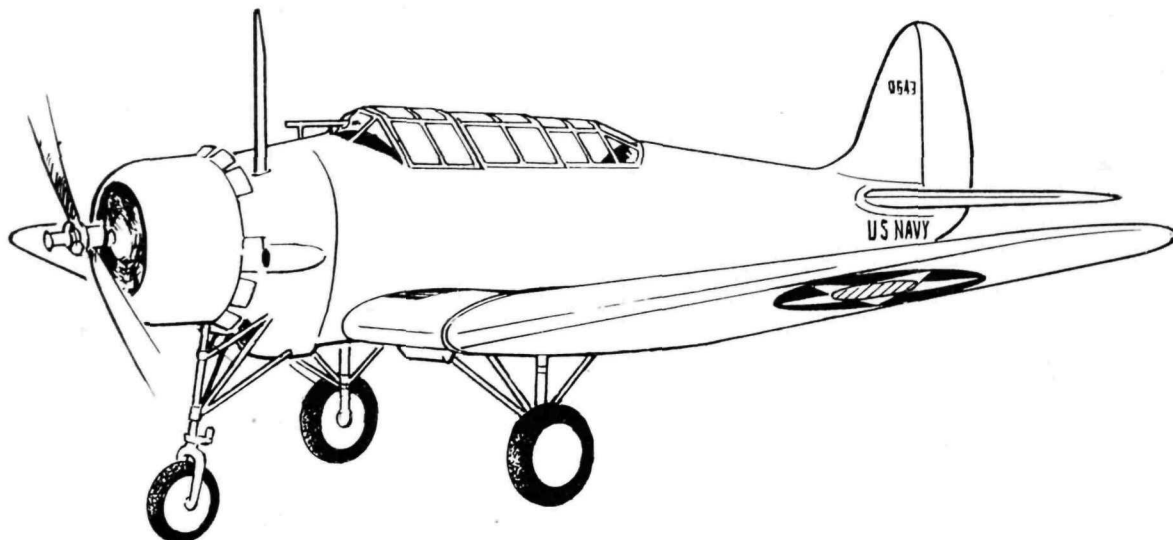


0637 VB-5 Ship's colour in red
Section colour black
(Leader of 4th Section)

0615 VB-6 USS Enterprise
Ship's colour blue, Section colour red
(Leader of 1st Section)



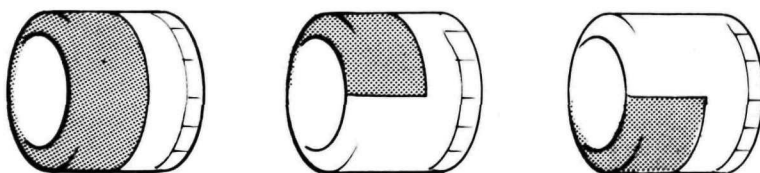
All aircraft aluminium overall with chrome yellow wing upper surface
Tail unit in ship's colour; cowling, wing chevron and fuselage band in section colour



0643 Aluminium overall

US Navy/Marines colour markings. Squadron number/role/individual aircraft number painted on fuselage. Each squadron was divided into sections of three aircraft. Cowling and wing chevrons painted in section colour; fuselage band on section leader's aircraft only.

Section Leader No.2 in Section No.3 in Section



Red:	A/c 1	A/c 2	A/c 3
White:	A/c 4	A/c 5	A/c 6
Blue:	A/c 7	A/c 8	A/c 9
Black:	A/c 10	A/c 11	A/c 12
Green:	A/c 13	A/c 14	A/c 15
Yellow:	A/c 16	A/c 17	A/c 18

For example, 5-MB-9 would denote Squadron 5, Marine Bomber, aircraft No.9. Aircraft 9 is the third aircraft in blue section so would have lower half of cowling and wing chevrons coloured blue with no fuselage band.

Tail unit painted in ship's colour:	Lexington - yellow	Yorktown - red
	Saratoga - white	Enterprise - blue
	Ranger - green	Wasp - black

RAF WRITE-OFFS 1957



Venom WE371 piled up at Kai Tak on 22 July 1957 (via Ray Sturtivant)

Our annual round-up of write-offs thirty years ago has reached 1957. As in previous issues, we have included aircraft written-off through accidents at test establishments where these involve Service types. The Army Air Corps took over RAF aircraft from 1 September 1957 but did

not lose any during the remainder of this year. Fleet Air Arm losses are shown separately and have been compiled by Ray Sturtivant from available sources, the Admiralty not conforming to the Air Ministry system of accident reporting. Any further information would be welcome.

<i>Date</i>	<i>Type</i>	<i>Serial</i>	<i>Unit</i>	<i>Location</i>	<i>Cause</i>
2.1.57	Venom FB.4	WR556	8 Sqn	3m NNE of Khormansar, Aden	Hit ground during air-to-ground firing (1)
3.1.57	Meteor F.8	WA879	74 Sqn	Hales, Norfolk	Collided with WG974 during practice dogfight (1)
3.1.57	Meteor F.8	WE974	74 Sqn	Hales, Norfolk	Collided with WA879 during practice dogfight (1)
3.1.57	Vampire FB.5	WA417	7 FTS	4m S of Rhyl, Denbigh	Dived into ground (1)
4.1.57	Meteor F.8	WK681	65 Sqn	5m N of Framlingham, Suffolk	Hit tree; climbed to abandon but dived into ground (1)
6.1.57	Auster AOP.6	VF546	663 Sqn	1½m WSW of Nantwich, Cheshire	Lost outer wing in air and dived into ground (2)
8.1.57	Meteor T.7	WL479	RAFFC	Manby	Engine cut during single-engined approach; bellylanded in field
9.1.57	Vampire FB.5	VZ860	4 FTS	Harby, Notts	Dived into house in centre of village; presumed due to anoxia (1+1)
10.1.57	Vampire T.11	WZ429	RAF Coll	2m NE of Gosberton, Lincs	Spun into ground; one of crew ejected (1)
10.1.57	Vampire T.11	WZ504	7 FTS	Mona	Undercarriage jammed; bellylanded
11.1.57	Hunter F.4	XF949	3 Sqn	Geilenkirchen	Caught fire starting up
14.1.57	Meteor F.8	WE887	233 OCU	4m ENE of Worms Head, Glam	Collided with WH459 and abandoned (1)
17.1.57	Venom NF.3	WX921	SF Strad- ishall	Stradishall	Wheel hit concrete block on landing; wingtip tank hit ground and caught fire; undercarriage collapsed
18.1.57	Auster AOP.9	WZ670	656 Sqn	1m NW of Batu Caves, Malaya	Hit cable and dived into ground during practice forced landing
18.1.57	Venom FB.1	WK434	8 Sqn	Salalah, Aden	Lost power on take-off and undercarriage raised to stop
20.1.57	Tiger Moth T.1	T7245	Mal AAF	Dingkil, Selangor, Malaya	Spun into ground after engine failure (1)
21.1.57	Vampire T.11	XD390	5 FTS	1½m NW of Lavendon, Bucks	Dived into ground, presumably after loss of control in turbulence (2)
21.1.57	Venom NF.3	WX794	151 Sqn	Leuchars	Skidded while taxiing and undercarriage collapsed
22.1.57	Neptune MR.1	WX511	217 Sqn	Kinloss	Abandoned take-off and undercarriage raised to stop
22.1.57	Vampire FB.5	WA231	5 FTS	Near Oakington	Engine cut after take-off; hit trees in forced landing and caught fire
23.1.57	Pembroke C.1	WV738	APCS	Dhala, Aden	Nosewheel collapsed in heavy landing
24.1.57	Spitfire F.16	SL542	SF Dux	Duxford	Swung on landing and undercarriage collapsed
24.1.57	Vampire FB.5	VZ274	8 FTS	3m S of Scunthorpe, Lincs	Broke up in air (1)
24.1.57	Venom NF.3	WX904	23 Sqn	Horsham St.Faith	Lost height after night take off and hit ground (1)
26.1.57	Harvard T.2B	FX476	HKAAF	Kai Tak, Hong Kong	Bellylanded in error
28.1.57	Pioneer CC.1	XG559	267 Sqn	Bidor, Malaya	Hit downdraught on approach and struck bank; undercarriage collapsed
29.1.57	Vampire FB.5	WG835	7 FTS	Valley	Lost power on take-off; undercarriage raised to stop but overshot across road
3.2.57	Vampire FB.9	WR260	501 Sqn	1½m NNW of Clifton Suspension Bge, Bristol	Flew under bridge and rolled; lost height and hit side of Avon Gorge (1)
4.2.57	Hunter F.5	WP115	56 Sqn	3m WNW of Soham, Cambs	Engine cut during GCA; abandoned and dived into field (1)
4.2.57	Meteor NF.14	WS753	25 Sqn	4m E of Oxford, Oxon	Flew into high ground at night (2)

<i>Date</i>	<i>Type</i>	<i>Serial</i>	<i>Unit</i>	<i>Location</i>	<i>Cause</i>
5.2.57	Anson C.19	VM391	24 Gp CF	Spitalgate	Overshot landing at night in bad weather and hit hedge
5.2.57	Sycamore HC.14	XE312	194 Sqn	Tanah Rata Padang, Perak, Malaya	Rotor blades hit tree on landing
8.2.57	Venom FB.1	WK409	8 Sqn	Khormaksar, Aden	Undercarriage jammed; bellylanded
11.2.57	Auster AOP.9	WZ697	656 Sqn	Paroi, Malaya	Hit by gust after take-off; wing hit ground, cartwheeled into ditch
14.2.57	Venom FB.1	WE408	FWS	Leconfield	Damaged by ricochet during air-to-ground firing
18.2.57	Mosquito TT.35	TK605	2 CAACU	Langham	Swung on landing and undercarriage collapsed
18.2.57	Sycamore HC.14	XG516	284 Sqn	Platres, Cyprus	Sank into ground on landing and rotors hit trees; rolled over
25.2.57	Meteor FR.9	VZ577	208 Sqn	25m WSW of Balad	Ran out of fuel and bellylanded in desert
25.2.57	Meteor FR.9	WB138	208 Sqn	Sinjar, Iraq	As above
25.2.57	Meteor FR.9	WX976	208 Sqn		As above
25.2.57	Venom FB.1	WK499	28 Sqn	7m WSW of Waglan Ltd, Hong Kong	Flew into sea during practice attack on HMS Cockade (1)
26.2.57	Whirlwind HAR.2	XK989	22 Sqn	1m off Thorney Island	Lost height during winching exercise and ditched
27.2.57	Harvard T.2B	FT282	St And's UAS	Perth	Bellylanded in error
28.2.57	Hunter F.5	WP131	1 Sqn	Tangmere	Undercarriage collapsed on landing
1.3.57	Meteor NF.13	WM310	39 Sqn	Nicosia, Cyprus	Overshot runway while landing in rain
1.3.57	Vampire FB.5	VV563	5 FTS	Oakington	Stalled on approach; undershot and nosewheel collapsed
4.3.57	Venom FB.4	WR557	22 MU	Near Silloth	Elevators jammed; flew into hill on emergency approach (1)
5.3.57	Beverley C.1	XH117	53 Sqn	2m S of Abingdon	Engine shut down due to fuel leak; lost power on another engine and hit cables on approach; cartwheeled into houses and DBF (15+2)
7.3.57	Canberra B.6	WH951	12 Sqn	Luqa, Malta	Brakes failed on landing; overshot through wall
8.3.57	Auster T.7	TW589	173 Sqn	Leuchars	Bounced on landing and undercarriage collapsed
8.3.57	Canberra B.2	WH915	61 Sqn	2m SSE of Tring, Herts	Flew into high ground in bad weather (3)
13.3.57	Hunter F.6	XF427	54 Sqn	2m E of Yarmouth, Isle of Wight	Dived into ground; pilot presumed unconscious (1)
13.3.57	Mosquito TT.35	RV367	2 CAACU	Langham	Swung on landing and undercarriage collapsed
13.3.57	Vampire FB.5	VV216	MCCS	Wroughton	Canopy detached; engine lost power; caught fire after landing
13.3.57	Vampire T.11	XH299	112 Sqn		DBR in ground accident; details not known
22.3.57	Hunter F.1	WT580	229 OCU	Chivenor	One undercarriage leg jammed; swung on landing
23.3.57	Venom FB.1	WE413	60 Sqn	Tengah, Singapore	Nosewheel collapsed on landing
24.3.57	Meteor FR.9	VW370	208 Sqn	Thumeir, Aden	Abandoned too low after engine caught fire (1)
25.3.57	Hunter F.4	WV388	222 Sqn	11m E of Leuchars	Crashed in sea on GCA let-down at night (1)
25.3.57	Vampire T.11	XE978	RAF C	½m NNE of Bardney airfield, Lincs	Abandoned after controls became ineffective during high speed run
27.3.57	Auster AOP.6	WJ375	1908 Flt	8m W of Tripoli, Libya	Lost power and overturned in forced landing
27.3.57	Marathon T.1	XA255	1 ANS	Topcliffe	Damaged in heavy landing; SOC
28.3.57	Meteor F.8	WH452	APS Sylt	Sylt, West Germany	Undercarriage retracted on ground while taxiing
2.4.57	Vampire FB.5	VZ872	233 OCU	Pembrey	Engine failed; forced landed but airframe DBR
2.4.57	Whirlwind HAR.4	XD187	155 Sqn	Johore, Malaya	Ran out of fuel and crashed during crop spraying
5.4.57	Hunter F.4	WV384	71 Sqn	Bruggen, West Germany	Abandoned when engine cut on approach (1)
5.4.57	Meteor T.7	VW432	208 Sqn	Takali, Malta	Lost power in circuit; dived into ground (1)
9.4.57	Canberra B(I).6	XJ257	213 Sqn	Ahlhorn, West Germany	Undercarriage jammed; bellylanded
9.4.57	Venom FB.1	WR357	8 Sqn	1m S of Lazarak, Aden	Flew into high ground during low-level attack (1)
10.4.57	Vampire T.11	XH319	7 FTS	Valley	Hit flock of seagulls; airframe damaged; SOC
10.4.57	Venom FB.1	WE400	FWS	Leconfield	Hit by ricochet on air-to-ground firing
11.4.57	Provost T.1	XF902	6 FTS	1m N of Ternhill	Engine failed to respond after simulated engine failure; sank and hit railway signal, jamming elevators; climbed then hit ground
11.4.57	Vampire NF.10	WM706	2 ANS	½m N of Thorney Island	Stalled on take-off and hit seawall; forced landed on mudflats
12.4.57	Chipmunk T.10	WK582	Leeds UAS	½m E of Harwood, Yorks	Spun into ground (1)
12.4.57	Meteor T.7	WL410	FWS	1m SW of Leconfield	Dived into ground in circuit during single-engined flying practice (2)
15.4.57	Beaufighter TT.10	RD771	SF Kai Tak	Kai Tak, Hong Kong	Swung on landing and hit hedge
15.4.57	Meteor NF.11	WD725	29 Sqn	Acklington	Abandoned take-off; overshot and caught fire
15.4.57	Pioneer CC.1	XG563	267 Sqn	Ft. Shean, Malaya	Undercarriage collapsed on landing
17.4.57	Meteor F.8	WL177	65 Sqn	Duxford	Undercarriage collapsed on landing
17.4.57	Valetta C.1	VW832	84 Sqn	Nr. Quweira, Jordan	Wing failed in turbulence soon after take-off from Aqaba; spun into ground (27)
23.4.57	Venom FB.1	WE399	60 Sqn	Tengah, Singapore	Hit Landrover on take-off and swung off runway (+2)
25.4.57	Vampire T.11	XE828	4 FTS	Worksop	Undercarriage jammed; bellylanded
25.4.57	Venom FB.1	WE423	28 Sqn	15m ESE of Waglan	Collided with WR299 and abandoned
25.4.57	Venom FB.1	WR299	28 Sqn	Island, Hong Kong	Collided with WE423 and crashed
25.4.57	Venom FB.4	WR506	249 Sqn	El Adem, Libya	Pilot misread warning lights; bellylanded
28.4.57	Vampire T.11	XE892	253 Sqn	Stowuplands, Suffolk	Abandoned after engine explosion
29.4.57	Balliol T.2	WN162	238 OCU	North Luffenham	Fumes entered cockpit; undercarriage retracted in error on landing due to anoxia
30.4.57	Hunter F.6	XG203	111 Sqn	North Weald	Nosewheel collapsed on landing; overshot into lights and broke up; caught fire
1.5.57	Canberra B.2	WH717	44 Sqn	Watton	Both engines cut after take-off; overshot emergency landing into lights
1.5.57	Vampire T.11	XE922	4 FTS	-	Overstressed in spin and airframe distorted

<i>Date</i>	<i>Type</i>	<i>Serial</i>	<i>Unit</i>	<i>Location</i>	<i>Cause</i>
3.5.57	Anson C.19	VM389	TCCF	Upavon	Swung on take-off and undercarriage collapsed
6.5.57	Vampire FB.9	WR263	RAFC	Off Mablethorpe, Lincs	Abandoned after elevator controls jammed (1)
7.5.57	Valetta C.1	VW184	84 Sqn	3m E of Shihr, Aden	Engine failed while other engine feathered; bellylanded but abandoned due to access to site
13.5.57	Vampire FB.5	WA250	8 FTS	2m E of Gainsborough, Lincs	Broke up while diving out of cloud (1)
13.5.57	Vampire T.11	XE986	8 FTS	Swinderby	Overstressed in dive; SOC
16.5.57	Canberra PR.7	WH790	58 Sqn	11m ESE of Goose Bay, Labrador	Dived into ground in bad weather after abortive GCA let-down (2)
17.5.57	Hunter F.6	XG258	93 Sqn	Bitburg, West Germany	Flew into ground during aerobatic display (1)
20.5.57	Sycamore HR.14	XJ363	275 Sqn	North Coates	Forcelanded after torque limiting switch failed; engine ran away; airframe DBR
21.5.57	Hunter F.1	WT681	229 OCU	Chivenor	Flew into birds; airframe SOC on return
22.5.57	Vampire T.11	XD454	7 FTS	Valley	Undercarriage jammed; bellylanded
24.5.57	Provost T.1	WV560	6 FTS	Ternhill	Damaged in heavy landing and SOC
25.5.57	Hunter F.4	XE661	74 Sqn	Horsham St Faith	Overshot abandoned take-off
25.5.57	Hunter F.4	XE662	74 Sqn	Horsham St Faith	Forcelanded on approach after mishearing message to Javelin that aircraft was on fire
25.5.57	Javelin FAW.4	XA732	23 Sqn	Horsham St Faith	Ventral tank detached while taxiing; aircraft caught fire
25.5.57	Venom NF.3	WX912	89 Sqn	Stradishall	Tail damaged by engine torching on take-off; SOC
27.5.57	Vampire FB.5	WA259	5 FTS	4m E of Swanton Morley	Engine caught fire; crashed in forced landing
28.5.57	Pembroke C.1	XK859	SF El Adem	10m NW of El Adem, Libya	Ran out of fuel and bellylanded on road
31.5.57	Hunter F.6	XG270	4 Sqn	Baltrum, West Germany	Engine cut; forcelanded on beach
31.5.57	Sycamore HR.14	XG546	284 Sqn	Platres, Cyprus	Ground resonance developed and rotors hit ground; one killed by flying debris (+1)
31.5.57	Venom FB.4	WR466	5 Sqn	Wunstorf, West Germany	Stalled on take-off and flew into ground (1)
1.6.57	Vampire T.11	XD533	5 FTS	Oakington	Lost hood; airframe distorted and SOC on return
3.6.57	Meteor T.7	VW444	Seletar	Seletar, Singapore	Tyre burst on take-off; swung off runway
4.6.57	Venom FB.1	WR338	60 Sqn	Tengah, Singapore	Nosewheel collapsed on landing
7.6.57	Hunter F.5	WN969	41 Sqn	2m ENE of Biggin Hill	Lost power; abandoned after being informed that aircraft was on fire
7.6.57	Hunter F.1	WT700	229 OCU	In River Taw, Devon	Engine cut on approach to Chivenor; forcelanded safely on sandbank but tide came in
7.6.57	Hunter F.6	XF525	111 Sqn	North Weald	Collided with Hunter XE621 during formation aerobatics and hit ground (1)
10.6.57	Auster AOP.6	VF562	1912 Flt	2½m ESE of Krefeld, West Germany	Engine failed; hit tree on approach to forced landing and overturned
12.6.57	Valetta C.1	VW165	84 Sqn	Beiham, Aden	Stalled on approach and hit ground
14.6.57	Meteor F.8	WK981	FCCS	Martlesham Heath	Stalled on approach and hit radar dish
17.6.57	Provost T.1	XF598	6 FTS	Ternhill	Engine cut in circuit; overshot downwind landing and crashed
18.6.57	Provost T.1	WV511	RAFC	Aslackby, Lincs	Abandoned in spin
20.6.57	Hunter F.1	WT563	233 OCU	2m N of Pembrey	Rolled into ground after after controls failed on take-off; pilot killed in low-level ejection (1)
25.6.57	Auster T.7	WE597	LAS	1½m WNW of Blandford Forum, Dorset	Hit HT cables and dived into ground
27.6.57	Meteor T.7	WG961	SF Odiham	On Hog's Back 2m SE of Aldershot, Hants	Stalled on single-engined approach to Odiham and hit ground (1)
28.6.57	Hunter F.4	XF997	43 Sqn	1m S of Leuchars	Hit birds and engine lost power; forcelanded on mudflats
1.7.57	Chipmunk T.10	WP966	LAS	½m W of Middle Wallop	Hit ground when engine stalled on attempted overshoot to practice forced landing
2.7.57	Auster AOP.6	VF522	652 Sqn	1m SE of Greffen West Germany	Abandoned take-off; swung and hit fence and vehicle
8.7.57	Canberra B.2	WK114	32 Sqn	Limassol Bay, Cyprus	Crashed in sea after take-off in fog from Akrotiri (4)
8.7.57	Venom FB.1	WK471	60 Sqn	Tengah, Singapore	Stalled on take-off and wing hit ground; swung into married quarters (1+3)
9.7.57	Auster AOP.9	WZ718	1900 Flt	Tolo Channel, Hong Kong	Hit junk on approach to forced landing and aileron jammed; ditched
9.7.57	Chipmunk T.10	WK561	CNCS	4m N of Shrewsbury, Salop	Engine cut; hit hedge during forced landing
10.7.57	Sycamore HR.14	XG548	JEHU	Middle Wallop	Rolled over after landing
12.7.57	Anson C.21	VS566	MCS	Hendon	Skidded off end of runway into obstructions
15.7.57	Chipmunk T.10	WB752	SF Stradishall	Waterbeach	Hit post taxiing; airframe distorted
15.7.57	Hunter F.4	WV274	118 Sqn	Jever, West Germany	Lost power on overshoot; forcelanded on runway and undercarriage retracted to stop
16.7.57	Sycamore HR.14	XG545	275 Sqn	½m E of Happisburgh, Norfolk	Lost height during winching practice and ditched
18.7.57	Venom FB.4	WR507	249 Sqn	El Adem, Libya	Undercarriage jammed; bellylanded
19.7.57	Chipmunk T.10	WD296	LAS	Middle Wallop	Taxied into bowser
22.7.57	Venom FB.1	WE371	28 Sqn	Kai Tak, Hong Kong	Stalled on take-off; swung off runway and hit vehicles
23.7.57	Swift FR.5	WK311	79 Sqn	Niehoff, West Germany	Abandoned after engine cut
24.7.57	Canberra B.2	WE114	231 OCU	2½m WSW of Bassingbourn	Dived into ground while overshooting at night (2)
26.7.57	Hunter F.6	XE595	65 Sqn	Jever, West Germany	Abandoned take-off and undercarriage raised to stop; hit lights
26.7.57	Meteor F.8	WK916	173 Sqn	Kirkbride	Undershot landing and undercarriage torn off
26.7.57	Sycamore HR.14	XJ383	284 Sqn	3m NW of Ayios Nicolaios, Cyprus	Rolled on take-off and rotor blades hit tree

<i>Date</i>	<i>Type</i>	<i>Serial</i>	<i>Unit</i>	<i>Location</i>	<i>Cause</i>
26.7.57	Vampire T.11	WZ574	CFS	2m ESE of Faringdon, Berks	Abandoned in spin
30.7.57	Hunter F.6	XF510	SF North Weald	North Weald	Engine cut in circuit; hit ground on approach (1)
31.7.57	Anson C.21	VS574	BCCF	2m E of Old Sarum	Landed in field in error for airfield and hit hedge
1.8.57	Swift FR.5	XD948	79 Sqn	Gutersloh, W.Germany	Nosewheel jammed up; DBR on landing
2.8.57	Hunter F.6	XE586	263 Sqn	Tuddenham Avenue, Ipswich, Suffolk	Abandoned in spin
7.8.57	Sycamore HR.14	XJ381	194 Sqn	10m E of Tanah Ratah, Perak, Malaya	Sank into ground on landing; blades flapped and hit ground
8.8.57	Meteor T.7	VW488	13 Gp CF	1m WNW of Belsay, Northumberland	Dived into ground after take-off from Ouston (2)
8.8.57	Vampire T.11	XE866	4 FTS	Near Hathersage, Derby	Flew into ground descending in cloud (2)
12.8.57	Anson T.21	WJ547	CNCS	South Cerney	Tailwheel collapsed while taxiing; DBR
13.8.57	Vampire FB.5	VZ119	8 FTS	Besthorpe, Notts	Abandoned in cloud; pilot hit part of aircraft (1)
14.8.57	Canberra B.2	WH865	231 OCU	1m ENE of Basingbourn	Flew into ground on night approach (1)
14.8.57	Anson C.19	TX222	19 Gp CF	Botley Hill, Kent	Flew into trees in low cloud (2)
20.8.57	Meteor F.8	WK953	208 Sqn	Takali, Malta	Hood opened on take-off; ran off runway
21.8.57	Anson C.19	TX215	2 TAF CS	Bockum, nr Krefeld, West Germany	Ran out of fuel and forced landed in field
22.8.57	Swift FR.5	XD910	79 Sqn	4m W of Aachen, West Germany	Hood came loose and presumable hit pilot; dived into hill (1)
22.8.57	Valetta C.1	VX491	110 Sqn	Perak, Malaya	Flew into hill, probably after engine failure (3)
22.8.57	Venom FB.4	WR550	8 Sqn	6m ENE of Khormaksar, Aden	Engine cut; bellylanded
27.8.57	Dakota C.4	KN649	242 OCU	5m S of Dishforth	Caught fire in air and engine fell out; dived into ground and blew up (3)
27.8.57	Venom FB.4	WR544	60 Sqn	Tengah, Singapore	Undershot landing after control lost in slipstream
28.8.57	Venom FB.1	WK477	45 Sqn	Butterworth, Malaya	Brakes failed on landing; undercarriage raised to stop
30.8.57	Auster AOP.6	VX125	1912 Flt	Gross Recken, W.Germany	Lost height in turn and hit ground
2.9.57	Hunter F.5	WP142	34 Sqn	Biggin Hill	Abandoned take-off because leader did; overshot into hedge and wing tank caught fire
2.9.57	Hunter F.4	WP192	34 Sqn	Biggin Hill	Abandoned take-off and overshot
5.9.57	Hunter F.4	WT754	167 Sqn	Benson	Caught fire starting up
5.9.57	Shackleton MR.1	WB861	240 Sqn	Ballykelly	Bellylanded in error
6.9.57	Vampire T.11	XE880	4 FTS	Worksop	Undercarriage collapsed on landing
9.9.57	Venom FB.4	WR381	249 Sqn	Sharjah, Persian Gulf	Hit ground during practice attack and blew up (1)
10.9.57	Hunter F.5	WP144	34 Sqn	East Stratton, Hants	Collided with RN Whirlwind XK908 and abandoned in spin. Two killed in Whirlwind (+2)
11.9.57	Venom FB.1	WE452	FWS	Leconfield	Rocket rail dislodged during RP firing and penetrated fuselage
13.9.57	Pioneer CC.1	XL520	78 Sqn	Beihan, Aden	Take-off abandoned due to sand drag; hit ridge and tipped up
13.9.57	Provost T.1	WW396	3 FTS	Feltwell	DBR in heavy landing in bad visibility
13.9.57	Valiant B(PR)K.1	WZ398	543 Sqn	Wyton	Destroyed in hangar fire
13.9.57	Vampire T.11	XD553	CNCS	Shawbury	Undercarriage jammed; bellylanded
14.9.57	Shackleton MR.2	WL792	224 Sqn	Gibraltar	Propeller overspeeded; two engines feathered and hydraulics lost; bellylanded
16.9.57	Anson T.21	VV971	SF Hems- well	Hemswell	Swung on landing and undercarriage collapsed
16.9.57	Sycamore HR.14	XG513	APS Sylt	Sylt, West Germany	Lost power on tail rotor and spun; lost height and rolled over
16.9.57	Venom FB.4	WR488	8 Sqn	Khormaksar, Aden	Hit WR552 after landing
19.9.57	Pioneer CC.1	XL553	78 Sqn	Wadi Ain, Aden	Hit by gust on landing and hit runway; DBR
20.9.57	Vampire T.11	WZ496	7 FTS	2m N of Wem, Salop	Abandoned after fire warning
20.9.57	Varsity T.1	WL640	2 ANS	Falstone, N'umberland	Broke up in air (5)
20.9.57	Whirlwind HC.4	XJ413	155 Sqn	5m NNE of Slim River, Padang, Malaya	Lost tail rotor and dived into trees (3)
24.9.57	Venom FB.4	WR426	11 Sqn	Arnoje, Denmark	Rolled during practice attack and hit ground (1)
27.9.57	Anson C.19	VM317	SF Idris	2m NNW of Tripoli, Libya	Engine failed; lost height and ditched
27.9.57	Meteor FR.9	WL261	208 Sqn	Idris, Libya	Undercarriage jammed up; landed on two wheels
1.10.57	Meteor F.8	WH250	APS Sylt	Sylt, West Germany	Tyre blew on take-off; airframe damaged by tread
3.10.57	Canberra B.6	WJ769	139 Sqn	Idris, Libya	Engine caught fire on take-off; bellylanded
11.10.57	Meteor F.8	WA794	5 CAACU	Trefor, Merioneth	Flew into hill in bad visibility (1)
11.10.57	Meteor F.8	WH346	APS Sylt	Sylt, West Germany	Undercarriage leg jammed; landed on two wheels
11.10.57	Venom FB.4	WR377	266 Sqn	Wunstorf, West Germany	Nosewheel collapsed on landing; caught fire
11.10.57	Venom FB.4	WR427	5 Sqn	Wunstorf, West Germany	Nosewheel collapsed on landing
14.10.57	Venom FB.4	WE468	28 Sqn	Kai Tak, Hong Kong	Sank back on to runway after take-off and belly- landed
15.10.57	Venom FB.4	WR498	60 Sqn	Tengah, Singapore	Undercarriage jammed; bellylanded
17.10.57	Balliol T.2	WN141	HCEU	3m W of Basingstoke, Hants	Engine failed; flew into tree while forced landing in rain (2)
17.10.57	Mosquito TT.35	TA686	APS Sylt	Schleswigland, West Germany	Lost power on overshoot and crashed in wood; caught fire (1)
18.10.57	Anson C.19	TX164	2 TAF CS	3m E of Wildenrath, West Germany	Engine cut; lost height and bellylanded in field
18.10.57	Meteor T.7	WL368	CFE CF	2m N of Kirkcaldy, Fife	Flew into ground in bad visibility (2)
21.10.57	Hastings C.1	TG615	511 Sqn	1½m SSW of Colerne	Undershot asymmetrical landing and bounced; yawed on attempted overshoot and flew into hill; DBF
29.10.57	Mosquito TT.35	TK604	Thum Flt	Woodvale	Undercarriage jammed; bellylanded

Date	Type	Serial	Unit	Location	Cause
2.11.57	Valetta T.3	WJ470	2 ANS	Guernsey, Channel Is	Swung on landing; hit embankment and building and undercarriage collapsed
5.11.57	Hunter F.6	XF524	54 Sqn	14m SE of Nicosia, Cyprus	Dived into ground, possibly due to turbulence in cu-num cloud (1)
7.11.57	Hunter F.4	XF948	229 OCU	10m N of Lundy Island	Engine caught fire; abandoned over sea (1)
7.11.57	Hunter F.6	XG162	DFLS	1m S of West Raynham	Engine cut; abandoned on approach (1)
9.11.57	Hunter F.6	XE588	A&AEE	3m N of Ringwood, Hants	Abandoned in spin
13.11.57	Chipmunk T.10	WG490	SF C'hall	Waterbeach	Hit starter trolley while taxiing
20.11.57	Meteor NF.14	WS830	64 Sqn	Wicken Fen, Cambs	Control lost at night; abandoned
21.11.57	Meteor T.7	WH204	83 Gp CF	4m SSE of Wahn, West Germany	Stalled on single-engined approach and crashed (1)
25.11.57	Meteor NF.12	WS638	72 Sqn	4m SSE of Newmarket, Suffolk	Hit by F-84F and lost tail; abandoned
25.11.57	Provost T.1	XF899	RAF C	3¼m SE of Barkston Heath	Engine cut; crashed in forced landing
27.11.57	Canberra T.4	WJ858	13 Sqn	Akrotiri, Cyprus	Destroyed in hangar fire
27.11.57	Canberra B.2	WP514	9 Sqn	Akrotiri, Cyprus	Destroyed in hangar fire
27.11.57	Canberra PR.7	WT508	13 Sqn	Akrotiri, Cyprus	Destroyed in hangar fire
27.11.57	Canberra B.2	WF886	6 Sqn	Akrotiri, Cyprus	Destroyed in hangar fire
29.11.57	Hunter F.6	XG289	93 Sqn	1½m ENE of Sylt, West Germany	Lost hydraulics; abandoned take-off and overshot into trees
30.11.57	Marathon T.1	XA273	1 ANS	Thorney Island	Undercarriage collapsed on landing; DBR
2.12.57	Provost T.1	WV552	RAF C	Barkston Heath	Engine cut; overturned landing in next field (1)
6.12.57	Javelin FAW.5	XA642	AWDS	10m E of Skegness, Lincs	Both engines cut; crashed in sea (2)
9.12.57	Canberra B.2	WK129	RRFU	Carnedd Llewelyn, Caernarvon	Flew into high ground (2)
9.12.57	Provost T.1	WW423	RAF C	Barkston Heath	Engine lost power; undershot landing
9.12.57	Vampire T.11	WZ456	RAF C	2m S of Newark, Notts	Abandoned after control lost during aerobatics
10.12.57	Marathon T.1	XA250	1 ANS	Topcliffe	Undercarriage collapsed on landing
12.12.57	Canberra B.6	WJ758	12 Sqn	Takali, Malta	Undercarriage jammed; bellylanded
12.12.57	Vampire FB.9	WP993	7 FTS	Capelboch, Anglesey	Control lost during formation loop; abandoned (1)
13.12.57	Canberra B.2	WH882	45 Sqn	Kota Tinggi, Singapore	Collided with WJ983 in cloud and crashed (3)
13.12.57	Canberra B.2	WJ983	45 Sqn	Pontian, Singapore	Collided with WH882 in cloud and abandoned (1)
13.12.57	Hunter F.6	XG202	66 Sqn	1¼m NNE of Morpeth, Northumberland	Engine cut; abandoned
19.12.57	Balliol T.2	WN139	HCCS	White Waltham	Undercarriage collapsed on landing
20.12.57	Lincoln B.2	RF557	1321 Flt	Hemswell	Hit by gust on landing and ballooned; swung off runway
30.12.57	Canberra B(I).6	XJ249	213 Sqn	1m NE of Silberborn, West Germany	Flew into trees in snowstorm (3)
30.12.57	Provost T.1	WV624	23 Gp CF	Cranfield	Control lost after take-off; dived into ground (1)

Accidents to Royal Air Force aircraft during 1957 resulted in the loss of 233 aircraft from all causes with 141 crew members being killed. In addition, nine persons lost their lives outside the aircraft. The worst accident caused 27 casualties when a Valetta crashed while fifteen more were lost in the Beverley accident. Forty pilots were killed in single-seat fighters, always the most hazardous sector of military flying, in 95 accidents.

A breakdown under types reveals the following numbers of accident with the number of personnel killed in brackets behind that total.

Anson C.19	6	(2)	Meteor NF.12	1
Anson T.21	4		Meteor NF.13	1
Auster AOP.6	5	(2)	Meteor NF.14	2
Auster T.7	2		Mosquito TT.35	4
Auster AOP.9	3		Neptune MR.1	1
Balliol T.2	3	(2)	Pembroke C.1	2
Beaufighter TT.10	1		Pioneer CC.1	4
Beverley C.1	1	(15)	Provost T.1	9
Canberra B.2	10	(16)	Shackleton MR.1	1
Canberra T.4	1		Shackleton MR.2	1
Canberra B/B(I).6	5	(3)	Spitfire 16	1
Canberra PR.7	2	(2)	Swift FR.5	3
Chipmunk T.10	6	(1)	Sycamore HR.14	9
Dakota C.4	1	(3)	Tiger Moth	1
Harvard T.2B	2		Valetta C.1/2	4
Hastings C.1	1		Valetta T.3	1
Hunter F.1	4	(1)	Valiant B(PR)K.1	1
Hunter F.4	10	(3)	Vampire FB.5	11
Hunter F.5	5	(1)	Vampire FB.9	3
Hunter F.6	13	(6)	Vampire NF.10	1
Javelin FAW.4/5	2	(2)	Vampire T.11	18
Lincoln B.2	1		Varsity T.1	1
Marathon T.1	3		Venom FB.1	15
Meteor T.7	8	(9)	Venom NF.3	4
Meteor F.8	12	(5)	Venom FB.4	14
Meteor FR.9	5	(1)	Whirlwind HC.2/4	3
Meteor NF.11	1			

These figures show a decrease from the 255 aircraft lost in 1956 but an increase in deaths as a result of accidents from 112 to 141, mainly due to the two major transport crashes involving a Valetta and a Beverley. This was almost double the 1955 casualty list when 291 aircraft were written-off.

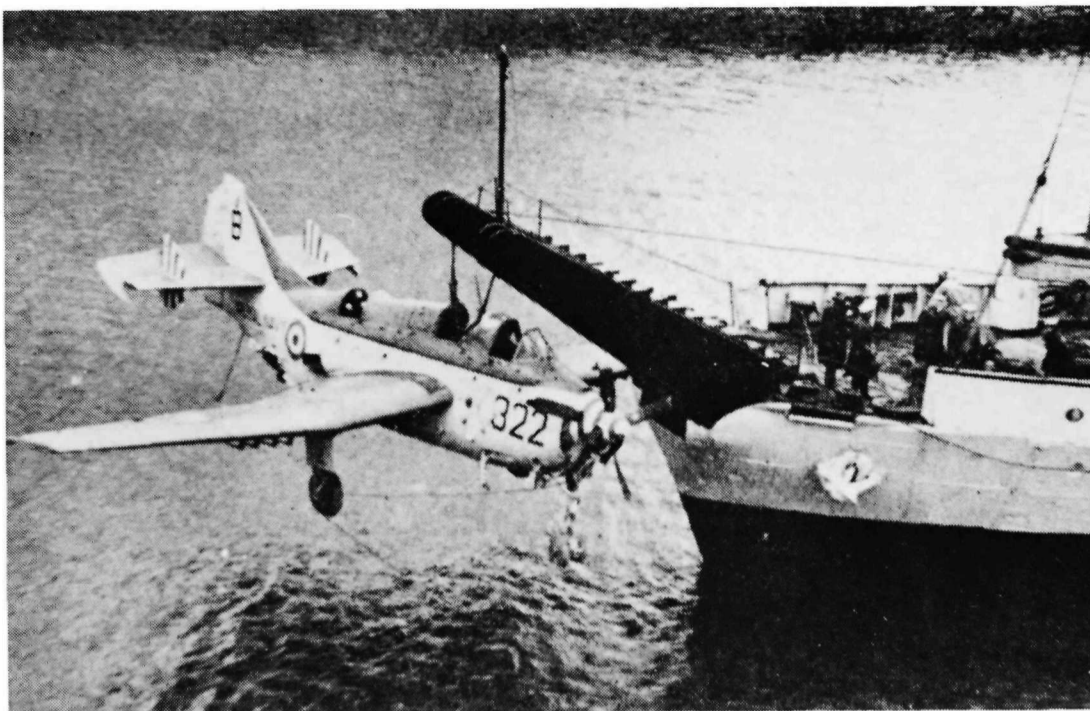
The Meteor F.8 was being phased out of service while the Royal Auxiliary Air Force had been grounded in February 1957. The latter event was marred by a final act of folly where an Auxiliary pilot killed himself during a stunt, fortunately without claiming any other victims. Hence, for most of the year, the Meteor F.8s and Vampire FB.5s and FB.9s were not flying every weekend.

The short-legged Hunter F.1s had been mainly replaced by later marks while the newly-introduced Javelin had been the subject of few incidents despite its traumatic test programme, or perhaps because of it.

Some of the activities engaged in were potential accidents waiting to happen. The dusty and rocky airstrips of the Aden Protectorate were not the favourite destinations of many communications pilots while the jungles of Malaya made life difficult for both Austers and helicopters. The Sycamores had a difficult task of picking up casualties and setting down patrols and supplies into small clearings while not being the most stable of aircraft at any time.

Training accidents tended to take place on advanced flying schools where newly-trained pilots were introduced to fast jets. Despite the availability of two-seat variants of the Vampire and Meteor, there was still a high accident rate. The Provost continued to have a good record in its basic training role. The last of the Dakotas were about to leave the transport OCU while the remaining wartime Beaufighters and Mosquitoes were with civilian-manned AACUs.

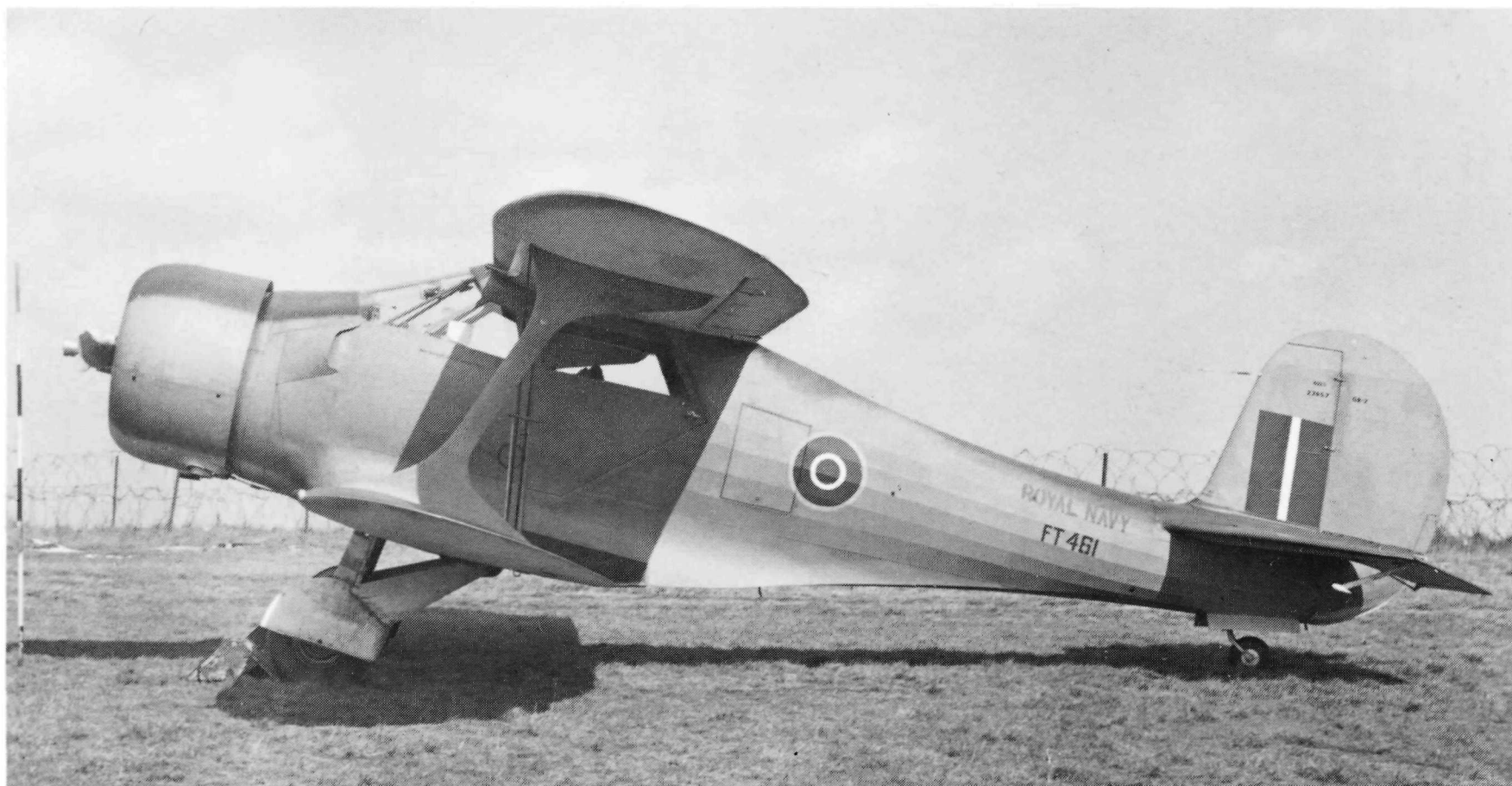
FAA WRITE-OFFS 1957



Gannet XA390 of No.820 Squadron is recovered from Bantry Bay, 5 July 1957 (via Ray Sturtivant)

Date	Type	Serial	Unit	Location	Cause
10.1.57	Whirlwind HAR.21	WV199	845 Sqn	In Mediterranean	Ditched after loss of power on entering hover
17.2.57	Gannet AS.1	WN357	847 Sqn	Off Cyprus	Ditched after engine failure while on patrol
7.3.57	Sea Hawk FB.3	WF298	767 Sqn	Harrow Hill, 5m NW of Worthing, Sussex	Lost control during GCA approach to Ford
14.3.57	Sea Hawk F.2	WF270	738 Sqn	Lossiemouth	Hit ground 50 yds short of runway on approach in forced landing practice
28.3.57	Wyvern S.4	WL887	831 Sqn	Bracklesham Bay, Sussex	Took off from Ford in company with WP343 and disappeared at sea. Presumed collided and ditched
28.3.57	Wyvern S.4	WP343	831 Sqn	Bracklesham Bay, Sussex	Took off from Ford in company with WL887 and disappeared at sea. Presumed collided and ditched
13.4.57	Slyraider AEW.1	WT958	849B Flt	Culdrose	Overran runway on maincheck test flight and crashed through perimeter fence
2.5.57	Avenger AS.5	XB320	Ships Flt	Near HMS Warrior, in Far East	Ditched after lost power on free take-off
7.5.57	Gannet AS.4	XA427	824 Sqn	Near HMS Albion	Ditched ahead of ship on free hover
30.5.57	Sea Hawk FGA.6	WV869	803 Sqn	Lossiemouth	Caught fire and exploded on take-off
24.6.57	Sea Hawk FB.3	WM979	Stn Flt	½m E of Lossiemouth	Hit ground during dive-bombing practice
5.7.57	Gannet AS.1	XA390	820 Sqn	Bantry Bay, N.Ireland	Broke out from catapult during launch from HMS Bulwark and ditched over bows of ship
15.7.57	Whirlwind HAS.22	WV221	845 Sqn	Near Lee-on-Solent	Ditched after engine failure
27.7.57	Avenger AS.5	XB439	Ships Flt	Near HMS Warrior	Ditched in deep water whilst ship in passage from Christmas Is. to UK
3.8.57	Sea Venom FAW.21	XG619	891 Sqn	HMS Bulwark	Ditched over bows after engine failure while catapulting
3.8.57	Dragonfly HR.5	WH989	Ships Flt	Near HMS Eagle	Ditched after engine failure during plane guard duties
19.8.57	Scimitar F.1	WW134	A&AEE	Boscombe Down	Port engine burst into flames on take-off
26.8.57	Sea Hawk FGA.6	XE381	Lee-on-Solent	Ford	Landing accident during SBAC Display rehearsal
30.8.57	Meteor T.7	WL334	Airwork	St.Davids	Wheels up landing
		XK908	700 Sqn	East Statton, Hants	Collided with Hunter WP144 and crashed
17.9.57	Wyvern S.4	VZ795	831 Sqn	Over Littlehampton	Collided at night with VZ798 and abandoned
17.9.57	Wyvern S.4	VZ798	831 Sqn	Over Littlehampton	Collided at night with VZ795 and abandoned
19.9.57	Avenger AS.5	XB395	745 Sqn	HMS Albion	Tailwheel torn out in heavy night landing
24.9.57	Wyvern S.4	VZ756	813 Sqn	Near Ford	Crashed in sea after pilot ejected
25.9.57	Sea Hawk FGA.6	WV854	803 Sqn	Near HMS Eagle	Ditched after caught fire in flight
25.9.57	Gannet AS.1	XA391	820 Sqn	Near HMS Albion	Crashed in sea after engine failure
11.10.57	Sea Venom FAW.21	XG626	RNAY	Sydenham	Engine failed on take-off
19.11.57	Wyvern S.4	WN325	831 Sqn	HMS Ark Royal	Crashed into catwalk while landing
26.11.57	Sea Hawk FB.3	WM912	700 Sqn	Ford	Heavy landing downwind after flame-out and hit fence
4.12.57	Sea Hawk FGA.6	WV852	MTPS	1m E of Abbotsinch	Stalled and spun in on approach
6.12.57	Sea Venom	XG727	891 Sqn	2m WSW of Merryfield	Abandoned after engine failure during night ADDLs
9.12.57	Sea Hawk FGA.6	WV803	801 Sqn	3m SW of Haverfordwest, Pembroke	Collided with WV906 at night over Brawdy
9.12.57	Sea Hawk FGA.6	WV906	801 Sqn	3m SW of Haverfordwest, Pembroke	Collided with WV803 at night over Brawdy
13.12.57	Sea Venom FAW.20	WM555	SF Merryfield	Merryfield	Starboard undercarriage leg collapsed landing

BEECH TRAVELLER I



FT461 was the first of a batch of Beech UC-43 Traveller Is delivered under Lease-Lend and as such was delivered to the Aeroplane and Armament Experimental Establishment at Boscombe Down for handling trials.

Since impressed Beech 17s had been in use with the Royal Air Force for some time, this would not seem to have been a particularly worthwhile exercise but was presumably carried out to verify that the military production Beech 17 had fundamentally the same handling characteristics of the civil version which had existed in several forms.

Intended for the Royal Navy, the US designation

would have been GB-2 as naval types were allotted USN serials for book-keeping purposes. Not surprisingly, the report found no particular problems as it had been designed to cater for civilian pilots who expected reasonably fool-proof aeroplanes when the purchase price came out of their own pockets!

The type was widely used for RN communications and some went to similar purposes with the RAF in the Middle East. Although possessing some odd handling characteristics the Traveller was popular with its pilots and passengers; most impressed civil types had their quirks and the Beech 17 was an elegant and comfortable way of getting around in wartime.





The original Beechcraft 17 made its maiden flight on 4 November 1932, a date which would probably have surprised most, if not all, of the wartime pilots who flew the Traveller. It did 201 mph, cruised at 170 - even with a fixed undercarriage! Boeing had just flown its new single-seat fighter, to become the P-26, at no less than 222 mph but it did not have four comfortable seats.....

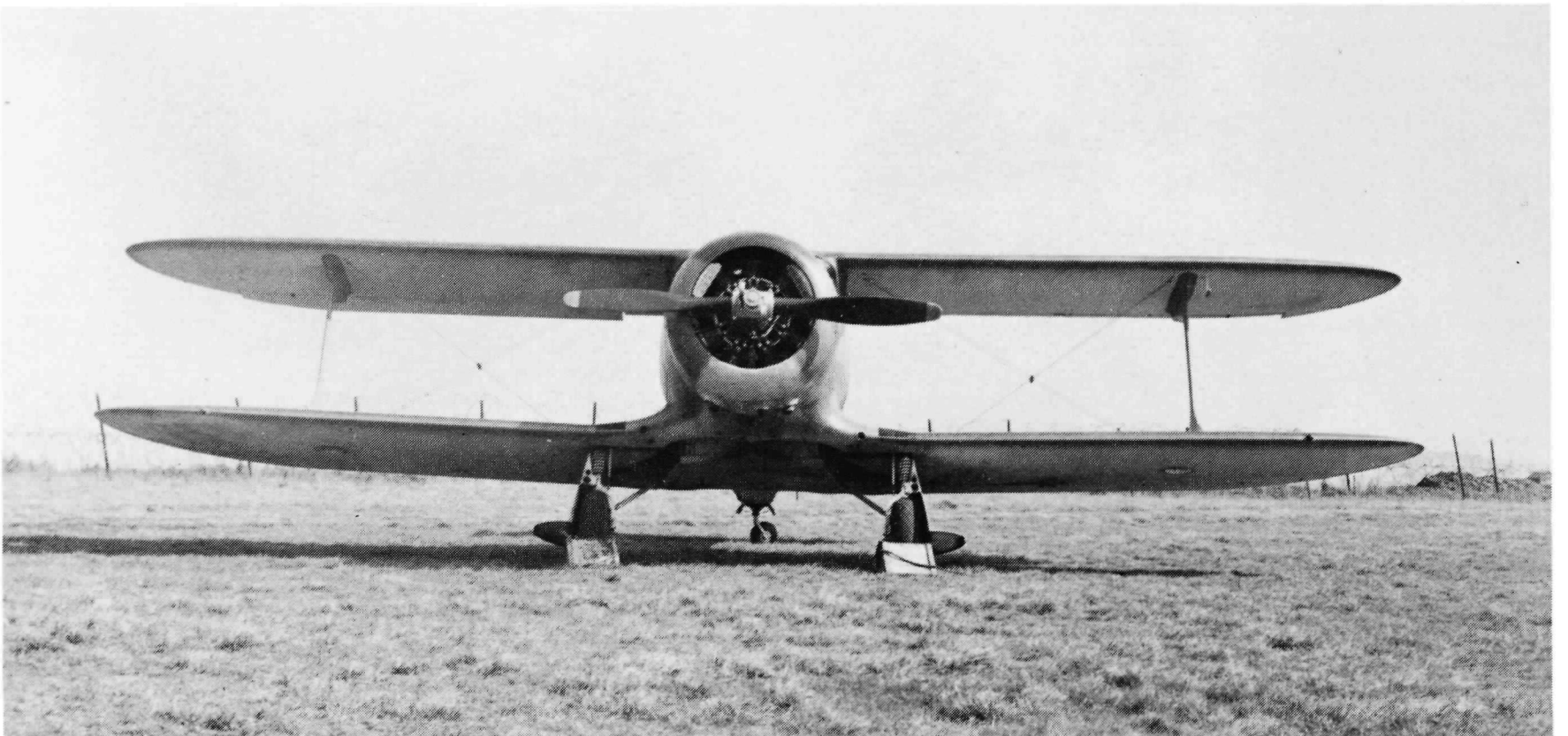
The Model B-17 followed on with a retractable undercarriage. Not every pilot remembered this and the repair shops had a brisk trade. The series continued until the outbreak of war with Japan, by which time the F-17 had been reached. A variety of engines could be fitted but the P&W Wasp Junior equipped the bulk of the military versions. A total of 424 was delivered before the switch to military contracts.

The USAAF acquired 207 under the designation UC-43 while 63 more went to the US Navy under their designation GB-1/GB-2. Many civil Beech 17s were impressed, 115 being given designat-

ions suffixes to the normal UC-43 to indicate the version of Beech 17 involved. A further 13 went to the US Navy.

Two civil Beech 17s were impressed for the RAF and given serials DR628 and DS180. Two more were purchased for the use of the British Purchasing Commission in Washington (EB279 and EB280). Lend-Lease accounted for 95 more, of which two (FZ442 and FZ443) were passed on from the USAAF. In addition, 12 of the first batch were lost at sea en route to the UK. The serials were: FL653 to FL658, FL659 to FL670 (all lost), FT461 to FT535 and FZ428 to FZ439.

The Fleet Air Arm used their Travellers mainly in communications units: 701 Sqn at Heathrow, 712 at Hatston, 725 at Eglinton, 730 at Ayr, 740 at Machrihanish, 781 at Lee-on-Solent and 782 at Donibristle. Others were spread around various units, and stations, as hacks. Various RAF communications flights flew a small number of Travellers in the Middle East and a few were assigned as personal transports.



XV180	30	Rolled after take-off and dived into ground, Fairford, 24.3.69
XV181	LTW	
XV182	LTW	Cv C.1P
XV183	LTW	Cv C.3
XV184	LTW	Cc C.3P
XV185	LTW	Cv C.1P
XV186	LTW	Cv C.1P
XV187	LTW	Cv C.1P
XV188	LTW	Cv C.3
XV189	LTW	Cv C.3P
XV190	LTW	Cv C.3
XV191	LTW	Cv C.1P
XV192	LTW/1312 Flt	Cv C.1K
XV193	LTW	Cv C.3P
XV194	24	Swung on landing; overshot runway into ditch, Tromso, 12.9.72
XV195	LTW	Cv C.1P
XV196	LTW	Cv C.1P
XV197	LTW	Cv C.3
XV198	48	Engine cut on take-off; dived into ground, Colerne, 10.9.73
XV199	LTW	Cv C.3
XV200	LTW	Cv C.1P
XV201	LTW/1312 Flt	Cv C.1K
XV202	LTW	Cv C.3
XV203	LTW/1312 Flt	Cv C.1K
XV204	AAEE/LTW/1312 Flt	Cv C.1K
XV205	LTW/1312 Flt	Cv C.1P
XV206	LTW/1312 Flt	Cv C.1P
XV207	LTW	Cv C.3



Hercules XV208 of the Met Research Flight

XV208	Met Res Flt	Cv W.2
XV209	LTW	Cv C.3
XV210	LTW	Cv C.1P
XV211	LTW	Cv C.1P
XV212	LTW	Cv C.3P
XV213	LTW/1312 Flt	Cv C.1K
XV214	LTW	Cv C.3P
XV215	LTW	
XV216	24	Crashed in sea 17½m WSW of Pisa, 9.11.71
XV217	LTW	Cv C.3P
XV218	LTW	Cv C.1P
XV219	LTW	Cv C.3
XV220	LTW	Cv C.3P
XV221	LTW	Cv C.3
XV222	LTW	Cv C.3
XV223	LTW/AAEE	Cv C.3

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38 Hawker-Siddeley Nimrod MR.1s delivered between July 1968 and August 1972 by HSA, Woodford
Aircraft pooled at Kinloss (K) and St.Mawgan (SM)

XV226 SM/K/SM/K/SM

XV227	K/Cv MR.2/K
XV228	203/SM/Cv MR.2/K/SM/K
XV229	K/Cv MR.2/AAEE/K/SM
XV230	SM/K/Cv MR.2/K
XV231	203/SM/K/SM/K/SM/Cv MR.2/K/SM/K/SM
XV232	203/K/Cv MR.2/K
XV233	K/SM/Cv MR.2/SM
XV234	SM/Cv MR.2/K/SM
XV235	SM/K/Cv MR.2/K/SM/K
XV236	K/203/Cv MR.2/K/SM
XV237	SM/203/K/Cv MR.2/K
XV238	K/Cv MR.2/K
XV239	SM/K/Cv MR.2/AAEE/K
XV240	203/K/SM/K/Cv MR.2/K
XV241	203/K/SM/K/Cv MR.2/K/AAEE/K/SM
XV242	K/203/SM/K/Cv MR.2/SM/K/SM
XV243	K/Cv MR.2/K/SM



Nimrod MR.1 XV244 from Kinloss (E.Douglas)

XV244	K/203/K/SM/K/SM/Cv MR.2/BAe/K
XV245	K/203/K/SM/Cv MR.2/SM/K/SW
XV246	203/SM/K/SM/Cv MR.2/SM/K
XV247	K/203/SM/K/Cv MR.2/K
XV248	K/203/K/Cv MR.2/K
XV249	K/SM/Cv MR.2/BAe/K
XV250	203/K/SM/Cv MR.2/K/SM/K/SM/K
XV251	K/SM/K/Cv MR.2P/BAe
XV252	SM/K/51/K/Cv MR.2/K
XV253	SM/K/Cv MR.2/K/SM
XV254	SM/K/Cv MR.2/K
XV255	K/SM/K/Cv MR.2/K
XV256	K/Cv MR.2/K
XV257	K/203/K/Cv MR.2/K/SM
XV258	K/SM/Cv MR.2/SM/K/SM
XV259	SM/K/Cv AEW.3/BAe
XV260	203/K/Cv MR.2P/K
XV261	203/SM/K/Cv AEW.3/BAe

Hit birds on take-off and lost power; crashed 1m W of Kinloss, 17.11.80

XV262 K/203/K/SM/
Cv AEW.3/BAe
XV263 203/SM/Cv AEW.3/
JTU
* * * * *
XV268 to XV273 Beaver AL.1s for Army Air Corps
XV276 to XV281 Pre-production Harrier GR.1s for
development trials. XV279 became
8566M
XV285 Cushioncraft CC.2 hovercraft
for trials
* * * * *

**18 Lockheed Hercules C.1s delivered between January and
May 1968**

XV290 LTW Cv C.3
XV291 LTW Cv C.1P
XV292 LTW/1312 Flt Cv C.1P
XV293 LTW Cv C.1P
XV294 LTW Cv C.3
XV295 LTW
XV296 LTW/1312 Flt Cv C.1K
XV297 LTW
XV298 LTW Cv C.1P
XV299 LTW Cv C.3
XV300 LTW Cv C.1P
XV301 LTW Cv C.3
XV302 LTW Cv C.3
XV303 LTW Cv C.3
XV304 LTW Cv C.3P
XV305 LTW Cv C.3P
XV306 LTW Cv C.1P
XV307 LTW Cv C.3
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XV310 to XV324 Sioux HT.2s for Army Air Corps
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**Two BAC Lightning T.5s delivered in April 1967 by BAC,
Preston, to Contract KD/2T/188**

XV328 29/5/LTF/5/LTF
XV329 74 SOC 3.5.74
* * * * *

**30 Hawker-Siddeley Buccaneer S.2s for Royal Navy later
23 diverted to RAF between October 1969 and July 1972**



Buccaneer S.2B XV347 at Luqa

XV332 12/237 OCU/15/ To RN 2.4.74; returned
216/12/208/237 OCU
XV333 12/237 OCU/16/ To RN 2.4.74; returned
15/12/208

XV334 12/208/237 OCU/
12/237 OCU/15
XV335 - Not transferred
XV336 237 OCU/208/12
XV337 AAEE/208/AAEE To 8852M
XV338 12/237 OCU Cockpit section to 8774M
XV339 - Not transferred
XV340 16/12/208/15 To 8659M
XV341 12/237 OCU/208/
15/16/12 Crashed on landing,
Lossiemouth, 14.6.85
XV342 12/237 OCU/208/16
XV343 - Not transferred
XV344 RAE MoD(PE) aircraft
XV345 12/237 OCU/Cv Crashed after structural
S.2B/208/16/15 failure, Nellis ranges,
Nevada, 7.2.80
XV346 - Not transferred
XV347 12 Engine blew up and caught
fire on take-off, Lossie-
mouth, 9.12.71; DBF
Hit HT cables and abandoned,
Glomfjord, Norway, 31.10.77
XV348 Cv S.2B/12/15/
16/12/237 OCU
XV349 12/15/237 OCU/12
XV350 - MoD(PE) aircraft
XV351 12 SOC 11.11.74
XV352 208/237 OCU
XV353 12/237 OCU/12/
237 OCU/Cv S.2B/
12/208 To RN 28.5.73; returned
XV354 208/237 OCU/Cv
S.2B/237 OCU/12/
237 OCU To 8775M
XV355 208/237 OCU
XV356 12/237 OCU/208/
Cv S.2B/15
XV357 208/237 OCU To PEE Shoeburyness
XV358 - To 8658M ex RN
XV359 12/208/12/237
OCU/208
XV360 12/237 OCU Crashed in sea after control
lost off Covehithe, Norfolk,
29.7.75
XV361 Cv S.2B/15/12/208
* * * * *

**92 McDonnell Douglas Phantom FGR.2s between February
1969 and approx July 1970**

XV393 228 OCU
XV394 228 OCU/29/228
OCU/92
XV395 228 OCU/6 Abandoned after hydraulic
failure 1m N of Miningsby,
Lincs., 9.7.69
XV396 23/228 OCU/19/
228 OCU
XV397 228 OCU/17/31/
17/31/17 Abandoned after instrument
failure near Kempen, West
Germany, 1.6.73
XV398 228 OCU
XV399 2/41/29/228 OCU/
56
XV400 54/41/29/19/56
XV401 14/41/111/56/
228 OCU/29/23
XV402 41/92/23/228
OCU/23/29
XV403 228 OCU/54/41/
54/111 Crashed in sea off
Aberdeen, 4.8.78
XV404 54/111/31/228
OCU/23/56/29/
19

XV405	228 OCU/54/ 228 OCU	Abandoned after hydraulic failure off Skegness, Lincs., 24.11.75	XV434	54/14/23/92/19/ 56/29	Abandoned near West Burton, Yorks., 7.1.86
XV406	43/111/23/29/ 228 OCU		XV435	14/228 OCU/23/ 228 OCU/92/228 OCU/92	
XV407	41/29/19/29/56/ 228 OCU/56/29/ 228 OCU		XV436	228 OCU/41/228 OCU/54/228 OCU/ 111/31/228 OCU/ 29/228 OCU/29	Overshot landing after hydraulics failed, Coningsby, 5.3.80; fuselage to 8850M
XV408	228 OCU/23/29/92		XV437	54/111/56/228 OCU/29/19/23/92	
XV409	111/56/111/56/ 228 OCU/29		XV438	6/29/228 OCU/ 29	
XV410	111/56/228 OCU/ 23/56		XV439	14/2/19	
XV411	14/92/19/92/56		XV440	31/17/31	Flew into sea on approach to range off Vlieland, 25.6.73
XV412	41/228 OCU/92/ 19/92/29		XV441	228 OCU/2/14	Engine caught fire after take-off; abandoned and crashed, Lang Hent, Netherlands, 21.11.74
XV413	2/92/228 OCU/ 29/228 OCU/29	Crashed in sea 70m E of Grimsby, Lincs., 12.11.80	XV442	29/41/23/29/ 228 OCU/29/56/ 23/10	
XV414	111/41/111/92/23	Caught fire from fuel leak and abandoned 10m NE of Lowestoft, Suffolk, 9.12.80	XV460	31/56/19/92/ 228 OCU/29/228 OCU/92	
XV415	31/56/228 OCU/ 92/56/92/23		XV461	228 OCU/111/29/ 56	
XV416	54/111	Engine lost power on take-off; abandoned and crashed in River Witham near Coningsby, 3.3.75	XV462	17/31/228 OCU/ 41/92/19	
XV417	228 OCU/2/14/17/ 14/17/29	Lost wingtip and abandoned when control lost 8m off Mablethorpe, Lincs., 23.7.76	XV463	14/17/14/41/ 228 OCU/41	Dived into sea after control lost off Mawbray, Cumberland, 17.12.75
XV418	41/2/29/92	Crashed near Osnabruck, West Germany, 11.7.80	XV464	228 OCU/14/2/19/ 56/228 OCU/23/56	
			XV465	31/23/29/228 OCU/ 92/19	
			XV466	14/228 OCU/92/ 56/29/23/228 OCU	
			XV467	2/19/92	
			XV468	17/2/19/92/ 56/29/92	
			XV469	17/2/19/56	
			XV470	2/14/17/56/92/ 56/92/228 OCU/ 19/228 OCU	
			XV471	17/41/228 OCU/ 29/19/92/19	Lost power on approach to Wildenrath; abandoned and crashed, Rath-Anhoven, 3.7.86
			XV472	228 OCU/23/ 29/19	
			XV473	2/228 OCU/29/ 228 OCU/29	
			XV474	17/31/2/19/23/ 56/23/56	
			XV475	17/2/56/19/92	
			XV476	31/111/23/56/ 19/92	
			XV477	54/6	Flew into Thack Moor in cloud 9m E of Penrith, Cumberland, 21.11.72
			XV478	41/111/228 OCU/ 41/111/228 OCU/ 23/29/56/19	
			XV479	54	Engine lost power; abandoned and hit house near Karup, Denmark, 12.10.71
			XV480	41/111/56/92/ 19/92	
			XV481	29/19/23	
			XV482	29/56	
			XV483	17/2/17/41/23/92	Flew into ground near Hoxter, West Germany, 24.7.78
			XV484	23/19/228 OCU/ 29/23	Flew into hills 9m NNE of Goose Green, Falklands, 17.10.83
			XV485	29/228 OCU/23/ 228 OCU/29/ 19	
			XV486	14/2/111/56/23/ 228 OCU/29	
			XV487	31/29/92/56/29/ 23/29/19	



Phantom FGR.2 XV419 of No.54 Squadron

XV419	54/14/111/ 228 OCU/29/23	
XV420	29/56/19/23/29/ 23/92	
XV421	23/228 OCU/29/ 228 OCU/29/ 228 OCU/92	
XV422	23/92/19	
XV423	29/23/56/29/23	
XV424	29/111/228 OCU/ 29/228 OCU/92/ 29/228 OCU	
XV425	17/29/23/56	
XV426	31/111/228 OCU/ 23/56	
XV427	MinTech/31/17	Flew into hill on low-level exercise near Siegen, West Germany, 22.8.73
XV428	43/111/19/56/ 228 OCU	
XV429	54/29/228 OCU/ 56/BAe	
XV430	228 OCU/23/19	
XV431	31	Wings folded on take-off; abandoned, Bruggen, 11.10.74
XV432	54/23/111/23/56/ 23/29/23/56	
XV433	41/228 OCU/29/ 228 OCU/29/228 OCU/29/56	

XV488 19/92/228 OCU/
29/56/228 OCU/
92
XV489 17/56/92/29/
23/56/23
XV490 23/56/92/23/
56/92/228 OCU
XV491 31/111/19/29 Crashed in sea 35m N of
Cromer, Norfolk, 7.7.82
XV492 6/41/228 OCU/
23/56/29/92
XV493 228 OCU/41 Collided with Pawnee G-ASVK
and crashed 2m S of Downham
Market, Norfolk, 9.8.74
XV494 17/31/228 OCU/
111/56/23/56/
29/19
XV495 6/41/29/228 OCU/
56/29/23
XV496 41/17/23/92/
19/92
XV497 17/228 OCU/56/
23/92/19/29/
19/92
XV498 17/2/19/92
XV499 6/41/92/19/23/
29/228 OCU/92
XV500 54/43/111/56/
23/29/56
XV501 14/31/228 OCU/
29/92/228 OCU/
29/56
XV520 to
XV551 - Cancelled
* * * * *

25 of batch of 28 McDonnell Douglas Phantom FG.1s trans-
ferred from Royal Navy to RAF

XV565 - Not transferred
XV566 - Not transferred
XV567 43
XV568 43
XV569 111/43/111
XV570 111
XV571 43
XV572 43
XV573 43/111
XV574 43/111
XV575 43/111/43
XV576 43
XV577 43
XV578 43/111 Abandoned over sea 50m E of
Montrose, Angus, 28.2.79
XV579 43
XV580 43 Abandoned after control lost
5m W of Forfar, Tayside,
18.9.75
XV581 43
XV582 43
XV583 43/111
XV584 43/111
XV585 43
XV586 43
XV587 43
XV588 - Not transferred
XV589 111 Crashed on approach,
Alconbury, 3.6.80
XV590 43
XV591 111
XV592 111
XV604 to
XV610 - Cancelled
* * * * *

XV614 to XV617 Westland SR.N6 hovercraft
for trials

XV622 to XV639 Wasp HAS.1s for Royal Navy

XV642 to XV677 Westland Sea King HAS.1s
XV695 to XV714 for Royal Navy

* * * * *

13 Westland Wessex HC.2s delivered between December 1967
and July 1968 by Westlands, Yeovil, to Contract KK/M/169

XV719 72/84/72
XV720 18/Cv SAR/22
XV721 18/72/84/72
XV722 18/CFS/2 FTS
XV723 18/72
XV724 18/Cv ASR/SARTS/
22
XV725 18/72
XV726 72
XV727 Mkrs/AAEE Flew into trees in cloud and
crashed, Mistberget, Norway,
30.1.69
XV728 18/CFS/2 FTS/72
XV729 Mkrs/78/103/72/
Cv SAR/SARTS/
22/Mkrs/22
XV730 78/103/240 OCU/
WTF/22
XV731 78/18/240 OCU/
WTF/72
* * * * *

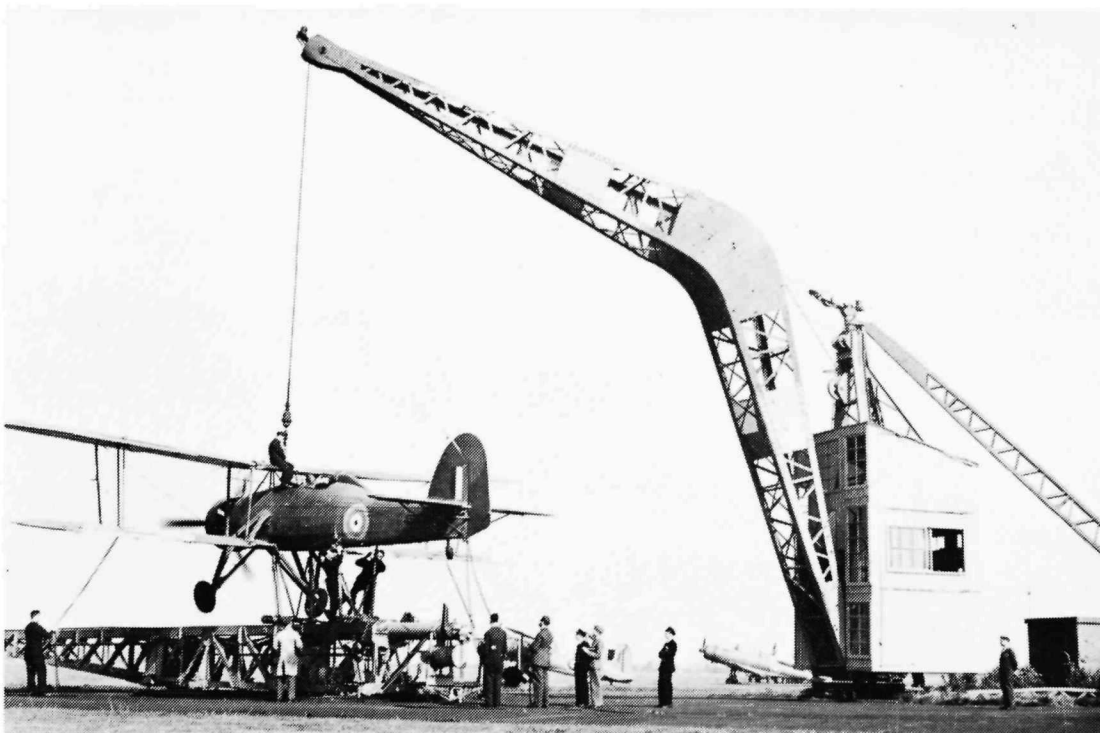
Two Westland Wessex HCC.4s delivered in May 1969 by
Westlands, Yeovil

XV732 QF
XV733 QF
* * * * *

60 Hawker-Siddeley Harrier GR.1s delivered between April
1969 and April 1971 by HSA, Kingston

XV738 HCT/233 OCU/3/4 Cv GR.3
XV739 1 Abandoned when aircraft dived
during low-level transition,
Episkopi, 24.9.73
XV740 1/4/1 Cv GR.3
XV741 3/233 OCU/3/
233 OCU Cv GR.3
XV742 Mkrs/1/233 OCU Cv GR.3; Crashed on Holbeach
ranges, 28.10.83
XV743 Mkrs Rolled during transition and
abandoned, Dunsfold, 27.1.69
XV744 233 OCU/1/
233 OCU Cv GR.3
XV745 HCT/233 OCU Cv GR.3; Collided with XV754
and crashed near Sandbach,
Cheshire, 19.1.76
XV746 233 OCU/1/233 OCU/
1/233 OCU/
1/Cv GR.3/1 Crashed 125m S of Tromso,
Norway, 12.3.76
XV747 233 OCU/4/1/
233 OCU Cv GR.3
XV748 1/233 OCU/1 Cv GR.3
XV749 233 OCU/1 Ingested bird and lost power;
abandoned over sea off
Theddlethorpe, Lincs.,
26.4.72
XV750 233 OCU/20/
Cv GR.3/20 Engine cut; abandoned 4m WSW
of Wildenrath, 6.9.73
XV751 233 OCU/20/3/
1/3 Cv GR.3
XV752 233 OCU/1/
233 OCU/1/3 Cv GR.3
XV753 233 OCU/3/1 Cv GR.3
XV754 233 OCU/1/
233 OCU/1/
Cv GR.3/1 Collided with XV745 and
crashed near Sandbach,
Cheshire, 19.1.76
XV755 233 OCU/1/233
OCU/1/233 OCU/
3/233 OCU/3/
233 OCU Cv GR.3

PICTURE PAGE



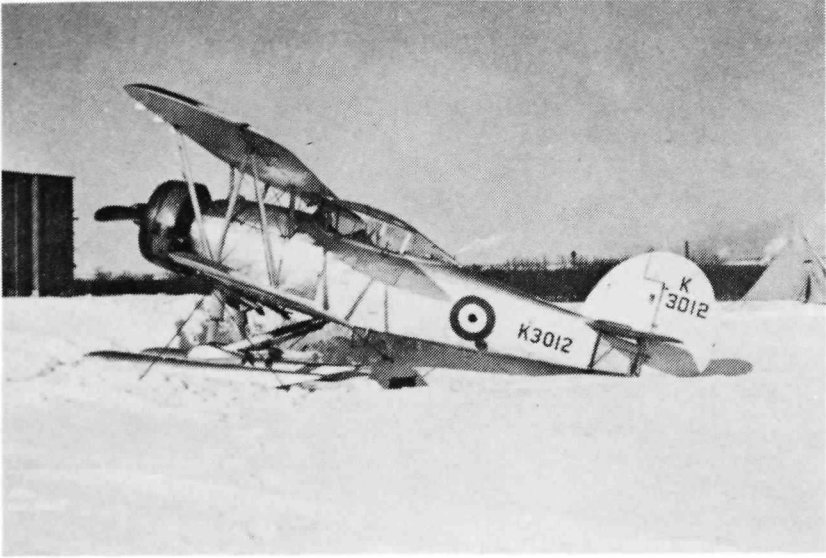
Swordfish K5926 is prepared for launching from a catapult and the photograph is dated September 1941.

Crane-fanciers may recognise the structure from which K5926 is dangling and so identify where the photograph was taken. In the background are Skuas and a Lysander. Note that the engine is already running while a tight rein is being kept on the wings. In place of the gunring, a headrest is fitted. Personnel would appear to be all RAF.

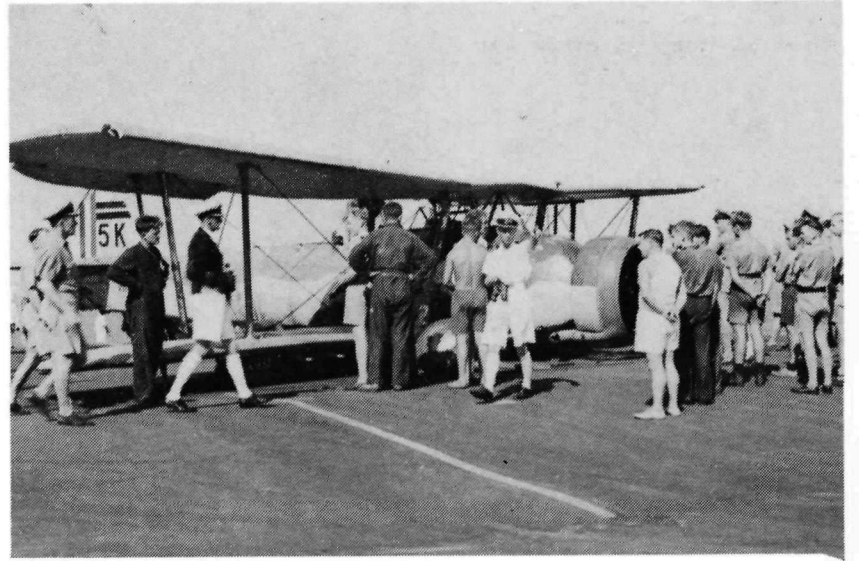
A close-up of a very large cannon fitted in the nose of a Fortress IIA. It appears to be a 40mm weapon to be used against U-boats. A cabin for the gunner has been built in under the nose.

The serial is not known and several Fortress IIs went to the A&AEE for trials. Somewhere we have seen a reference to these experiments but it refuses to come to light. The use of heavy cannon against U-boats was the subject of several trial runs. The 'E' would seem to indicate that the aircraft had previous operational service.





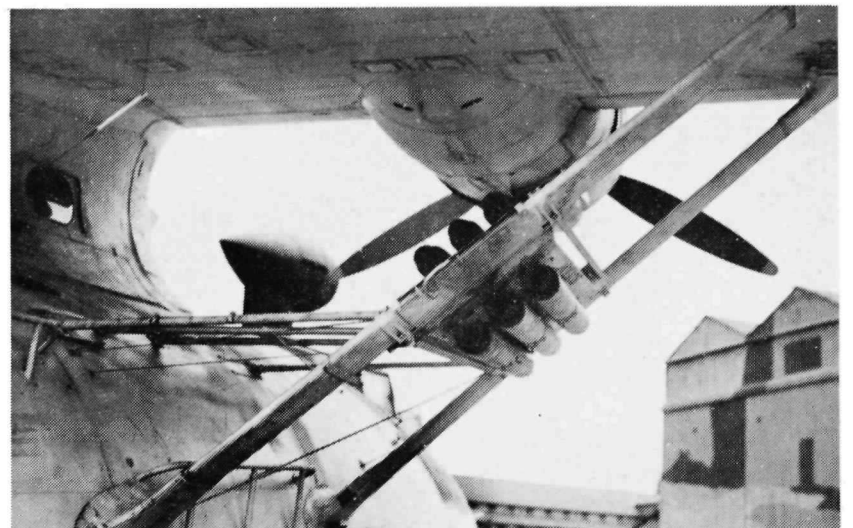
The serial K3012 gives this one away. It is a Hart with a Pegasus, skis and a cabin and was photographed in Canada



God in shorts approaches to enquire what this item is doing on his nice clean deck. A Swordfish after a heavy landing but where and when?



A Lightning, presumably the one now residing in the RAF Museum, during experiments into halting overshooting fighters
 Dismantled Wellesley L2657 as 4712M RATOG fitted to a Catalina; it burnt holes in the perspex beam bulges!



FEED BACK

First, our puzzle pic on page 90 of AM.4/87. The airfield in question was Castle Combe in Wiltshire before the hangars and perimeter track were built. A T.1 hangar was later built on a site at the bottom right corner of the airfield while the control tower was on the site visibly being built on the far right. A number of correct answers this time and we are told that car still run rapidly round the perimeter as the BRSCC SW Section still use it quite a lot.

The watch office on page 108 has brought out two readers who suggest it is Thorpe Abbots. Huby Fairhead is sure that both the tower and the building on the left are now preserved as part of the 100th Bomb Group Memorial Museum.

The Auster photographed on page 109 stirred the memories of Peter Davis and Michael Austin. It was apparently outside the Air Training Corps hut at Akrotiri between 1969 and 1973 and was XR268. It originally stood on all three wheels and gradually fell apart.

The RAAF Historical Section has kindly sent in a photocopy of the history card for the RAAF Liberator in AM.3.87. It reads:

Liberator B-24JR No.A72-399. 44-28150
 23.7.45 Rec'd 3 AD ex USA
 24.7.45 A/c renumbered
 24.7.45 Fitted SCR 717C, AN/AP 85, SCR 729 Loran. Also equipped with Norden bombsight.
 4.7.45 Allotted 7 AD ex 3 AD
 27.7.45 Received 7 AD
 16.11.45 Stored under Cat B
 1.10.46 Post war use. Stored Cat B
 17.8.48 Required for post-war use. Stored Cat C
 4.4.50 Downgraded to Cat E
 24.7.51 Not required for post-war use
 7.7.52 Passed to Dept Def Prod for technical recovery
 3.12.52 Issued ex-Tocumwal to Dep Def Prod

Not the most active Liberator in the RAAF!

From Norman Wiltshire comes this photograph of Meteor F.8 A77-875 on exhibition at Williamtown at the present moment. This seems to be the unidentified one in the photograph on page 64.



Errors in reggies on page 103 have been pointed out by Joe Warne. XS768 became G-BCJT and XS780 became G-BCIU. Also on page 109, V7687 should read not 6769 but 679 Sqn. The odd '6' crept in when no-one was looking.

The question of the elusive Botha TT.1 continues. Mr.D.Mills writes to say that his copy of official recognition handbook AP 1480 had been altered by amendment list 76 and states:

"May also be seen with open rear cockpit and target towing gear in place of dorsal turret"

Possibly anticipation on the part of the compiling section but Mike Bowyer tells us he has seen a photograph of the TT installation in place of the turret, presumably a TI by the company. More is obviously needed to prove that it took to the air in this form - but we still think that the original reference was a combination of the AP 1480 note and a mistranslation of 'TTU' that managed to make two and two equal five.

Jack Meaden reverts to the DA/DZ register and identifies the pic of 'probably DG204' as being one of a batch taken at the same time of EE214. DG294 had Metrovick engines which were under-slung.

Finally, 'Queen Elizabeth's' flight decks may be closer to revelation by Colin Stynes' advice that there is a book around titled 'Queen Elizabeth - His Majesty's Transport 1939-1945'. Not one of those on our bookshelf but it contained details of the proposed conversion, including drawings of the lay-out. Any reader got a copy?

QUERY CORNER

Some items which may produce answers from our readers.

'Jim Crow' was one of the names used to denote a type of fighter operation e.g. 'Circus', 'Ramrod' etc. It was applied to fighter patrols to spot enemy aircraft approaching the coast and, in 1940/41, to find any invasion force on the way to the beaches.

Who was Jim Crow and why use his name? Perhaps someone in the Deep South can provide the answer (we do NOT mean Brighton) since instant recall connects it with the southern states of the USA - and stops there.

AP 1480 again. An amendment to the silhouette of the Pitcairn PA-39 requires it to have its skid replaced by a tailwheel. The photograph of BW833 which appears in RAF Aircraft BA100-BZ999 shows the example that arrived at A&AEE had a tailwheel so presumably this also applied to BW834 with No.74 Wing. BW828 to 830 were sunk en route and there is no record of what happened to BW831 and 832. Were these also lost while crossing the Atlantic?

While searching around for cancelled aircraft to include in RAF Aircraft SA100-VZ999, we came upon VX259 and VX266, Bevan Bros Engineering's light helicopters.

Since then, we have been scratching around for background on these aircraft - or even the Bevan Brothers. The basis for the helicopters was a trio of FA-330 rotorkites as towed behind U-boats and do we recall the name 'Blitz Buggy' as applying to them?

In 'Radar Days' by E.G.Bowen (Adam Hilger 1987) there is mention of an incident early in May 1940 when a 600 Squadron Blenheim was chased by a Hurricane during radar tests. The reason was is that the Germans had repaired several Blenheims found crashed in Germany and were using them for reconnaissance over SE England. The Air Ministry had ordered any Blenheim flying over the Thames Estuary to be shot down immediately. Is there any backing evidence for this?

BOOKSHELF

SPITFIRE - THE HISTORY by E.B.Morgan and E. Shacklady - Key Publishing - £39.95

The biggest Spitfire book yet with 634 pages on the development of this most charismatic of all aircraft. Although there is little on the operational side, it goes into great detail on the multitude of modifications and design details that made up the continuing Spitfire line.

If anything, there is too much detail for the average reader. Sketches of a 6½ lb bob weight or a silica gel container may be taking things too far for anyone but a dedicated Spitfire engineer. However, the extensive coverage of the various trials (in their hundreds) carried out and the background to the decisions taken are valuable. The fact that the Royal Navy could have had a folding-wing Spitfire on carrier decks in 1940 but turned it down in favour of the Fulmar - mainly because Faireys would not build another company's design in place of its own - tends to have remained in the archives for too long.

Each mark of Spitfire has its own chapter with a list of serial numbers and potted histories appended. The latter is perhaps the main reason for the very high cost and, unfortunately, begs the question as to whether this item is worth the space it takes up. Essentially, each serial has the details of what is written on the Form 78 supplemented, apparently, by some published information. Since the card contains references to storage and repair units and no details of fates, the coverage of the latter is patchy. No attempt appears to have been made to find out what units flew Spitfires after they had been shipped overseas and the few non-UK units that appear are, in fact, either marked on the card for some reason or have appeared in a book.

This has the odd effect of Casablanca appearing to be the best-defended place in the world as many aircraft, from 1943 onwards, were shipped there and the final notation on the card apart from the SOC date was a signal that the aircraft had been unloaded. The SOC dates from the Middle East tended to come in four-weekly returns for much of the time.

The general impression is that the details were all fed into a computer and printed from a disk which has become garbled e.g. where details of one aircraft run into the next. Abbreviations are in profusion e.g. P7735 has "Fairwarp 6MU 21-12-40 421Flt 3-1-41 91S des on grd Hawk by Bf109 4-2 SOC 10-2". Placenames and even the names of ships that they were loaded in are invariably abbreviated and there are three pages of translations in Appendix II though some remain a mystery. The addition of information from other sources leads to strange results as when an aircraft which dived into the Channel with the loss of its pilot during the Battle of Britain (pilots' names appear for this period) reappears a couple of years later as having been crashed by an OTU. Presumably the source had a mistyped serial but such discrepancies should have been checked out in view of the number of errors in serials that appear in the official records.

The printing is disconcerting in that odd lines appear to be in bold type and the paper could be better but the vast number of photographs make up for it. A weighty tome in several respects and, if you can afford £40 worth putting on a specially-reinforced bookshelf.

BRITISH MILITARY AIRCRAFT SERIALS 1878 - 1987 by Bruce Robertson - Midland Counties - £10.95

The sixth edition of this answer to every photo-editor's prayer has finally re-appeared under the imprint of Midland Counties Publications, third in line behind Ian Allen and Patrick Stephens.

The format has been revised and gives greater clarity to the mass of information than earlier editions. Starting with 'Pioneer' in August 1878 it runs through all the serial systems to the present day at ZH200. Included are AIR MIN numbers, instructional airframes (M-numbers), their Royal Navy equivalents in the A-series and even catapult dummies (SCDs) which took to the air for a few seconds before plunging into the deep.

Most of the cancelled batches are listed as well as every existing aircraft showing the type and mark and the number built. Details are given of overseas sales, conversion to GI airframes and any other relevant items.

Even if your last edition has not fallen apart by now - and most are probably well-thumbed - this updated and enlarged edition is a worthwhile purchase in that it gives a fast reference to any serial and sorts the Harts from the Audaxes.

THE STRIKE WINGS by Roy Conyers Nesbit
William Kimber - £10.95

The role of the strike wings which effectively severed the German supply lines off the coasts of Norway, Denmark, Germany, The Netherlands, Belgium and France during the last three years of World War Two have received scant treatment but here is an account that puts their contribution into perspective.

The number of trains required to move the same amount as a relatively small merchant ship was as good a reason as any for the Germans trying to maintain their maritime lines of communication along their occupied seaboard. Especially in the case of minerals from Northern Norway, there was no practical alternative apart from swamping the rail system of neutral Sweden with freight trains.

It was not as dangerous as it appears for much of the war. Heavy flak concentrations aboard the freighters themselves, augmented by escorting warships and special flak-ships, could make the task of any attacking aircraft hazardous. High losses and the need for specialised training in the torpedo-bomber squadrons reduced the level of their operations and successes were hard-won. The arrival of the Beaufighter with its ability to carry torpedoes, bombs, rockets and cannon changed the face of strike wings and it is with these aircraft that much of this book is concerned.

Roy Nesbit was one of the survivors of the Beaufort era and has an obvious affinity with the subject. He takes a number of different operations and describes in detail the tactics used and the results obtained, providing plans of the locations of targets and the lines of approach of the squadrons involved. Many of the men involved tell of their experiences, not all on the RAF side. German records have been examined and the watchers in occupied countries are not forgotten in giving a balanced account of the successes and failures. Many of the latter were due to weather and incorrect briefings but by the end of the war, the last-remaining lifeline to Norway had been virtually cut, Mosquitoes having supplemented the Beaufighters. Well worth reading.

THE HISTORY OF BRITAIN'S TRAINING AIRCRAFT
by Ray Sturtivant; Haynes £19.95

When one looks at the shelves of books on aviation in any major bookshop, one wonders what is left to write about. Can there still exist gaps in those miles of volumes? Apart from the fact that when one has to look up something it never seems to be there, gaps do exist and one of these is the development of the Royal Air Force's trainers.

Fighters, bombers, flying boats provide overkill but trainers are to be found hidden away in histories of manufacturers, encyclopaedias, and compilations of all types. Their descriptions are stark and 'used by training schools' often sums up their total contribution to military aviation.

Fortunately, we now have a book that does justice to those irreplaceable but unsung aircraft without which no air force could exist. Introduced by a short history of the British training system since the foundation of the Royal Flying Corps (there appear to have been no dual control balloons), profiles of twenty-two of the RAF's standard trainers give a background history plus comments by some of those who did their initial flying training on the type. What emerges is a good impression of what each type accomplished and what its shortcomings were. A nice touch is Mike Keep's drawings of the cockpit layout of each type from the Avro 504's four dials to the Mighty Wurlitzer that keeps a Jetstream flying.

If you can find a space between all those Spitfire books, well worth having on the shelf. Do not be put off by the pregnant Vampire on the cover. What we need now is some book where one can ferret out what the Armée de l'Air's radio trainer was in 1939 or on what type pilots of the Spanish Air Force graduated in 1935! As of now, that could take hours to find in even a well-stocked library!

VIETNAM AIR WARS by René Francillon
Temple Press £14.95

Of all the books on Vietnam that have appeared over the past decade, few go into much detail on the entire period and then the early air operations tend to be obscured by the campaign on the ground.

If one wants to have a single volume on the air activities of the French, US, North and South Vietnamese, Thai and Australian forces engaged in the area covered by the former French Indo-China, this is probably the one to obtain.

It starts with a brief background to the pre-World War Two situation and records the attempt by France to re-occupy its colonies after the end of the war. There are good photographs of Toucans and Spitfires and all the other mixture of types used in the late 1940s. With the arrival on the scene of various US air forces, the book becomes more colourful, all US wars since 1941 having been fought in Kodachrome. Despite its initial impression of being another photo compilation, the text is explicit and detailed. Appendices provide breakdowns of US losses by type and cause and there is a directory of all the types used, down to the Aichi E13A1a sea-planes of which eight were used by Esc 8S for over a year. There are short histories of other air forces' involvement, for example the Korean Air Force, which tend to get missed out of most books on Vietnam because their contribution has been overwhelmed by the sheer bulk of the other forces involved.

VIDEO VIEW

Recent items on British TV have included a useful mixture of films which will keep the nit-pickers happy or, if your metabolism works that way, in a state of apoplexy. One of the interesting facets of viewing films at a very late date is the contrast one finds in the handling of subjects. Probably wisely, film distributors do not go in for inviting technical criticism of their products by letting them be seen by those with knowledge of the subject so there are few reviews of aviation subjects in the aviation press.

By coincidence, two films appeared on TV within 24 hours of each other, both dealing with Midway. One was made in 1943 and the other in 1976 so the contrast in styles is marked. The later film is based on historical fact insofar as it is permissible to stick to facts in a Hollywood film. The Japanese plan is unfolded on a map of the Pacific dotted with 200-mile long ships but the Midway area in USN headquarters at Pearl Harbor stretches to a large part of the world. For the average audience, boredom is liable to set in.

When 'Wing and a Prayer' was made about the weeks preceding Midway, there was no possibility of shooting TBDs on decks; the survivors had long since gone to training units. So the carrier, an Essex-class ship, operates Avengers and Hellcats. 'The Battle of Midway' also uses these plus stock footage of other types. Out of this, the poor old Dauntless that did all the work gets little appreciation! Both torpedo-bombers and dive-bombers are represented by a sequence of Vindicators from a training unit. The wartime film uses Avengers of Torpedo 5 and being in black and white are of much better quality, the back projection in colour being grainy.

The 1976 film uses the 'Tora, Tora, Tora' mob of converted Texans and Valiants and various sequences from that film are inserted with some odd effects in that a carrier at sea off Midway is attacked by Japanese torpedo bombers weaving their way through dockyard cranes. Again an Essex-class carrier is used, in this case USS Lexington. A couple of preserved Wildcats get on to the deck as do various 'Japanese' types. In the 1943 film, the Japanese are represented by some Wildcats with meatballs and for a few seconds by a Curtiss-Wright CW-22.

Action shots are spliced in and the 1943 items are probably more appropriate since the colour film uses a lot of Kamikaze sequences taken off Okinawa in 1945 with inappropriate ships in the background. As with the switches between TBFs and F6Fs within a single sequence, there is not much continuity around. There is a very clear Avenger ditching on take-off in the 1943 film that puts special effects to shame.

While the factual background in 1973 is more correct, the wartime film sets out to provide an accurate account of what happened before and at Midway - it says on the blurb. In fact it is wartime propaganda. It was not admitted at the time that no torpedo-bomber scored a solitary hit so the subject TBFs are depicted as putting tin fish into carriers in great numbers. The dive-bombers are nowhere to be seen. The cast is standard-issue Hollywood stereotypes. What a blessing a fast-forward button can be.





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 Shepperton, Middlesex
 TW17 ORW

At the time we write this, two more military monographs are being prepared for the printer and should be available in June. These are 'The Anson File' and 'Royal Air Force Aircraft EA100 to EZ999'.

The former is a major work covering all aspects of Faithful Annie's career around the world. The latter is another part of the RAF register series that is gradually completing the coverage of RAF aircraft from J1 to WZ999. In another decade or so, it should be complete. No prices are yet to hand but they should appear in the June sales list.

Also on the way is a new edition of 'The Squadrons of the Royal Air Force' which will take the histories of RAF squadrons up to the Service's Seventieth Anniversary. Since the original version sold out rapidly, it was obviously popular. This enlarged edition will also have details of Commonwealth and Allied squadrons which came under RAF operational control, thus allowing an order of battle to be assembled for any given date to cover any RAF command. Many squadrons which were integral to the RAF organisation have hitherto been omitted from books on the RAF, including a large part of the SAAF. Before the copy goes off to the printer, we are asking members for the loan of photographs.

We intend to change as many of the existing photographs as possible and we want to try to fill gaps where, in the original volume, some squadrons had no photographs of their aircraft. If our readers have any photographs which they think would aid us, we would be very grateful to have them for possible use. Compiling such a book is a very large jigsaw, hence some small photographs to fill the odd gap as well as the larger illustrations of a squadron's equipment. Every photo helps - but make sure you put your name and address on the back before sending them to the editorial address above.

IN THIS ISSUE

Our thanks to the RAAF Historical Section and John Hopton, who also supplied the photographs, for details of the RAAF Lincolns in this issue. Also to Flt Lt G.R.Sunderland for his tabular record of Royal Flying Corps training airfields which starts in this issue.

Cover picture this issue is a two-seat Hurricane with open cockpits. It later had a canopy fitted for the rear cockpit. Given the serial 2-31, it was previously KZ232. Just what the purpose of a front open cockpit was on an aircraft intended to train fighter pilots remains obscure. Sixteen unarmed single-seaters were also shipped to Iran.

On the back cover is HMS Hermes with Scimitars, Sea Vixens and Gannets on deck. A planeguard helicopter tags along astern.

PUZZLE PIC

Another airfield to search for. No clues! Last issue's mystery airfield was Matching.



R.A.A.F. LINCOLNS



Line-up of No.1 Squadron Lincolns at Tengah, October 1952

In AM.2/82, we covered the RAF Lincolns and made passing reference to production in Australia. This took place at the Government Aircraft Factory at Fisherman's Bend, Victoria and was intended to replace Liberators in bomber squadrons with an aircraft that had better armament, range and survivability. In the event, the war ended abruptly before the first aircraft flew. However, production continued as the Lend-Lease Liberators had to be returned to the US or purchased for hard cash as had happened to some RAF aircraft engaged in trooping at the ending of Lend-Lease.

The first five were assembled from imported components and A73-1 made its first flight on 12 March 1946. RAAF mark numbers were B.30 for Nos.1 to 25; from No.11 onwards they were fitted with additional stringers in the roof and a stronger undercarriage to permit an AUV of 75,000 lbs. Nos.26-73 were B.30As with strengthened wing spars and wing skin which allowed an AUV of 82,000 lbs. The GR.31 had its front fuselage lengthened by 6 ft 6 in to house four more crew members, ASV radar and two jettisonable fuel tanks in the bomb bay. Nos.28, 48, 55, 56 and 57 were converted from B.30As while Nos.59 to 73 had been built as GRs on the production line. MR.31s had updated equipment and Nos.55, 57, 60, 61, 62, 65, 66 and 68 were modified by GAF, in addition Nos.28 and 67 were modified by the RAAF. The MR.32 was a design study in 1952 which included the carrying of radar and MAD tails similar to the Neptune.

The first official flight of A73-1 at Fisherman's Bend, Vic., on 12 March 1946



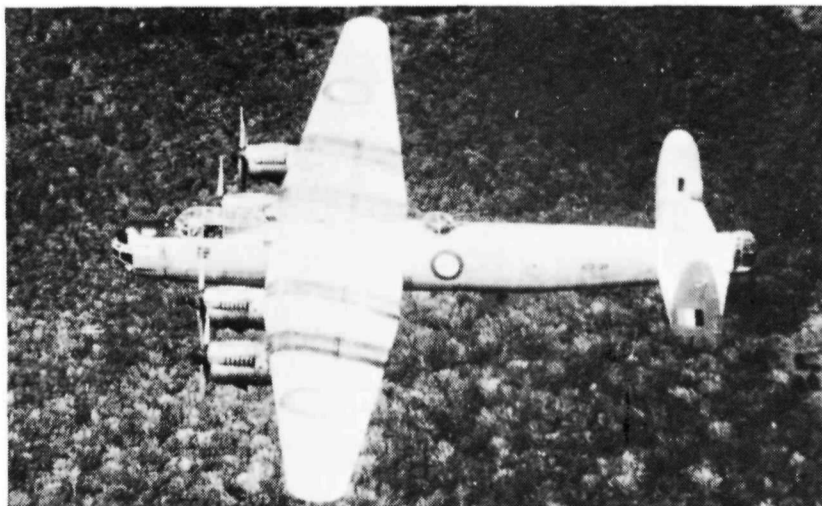
Merlin 85Bs were standard but Nos.51 to 66 had CAC-built Merlin 102s. There were some problems with the 85s and these were replaced, in the outboard positions, by Merlin 66 engines salvaged from Spitfire LF.VIIIIs.

Fourteen Lincolns were modified in 1949 for special duties with additional radio, radar, instrumentation and an extra crew station after of the mid-upper turret. The changes were made to Nos.31 to 34, 36 to 40; 42 to 46. Nos.13 and 20 lost their turrets, and H2S scanners, for ARDU tests. Nos.2 and 15 were named 'Nyhuan' and 'Brenool' respectively and had additional navigation and survey equipment at the School of Air Navigation. Nos.14 and 18 were stripped of armament and fitted with seating and windows for passenger use.

No.1 Squadron was based in Singapore for operations against Communist insurgents. Some aircraft had racks for four RPs under each wingtip. At home, No.82 Wing at Amberley (Nos.2 and 6 Squadrons) flew Lincolns until they were replaced by Canberras while Nos.10 and 11 undertook MR and SAR tasks, re-equipping with Neptunes.

The Lincoln's service with the RAAF ended in 1961, A73-65 being the last to fly, on 14 June 1961, when it flew from Garbutt to Darwin to be used for firefighting practice. Three became ground instructional airframes and were numbered 1 to 3. The nose of No.62 was preserved but no complete example of a RAAF Lincoln remains.

A73-39 flying low near Changi, 30 November 1951





32T *The main assembly hangar at Fisherman's Bend on 17 September 1947
with A73-22 in foreground*

32B *No.1 Squadron Lincolns on a round-Australia trip from Singapore in
July 1958. A73-37 is in the foreground.*





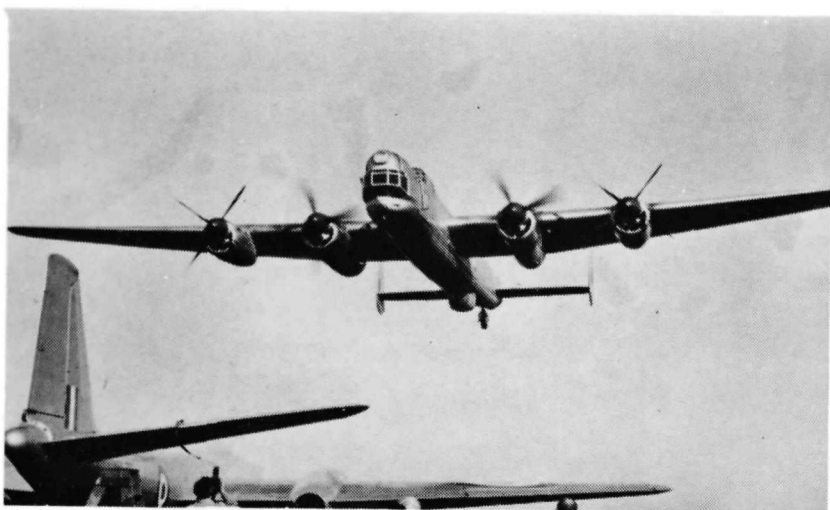
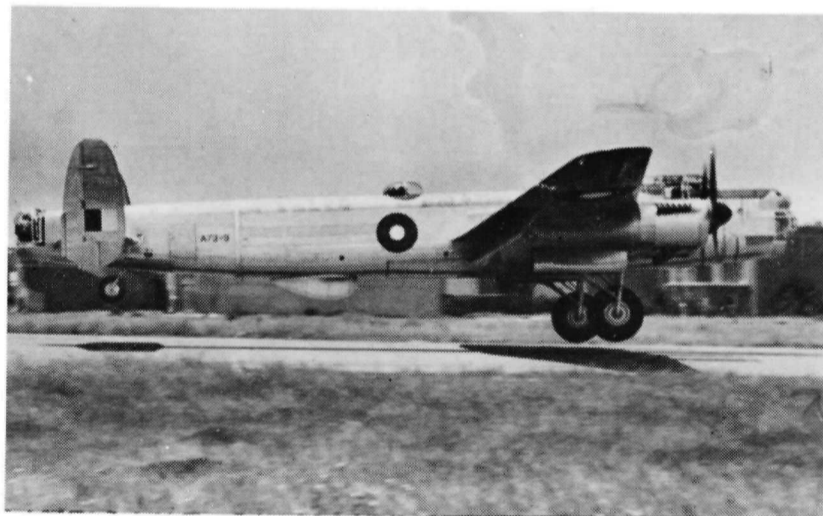
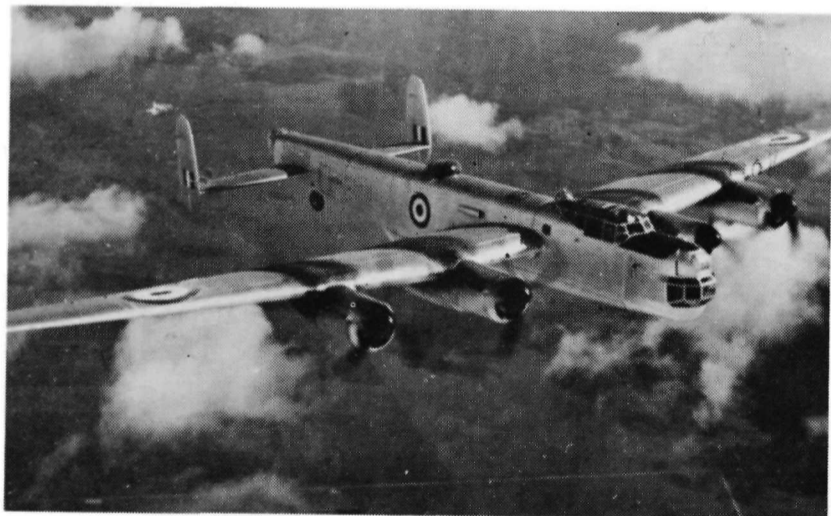
A73-22 at Wagga, NSW, as Instructional No.3, 17 September 1962

CL A73-6 with armament removed

CR A73-9 landing at Fisherman's Bend. Note ACSEA-style roundel

BL A73-60 at Avalon, Vic, June 1953, flies over a Canberra

BR The nose of A73-62 outside Harold Thomas' hangar at Camden, NSW, 21 July 1968





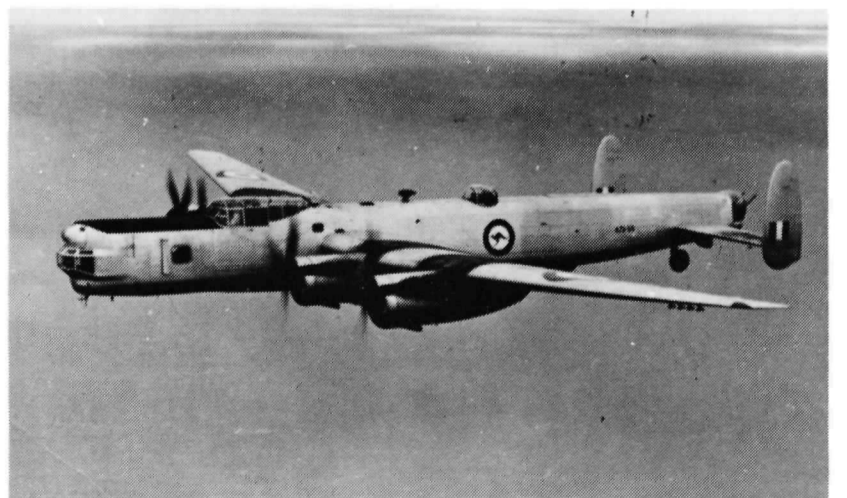
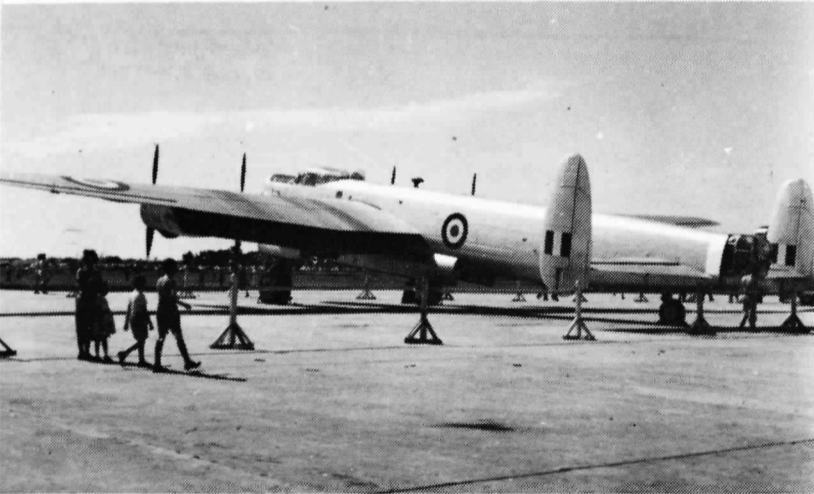
A73-62 flying over Richmond RAAF Station, NSW

CL A73-13 at Laverton, Vic., 30 March 1957. Dorsal turret and radar bulge have been removed.

CR A73-13 taxiing at Laverton

BL A73-4, probably at Garbutt, Qld

BR Long-nosed A73-55 with kangaroo roundel (RAAF)



A73			A73			
1	24.5.46	Bft Div/1 APU/ AAS/ANS/82 Wg/ GAF/E Sale/ARDU	SOC 3.6.59	31	2.7.48 82 Wg/90 Wg/1	Crashed on landing, Amberly, 9.4.53
2	13.8.46	1 APU/Bft Div/ ANS/ARDU	SOC 2.12.53	32	14.7.48 82 Wg/Bft Div/ GAF/90 Wg/1	SOC 3.6.59
3	5.9.46	1 APU/CFS/82 Wg/ Bft Div/ARDU/ AAS/GAF/10	SOC 28.9.59	33	4.8.48 AAS/82 Wg/Bft Div/GAF/90 Wg/ 1/E Sale	SOC 28.9.59
4	24.9.46	CFS/Bft Div/ 82 Wg/10/GAF/ Darwin/E Sale	SOC 3.6.59	34	1.10.48 82 Wg/Bft Div/ 90 Wg/1/ARDU	SOC 28.9.59
5	24.6.46	E Sale/Bft Div/ 82 Wg/ARDU/ GAF/10	SOC 29.9.59	35	24.9.48 82 Wg	Crashed at Amberly, 10.3.49; To GI airframe No.1; SOC 24.11.52
6	25.11.46	1 APU/Bft Div/ ARDU/DAP/10/ GAF/82 Wg/E Sale	SOC 3.6.59	36	11.11.48 82 Wg/Bft Div/ GAF/90 Wg/1/ 90 Wg/1	SOC 21.7.59
7	8.1.47	ANS/Bft Div/DAP/ GAF/E Sale/82 Wg	SOC 3.6.59	37	6.12.48 82 Wg/DAP/ 90 Wg/1	SOC 28.9.59
8	19.11.46	AAS/Bft Div/E Sale/GAF/SAN	SOC 3.6.59	38	2.2.49 82 Wg/Bft Div/ GAF/1	SOC 3.6.59
9	9.6.47	82 Wg/E Sale. CCU/Bft Div/ ANS/82 Wg	SOC 3.6.59	39	14.2.49 DAP/82 Wg/ 90 Wg/1	Overshot landing at Changi, 30.11.51; DBR
10	1.7.47	82 Wg/CCU/10/ GAF/10/E Sale	SOC 30.10.58	40	2.8.49 82 Wg/1	Ditched off west coast of Johore, Malaya, 1.2.51
11	23.4.47	CCU/82 Wg	Stalled and dived into ground, Amberly, 17.2.48; DBF	41	5.7.49 ARDU/GAF/ 82 Wg/1	SOC 3.6.59
12	2.5.47	1 APU/Bft Div/ ARDU/82 Wg/ 10/GAF/10/1	SOC 3.6.59	42	3.8.49 82 Wg/90 Wg/ 1/10	SOC 28.9.59
13	9.6.47	CCU/82 Wg/ANS/ Bft Div/E Sale/ GAF/ARDU	SOC 30.10.58	43	2.8.49 82 Wg/90 Wg/ 1/10	DBR in hangar during cyc- lone, Townsville, 9.3.56
14	2.7.47	Bft Div/82 Wg/ GAF/E Sale/ATU	Mod to transport; SOC 3.6.59	44	26.8.49 82 Wg	Crashed on Mt.Superbus, 11m SW of Amberly, 7.3.50
15	17.7.47	CFS/Bft Div/ AAS/E Sale/ 82 Wg/1	SOC 3.6.59	45	2.9.49 82 Wg/90 Wg	SOC 16.1.59
16	31.7.47	82 Wg/ARDU/Bft Div/GAF/10/ 382 (sic)	Hit by A73-51 while parked, Cloncurry, and SOC 14.6.53	46	25.10.49 82 Wg/90 Wg/ 1/10	Overshot landing, Garbutt, 23.4.57; DBF
17	5.8.47	82 Wg/10/GAF/ 10 E Sale	SOC 28.9.59	47	27.1.50 GAF/10/ARDU/ E Sale/82 Wg	Badly damaged in gale; SOC 13.6.57
18	23.9.47	82 Wg/Bft Div/ GAF/E Sale	Mod to transport SOC 3.6.59	48	16.3.50 GAF/10/E Sale	SOC 3.6.59
19	6.11.47	82 Wg/DAP/SAN/ AAS/E Sale/GAF/ 1	SOC 28.9.59	49	3.5.50 10/82 Wg/ E Sale	SOC 28.9.59
20	27.10.47	ARDU/Mallala/ GAF/ATF/E Sale/ ATU	SOC 3.6.59	50	18.5.50 82 Wg/90 Wg/1	SOC 16.1.59
21	6.11.47	82 Wg/DAP/AAS/ E Sale/1	SOC 3.6.59	51	3.7.50 82 Wg/GAF	Hit A73-16 on landing, Cloncurry; DBR SOC 14.6.53
22	10.11.47	82 Wg/10	To GI airframe No.3; SOC 2.12.63	52	1.8.50 82 Wg	SOC 18.6.59
23	8.12.47	82 Wg/DAP/GAF/ 10/1/ARDU	SOC 3.6.59	53	13.9.50 82 Wg/E Sale/1	SOC 13.6.59
24	23.2.48	SAN/E Sale/GAF/ 1/82 Wg	SOC 3.6.59	54	29.9.50 82 Wg	Badly damaged in storm, Amberly, 3.2.57; SOC 10.1.58
25	16.2.48	82 Wg/CFS/AAS/ Bft Div/GAF/ E Sale	SOC 24.6.59	55	No record	
26	15.12.47	82 Wg/DAP/GAF/ 11/10/1	SOC 28.9.59	56	7.12.50 82 Wg/GAF/10	SOC 3.6.59
27	19.2.48	82 Wg/GAF/11/ 10/E Sale	SOC 16.1.59	57	No record	
28	17.3.48	82 Wg/GAF/10/ E Sale/11	SOC 19.9.60	58	16.3.51 82 Wg/11/E Sale	SOC 3.12.51
29	27.4.48	AAS/GAF/SAN/ E Sale/90 Wg/ 82 Wg/1/ARDU	SOC 28.9.59	59	11.5.51 82 Wg/GAF/10	SOC 9.7.55
30	7.5.48	82 Wg/GAF/AAS/ E Sale/11/10/1	SOC 28.9.59	60	22.6.51 10/82 Wg/ GAF/10/ARDU	To GI airframe No.2; SOC 1.10.62
				61	3.8.51 82 Wg/GAF/10	Sold 22.6.62
				62	13.1.53 10	Sold 22.6.62
				63	30.1.53 GAF/10	Crashed on take-off, Townsville, 12.3.53; DBF SOC 27.7.55
				64	6.12.53 10	
				65	No record	
				66	16.7.53 DFS/GAF/10	Sold 22.6.62
				67	31.3.53 10	Sold 22.6.62
				68	13.5.53 10/AJASS/GAF	Sold 22.6.62
				69	10.6.53 10	SOC 1.4.59
				70	6.7.53 GAF/10	Badly damaged in cyclone, Townsville, 6.3.56; SOC 1.4.59
				71	31.7.53 -	SOC 3.6.59
				72	21.8.53 -	SOC 3.6.59
				73	30.3.53 Woomera/ ARDU/GAF	SOC 3.6.59

ATF ARDU Trials Flt; ATU Air Trials Unit;
CCU Crew Conversion Unit; SAN School of Air Navigation



A73-2 at East Sale in March 1947 being prepared for a non-stop 2,500-mile flight to McQuarie Island, Antarctica

A73-32 at Clark Field, Philippines, 4 June 1958



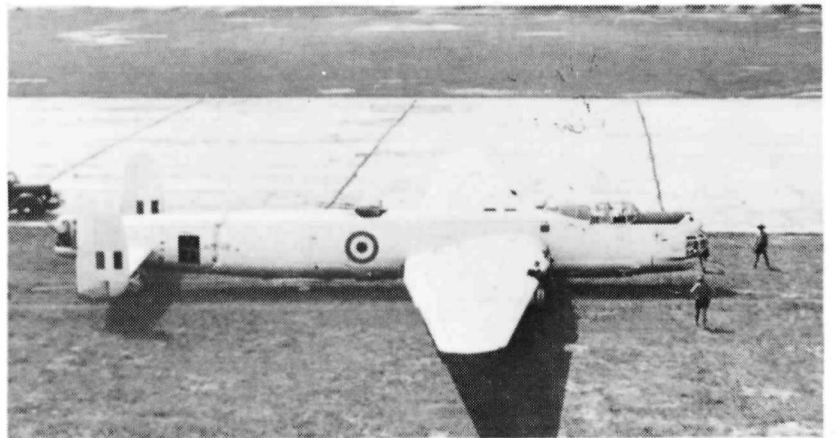
A73-2 at East Sale, Vic, in late 1946 was a survey version named 'Nyhuan'



A73-62 at Richmond, NSW



A73-39 derelict at Changi



THE TAIL OF THE LERWICK



Lerwick L7257 of No.4 OTU, Evanton, September 1941

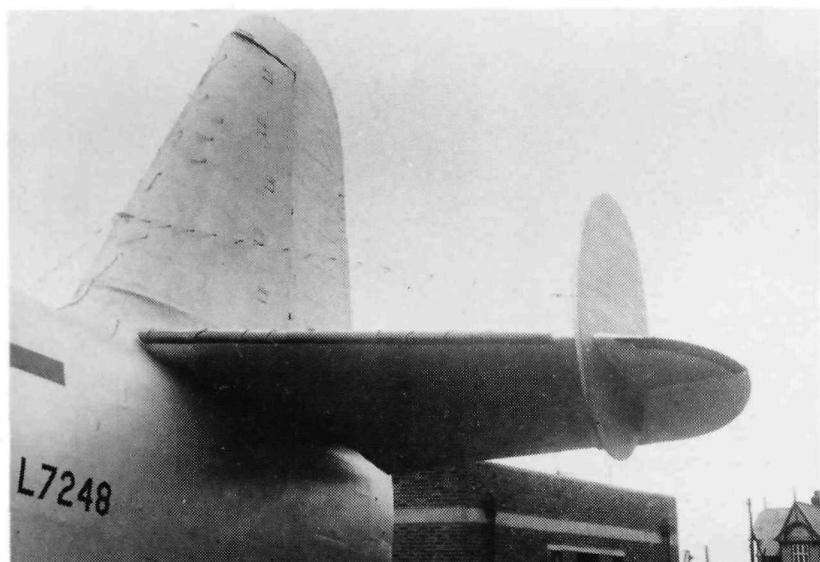
The Saro Lerwick was intended to fill Specification R.1/36 which called for a twin-engined reconnaissance flying boat to supplement the longer-ranged Sunderland being developed at that time. The type would be used to patrol the seas around the UK while Sunderlands would be the eyes of the Fleet and provide escort for convoys further out to sea. In theory, this was a good partnership but Sunderlands were unable to be built rapidly and the Lerwick failed to meet its required performance. The effect was that Ansons and Hudsons shouldered the short-range task while Catalinas were ordered from the USA; despite being twin-engined and thus able to be classed alongside the Lerwick, they tended to be also used for long-range patrols, sacrificing a number of qualities to provide endurance.

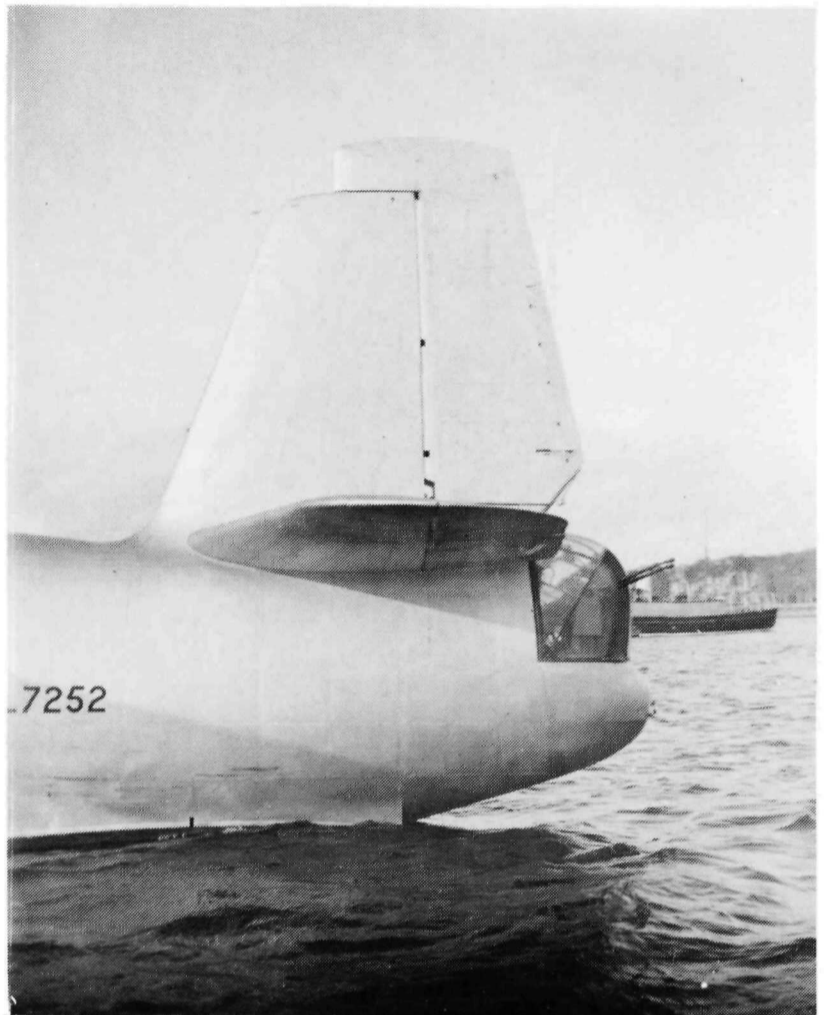
The Lerwick was an advanced design with powerful Bristol Hercules radials, something the Sunderland failed to get until the arrival of the Seaford at the end of the war. Armament was heavy by the standards of the time, a four-gun power-operated tail turret, a two-gun dorsal turret and another single-gun nose turret which retracted to provide a mooring gallery. Bomb bays, aft of the engine nacelles, could enclose four 500-lb or eight 250-lb bombs and there was provision for depth charges once these had been successfully developed for aircraft use, a hope for the near future that eventually came into being much later than anticipated.

Three prototypes and 18 production aircraft

were ordered in April 1938, indicating the new urgency in producing aircraft for the rapidly-expanding RAF. The first prototype was ready in October 1938 but despite successful tank trials the real aircraft behaved unpredictably on the water. Once in the air, it proved unstable in many conditions of flight and there was no way in which it could be delivered to the Service. This led to a series of fixes on the tail, the first of which was to fit a revised, squared-off, rudder supplemented by a pair of auxiliary fins. This configuration was tested at the MAEE on L7248 with the fins increasing in size. The auxiliary fins were later deleted in favour of enlarging the main fin and this became the production standard.

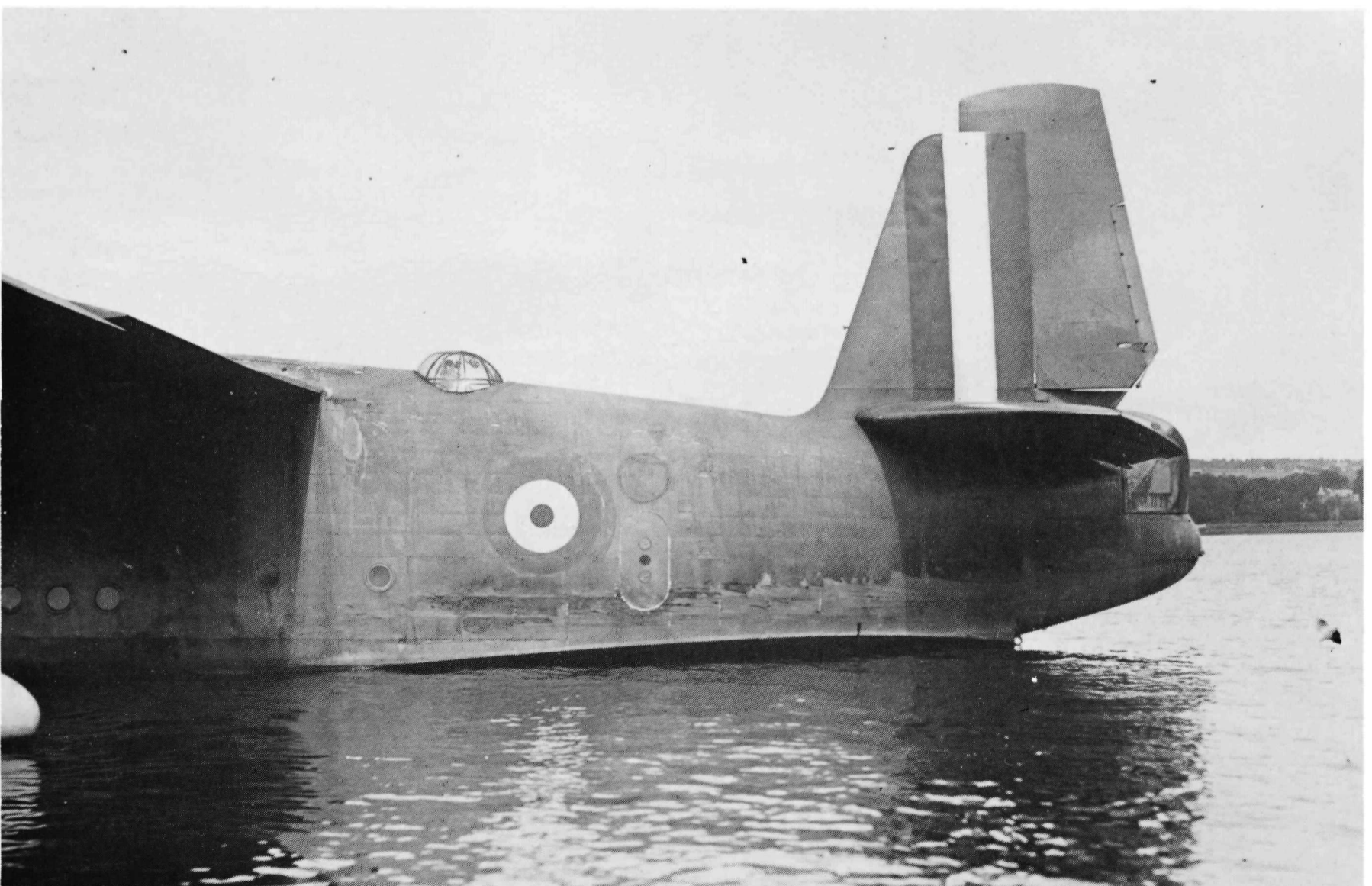
Other attempts to make the Lerwick fly in a straight line included increasing the wing incidence by 2° but the tail was still regarded as being the main culprit and in a final test L7248 was fitted with twin fins and rudders. By the time these had been tested, it was obvious that the Lerwick was not going to have a distinguished career in Coastal Command. Just keeping it flying was a major problem with No.209 Squadron, which had the misfortune to be chosen as the first unit after a few delivered to 240 Squadron had been returned as unsatisfactory. Production was cancelled in October 1939 but almost immediately reinstated due to shortages of aircraft; even Lerwicks could provide convoy cover against the U-boat threat, albeit at a cost to the crews. After twenty-one Lerwicks had been built, production ceased.





Above: Original and revised rudder shapes on L7248

Below: L7252 goes into hastily-applied camouflage at the outbreak of war and loses its serial



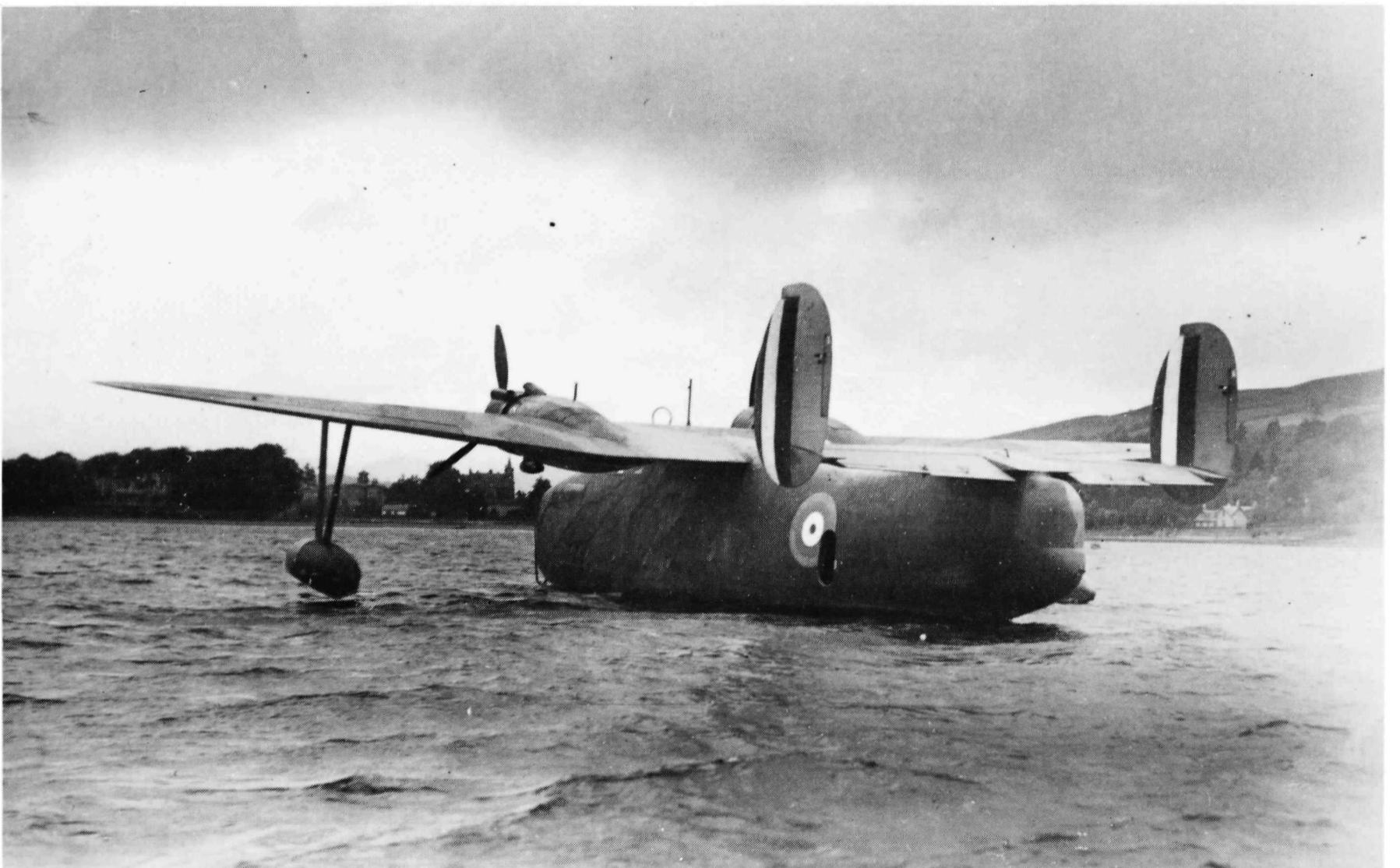


L7248 at the Marine Aircraft Experimental Establishment, Felixstowe, for trials





L7248 with twin fins and rudders on the water at Helensburgh



R.F.C TRAINING UNITS



Two-seat Boulton & Paul-built Camel F1946 at Minchinhampton (AWM E5538)

When war was declared on 4 August, 1914, all four operational squadrons of the RFC were sent to France. Two further operational squadrons remained in Great Britain, having lost pilots and aeroplanes to other units to bring them to wartime strength. The only training unit in the Corps was the Central Flying School that taught already-qualified aviators the art of military aeronautics. Aeroplanes unsuitable for operations were gathered into a Reserve Aeroplane Squadron which in turn became a basic flying training unit.

Major Trenchard commandeered all the Brooklands flying schools to form No.2 Reserve Aeroplane Squadron - and got rapped over the knuckles for his trouble. With the expansion of the Corps and to replace casualties came an increase in the number of Reserve Aeroplane Squadrons. This title was altered and eventually these units were correctly titled Training Squadrons. They continued to increase so that the annual totals show two in 1914, seventeen in 1915, 54 in 1916 and 92 in 1917. Of this last figure, four were transferred to the Australian Flying Corps early in 1918 while fifteen were in RFC (Canada) Training Brigade and five were in Egypt. As the various aspects of aerial warfare developed so the training organisation provided specialised instruction for pilots, observers, gunners, wireless operators, night bombers, fighters, bombers, navigation, balloon crews, mechanics, riggers and drivers.

Right: Avro 504J E3785 at Minchinhampton (AWM E5513)

Below: Familiar sights at training airfields. Crashed Henry Farman F.20s 1210 and 1724.

From one Reserve Aeroplane Squadron and the Central Flying School, the training organisation progressed to wing status, then to group or brigade status and finally to divisional status. Apart from this, operational units in Great Britain performed a training role preparing the aircrew for their operational duties. These squadrons have also been described as training squadrons but were, more correctly, operational training units and outside the training organisation.

The following list traces the history of the RFC training organisation by the camps at which these units were based. Any additions and corrections will be most welcome.



AYR (Racecourse), Ayrshire

1 School of Aerial Fighting formed 17 Sep 1917;
to RAF 1 Apr 1918

BATH, Somerset

7 School of Military Aeronautics formed Sep 1917;
to RAF 1 Apr 1918

BEAULIEU, Hampshire

16 Reserve Aeroplane Squadron formed 15 Dec 1915;
renamed 16 RS 13 Jan 1916
16 Reserve Squadron from 16 RAS 13 Jan 1916;
renamed 16 TS 1 Jun 1917
23 (Middle East) Reserve Squadron formed Jun 1916;
to Egypt Aug 1916
81 (Canada) Reserve Squadron formed Jan 1917;
to Canada 15 Feb 1917
87 (Canada) Reserve Squadron from Gosport Feb 1917;
to Canada Mar 1917
16 Training Squadron from 16 RS 1 Jun 1917;
to Yatesbury 30 Oct 1917
Southern Training Brigade School of Instruction formed
Oct 1917; to RAF 1 Apr 1918
59 Training Squadron from Yatesbury 30 Oct 1917;
to Netheravon 20 Nov 1917
70 Training Squadron from Netheravon 20 Dec 1917;
to RAF 1 Apr 1918
1 Training Squadron from Port Meadow Jan 1918;
to RAF 1 Apr 1918
73 Training Squadron from Turnhouse 20 Feb 1918;
to RAF 1 Apr 1918

BEDDINGTON (see Waddon)**BEVERLEY (Racecourse), Yorks**

78 (Canada) Reserve Squadron formed Jan 1917;
to Canada 15 Feb 1917
79 (Canada) Reserve Squadron formed Jan 1917;
to Canada 15 Feb 1917
36 Reserve Squadron formed 1 Feb 1917;
renamed 36 TS 1 Jun 1917
82 (Canada) Reserve Squadron from Montrose 20 Feb 1917;
to Canada 27 Feb 1917
83 (Canada) Reserve Squadron from Catterick Feb 1917;
to Canada Mar 1917
60 Reserve Squadron formed 7 Apr 1917;
to Brattleby 14 Apr 1917
89 (Canada) Reserve Squadron from Turnhouse 18 Apr 1917
to Canada May 1917
90 (Canada) Reserve Squadron from Doncaster 18 Apr 1917
to Canada May 1917
36 Training Squadron from 36 RS 1 Jun 1917;
to Montrose Dec 1917
72 Training Squadron from Wyton Jan 1918;
to RAF 1 Apr 1918

BIGGIN HILL, Kent

Wireless Testing Park from Joyce Green 1 Jan 1917;
renamed WWE 14 Dec 1917
Wireless Experimental Establishment from WTP 14 Dec
1917; to RAF 1 Apr 1918

BOGTON (see Loch Doon)**BOSCOMBE DOWN, Wilts**

6 Training Depot Station formed Oct 1917;
to RAF 1 Apr 1918

BRAMHAM MOOR, Yorks

41 Reserve Squadron formed 5 Jul 1916 (OC: Maj Stuart
Grant-Dalton MC, Green Howards); to Doncaster
16 Aug 1916
46 Reserve Squadron from Doncaster 17 Dec 1916;
renamed 46 TS 1 Jun 1917
68 Reserve Squadron from Catterick 14 Apr 1917;
renamed 68 TS 1 Jun 1917

46 Training Squadron from 46 RS 1 Jun 1917;
(OC: Major Robert J Hidson, MC, RFC)
to Catterick 23 Jul 1917

68 Training Squadron from 68 RS 1 Jun 1917;
to RAF 1 Apr 1918

14 Training Squadron from Catterick 23 Jul 1917;
to RAF 1 Apr 1918

69 Training Squadron from Catterick 10 Oct 1917;
to RAF 1 Apr 1918

BRATTLEBY, Yorks

49 Reserve Squadron from Norwich Oct 1916;
to Spittlegate 14 Nov 1916
37 Reserve Squadron from Catterick 13 Nov 1916;
renamed 37 TS 1 Jun 1917
60 Reserve Squadron from Beverley 14 Apr 1917;
(OC: Major John R Howett, RFC)
renamed 60 TS 1 Jun 1917
37 Training Squadron from ~~36~~ RS 1 Jun 1917;
to Spittlegate 15 Sep 1917
60 Training Squadron from 60 RS 1 Jun 1917;
to RAF 1 Apr 1918
11 Training Squadron from Spittlegate 15 Sep 1917;
(OCs: Major Eustace O Grenfell MC, RFC; Major John O
Andrews DSO MC, The Royal Scots (LR); Major Robert
H M Saundby MC, Royal Warwickshire Regt)
to RAF 1 Apr 1918
Note: Brattleby was renamed Scampton by the RAF in
1918

BRISTOL

6 School of Military Aeronautics from Denham 23 Jan
1918. (Chf Instr: Major Kenneth H Riversdale-Elliott,
RFC). To RAF 1 Apr 1918

BROOKLANDS, Surrey

2 Reserve Aeroplane Squadron formed 12 Nov 1914;
renamed 2 RS 13 Jan 1916. Det. at Joyce Green in
Jul/Aug 1915
2 Reserve Squadron from 2 RAS 13 Jan 1916;
to Northolt 31 Jan 1917
Wireless School formed Sep 1916. Renamed W&OS
24 Oct 1916
Wireless and Observers School from WS 24 Oct 1916;
to Hursley Park 2 Oct 1917

CASTLE BROMWICH, Warwickshire

5 Reserve Aeroplane Squadron formed 11 May 1915;
renamed 5 RS 13 Jan 1916
5 Reserve Squadron from 5 RAS 13 Jan 1916;
renamed 5 TS 1 Jun 1917
28 Reserve Squadron formed 1 Jun 1916;
renamed 28 TS 1 Jun 1917
Headquarters 26 Reserve Wing formed Aug 1916;
renamed HQ 25 TW 1 Jun 1917
34 Reserve Squadron formed 1 Nov 1916;
to Tern Hill 13 Nov 1916
43 Reserve Squadron formed 2 Nov 1916;
to Tern Hill 13 Nov 1916
Headquarters 25 Training Wing from HQ 25 RW 1 Jun 1917;
to RAF 1 Apr 1918
5 Training Squadron from 5 RS 1 Jun 1917;
to Wyton 12 Dec 1917
28 Training Squadron from 28 RS 1 Jun 1917;
to RAF 1 Apr 1918
67 Training Squadron formed 3 Jun 1917;
to Shawbury 11 Jun 1917
55 Training Squadron reformed 15 Jan 1918;
to Lilbourne 1 Feb 1918

CATTERICK, Yorks

14 Reserve Aeroplane Squadron formed 1 Feb 1915;
renamed 14 RS 13 Jan 1916
6 Reserve Aeroplane Squadron from Montrose 27 Nov 1915
renamed 6 RS 13 Jan 1916
6 Reserve Squadron from 6 RAS 13 Jan 1916;
renamed 6 TS 1 Jun 1917
14 Reserve Squadron from 14 RAS 13 Jan 1916;
renamed 14 TS 1 Jun 1917

- 37 Reserve Squadron formed 2 Nov 1916;
to Brattleby 13 Nov 1916
- 52 Reserve Squadron from Cramlington 18 Jan 1917;
to Stirling 18.2.17
- 83 (Canada) Reserve Squadron formed Jan 1917;
to Beverley Feb 1917
- 88 (Canada) Reserve Squadron formed 15 Mar 1917;
to Canada Apr 1917
- 68 Reserve Squadron formed 7 Apr 1917;
to Bramham Moor 14 Apr 1917
- 6 Training Squadron from 6 RS 1 Jun 1917;
to RAF 1 Apr 1918
- 14 Training Squadron from 14 RS 1 Jun 1917;
to Bramham Moor 23 Jul 1917
- 46 Training Squadron from Bramham Moor 23 Jul 1917;
to RAF 1 Apr 1918
- 69 Training Squadron formed 1 Oct 1917;
to Bramham Moor 10 Oct 1917
- 52 Training Squadron from Montrose Dec 1917;
to RAF 1 Apr 1918

CHATTIS HILL, Hants

- 34 Training Squadron from Tern Hill 18 Mar 1918;
to RAF 1 Apr 1918
- 43 Training Squadron from Tern Hill 20 Mar 1918;
to RAF 1 Apr 1918

CHELTENHAM, Glos

- 8 School of Military Aeronautics formed Oct 1917;
to RAF 1 Apr 1918

CIRENCESTER, Glos

- Headquarters 21 Reserve Wing from Filton Aug 1916;
renamed HQ 21 TW 1 Jun 1917
- 33 (Australian) Training Squadron from Tern Hill,
May 1917; renumbered 8 (T) Squadron AFC 14 Jan 1918
- Headquarters 21 Training Wing from HQ 21 RW 1 Jun 1917;
to RAF 1 Apr 1918
- 8 (Training) Squadron, Australian Flying Corps, from
33 (A)TS 14 Jan 1918; to Leighterton 18 Feb 1918

COAL ASTON, Yorks

- 2 (Northern) Aeroplane Repair Depot (used by but not
part of the RFC training organisation) formed
September 1916; to RAF 1 Apr 1918

COLEY PARK, Berks

Aerodrome for School of Instruction, Reading
University; in use in 1916; to RAF 1 Apr 1918

CRAMLINGTON, Northumberland

- Headquarters 19 Reserve Wing formed Jul 1916;
renamed HQ 19 TW 1 Jun 1917
- 47 Reserve Squadron formed 2 Nov 1916;
to Waddington 13 Nov 1916
- 52 Reserve Squadron formed 14 Jan 1917;
to Catterick 18 Jan 1917
- 61 Reserve Squadron formed 1 May 1917;
to South Carlton 10 May 1917
- Headquarters 19 Training Wing from HQ 19 RW 1 Jun 1917;
to RAF 1 Apr 1918
- 75 Training Squadron from Waddington 22 Dec 1917;
to RAF 1 Apr 1918

CROYDON (see Waddon)

CURRAGH, (see The Curragh)

DENHAM, Bucks

- 5 School of Military Aeronautics from Oxford
8 Sep 1917; to RAF 1 Apr 1918
- 6 School of Military Aeronautics formed 1 Nov 1917;
to Bristol 23 Jan 1918

DONCASTER, Yorks

- 15 Reserve Aeroplane Squadron from Thetford 1 Jan 1916;
renamed 15 RS 13 Jan 1916

- 15 Reserve Squadron from 15 RAS 13 Jan 1916;
renamed 15 TS 1 Jun 1917
- 41 Reserve Squadron from Bramham Moor 16 Aug 1916
(OC: Major Stuart Grant-Dalton MC, Green Howards)
renamed 41 TS 1 Jun 1917
- 46 Reserve Squadron formed 23 Oct 1916;
to Bramham Moor 17 Dec 1916
- 80 (Canada) Reserve Squadron formed Jan 1917;
to Canada 27 Feb 1917
- 90 (Canada) Reserve Squadron formed 15 Mar 1917;
to Beverley 18 Apr 1917
- 15 Training Squadron from 15 RS 1 Jun 1917;
to Spittlegate 15 Sep 1917
- 41 Training Squadron from 41 RS 1 Jun 1917; OC as for
41 RS above; to RAF 1 Apr 1918
- 49 Training Squadron from Spittlegate 15 Sep 1917;
to RAF 1 Apr 1918

DOVER (see Swingate Down)

DRIFFIELD (see Eastburn)

DYMCHURCH (MARSHES) (see Hythe)

DYMCHURCH (REDOUBT), Kent

- Kite Balloon Training Section formed Dec 1916;
to RAF 1 Apr 1918
- Aerodrome for 1 (Aux) School of Aerial Gunnery,
Hythe; to RAF 1 Apr 1918

EAST RETFORD, Notts

- 99 Depot Squadron from Rochford 12 Jun 1917;
renumbered 199 DS 27 Jun 1917
- 199 Depot Squadron from 99 DS 27 Jun 1917;
renamed 199 (Night) TS 21 Dec 1917
- 200 Depot Squadron formed 1 Jul 1917;
renamed 200 (Night) TS 21 Dec 1917
- 192 Depot Squadron from Gainsborough 24 Sep 1917;
to Narborough 10 Oct 1917
- 188 (Night) Training Squadron formed 20 Dec 1917;
to RAF 1 Apr 1918
- 199 (Night) Training Squadron from 199 DS 21 Dec 1917;
to RAF 1 Apr 1918
- 200 (Night) Training Squadron from 200 DS 21 Dec 1917;
to RAF 1 Apr 1918

EASTBURN, Yorks

- 2 School of Aerial Fighting formed 24 Sep 1917;
to RAF 1 Apr 1918

EASTON-ON-THE-HILL, Northants

- 5 Training Depot Station formed 24 Sep 1917;
to RAF 1 Apr 1918

EASTWOOD (see Rochford)

FAIRLIGHT, Sussex

- Aerodrome for Cadet Wing, Hastings opened Sep 1917;
to RAF 1 Apr 1918

FARNBOROUGH, Hants

- Repair Workshops formed 13 May 1912; used by but not
part of RFC training organisation; to Reserve
Aeroplane Park Jan 1915
- Reserve Aeroplane Squadron formed Aug 1914;
renamed 1 RAS 12 Nov 1914
- 1 Reserve Aeroplane Squadron from RAS 12 Nov 1914;
renamed 1 RS 13 Jan 1916
- Administrative Wing formed 29 Nov 1918
(OC Lt Col John M Salmond DSO, Royal Lancaster Regt.
Apr-Aug 1915)
- 4 Reserve Aeroplane Squadron formed 29 Jan 1915;
to Northolt 1 Mar 1915
- Reserve Aeroplane Park from RW Jan 1915;
to 1(S)ARD Sep 1916
- 1 Reserve Squadron from 1 RAS 13 Jan 1916;
to Gosport 7 Apr 1916
- School for Wireless Operators formed 24 Aug 1916;
renamed 1 WS 12 Oct 1917

1 (Southern) Aeroplane Repair Depot from RAP Sep 1916; used by but not part of RFC training organisation; to RAF 1 Apr 1918

School of Photography from Langton Place, London 1 Oct 1917; to RAF 1 Apr 1918

1 Wireless School from SWO 12 Oct 1917; renamed 1 (T) WS 8 Nov 1917

1 (Training) Wireless School from 1 WS 8 Nov 1917; to RAF 1 Apr 1918

FELTWELL, Norfolk

7 Training Depot Station formed 1 Nov 1917; to RAF 1 Apr 1918

FILTON, Glos

Headquarters 21 Reserve Wing formed Apr 1916; to Cirencester Aug 1916

55 Reserve Squadron formed 15 Nov 1916; to Yatesbury 22 Nov 1916

51 Reserve Squadron formed 30 Dec 1916; to Wye 8 Jan 1917

35 Reserve Squadron formed 1 Feb 1917; to Northolt 16 Feb 1917

FREISTON, Lincs

4 School of Aerial Fighting formed Sep 1917; to RAF 1 Apr 1918

GAINSBOROUGH, Lincs

192 Depot Squadron formed 5 Sep 1917; to East Retford 24 Sep 1917

GOSPORT, Hants

Headquarters 17 Reserve Wing formed Apr 1916; (OC: Lt Col George I Carmichael DSO, Royal Field Artillery); renamed HQ 17 TW 1 Jun 1917

1 Reserve Squadron from Farnborough 7 Apr 1916; (OC Major The Lord George Wellesley MC, Grenadier Guards); renamed 1 TS 1 Jun 1917

27 Reserve Squadron formed 22 May 1916; renamed 27 TS 1 Jun 1917

87 (Canada) Reserve Squadron formed Jan 1917; to Beaulieu Feb 1917

59 Reserve Squadron formed 1 Feb 1917; to Yatesbury 30 Apr 1917

91 (Canada) Reserve Squadron formed 15 Mar 1917; to Canada Apr 1917

62 Reserve Squadron formed 1 May 1917; to Yatesbury 10 May 1917

Headquarters 17 Training Wing from 17 RW 1 Jun 1917; to RAF 1 Apr 1918

1 Training Squadron from 1 RS 1 Jun 1917; absorbed into S of SF 2 Aug 1917

27 Training Squadron from 27 RS 1 Jun 1917; absorbed into S of SF 2 Aug 1917

55 Training Squadron from Yatesbury 23 Jul 1917; absorbed into S of SF 2 Aug 1917

School of Special Flying formed from 1, 27 and 55 TS 2 Aug 1917. (OC: Lt Col Robert Smith Barry RFC - see also 'York'); to RAF 1 Apr 1918

School of Aerial Cooperation with Coastal Defence Batteries formed 31 Jan 1918; to RAF 1 Apr 1918

GRANTHAM (see Spittlegate)

GULLANE (see West Fenton)

HALTON, Bucks

School of Technical Training from Reading Sep 1917 (Chief Inst. Major Ian M Bonham-Carter, Royal Artillery); to RAF 2 Apr 1918

HARLAXTON, Lincs

44 Reserve Squadron from Lilbourne 13 Nov 1916; renamed 44 TS 1 Jun 1917

54 Reserve Squadron from Wyton 17 Mar 1917; renamed 54 TS 1 Jun 1917

44 Training Squadron from 44 RS 1 Jun 1917; to Waddington Nov 1917

54 Training Squadron from 54 RS 1 Jun 1917; to RAF 1 Apr 1918

26 Training Squadron from Turnhouse 22 Sep 1917; to RAF 1 Apr 1918

64 Training Squadron from Marham 20 Dec 1917; to RAF 1 Apr 1918

HARLING ROAD, Norfolk

Being prepared at 1 Apr 1918 for 10 Training Depot Stn

HASTINGS, Sussex

Cadet Wing formed Sep 1917; to RAF 1 Apr 1918

HENDON, Middlesex

18 Wing School of Instruction formed 22 Sep 1916; to RAF 1 Apr 1918

HOOTON PARK (Racecourse), Cheshire

4 Training Depot Station from Tern Hill 19 Sep 1917; to RAF 1 Apr 1918

HOUNSLOW, Middlesex

19 Reserve Squadron formed 29 Jan 1916 (CO: Major Thomas C R Higgins, Kings Own Regt). Unit provided Home Defence aircraft flown by instructors from Feb 1916. Renamed 19 TS 1 Jun 1917

42 Reserve Squadron formed 2 Nov 1916; renamed 42 TS 1 Jun 1917

19 Training Squadron from 19 RS 1 Jun 1917; to The Curragh Dec 1917

42 Training Squadron from 42 RS 1 Jun 1917; to Wye 16 Dec 1917

HUCKNALL, Notts

Being prepared at 1 Apr 1918 for 15 Training Depot Stn

HURSLEY PARK, Hants

Wireless and Observers School from Brooklands 2 Oct 1917; renamed AICS 5 Nov 1917

Artillery and Infantry Cooperation School from W & OS 5 Nov 1917; to RAF 1 Apr 1918

HYPHE, Kent

Machine Gun School from Swingate Down 27 Nov 1915; renamed S of AG 13 Sep 1916

School of Aerial Gunnery from MGS 13 Sep 1916; renamed 1 (Aux) S of AG Jan 1917

1 (Auxiliary) School of Aerial Gunnery from S of AG Jan 1917; renamed 1 (O) S of AG 9 March 1918

1 (Observers) School of Aerial Gunnery from 1 (A)S of AG 9 Mar 1918; to RAF 1 Apr 1918

JOYCE GREEN, Kent

Detachment of 2 RAS from Brooklands Jul 1915; to Brooklands Aug 1915

10 Reserve Aeroplane Squadron formed 1 Sep 1915; renamed 10 RS 13 Jan 1916

10 Reserve Squadron from 10 RAS 13 Jan 1916; renamed 10 TS 1 Jun 1917

Wireless Testing Park formed 21 Oct 1916 (OC: Capt C E Prince, Royal Engineers); to Biggin Hill 1 Jan 1917

10 Training Squadron from 10 RS 1 Jun 1917; to RAF 1 Apr 1918

KENNINGTON OVAL, London

Free Balloon Section from Richmond Park Aug 1916; to RAF 1 Apr 1918

LAKE DOWN, Wilts

2 Training Depot Station formed 15 Aug 1917; to Stonehenge 2 Dec 1917

BRISTOL BULLDOG IIIA



Since deliveries of Bulldogs had begun in May 1929, the type had been one of the RAF's standard day and night fighters. The original Mk.I had been placed in production as the Mk.II and, with some improvements, the Mk.IIA. Of the 360 built, some were exported to Australia, Latvia, Siam, Sweden and Denmark.

Improvements built into the Bulldog IIA resulted in the Mk.III. A 560 hp Bristol Mercury IVA was fitted and the wings modified, with the upper wing incorporating fuel tanks conforming to the wing profile and the lower wing cord being shortened by seven inches, giving better downward vision to the pilot. The airframe had various strengthening modifications and spats were fitted, top speed being raised from 175 to 208 mph.

The first Mk.IIIA was given the maker's identification number R-5 and flew first on 17 September 1931. It underwent trials at Martlesham Heath in December before returning to the factory for a Mercury IVS.2 to be fitted. The type faced competition from Glosters for a production order which the latter won as the Gauntlet. R-5 was written off in a crash at Martlesham Heath on 30 March 1933.

The second Mk.IIIA was built by the company

as a private venture and was registered G-ABZW. This, however, was never carried and when it appeared at the Paris Salon in November 1932, it carried RAF roundels and manufacturer's number R-7. On return, it was modified before making its first flight on 13 April 1933. Taken to Martlesham Heath on 12 May, it resumed the handling trials suspended with the loss of R-5 and on completion of these returned to Filton to be modified to a Mk.IVA to conform to Specification F.7/30 in March 1934. In this it competed with several other designs from Supermarine, Hawker, Westland and Gloster, the last mentioned being selected eventually as the Gladiator. By this time, the basic Bulldog design was dated but seventeen Mk.IVAs were purchased by Finland and saw service during the Russian invasion in 1939/40 and continued to operate with the Finnish Air Force until 1944.

R-7 was purchased by the Air Ministry in July 1934 and allotted serial K4292 for research into engine cowlings on the Mercury and the aircraft was hard used in development trials at Filton, Martlesham Heath and Farnborough until it was finally retired in November 1938, to become a ground instructional airframe as 1180M. Although the Mk.IIIA was not destined to carry on the Bulldog line in the RAF, it did provide data for the Mk.IV and Mercury engines.



Photographs from British Aerospace via Colin Read



XV756	233 OCU/1/233 OCU/ Cv GR.3/1	Abandoned 8.11.79	XV793	233 OCU/Cv GR.3/ 20/3/1/4	
XV757	233 OCU/1/233 OCU/ 1/233 OCU/1/Cv GR.3/233 OCU/1	Collided with XZ128 and crashed, Wisbech, Cambs., 21.9.79	XV794	233 OCU/4	Ingested bird; lost power and abandoned near Hutten, West Germany, 4.5.72
XV758	233 OCU/Cv GR.3. 3/1/233 OCU/3		XV795	1/Cv GR.3/1/3	Collided with XW926 and crashed near Peterborough, Cambs., 23.2.83
XV759	233 OCU/Cv GR.3/ 233 OCU/1/233 OCU/1/233 OCU/ 1417 Flt/233 OCU		XV796	1	Engine lost power on approach; abandoned, Ouston, 6.10.70
XV760	233 OCU/Cv GR.3/ 233 OCU/4/3		XV797	233 OCU/20/4/ Cv GR.3/4	Flap jammed down; rolled out of control and abandoned, Vredepeel, Netherlands, 23.1.74
XV761	233 OCU/Cv GR.3/ 4/1	Hit bird and crashed 19m N of Bitburg, 28.10.80	XV798	233 OCU/20	Control lost during hover; sideslipped into wood, Wildenrath, 22.4.71
XV762	233 OCU/Cv GR.3/ 233 OCU/1/1453 Flt	Crashed at Laforia, East Falklands, 19.11.83	XV799	344 OCU	Flew into hill after control lost in cloud, Dornie, Ross, 12.9.72
XV776	233 OCU/1/Cv GR.3/ 1	Crashed after engine failure, Church Stretton, Salop, 9.4.75	XV800	233 OCU/20/ Cv GR.3/20/4	Engine cut on take-off, Wildenrath, 16.5.74; DBR
XV777	233 OCU/1	Rolled during transition and abandoned, Wittering, 1.5.72	XV801	20/4/Cv GR.3/ 4/20/3	Crashed at Ennisgerloh, West Germany, 15.12.78
XV778	1/Cv GR.3/1/ 1417 Flt/1/ 1453 Flt/1		XV802	20	Dived into ground during low- level exercise 1m NW of Stadtoldendorf, West Germany, 21.3.72
XV779	3/233 OCU	To 8931M for display 1.87	XV803	1	Dived into ground after nozzle failure on approach, Wattisham, 3.8.71



Harrier XV780 of No.4 Squadron

XV780	1/4	Ingested bird and engine lost power; abandoned near Ham- born, West Germany, 27.6.72	XV804	233 OCU/Cv GR.3/ 233 OCU/1417 Flt/ 233 OCU/4/3/1/3	
XV781	1/4/20/3/ Cv GR.3/4/3	Abandoned after engine fire on approach, Gutersloh, 12.6.79	XV805	20/Cv GR.3/20	Engine cut; abandoned 1½m SW of Coesfeld, West Germany, 30.7.73
XV782	4/Cv GR.3/1453 Flt/4		XV806	233 OCU/Cv GR.3/ 233 OCU/3	
XV783	4/Cv GR.3/20/4/ 233 OCU/1417 Flt/ 233 OCU/3/233 OCU/ 1/233 OCU/3/4/ 233 OCU		XV807	233 OCU/Cv GR.3/ 233 OCU/3/233 OCU/ 1417 Flt	Hit tree recovering from practice attack on vehicles 4m S of Georgeville, Belize, 14.7.81
XV784	4/Cv GR.3/4/1/4/ 233 OCU	Damaged 2.4.86; to 8909M	XV808	20/Cv GR.3/20/ 3/233 OCU	
XV785	233 OCU/20/3/4/ Cv GR.3/4	Became airborne after landing and abandoned, Wildenrath, 26.3.74	XV809	4/Cv GR.3/4/ 233 OCU/3	
XV786	4/Cv GR.3/4/1/4/3		XV810	20/Cv GR.3/20/ 4/233 OCU	
XV787	233 OCU/Cv GR.3/ 233 OCU/1	Abandoned after engine fail- ure; crashed in Port Stanley Harbour, Falklands, 22.3.83			* * * * *
XV788	1/Cv GR.3/1	Hit bird and abandoned, Belize, 1.12.75	XV814	de Havilland Comet 4 (ex G-APDF) for Ministry of Technology for use at RAE	
XV789	4/Cv GR.3/4/1/ 1453 Flt/1/233 OCU/1		XV818 to XV837		Northrop Shelduck D.1 drones
XV790	20/Cv GR.3/4/1/ 4/1/3	Collided with XZ136 and crashed, Otterburn ranges, Northumberland, 2.11.87	XV841 to XV855		Cancelled Chinook HC.1s
XV791	233 OCU/4/20/ Cv GR.3/20	Hit birds on take-off; aban- doned as control lost, Wildenrath, 9.7.73	XV859		Westland SRN.6 hovercraft for trials
XV792	3/Cv GR.3/3	Crashed at Gutersloh, 14.10.80			* * * * *
			Seven Hawker-Siddeley Buccaneer S.2s transferred from Royal Navy		
			XV863	Cv S.2B/16/12/ 237 OCU/208	
			XV864	Cv S.2B/16/ 237 OCU/12	
			XV865	Cv S.2B/208	
			XV866	Cv S.2B/16	
			XV867	Cv S.2B/237 OCU/ 208/12	
			XV868	Cv S.2B/12/208	
			XV869	Cv S.2B/208/12	
			XV870 to XV879	-	Cancelled
					* * * * *
			XV884 to XV887		Cancelled General Dynamics TF-111Ks

XV902 to XV947 Cancelled General Dynamics F-111Ks
 XV951 Slingsby T.53B glider for ATC
 XV952 to XV990 Cancelled T-53Bs
 XW101 to XW150 Northrop Shelduck D.1 drones
 XW161 to XW170 for Royal Navy

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Two Hawker-Siddeley Harrier T.2 prototypes

XW174 Mkrs/AAEE Lost power and abandoned 6m
 W of Boscombe Down, 4.6.69
 XW175 Mkrs To MinTech 8.70 for RAE

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XW179 to XW195 Sioux AH.1s for Army Air
 Corps

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**Forty Westland Puma HC.1s delivered between January 1971
 and approx June 1973 by Westland-Fairey, Hayes**

XW198 HOFC/240 OCU/230
 XW199 HOFC/240 OCU/230/33
 XW200 HOFC/240 OCU
 XW201 230 OCU/240 OCU
 XW202 230/240 OCU/1463
 Flt/240 OCU/1563
 Flt/33
 XW203 HOFC/230/33 Flew into ground after con-
 trol lost 7m N of Whitchurch,
 Hants, 15.11.74

XW204 33/1563 Flt/
 33/1563 Flt

XW205 HOFC/33 Crashed near Voss,
 Norway, 30.1.78

XW206 33/1563 Flt/33
 XW207 33/1563 Flt/33
 XW208 33/230
 XW209 33/1563 Flt/33
 XW210 33/Mkrs/33
 XW211 33
 XW212 33/240 OCU
 XW213 33/1563 Flt/33
 XW214 33/AAEE/33/
 1563 Flt/33

XW215 33/230

XW216 33/1563 Flt

XW217 230

XW218 240 OCU/33/230

XW219 230

XW220 230

XW221 230

XW222 230

XW223 230

XW224 230/33

XW225 230/240 OCU

XW226 230

XW227 230

XW228 33/230/240 OCU/
 230/33 Hit wires and crashed near
 Mtoko, Zimbabwe, 27.12.79

XW229 230

XW230 MoD(PE)/230/33/
 230 Crashed in Toledo Forest,
 Belize, 28.8.76

XW231 33

XW232 230

XW233 AAEE/33/Mkrs/33/
 1563 Flt

XW234 RAE/33

XW235 230/33/1563 Flt/
 33

XW236 33/1563 Flt

XW237 33

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**Sud SA.330E Puma delivered in October 1968 as pattern
 aircraft**

XW241 Westland/RAE Ex F-ZJUX

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XW246 Westland SRN.5 hovercraft
 for trials

XW249 Cushioncraft CC.7 hovercraft
 for trials

XW255 British Hovercraft BH-7
 for trials

XW260 Hovermarine HM-2 hovercraft
 for trials

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Nine Hawker-Siddeley Harrier T.2s (later updated to T.4s)

XW264 Mkrs & AAEE Crashed at Boscombe Down,
 11.6.70

XW265 AAEE/233 OCU

XW266 233 OCU

XW267 233 OCU/RAE/
 AAEE/RAE

XW268 233 OCU

XW269 4/233 OCU/1/
 MoD(PE)/3/
 233 OCU

XW270 233 OCU/1/233

OCU/1/4

XW271 1/233 OCU

XW272 20/4

Flew into trees on take-off,
 Bergen-Hohne ranges, West
 Germany, 29.6.82; to 8783M

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XW276 Aerospatiale SA.341 Gazelle delivered to Westland
 for compatibility purposes. Ex F-ZWRI; preserved

XW280 to XW284 Scout AH.1s for Army Air
 Corps

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**110 BAC Jet Provost T.5s delivered between September
 1969 and approx July 1971 by BAC, Luton**

XW287 RAFC/6 FTS

XW288 CFS/1 FTS

Flew into ground during roll
 while practicing aerobatics,
 Linton-on-Ouse, 17.5.82

XW289 CFS/RAFC/1 FTS

XW290 CFS/RAFC

XW291 CFS/RAFC/6 FTS

XW292 CFS/RAFC

XW293 CFS/6 FTS
 XW294 CFS/1 FTS/
 Leeming/RAFC
 XW295 CFS/1 FTS/RAFC
 XW296 6 FTS
 XW297 1 FTS
 Abandoned in spin, Kipling
 Coates, Yorks., 17.9.70
 XW298 1 FTS/6 FTS
 XW299 1 FTS/RAFC/1 FTS
 XW300 1 FTS
 Collided with Sea Prince
 WP312 and crashed 2m ESE
 of Selby, Yorks., 2.3.71
 XW301 1 FTS
 XW302 1 FTS/RAFC/CFS/
 6 FTS



Jet Provost T.5 XW302 of No.1 FTS

XW303 1 FTS/7 FTS
 XW304 1 FTS/CFS/6 FTS
 XW305 1 FTS/RAFC
 XW306 1 FTS/6 FTS
 XW307 RAFC/6 FTS
 XW308 RAFC/1 FTS
 Dived out of cloud and hit
 hill during recovery 4m W
 of Leuchars, 28.1.81
 XW309 1 FTS/6 FTS
 XW310 1 FTS/RAFC
 XW311 6 FTS
 XW312 1 FTS
 XW313 1 FTS/RAFC
 XW314 3 FTS/RAFC
 Abandoned during spinning
 practice near Swinderby,
 8.5.80
 XW315 CFS/3 FTS/CFS
 XW316 3 FTS/CFS/6 FTS/
 RAFC
 XW317 3 FTS/CFS/RAFC/
 CFS/RAFC
 XW318 3 FTS/CFS/RAFC/
 CFS/RAFC
 XW319 3 FTS/Leeming/
 3 FTS/CFS
 XW320 RAFC/3 FTS/Leeming/
 1 FTS
 XW321 3 FTS/RAFC/7 FTS
 XW322 RAFC/Mod(PE)/RAFC
 XW323 RAFC
 XW324 3 FTS/6 FTS
 XW325 3 FTS/RAFC
 XW326 3 FTS/CFS/3 FTS/
 7 FTS/1 FTS
 XW327 RAFC/CFS/1 FTS/
 7 FTS/6 FTS/7 FTS
 XW328 RAFC/CFS/RAFC
 XW329 3 FTS/CFS/3 FTS
 Stalled during practice loss
 of power on take-off,
 Leeming, 16.6.81; to 8741M
 XW330 3 FTS/RAFC/CFS/
 Leeming/3 FTS/
 7 FTS
 XW331 3 FTS
 Hit runway after simulated
 flame-out; nosewheel collap-
 sed, Leeming, 11.4.73
 XW332 3 FTS/RAFC

XW333 3 FTS/1 FTS/
 RAFC/CFS
 XW334 1 FTS/RAFC/7 FTS
 XW335 RAFC/CFS/RAFC
 XW336 RAFC
 XW351 RAFC/1 FTS/RAFC
 XW352 RAFC/6 FTS
 XW353 RAFC/3 FTS/CFS
 XW354 RAFC
 XW355 RAFC
 XW356 RAFC
 Abandoned after control lost
 in cloud, New Tupton, Derby,
 12.9.72
 XW357 RAFC
 XW358 RAFC
 XW359 RAFC/7 FTS/1 FTS
 XW360 RAFC/7 FTS
 XW361 RAFC/7 FTS/RAFC
 XW362 RAFC
 XW363 1 FTS/6 FTS/RAFC
 XW364 1 FTS/CFS/RAFC
 XW365 RAFC/1 FTS
 XW366 RAFC/3 FTS/1 FTS
 XW367 RAFC
 XW368 RAFC/Leeming/
 3 FTS/CFS/6 FTS
 XW369 RAFC
 XW370 3 FTS/1 FTS
 XW371 1 FTS
 Flew into ground on low-level
 navex 10m E of Lancaster,
 Lancs., 3.7.79
 XW372 RAFC/1 FTS/7 FTS/
 CFS/7 FTS/6 FTS
 XW373 RAFC
 XW374 1 FTS/RAFC
 XW375 RAFC/6 FTS/CFS
 XW404 1 FTS
 XW405 RAFC/1 FTS/6 FTS/
 7 FTS/1 FTS/6 FTS
 XW406 RAFC/3 FTS/RAFC
 XW407 3 FTS/CFS/3 FTS/
 7 FTS
 Collided with XW411 and
 crashed near Helmsley,
 North Yorks., 6.6.86
 XW408 RAFC
 XW409 1 FTS/7 FTS
 XW410 3 FTS/RAFC/1 FTS
 XW411 RAFC/7 FTS
 Collided with XW407 and
 abandoned near Helmsley,
 North Yorks., 6.6.86
 XW412 RAFC
 XW413 RAFC/1 FTS
 XW414 CFS
 Engine cut on approach;
 abandoned, Dishforth, 28.6.78
 XW415 3 FTS/Leeming/
 3 FTS/CFS
 XW416 RAFC
 XW417 RAFC/1 FTS/7 FTS/
 1 FTS/7 FTS
 Crashed after control lost in
 bad visibility, Lake Thirl-
 mere, Cumbria, 9.12.82
 XW418 3 FTS/Leeming/
 3 FTS/CFS/7 FTS
 XW419 RAFC/1 FTS/7 FTS
 XW420 RAFC
 XW421 CFS/Leeming/
 3 FTS/CFS
 XW422 RAFC/1 FTS/RAFC
 XW423 3 FTS/Leeming/
 1 FTS/RAFC
 XW424 1 FTS
 Crashed during aerobatic
 practice, Linton-on-Ouse,
 30.4.77
 XW425 CFS/Leeming/
 3 FTS/CFS/6 FTS
 XW426 3 FTS/1 FTS
 Abandoned after control lost,
 Dalby Forest, North Yorks.,
 23.1.78
 XW427 3 FTS/CFS/3 FTS/
 CFS
 XW428 3 FTS/1 FTS/RAFC
 XW429 3 FTS/Leeming/
 RAFC/1 FTS
 XW430 3 FTS/Leeming/
 3 FTS/CFS

XW431 3 FTS/Leeming/
3 FTS/CFS
XW432 3 FTS/Leeming/
1 FTS
XW433 3 FTS/Leeming/
3 FTS/7 FTS
XW434 CFS/3 FTS/7 FTS/
1 FTS
XW435 CFS/RAFC
XW436 RAFC/3 FTS/Leeming/
3 FTS/CFS
XW437 CFS/RAFC
XW438 RAFC

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XW444 to XW478; Northrop Shellduck D.1
XW492 to XW516 drones

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**26 Hawker-Siddeley Buccaneer S.2Bs delivered between
January 1970 and February 1973 by HSA, Brough to
Contract KC/2F/258**

XW525 12/237 OCU/
208 Abandoned after evasive
action and crashed into
Claerwen Reservoir, Powys,
4.4.77
XW526 MinTech/12/15/
237 OCU/16 Crashed near Osnabruck,
West Germany, 12.7.79
XW527 16/208/12
XW528 15 To 8861M
XW529 AAEE/BAe
XW530 16/15/16/216/
208/12
XW531 15/12/237 OCU/
15/12 Caught fire and abandoned off
Bodo, Norway, 29.10.76
XW532 15 Dived into ground out of
cloud 4m SW of Laarbruch,
25.3.71
XW533 12/16/216/12/
237 OCU/12/237
OCU/15/16/208/
237 OCU/208
XW534 15/16/237 OCU/
12/AAEE
XW535 237 OCU/15/16 Control lost avoiding coll-
ision and abandoned 4½m ENE
of Lubecke, West Germany,
24.1.73
XW536 237 OCU/15/16 Collided with XW528 and
crashed off Jutland,
Denmark, 16.6.75
XW537 15/237 OCU Stalled on approach and aban-
doned, Wattisham, 23.9.81
XW538 16 To 8660M
XW539 12 Flew into sea 8m NW of Port
Erin, Isle of Man, 4.1.72
XW540 15/216/12/
237 OCU/12 Crashed in sea 17m ENE of
Duncansby Head, Highland,
22.4.87
XW541 16/12 To 8858M
XW542 16/237 OCU/12
XW543 16/237/12
XW544 15/16 To 8857M
XW545 16 To 8859M
XW546 15/16/237 OCU
XW547 12/237 OCU/12/
216/12/208/
237 OCU/12
XW548 15/16/208/16 Caught fire in air and aban-
doned near Volkel, 3.2.77
XW549 16/12 To 8860M
XW550 15/16

* * * * *

XW555 Hovermarine HM-2 hovercraft for trials

* * * * *

Three Sepecat Jaguar prototypes delivered by BAC Preston

XW560 AAEE S-06; SOC 11.8.72
XW563 AAEE S-07; to 8563M; preserved
XW566 AAEE/RAE B-08, prototype T.2;
SOC 3.84

* * * * *

XW571 to XW580; Northrop Shellduck D.1
XW594 to XW603 drones
XW608 Hovermarine Hovercat 3
XW612 to XW616 Scout AH.1s for Army
XW620 to XW622 Hovermarine HD.1/HD.2/HU.4
XW626 Comet 4C (ex-G-APDS) for
MinTech trials as Nimrod
development aircraft

* * * * *

Hawker-Siddeley Harrier GR.1 delivered by HSA, Kingston

XW630 20/3/4 Cv GR.3

* * * * *

Beagle D5/180 Husky presented to Air Training Corps

XW635 5 AEF Ex G-AWSW

* * * * *

XW640 Schleicher Ka 6CR sailplane
for ETPS
XW644 to XW655 Hawker-Siddeley Harrier 50s
from US Marine Corps as AV-8A
XW660 Hover-Air Hoverhawk III for
trials

* * * * *

**Three Hawker-Siddeley Nimrod R.1s delivered between July
1971 and approx August 1972 by HSA, Woodford**

XW664 51
XW665 51
XW666 51

* * * * *

XW670 to XW707 Northrop Shellduck D.1
XW724 to XW745 drones for Royal Navy

* * * * *

**Hawker-Siddeley HS.748 for Ministry of Technology
purchased in January 1970**

XW750 RAE & BLEU Ex G-ASJT

* * * * *

**Eight Hawker-Siddeley Harrier GR.1s delivered between
November 1971 and approx December 1972 by HSA Kingston**

XW754 to
XW762 - Renumbered XW916 to XW924
XW763 3/4/3/1453 Flt/
1 Cv GR.3
XW764 3 Cv GR.3
XW765 20/3/Cv GR.3/3/
233 OCU/3 Crashed during low-level
training near Lampeter,
Dyfed, 12.3.80

PICTURE PAGE



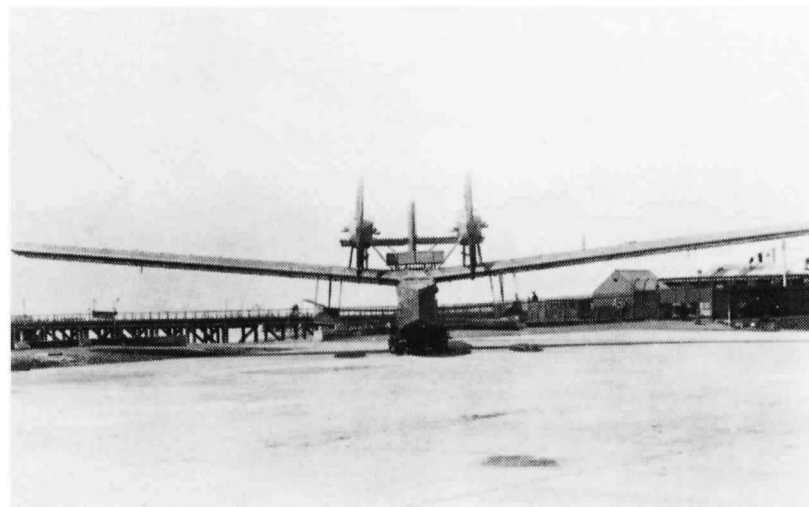
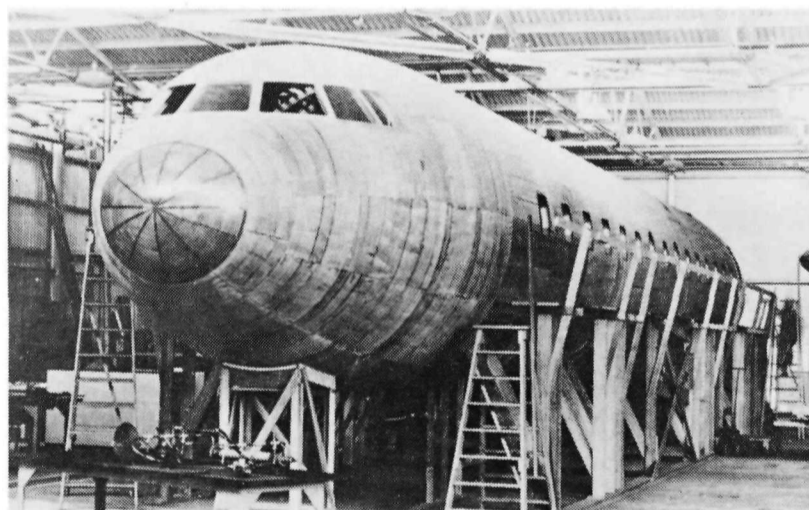
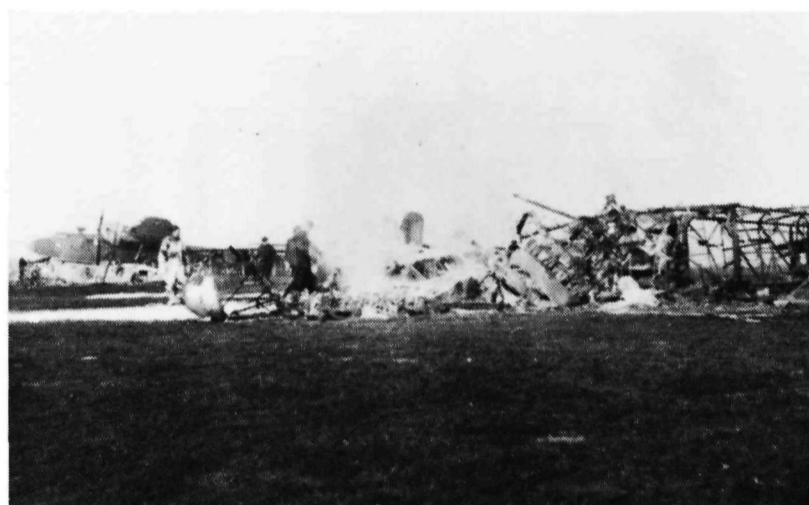
The heading photograph for this month's Picture Page is of a tail-less Washington at Tocumwal, NSW, on 3 September 1961, taken by John Hopton. It was A76-1 but the former serial WW583 is still carried on the fuselage. Is something hanging out of the bomb bay or is it a drum on the ground? The trees sprouting out of the top of the fuselage are not for camouflage purposes.

A tailpiece to the item on No.271 Squadron in AM.3/87 is the photograph of the wreckage of the squadron's Harrows at Melsbroek on 1 January 1944. (RAF Museum photo P11244)

Also from John comes the photo of the mock-up for the Tudor Is intended to be built in Australia by the Government Aircraft Factory at Fisherman's Bend. Twelve were to be produced and the RAAF serial block A76 was allotted. However, the problems with Tudors already built in the UK resulted in the programme not proceeding further than the mock-up.

The flying boat is, we are fairly certain, built by Norman-Thompson but it does not seem to be the common NT.2B version as the tail is wrong. The bridge in the background is, presumably, Littlehampton's swing bridge and the Norman-Thompson works were just along the coast at Bognor Regis. The union flag on the rudder suggests an early version of this little flying boat. The main production of two-seat training boats were NT.2Bs used at Lee-on-Solent and Calshot and they were also built by Saunders at Cowes, Isle of Wight, and Supermarine at Woolston.

The Beardmore Inverness, seen at Felixstowe, was in fact the Rohrbach Ro IV built in Copenhagen. One of a series of metal flying boats built in Denmark to avoid the Allied Control Commission in Germany, the two Ro IVs in the UK contributed much to the Beardmore Inflexible.



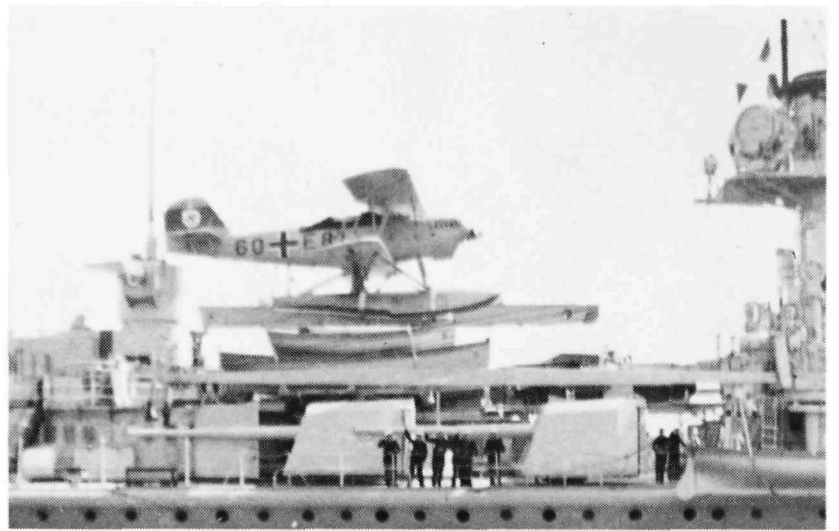


The large photograph depicts a Hurricane IIB fitted with RP racks for eight rockets. The '69' on the nose perhaps gives away the fact that it is no standard RAF Hurricane but a Canadian-built example, possibly a Mk.XII or a Mk.XIIIA, which had only eight guns. The outer gunports cannot be seen on the original. Nothing else is known of the identity, unit or location of the photograph.

One of the advantages of cruising in the Channel in the late 1930s was the chance of snapping, with a ubiquitous Box Brownie, a Heinkel He 60C on the catapult of a Panzerschiffe. In this case, she seems to be 'Admiral Graf Spee', beloved by the press as a 'Pocket Battleship'. Such was the fervour for this name that even today documentaries on TV refer to 'Tirpitz' as a pocket battleship, all 52,600 tons of her!

Trying to right a Lodestar in the desert. The letters G and R appear on the camouflaged wing; the other letters?

D.H.53 Humming Bird J-7272; at Northolt?



BACK FEED

Well, we did ask! What a lot of erudite readers we have. The derivation of 'Jim Crow' has come from far and wide.

Most confined their observations to pointing out the 'Jim Crow Laws', which formed the basis of apartheid in the USA until quite recently. Under these, black Americans were forbidden to use public restaurants, theatres, etc. and were segregated on public transport, in schools and most other facilities. The bit in the Constitution about all men being born equal did not cover more than the first hour of life; black Americans who queried this in the South were liable to have their rights suspended, probably from a tree.

Unfortunately, this does not seem particularly appropriate for an RAF codename. Who would come up with 'Jim Crow' because of a piece of foreign legislation? Dave Birch also pointed out that 'Jim Crow' was applied to a planing tool in a factory; again, was any officer sufficiently senior to be allotting codenames likely to have been on a factory floor, other than on a guided tour? Nice try! As for scybalium jamaicensis = Jim Crow's Nose.....

Ernest Sockett takes the stage one step back. From school he became an ARP firewatcher and they were known as 'Jim Crows' so perhaps the RAF pinched the name when they replaced their 'Lagoon' operations with 'Jim Crows', being shipping searches by a pair of Mustangs along the French and Belgian coasts. He suggests that the firewatchers perched on a roof looked like black crows and from someone's memory the prefix 'Jim' was dragged up.

But that's something to be investigated elsewhere - possibly in 'ARPomilitaria'?

The Big Gun Fortress has also brought in a lot of mail. All seem to agree that it was FK185. A full view of this Fortress IIA with a 40mm Vickers 'S' gun in a Bristol B.16 nose turret appeared in Air Pictorial for March 1957. It had a traverse of 15° to each side and 40° downwards travel from the horizontal. It had a rate of fire of 100 rpm and was intended to clear the decks of a U-boat before the depth charges went down. Quadruple 20mm mounts had been fitted to shoot back and a large aircraft was a sitting duck on the approach.

The Swordfish in page 23 has been placed by the majority of correspondants as being at Gosport with a few suggesting Farnborough; however, the design does not resemble in detail that at the RAE - unless they had more than one.

Nobody seems to have found the Queen Elizabeth book that has details of the proposed flight decks (see AM.4/87) or heard of the Bevan Bros.

Allan Harvey was in the Royal Corps of Signals housed in No.1 Hangar at Hawkinge, overlooking the airfield. He kept a detailed diary which is now with the Hawkinge Museum and recorded two occasions when Blenheims approached from the sea and retired in the same direction. The report had an addition at the end of the day saying that the RAF had classed them as German-manned. He does not recall them being fired on so perhaps this was a safe way of checking on residents and damage at Hawkinge.

The photograph below is captioned "16384 Kenley RAF Aerodrome - Judges Ltd" and shows a Bulldog of No.17 Squadron. Someone is standing in front of the fuselage serial and for some reason the number is not repeated on the rudder.

Judges Postcards Ltd were at Hastings before the war. Are they still in business and did the firm have a collection of aviation photographs in their files? Where are they now?



BOOKSHELF

THE AMERICAN FIGHTER - by Enzo Angelucci-Haynes - £29.95

Another weighty tome with 480 pages of good paper and a large number of sharp photographs, which is more than can be said for the standard of reproduction in many current books.

The contents are exactly what the title suggests, a description of every US-built fighter, Army, Navy, USAF and unwanted. The drawings are excellent and it is nice to have all the information in one place. Even a Tucker XP-57 gets a three-view.

The appearance of a firm of translators among the credits tends to send a frisson of apprehension down any reviewer's spine, memories of past disasters in this field being etched into memory. However, all is readable even if there are some strange items here and there. The Buffalo 1st was apparently flown by the 488th Squadron of the Royal New Zealander Air Force! All squadrons are translated into USAAF-style numbers. Only some air forces have such detail.

Consultant to the book is the evergreen Peter Bowers and the standard of information is high. This is, probably, as near as one will get to a definitive volume on the subject.

ACTION STATIONS - Military Airfields of Cambridgeshire - Michael J.F. Bowyer - PSL - £4.99

Hardly has the Action Stations series reached its end in ten volumes than it starts again by taking airfield histories county by county!

However, it was 1979 when Action Stations 1 appeared to cover East Anglia and a lot of additional information has reached the author so a relatively cheap softback book is a useful sequel. The 33 airfields listed within the current boundaries of Cambs (Farewell, Hunts!) are all World War Two airfields whose Great War activities are scant; no airfield that was not developed for the Second Round gets a mention. An interesting collection of photos ranging between Box Brownie monochromes and colour prints illustrates the activities of these airfields, including post-war civil use.

ENGLISH ELECTRIC AIRCRAFT - Stephen Ranson and Robert Fairclough - Putnam - £20.00 (available from Air-Britain Sales Dept)

For a company that only designed six types of aircraft, a Putnam seemed unlikely but this one packs in Dick, Kerr & Co, Phoenix Dynamo, Coventry Ordnance Works and some lesser producers of aircraft, finishing off with the ill-fated TSR-2 which was not exactly exclusive to EEC. The amount of detail on both the companies and their products swells the volume to 374 pages, filled with many rare photographs and interesting project drawings. From the latter, we get a good idea of the varying schemes for possible new aircraft. Nothing, however, would persuade your editor into an EEC P.7, if it had in fact been built. A single-engined Dakota replacement with a fixed tricycle spatted undercarriage was never destined to win awards from the Design Council.

We particularly liked the 1916 Phoenix helicopter observation platform with Chinook-like contra-rotating rotors, proposed as a replacement for inflammable captive balloons.
rotors

VIDEO VIEW

Historical aviation on the box seems to have been fairly restricted since our last mention of this aspect of voyeurism. Or perhaps we have not been scanning the afternoon and early morning schedules in the TV magazines closely.

One we did find was 'The Camels are Coming', a 1930s British Comedy, a phrase which tends to make one alarmed as most were dire. This was no exception but told by the magazine that it was about World War One fighters in Egypt, the VTR was duly turned on. What we did not expect to find was that the hero (or heroine?) was an Avro 626, J309 of the Royal Egyptian Air Force. The World War One reference presumably resulted in the presence of two wings, one above the other. Does there exist, we wonder, a handbook for TV researchers whose page on 'Aeroplanes' contains a guide to flying machines: "Two wings = World War One, one wing = World War Two, no propeller = Vietnam and straight up-and-down = Falklands"?

W.E. Johns produced a Biggles book with the same title around this time so did the film company purloin it or was the TV blurbman a Biggles fan in his youth? There were nice shots of the delivery of a batch of 626s to Almaz and of J309 hunting smugglers. Moths SU-ABB and ABF also make fleeting appearances.

The only other film that had slight aviation interest was 'The Tunnel', a science fiction film on the building of a Transatlantic tunnel in, we gather, 1940. In case anyone wonders, the Chunnel had already been built. It assumed that the Atlantic would be flown in helicopters and there is a model of a biplane with rotors on the interplane struts!

What was intriguing is that the script glossed over the impracticability of the night shift going down the shaft - as in a coal mine - and boarding a train for the workface each day when the UK and US tunnels were only a few miles apart. Even a TGV would find it difficult to get halfway before the shift was over.....

THE AIRCREW ASSOCIATION

This organisation is now ten years old and has a membership approaching 12,000. However, Henk Holleman, its National Publicity Officer, says that there are still many serving, and retired, aircrew who have never heard of it.

The annual subscription is £5.00 (£8.00 for those outside the UK) and there is a quarterly magazine called 'Intercom' containing news of the Association and its members. It also lists branches in many areas, currently around eighty in number.

Details of membership may be had from ACA's Hon Registrar, Fred McMillan, 16 Marescroft Road, Slough, Berks., SL2 2LW by sending a SAE.

SEND IN YOUR SERIALS!

For the benefit of new readers, and those who missed the previous request, we are appealing for those having access to wartime log books to pass on to Aeromilitaria the serials of overseas aircraft in World War Two. The movement records do not specify overseas units and the unit ORBs often do not mention serials, particularly training, communications and support units. To fill gaps in volumes of the RAF Registers, we need your help.

KITES AT SEA

For centuries, navies have attempted to see beyond the horizon visible to a man on deck. The ability to be able to sight an enemy's topmasts at the earliest possible moment could give a ship the advantage of surprise; hence the crow's nest.

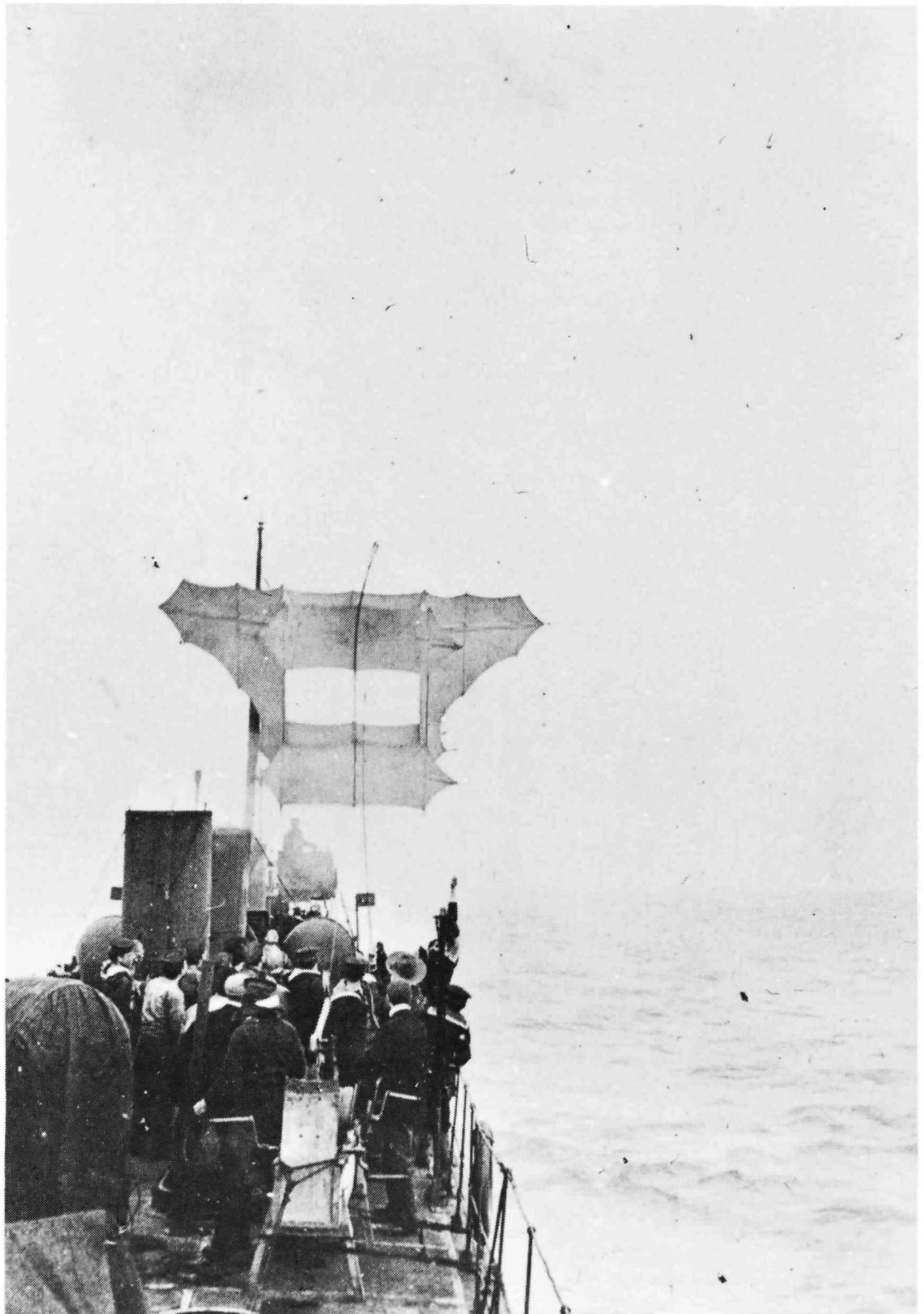
The advent of the lighter-than-aircraft was an obvious method of getting an observer even higher into the air and on land, generals considered their use in battle. The navy, however, had certain problems that the ground-based forces never had. How to inflate, pay out and recover a globular balloon amidst a forest of masts was not a problem easily solved. Ships could do without balloons, but not masts and sails; at least, not yet.

Even on land, a bobbing and rotating spherical balloon was not an ideal platform for someone trying to plot an enemy's dispositions. The same applied at sea; in addition, the winch was moving which did not help stability. There was also the point that if a balloon could spot enemy topmasts, the enemy could probably see a balloon even more easily. So everyone waited for a sausage-shaped balloon and a reliable steam engine so that the observer would point in one direction and the masts could be discarded.

Enter Samuel Franklin Cody and his kites. In 1901, he applied for a patent on a kite that could lift a load, which could be a man. This was not the first of its kind in the UK. Capt. B.F.S. Baden-Powell, brother of the more-famous Robert Baden-Powell of Boy Scout fame, had managed to lift a man in 1894 - all of ten feet - and had pressed on until around 200 feet was reached. To lift a man's weight required more than one kite and B-P's arrangements were not successful. Cody, however, used a box-kite and this version, originally invented but not patented by Lawrence Hargrave, gave sufficient lift.

In February 1903, Cody approached the Admiralty with a view to supplying the Royal Navy with an 'Aeroplane'. This was his name for his kite and he suggested it could be used for carrying such things as a wireless aerial, items between one ship and another, a man for reconnaissance or as a lookout for submarines. The latter notion was well ahead of the admirals who considered submarines to be strictly coastal defence weapons. The Royal Navy belonged on the high seas. The offer was declined.

Despite this rebuff, Cody arranged a demonstration on Woolwich Common and invited the Admir-



alty to send a representative. In the meantime, Baden-Powell had informed the Admiralty that Cody's kites were effective so Captain R. Tupper went along. Despite weather problems, he was impressed by the aerial-lifting abilities of the kites and he kept in touch with Cody. Within a few weeks arrangements had been made to fly a kite from a small warship and the gunnery school at Portsmouth was instructed to provide observers.

Trials were carried out aboard an old cruiser, HMS Hector, then by a torpedo-boat destroyer, HMS Starfish. They were a rousing success, despite 50 mph winds, and further trials with a man aboard soon began. A squall prevented the first attempt but an unmanned trial on 17 April 1903 was successful. The project then sank into bickering about money.

It was August 1908 before trials were resumed from the battleship Revenge and TBD Fervent. On 18 August, a man went aloft from the latter and four more on the 24th from Revenge. Cody himself ascended from TBD Recruit on 31 August, but ended up in the water. After more trials, the project was abandoned on various grounds. The photograph above was taken aboard Recruit in September 1908 and there is a cowboy hat among the crew. Was this Cody himself?





AEROMILITARIA

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The AIR-BRITAIN Military Aviation Historical Quarterly

Edited by James J Halley and Peter M Corbell

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Shepperton, Middlesex
TW17 ORW

By the time this issue reaches our faithful readers, the Sales Dept will have copies of the two latest military monographs, 'The Anson File' and 'Royal Air Force Aircraft EA100 to EZ999'. With over 350 pages and a hard cover, the former cost £15.00 post free to members and £22.50 to non-members. You have never seen so many Anson photographs in one place...

The EA-EZ Register is in the usual format and costs £5.00 to members, £7.50 to non-members. Before anyone asks why the reader needs six blank pages for notes, it is all a matter of page juggling; putting these in and making a multiple of sixteen was cheaper than having to insert an odd number of pages. Paper is cheaper than labour charges!

IN THIS ISSUE

AM.3/88 is being completed before any feedback has been received on AM.2/88. In fact, your editor has not yet seen a copy. However, a number of letters have come in to enlarge on items in earlier issues. Contact with the readership is always valuable so keep them coming.

Our thanks to Cliff Minney for his survey of Percival Provost production. Although details of the individual RAF aircraft have appeared in the WA-WZ Register and in Aeromilitaria, a production list that shows where non-RAF aircraft fitted into the sequence is valuable.

We continue Flt Lt Sutherland's tabulation of RFC training establishments which we should complete in the next issue.

The Spitfire F.21 was one of the shortest production runs for any Spitfire although there were many cancellations and reallocations to the original long list of batches intended to be Mk.21s. At this long time after the event, the idea that any Spitfire should be renamed seems sacrilege. Even then, the name Spiteful for what was obviously yet another improved Spitfire was received with disquiet.

COVER PIX

Our cover photograph is of a Provost of the Irish Air Corps which seemed appropriate in view of the article on Provosts in this issue. On the back cover is a fine study of a F9F-3 Panther from Grumman.

PUZZLE PIX

The airfield in AM.2/88 was Sudbury in Suffolk. It was operational from March 1944 and housed the 486th Bomb Group's Liberators which were replaced in May 1944 by Fortresses. After the departure of the USAAF, the airfield was used as No.16 Recruit Centre before being passed over to the War Office on 3 October 1946.

Below is another one to puzzle over. One wonders if the dispersed living sites and the adjoining open space shown on the top right were ever mistaken for the camouflaged airfield.



SPITFIRE F.21



LA215 of the Central Fighter Establishment

By the middle of World War Two, developments of the basic Spitfire design were fast becoming a new aircraft. In February 1942, design work began on a revised wing structure which was considerably modified from the standard Spitfire wing. Although the shape remained similar, the wingtips were less pointed, but provision was made for extended wingtips to be fitted for high altitude aircraft, similar to the HF.Mk VI and VII.

A 2,050 hp Rolls-Royce Griffon 61 was selected for the new version and a prototype F.Mk.IV was reworked to become an interim prototype. This was DP851 which had been a trials airframe for several marks of Spitfire. In its new form, it flew on 4 October 1942 and showed a maximum speed of 441 mph. Both a four-bladed dural and a five-bladed hydulignum propeller were fitted during trials. There was provision in the new wing for six 20 mm Hispano cannon. DP851 was written off when its undercarriage collapsed on landing on 13 May 1943.

The first true prototype was delivered in June 1943 as PP139. It did not look a bit like a Sunderland, which PP139 was, but the number was not amended as the aircraft was not to be a Royal Air Force aircraft and its records were noted to that effect. The name 'Victor' had been mooted for the new fighter as it had progressed so far from the basic Spitfire design but sentiment won the day and it was allotted a Spitfire mark number. Orders for 1,850 were already booked and 2,962 were recorded as being on order before the end of the war caused large cancellations.

The armament was standardised at four 20 mm cannon, 150 rpg for the outboard guns and 157 rpg for the inner. Fuel tanks could hold 119 gallons, 85 in the fuselage tank and the remainder in the wing tanks. Tests showed a maximum speed of 460 mph at 25,600 feet. It was the intention to fit contra-props to production aircraft but this was not pursued after a number of F.21 had received these.

The first production F.21 began trials on 1 April 1944 and the first five were engaged on trials work which lasted throughout 1944. Only in December 1944, were the first service aircraft available for delivery and in April 1945, No.91 Squadron received the first F.21s to become operational. In the remaining weeks of World War Two, there was little opportunity for the squadron to use its new aircraft to any

great effect. By this time, most of the activity was at low altitude where the majority of fighter squadrons were engaged in ground-attack duties. Few enemy aircraft were to be seen and even fewer operated at high altitudes where the F.21 was best. Only jet aircraft were likely to be encountered but these were suffering from fuel shortages and the incessant attacks on their bases and none were found by 91 Squadron.

No.1 Squadron re-equipped with F.21s in May 1945 and saw no action with them. Nos.41 and 122 Squadrons later received F.21s and a few went to 595 Squadron for anti-aircraft co-operation purposes. It was the Royal Auxiliary Air Force that took over most of the F.21s.

Non-operationally, some F.21s served with the Central Fighter Establishment and No.226 Operational Conversion Unit. The Burmese Conversion Squadron trained some pilots and the tasks of the anti-aircraft co-operation units were taken over by civilian-manned establishments, in the case of the F.21, No.3 CAACU.

A considerable number of aircraft were used for trials work. LA187, LA189, LA190, LA191 and LA192 were flown on handling trials, LA188 and LA191 being used for high speed work as the F.21 was approaching compressibility problems. LA201 went to the Air Fighting Development Unit and LA329 carried out tests with RPs. Contra-prop trials were carried out on LA213 to LA220 inclusive, LA215 having a Spiteful tail unit and LA232 being fitted with a Griffon 85. Radiator research was undertaken by McLaren at Heston on LA299 and LA300 and LA317 went to Chilbolton for various trial installations.

LA326 was used by the Telecommunications Flying Unit at Defford as a target aircraft for radar trials. LA232 became the personal aircraft of AVM T.C.Traill and carried a broad stripe on a natural metal finish. LA226 survived for preservation and for many years was held by No.1 Squadron at Wittering.

It was intended to fit the F.21 with an ejection seat and this was tested on a Defiant but the cockpit of a Spitfire left little room for such a device and it was left to the Meteor to receive these life-saving pieces of equipment. There are reports of a F.21 being fitted with radio control for terminal velocity dives but we have not been able to trace details. A 34 mm recoilless gun installation never got into the air.

Prototypes

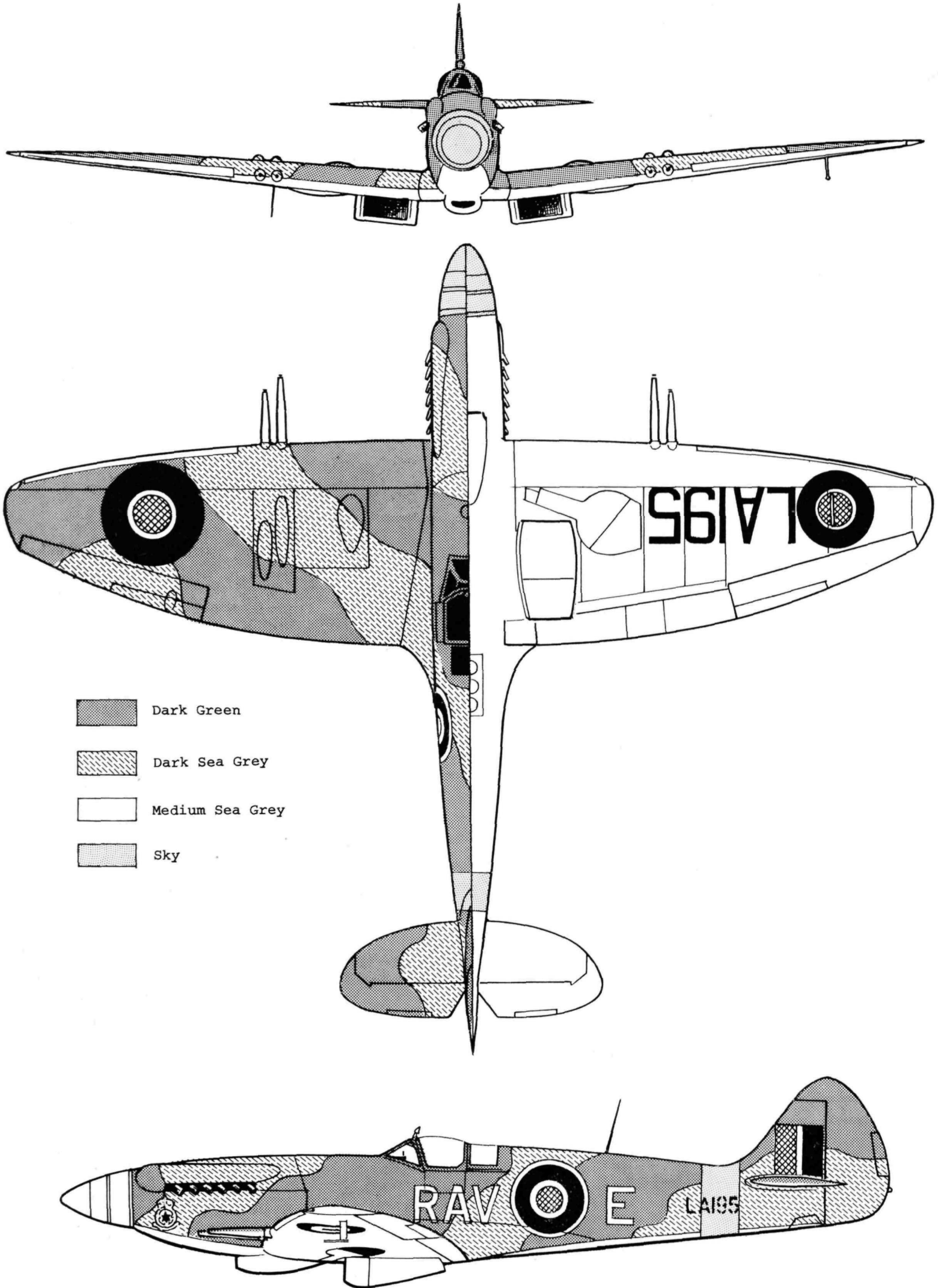
DP851 Mkrs Undercarriage collapsed on landing, Boscombe Down, 13.5.43
PP139 AAEE SOC 13.4.46

Production

LA187 AAEE/2 FP Hit obstruction on runway during forced landing, Atcham, 18.12.46
LA188 Mkrs/RAE To MoS 16.6.54
LA189 AAEE SS 25.8.54
LA190 RAE/1/3 CAACU Damaged 12.2.53 and SS 18.3.53
LA191 AAEE/RAE/615 SOC 5.12.47
LA192 Hdlg Sqn/AAEE/615/600/2 FP Undercarriage collapsed on landing, Lyneham, 1.6.50
LA193 602 Bellylanded after throttle jammed, Woodvale, 3.6.48; to 6564M
LA194 122 To 6373M 22.7.47
LA195 615 SOC 25.5.54
LA196 91/1/91/1/122/41/Llanbedr SS 17.3.54
LA197 91/122/9 MU Crashed on landing, Cosford, 23.9.47
LA198 1/602/3 CAACU To 7118M 19.2.54
LA199 Mkrs SS 5.7.51
LA200 91 DBR in accident, Ludham, 12.5.45
LA201 CFE/AFDU/1/91 SS 25.8.54
LA202 1 SS 25.8.54
LA203 91 SOC 19.5.45
LA204 91 SS 25.8.54
LA205 91/615 SS 5.7.54
LA206 91/122/41 SOC 22.8.47
LA207 91/1/91/1 SOC 16.10.47
LA208 91/615 SOC 1.10.54
LA209 CFE/91/41 SS 21.6.49
LA210 91/1/91/122/41 To 6413M 19.8.47
LA211 Mkrs/1/122/602 Dived into sea off Lancashire coast, 31.7.47
LA212 91/1/122/3 CAACU SS 17.3.54
LA213 Mkrs/Roto1 SS 7.7.54
LA214 Mkrs/Roto1/615 SS 25.8.54
LA215 Mkrs/CFE/615 SS 2.11.49
LA216 Roto1/CFE/615 SS 2.11.49
18.2.46
LA217 NAFDS/FLS/CFE/41/615 SS 2.11.49
LA218 Mkrs/Roto1 SOC 23.8.47
LA219 Mkrs/Roto1/1 Overshot landing at Hutton Cranswick, 1.4.46; DBR SS 8.9.54
LA220 Mkrs/1 SOC 27.2.47
LA221 91
LA222 91/602 Crashed in forced landing, Glenboig, Lanarkshire, 31.10.48
LA223 91/600 To MoS 5.8.54
LA224 91 SOC 22.8.47
LA225 91/1/91/122/41/602/3 CAACU Flew into ground during low level attack exercise, Devon, 30.7.52
LA226 91/122/3 CAACU To 7119M 18.1.54
LA227 1/602 To MoS 20.7.54
LA228 91/600/3 CAACU To 7120M 12.2.54
LA229 91 Shot down by fighters over Friesian Is., 11.3.45
LA230 91 SOC 22.8.47
LA231 1/600/Burmese Cv Sqn SS 6.7.54
LA232 Mkrs/HCCS Undercarriage jammed; crash-landed at White Waltham, 3.10.49
LA233 - SS 12.7.54
LA234 91 Shot down by fighters over Friesian Is., 11.3.56
LA235 91/3 CAACU To MoS 17.3.54
LA236 91/122 SOC 15.4.53
LA249 91/600 SS 8.7.54
LA250 91/1/602 To 6833M 26.2.51
LA251 1/122 Engine cut; dived into sea 3m N of Lossiemouth, 8.3.46

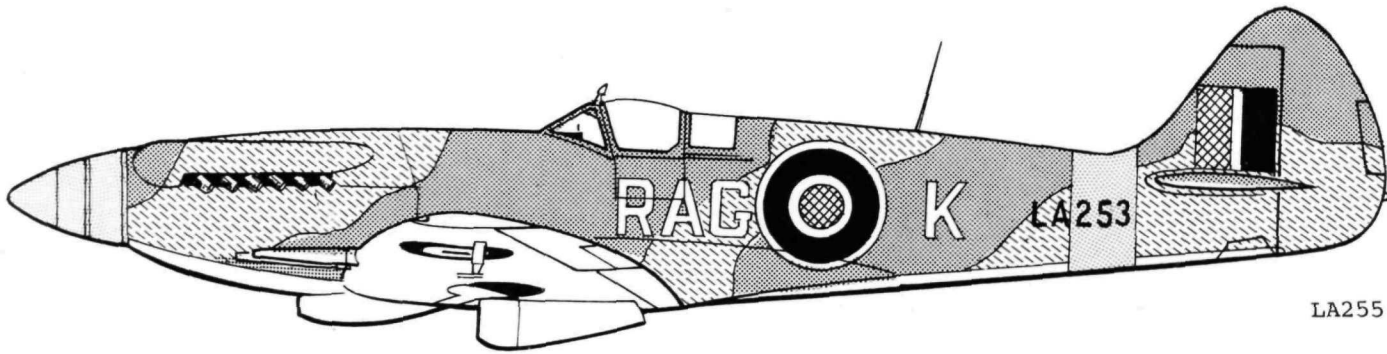
LA252 91/122/41 SOC 22.8.47
LA253 SF Coltishall/SF Horsham St.Faith/SF Church Fenton/CFS/600 Overtaken when propeller hit ground on take-off, Llandow, 4.12.52
LA254 91/1/91 SOC 22.8.47
LA255 1 To 6490M 4.12.47; preserved
LA256 3 CAACU SS 14.6.54
LA257 3 CAACU SS 14.6.54
LA258 3 CAACU SS 25.8.54
LA259 - SOC 25.5.54
LA260 1/41
LA261 - To MoS 29.7.54
LA262 1 SOC 16.11.47
LA263 3 CAACU To 7121M 15.2.54
LA264 - SS 25.8.54
LA265 91/226 OCU/602 To 6834M 26.2.51
LA266 91 Crashed on landing, Charterhall, 25.1.46
SS 12.7.54
Spun into ground, Bishopston, Renfrewshire, 3.4.48
LA267 1/602
LA268 1/602
LA269 AAEE/602
LA270 -
LA271 - To MoS 20.7.54
LA272 41 SS 21.6.54
LA273 1/615 SS 8.7.54
LA274 - SS 25.8.54
LA275 1/602 DBR in accident, 18.6.49; SOC 9.8.49
LA276 1 SOC 16.11.47
LA277 1 SOC 16.11.47
LA278 600/615 SS 1.10.54
LA279 91/1/602 SOC 3.3.49
LA280 3 CAACU SS 9.9.54
LA281 - SOC 31.5.54
LA282 122/41 Stalled on landing and undercarriage collapsed, Wittering, 23.4.46
LA283 122/41/602 SS 24.5.54
LA284 91/122/41 Swung on take-off and tipped up, Acklington, 22.11.46
LA299 Mkrs/1/SF Witt-ering/41/615/600 To 6489M 4.12.47
LA300 McLaren Rad development; SS 9.9.54
LA301 1 SOC 14.8.47
LA302 122/41 Stalled on landing, Acklington, 15.11.46
LA303 1 DBF in accident, 27.9.45
LA304 122/3 CAACU SS 2.4.54
LA305 - To 6368M 18.8.47
LA306 41/615 SS 17.3.54
LA307 - To MoS 30.7.54
LA308 1 SOC 22.8.47
LA309 - SS 8.9.54
LA310 - SS 8.9.54
LA311 1 SOC 22.8.47
LA312 - SS 1.10.54
LA313 615 SS 6.7.54
LA314 3 CAACU To MoS 2.4.54
LA315 SF Wittering/41/602 SS 3.3.54
LA316 Burmese Cv Sqn To MoS 5.8.54
LA317 Mkrs SS 25.8.54
LA318 - To MoS 2.4.54
LA319 602 SS 25.8.54
LA320 3 CAACU SS 14.6.54
LA321 3 CAACU To MoS 2.4.54
LA322 3 CAACU To MoS 17.3.54
LA323 600 Stalled on approach, Thorney Island, 18.6.49
LA324 - To MoS 14.6.54
LA325 - SS 9.7.54
LA326 TFU/Roto1 SOC 7.11.51
LA327 - To MoS 30.7.54
LA328 600 SS 9.9.54
LA329 602 Damaged in accident, 4.5.50 and SOC
LA330 41/600 Overshot landing at Biggin Hill, 8.5.49
LA331 600 SS 27.8.54
LA332 - SS 8.7.48

LA195 of No.615 Squadron

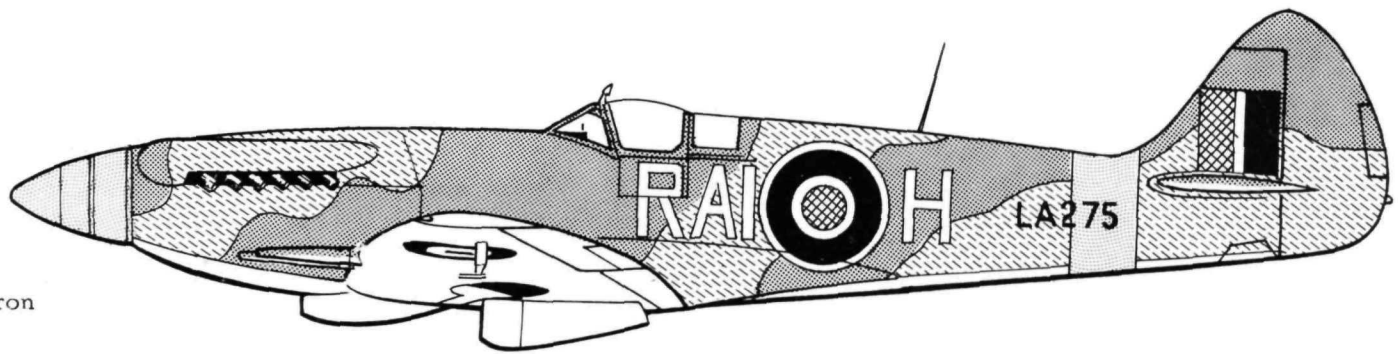


Drawings by Cliff Minney

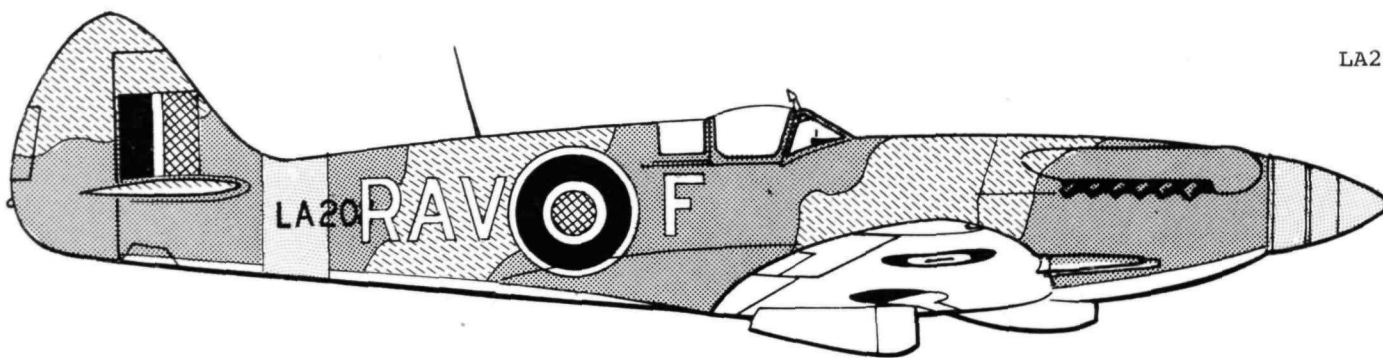
LA228 of No.600 Squadron



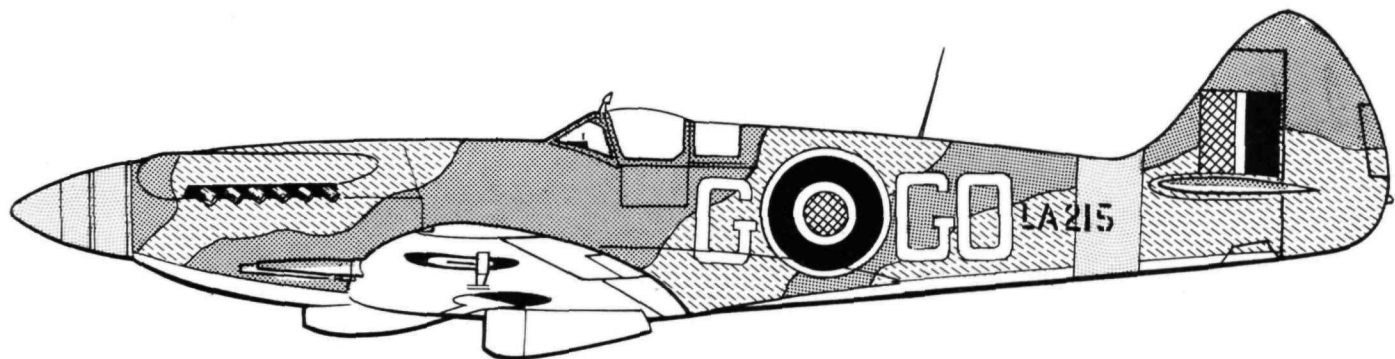
LA255 of No.600 Squadron



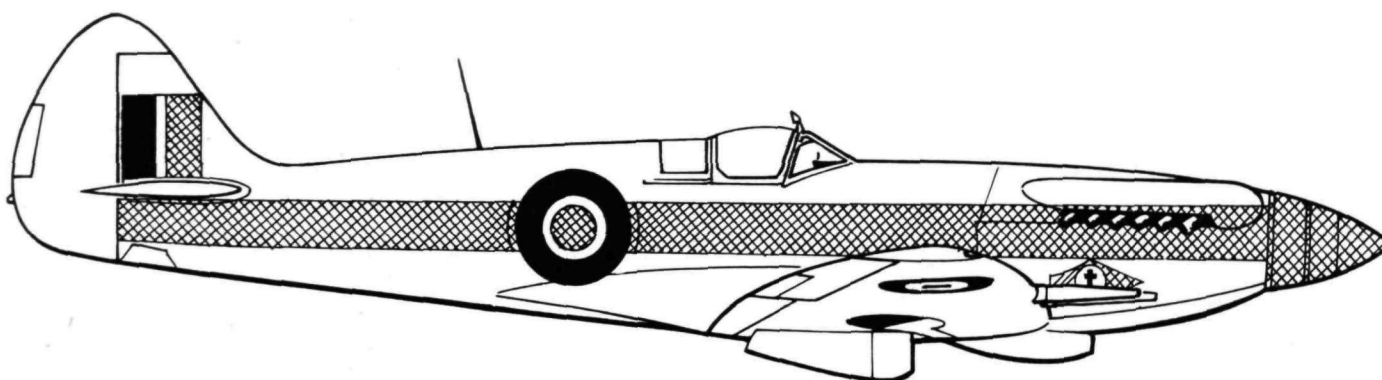
LA275 of No.602 Squadron



LA208 of No.615 Squadron



LA215 of the Central Fighter Establishment



Unknown serial: No.41 Squadron

PROVOST PRODUCTION



Provost UB201 of the Burmese Air Force

The Percival Provost was the last piston-engined basic trainer used by the Royal Air Force, being replaced by the Jet Provost when an all-jet training programme was instituted. The need for expansion at Percival Aircraft resulted in the Hunting Group becoming involved and the name of the company changed to Hunting-Percival while production got underway.

Details of the units which flew the Provost and the fates of individual aircraft are to be found in 'Royal Air Force Aircraft WA100 - WZ999' and in the series in *Aeromilitaria* over the past few years that covered the XA-XZ series so these details have not been included herein. This record is of production from the factory point of view and is derived from Hunting inspection records and Flight Test Department documentation for deliveries. The delivery dates may not exactly agree with those in RAF records as the latter depended on the collection date, not the date when the aircraft was made available for delivery by the factory.



The Cheetah-engined prototype WE530

Leonides-prototype WG503. All photos Hunting Percival via Cliff Minney





WV614 acting as the prototype for the armed Provost T.53

<u>Production</u>								
C/n	Serial	Delivered to	Date	Remarks				
					44	WV481	RAF	2.10.53
					45	WV482	RAF	2.10.53
					46	WV483	RAF	23.10.53 To 7693M
					47	WV484	RAF	5.10.53
1	WV418	A&AEE	27.2.53		48	WV485	RAF	23.10.53
2	WV419	Hdlg Sqn	6.3.53		49	WV486	RAF	23.10.53 To 7694M
3	WV420	PAC	12.3.53	To G-AWPH	50	WV487	RAF	23.10.53
4	WV421	A&AEE	30.3.53	To G-AWTF	51	WV488	RAF	26.10.53
5	WV422	A&AEE	20.3.53		52	WV489	RAF	26.10.53
6	WV423	RAF	14.4.53		53	WV490	RAF	27.10.53
7	WV424	RAF	14.4.53		54	WV491	RAF	27.10.53
8	WV425	ETPS	16.4.53		55	WV492	RAF	29.10.53 To 7695M
9	WV426	RAF	18.5.53	To 7690M	56	WV493	RAF	29.10.53 To 7696M
10	WV427	RAF	18.5.53		57	WV494	RAF	3.11.53
11	WV428	RAF	18.5.53		58	WV495	RAF	3.11.53 To 7697M
12	WV429	RAF	18.5.53		59	WV496	RAF	3.11.53
13	WV430	RAF	20.5.53		60	WV497	RAF	3.11.53
14	WV431	RAF	28.5.53		61	WV498	RAF	4.11.53
15	WV432	RAF	28.5.53		62	WV499	RAF	12.11.53 To 7698M
16	WV433	RAF	8.6.53		63	WV500	RAF	12.11.53
17	WV434	RAF	9.6.53		64	WV501	RAF	19.11.53 To Muscat
18	WV435	RAF	15.6.53		65	WV502	RAF	19.11.53
19	WV436	RAF	23.6.53		66	WV503	RAF	19.11.53
20	G-AMZM	Retained	-	WV437 NTU; to FM1036 To 8035M	67	WV504	RAF	26.11.53
21	WV443	RAF	13.7.53		68	WV505	RAF	27.11.53 To 8036M
22	WV438	RAF	13.7.53		69	WV506	RAF	30.11.53
23	WV439	RAF	13.7.53		70	WV507	RAF	22.12.53
24	WV440	RAF	17.7.53		71	WV508	A&AEE	22.12.53
25	WV441	RAF	24.7.53		72	WV509	RAF	16.2.54
26	WV442	RAF	14.8.53		73	WV510	RAF	3.12.53
27	WV444	RAF	14.8.53		74	WV511	RAF	21.12.53
28	WV445	RAF	14.8.53		75	WV512	RAF	14.1.54 To 7613M
29	WV446	RAF	14.8.53	To FM1031	76	WV513	RAF	21.12.53
30	WV447	RAF	24.8.53		77	WV514	RAF	20.1.54
31	WV448	RAF	25.8.53		78	WV532	RAF	14.1.54
32	WV470	RAF	4.9.53		79	WV533	RAF	14.1.54 To 106
33	WV471	Alvis	4.2.54	To 7952M	80	WV534	RAF	14.1.54
34	WV472	RAF	23.9.53		81	WV535	RAF	14.1.54
35	WV473	RAF	4.9.53		82	WV536	RAF	14.1.54 To 103 (Sudan)
36	WV474	RAF	4.9.53		83	WV537	RAF	14.1.54
37	WV475	RAF	4.9.53		84	WV538	RAF	15.1.54
38	WV476	RAF	14.9.53	To Muscat	85	WV539	RAF	15.1.54
39	WV477	RAF	22.9.53		86	WV540	RAF	15.1.54 To G-AWTF
40	XE506	RAF	18.9.53	To FM1035	87	WV541	RAF	15.1.54 To 7699M
41	WV478	RAF	18.9.53		88	WV542	RAF	20.1.54
42	WV479	RAF	2.10.53		89	WV543	RAF	20.1.54
43	WV480	RAF	2.10.53		90	WV544	RAF	25.1.54 To 7700M
					91	WV545	RAF	25.1.54



Muscat Provost XF688 in camouflage

92	WV546	RAF	25.1.54		135	WV608	RAF	8.4.54
93	WV547	RAF	27.1.54		136	WV609	RAF	8.4.54
94	WV548	RAF	27.1.54		137	WV610	RAF	29.4.54
95	WV549	RAF	5.2.54		138	WV611	RAF	29.4.54
96	WV550	RAF	29.1.54	To FM1032	139	WV612	RAF	6.4.54
97	WV551	ETPS	29.1.54		140	WV613	RAF	6.4.54
98	WV552	RAF	4.2.54		141	WV614	PAC	28.4.54
99	WV553	RAF	4.2.54		142	WV615	RAF	29.4.54
100	WV554	RAF	4.2.54		143	WV616	RAF	29.4.54
101	WV555	RAF	1.1.54		144	WV617	RAF	29.4.54
102	WV556	RAF	4.2.54		145	WV618	RAF	3.5.54 To 7614M
103	WV557	RAF	4.2.54		146	WV619	RAF	22.4.54
104	WV558	RAF	4.2.54		147	WV620	RAF	12.5.54 To 107 (Sudan)
105	WV559	RAF	22.2.54		148	WV621	RAF	12.5.54
106	WV560	RAF	22.2.54		149	WV622	RAF	12.5.54
107	WV561	RAF	16.2.54		150	WV623	RAF	12.5.54
108	WV562	RAF	22.2.54	To 7606M	151	WV624	RAF	12.5.54
109	WV563	RAF	23.2.54		152	WV625	RAF	12.5.54
110	WV564	RAF	23.2.54		153	WV626	RAF	12.5.54
111	WV565	RAF	25.2.54		154	WV627	RAF	12.5.54
112	WV566	RAF	25.2.54		155	WV628	RAF	12.5.54
113	WV567	RAF	25.2.54		156	WV629	RAF	13.5.54
114	WV568	RAF	2.3.54		157	178	Irish AC	
115	WV569	RAF	25.2.54		158	WV630	RAF	18.5.54
116	WV570	RAF	22.3.54		159	WV631	RAF	19.5.54
117	WV571	RAF	15.3.54		160	179	Irish AC	
118	WV572	RAF	23.3.54		161	WV632	RAF	18.5.54
119	WV573	RAF	22.3.54		162	WV633	RAF	21.5.54
120	WV574	RAF	22.3.54		163	WV634	RAF	21.5.54
121	WV575	RAF	8.3.54	To 104 (Sudan)	164	WV635	RAF	27.5.54
122	WV576	RAF	25.3.54		165	WV636	RAF	27.5.54
123	WV577	PAC	22.3.54		166	WV637	RAF	4.6.54
124	WV578	RAF	25.3.54		167	WV638	RAF	4.6.54
125	177	Irish AC	-		168	WV639	RAF	8.6.54
126	WV579	RAF	25.3.54	To 105 (Sudan)	169	WV640	RAF	14.6.54
127	WV580	RAF	25.3.54		170	WV641	RAF	9.6.54
128	WV601	RAF	25.3.54		171	WV642	RAF	9.6.54
129	WV602	RAF	29.3.54		172	WV643	RAF	9.6.54
130	WV603	RAF	31.3.54		173	WV644	RAF	9.6.54
131	WV604	RAF	31.3.54		174	WV660	RAF	9.6.54
132	WV605	RAF	31.3.54		175	WV661	RAF	9.6.54
133	WV606	RAF	5.4.54	To 7622M	176	WV662	RAF	21.6.54
134	WV607	RAF	8.4.54		177	SR139	SRAF	25.8.54 WV648 allotted

178	WV663	RAF	21.6.54		228	WW417	RAF	23.9.54
179	180	Irish AC			229	WW418	RAF	28.9.54
180	UB201	Burma			230	WW419	RAF	28.9.54
181	WV664	RAF	21.6.54		231	UB205	Burma	
182	WV665	RAF	21.6.54		232	UB206	Burma	
183	WV666	RAF	23.6.54		233	WW420	RAF	28.9.54
184	WV667	RAF	23.6.54		234	WW521	RAF	28.9.54
185	WV668	RAF	25.6.54		235	WW422	RAF	5.10.54
186	WV669	RAF	25.6.54		236	WW423	RAF	5.10.54
187	WV670	RAF	29.6.54	To FM1033	237	WW424	RAF	5.10.54
188	WV671	RAF	29.6.54		238	WW425	RAF	5.10.54
189	WV672	RAF	5.7.54		239	WW426	RAF	26.10.54
190	WV673	RAF	5.7.54		240	WW427	RAF	26.10.54
191	WV674	RAF	6.7.54		241	WW428	RAF	26.10.54
192	WV675	RAF	6.7.54		242	WW429	RAF	27.10.54
193	WV676	RAF	6.7.54		243	WW430	RAF	27.10.54
194	WV677	RAF	6.7.54	To 7953M	244	WW431	RAF	17.10.54
195	SR136	SRAF	25.8.54	WV645 allotted	245	WW432	RAF	28.10.54
196	SR137	SRAF	10.9.54	WV646 allotted	246	WW433	RAF	28.10.54
197	SR138	SRAF	10.9.54	WV647 allotted	247	WW434	RAF	27.10.54
198	WV678	RAF	6.7.54	To Muscat	248	WW435	RAF	27.10.54
199	WV679	RAF	23.8.54	To 7615M	249	WW436	RAF	28.10.54
200	UB202	Burma			250	WW437	RAF	6.12.54
201	WV680	RAF	15.7.54		251	WW438	RAF	6.12.54
202	WV681	RAF	15.7.54		252	UB207	Burma	
203	WV682	RAF	15.7.54		253	UB208	Burma	
204	WV683	RAF	5.8.54		254	WW439	RAF	6.12.54
205	WV684	RAF	5.8.54		255	WW440	RAF	6.12.54
206	WV685	RAF	5.8.54		256	WW441	RAF	6.12.54
207	WV686	RAF	5.8.54	To 7621M	257	WW442	RAF	6.12.54
208	WW381	RAF	5.8.54		258	WW443	RAF	12.4.55
209	WW382	RAF	23.8.54	To FM1034	259	WW444	RAF	6.12.54
210	WW383	RAF	23.8.54		260	WW445	RAF	6.12.54
211	UB203	Burma			261	WW446	RAF	20.12.54
212	UB204	Burma			262	WW447	RAF	30.3.55
213	WW384	RAF	23.8.54		263	WW448	RAF	20.12.54
214	WW385	RAF	26.8.54		264	WW449	RAF	20.12.54
215	WW386	RAF	26.8.54		265	WW450	RAF	15.3.55
216	WW387	RAF	31.8.54		266	WW451	RAF	20.12.54
217	WW388	RAF	31.8.54	To 7616M	267	WW452	RAF	12.4.55
218	WW389	RAF	3.9.54		268	WW453	RAF	22.4.55
219	WW390	RAF	7.9.54		269	XF540	RAF	2.5.55
220	WW391	RAF	2.9.54		270	XF541	RAF	26.12.54
221	WW392	RAF	2.9.54		271	XF542	RAF	6.12.54
222	WW393	RAF	20.9.54		272	XF543	RAF	2.5.55
223	WW394	RAF	27.9.54		273	UB209	Burma	
224	WW395	RAF	27.9.54		274	UB210	Burma	
225	WW396	RAF	27.9.54		275	XF544	RAF	10.1.55
226	WW397	RAF	20.9.54	To 8060M	276	XF545	RAF	23.5.55
227	WW398	RAF	21.9.54		277	XF546	RAF	20.12.54

Irish Air Corps Provost 181 in original markings





Sudan Air Force Provost No.5

278	XF547	RAF	23.5.55	To FM1037	327	XF682	RAF	16.5.55	To Muscat
279	XF548	RAF	23.5.55		328	XF683	RAF	1.4.55	To Muscat
280	XF549	RAF	3.1.55		329	XF684	RAF	25.5.55	
281	XF550	RAF	4.4.55		330	XF685	RAF	23.5.55	To G-AWPI
282	XF551	RAF	22.4.55		331	XF686	RAF	4.4.55	
283	XF552	RAF	3.1.55		332	XF687	RAF	4.4.55	
284	XF553	RAF	3.6.55		333	XF688	RAF	22.4.55	To Muscat
285	XF554	RAF	3.6.55	To G-AWTD	334	XF689	RAF	5.7.55	To 8038M
286	XF555	RAF	14.6.55	To 8037M	335	XF690	RAF	2.5.55	
287	XF556	RAF	10.1.55		336	XF691	RAF	2.5.55	To G-AWTE
288	XF557	RAF	3.6.55		337	XF692	RAF	2.5.55	
289	XF558	RAF	5.7.55		338	XF693	RAF	25.5.55	
290	XF559	RAF	10.1.55		339	XF836	RAF	21.6.55	
291	XF560	RAF	10.1.55		340	371	Iraq		
292	XF561	RAF	19.1.55		341	XF837	RAF	6.6.55	
293	XF562	RAF	19.1.55		342	XF838	RAF	3.6.55	
294	XF563	RAF	19.1.55		343	XF839	RAF	3.6.55	
295	XF564	RAF	5.7.55		344	XF840	RAF	6.7.55	
296	XF565	RAF	28.3.55		345	XF841	RAF	11.7.55	To 8039M
297	XF591	RAF	5.7.55		346	XF842	RAF	6.7.55	
298	XF592	RAF	3.2.55		347	372	Iraq		
299	XF593	RAF	3.2.55		348	XF843	RAF	13.7.55	
300	XF594	RAF	14.2.55		349	XF844	RAF	11.7.55	
301	XF595	RAF	14.2.55		350	373	Iraq		
302	XF596	RAF	9.2.55		351	XF845	RAF	12.8.55	To FM1038
303	XF597	RAF	9.2.55		352	XF846	RAF	5.8.55	
304	XF598	RAF	9.2.55		353	XF847	RAF	22.8.55	To FM1039
305	XF599	RAF	14.2.55		354	XF848	RAF	25.8.55	To FM1040
306	XF600	RAF	14.2.55		355	374	Iraq		
307	XF601	RAF	4.3.55		356	RRAF140	RRAF	16.9.55	XF849 allotted
308	XF602	RAF	4.3.55		357	RRAF141	RRAF	16.9.55	XF850 allotted
309	UB211	Burma			358	RRAF142	RRAF	16.9.55	XF851 allotted
310	UB212	Burma			359	375	Iraq		
311	XF603	RAF	4.3.55		360	RRAF143	RRAF	16.9.55	XF852 allotted
312	XF604	RAF	4.3.55		361	XF853	RAF	6.9.55	To FM1043
313	XF605	RAF	4.3.55		362	376	Iraq		
314	XF606	RAF	2.5.55		363	XF854	RAF	6.9.55	To FM1044
315	XF607	RAF	4.3.55		363	XF868	RAF	29.9.55	
316	XF608	RAF	9.5.55	To 7954M	365	XF869	RAF	29.9.55	
317	XF609	RAF	4.3.55		366	RRAF144	RRAF	3.10.55	XF870 allotted
318	XF610	RAF	2.5.55		367	RRAF145	RRAF	3.10.55	XF871 allotted
319	XF611	RAF	15.3.55		368	377	Iraq		
320	XF612	RAF	9.5.55		369	RRAF146	RRAF	3.10.55	XF872 allotted
321	XF613	RAF	28.3.55		370	RRAF147	RRAF	21.10.55	XF873 allotted
322	XF614	RAF	1.4.55		371	XF874	RAF	3.10.55	
323	XF678	RAF	16.5.55		372	378	Iraq		Replaced by 424
324	XF679	RAF	29.5.55		373	XF875	RAF	3.10.55	
325	XF680	RAF	9.5.55		374	XF876	RAF	3.10.55	
326	XF681	RAF	30.3.55		375	XF877	RAF	3.10.55	To G-AWVF

376	379	Iraq		
377	RRAF148	RRAF	4.11.55	XF878 allotted
378	RRAF149	RRAF	5.12.55	XF879 allotted
379	RRAF150	RRAF	5.12.55	XF880 allotted
380	RRAF151	RRAF	4.11.55	XF881 allotted
381	380	Iraq		
382	XF882	RAF	7.11.55	
383	XF883	RAF	4.11.55	
384	381	Iraq		
385	XF884	RAF	4.11.55	
386	XF885	RAF	4.11.55	
387	382	Iraq		
388	XF886	RAF	4.11.55	
389	XF887	RAF	4.11.55	
390	383	Iraq		
391	XF888	RAF	16.11.55	
392	XF889	RAF	16.11.55	
393	384	Iraq		
394	XF890	RAF	5.12.55	
395	385	Iraq		
396	XF891	RAF	25.11.55	
397	XF892	RAF	5.12.55	
398	XF893	RAF	5.12.55	
399	XF894	RAF	21.12.55	
400	181	Irish AC		
401	XF895	RAF	21.12.55	
402	XF896	RAF	21.12.55	
403	182	Irish AC		
404	XF897	RAF	2.1.56	
405	XF898	RAF	2.1.56	
406	183	Irish AC		
407	XF899	RAF	16.1.56	
408	184	Irish AC		
409	XF900	RAF	16.1.56	
410	XF901	RAF	16.1.56	
411	XF902	RAF	16.1.56	
412	XF903	RAF	16.1.56	
413	XF904	RAF	20.1.56	
414	XF905	RAF	1.2.56	
415	XF906	RAF	10.2.56	
416	XF907	RAF	17.2.56	To Muscat
417	XF908	RAF	7.3.56	To G-ASMC
418	XF909	RAF	7.3.56	
419	XF910	RAF	7.3.56	
420	XF911	RAF	3.4.56	
421	XF912	RAF	3.4.56	
422	XF913	RAF	4.4.56	
423	XF914	RAF	6.4.56	
424	378	Iraq		
425	UB213	Burma		
426	UB214	Burma		
427	UB215	Burma		
428	1	Sudan		
429	2	Sudan		
430	3	Sudan		
431	4	Sudan		
432	UB216	Burma		
433	UB217	Burma		
434	UB218	Burma		
435	UB219	Burma		
436	UB220	Burma		
437	UB221	Burma		
438	UB222	Burma		
439	5	Sudan		
440	6	Sudan		
441	UB223	Burma		
442	UB224	Burma		
443	UB225	Burma		
444	7	Sudan		
445	UB226	Burma		
446	UB227	Burma		
447	UB228	Burma		
448	UB229	Burma		
449	UB230	Burma		
450	UB231	Burma		
451	UB232	Burma		
452	UB233	Burma		
453	UB234	Burma		
454	UB235	Burma		
455	UB236	Burma		
456	UB237	Burma		
457	UB238	Burma		
458	UB239	Burma		
459	UB240	Burma		
460	189	Irish AC		
461	190	Irish AC	16.3.60	

Numerous examples were purchased by Huntings when declared surplus to requirements by the RAF. These were either reconditioned for sale abroad or were used for spares. Examples of exports were:

Malaysia

FM1031	ex-WV446	
FM1032	ex-WV550	
FM1033	ex-WV670	
FM1034	ex-WV382	
FM1035	ex-XE506	
FM1036	ex-G-AMZM	
FM1037	ex-XF547	delivered 14.8.64
FM1038	ex-XF845	delivered 14.8.64
FM1039	ex-XF847	delivered 18.8.64
FM1040	ex-XF848	
FM1043	ex-XF853	
FM1044	ex-XF854	

Sudan

103	ex-WV536	
104	ex-WV575	
105	ex-WV579	
106	ex-WV533	delivered 31.7.61
107	ex-WV620	delivered 31.7.61

Muscat

At least WV501, WV678, WW452, XF682, XF683, XF907
All delivered in grey/green/silver camouflage with RAF roundels and serials. Probably others direct from RAF stocks.

Civil registration

After being declared surplus by the RAF, a number of Provosts were placed on the British Civil Register and their subsequent registrations are shown in the production table. Class B registrations were applied to XF547 pending sale to Malaysia (G-23-1) and XF853 (G-23-2). As these registrations are re-usable, the same numbers were carried by WV533 and WV620 respectively.

Notes on individual aircraft

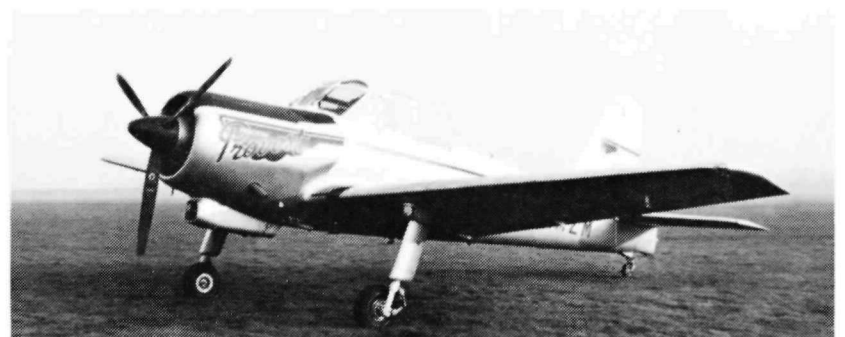
WE522 was first prototype and was fitted with a Cheetah engine pending delivery of Leonides for definitive prototype. It went to A&AEE on 14 September 1950
WE530 was second prototype and fitted with Leonides. Went to A&AEE on 27 May 1952
WG503 was third prototype and went to A&AEE on 28 May 1952.

C/n 40 XE506 replaced c/n 20 diverted to G-AMZM which became the company demonstrator.
C/n 112 WV566, c/n124 WV578, c/n 148 WV621, c/n 152 WV625, c/n 155 WV628, c/n 165 WV636 were returned to Huntings for fatigue testing.
C/n 141 WV614 was armed with two 0.303 machine guns and used for bomb and rocket trials.
C/n 226 WW397 was flown while carrying 8060M
C/n 267 WW452 was used at A&AEE for camera trials
C/n 372 #378 crashed on 17.5.55 and was replaced by 424
C/n 417 XF908 was used by Alvis as a flying test bed

Constructor's plates

Sometimes numbers like PAC/xxxx have been quoted as c/ns but these were fuselage identity plates; similar numbers were carried on all major assemblies.

Provost demonstrator G-AMZM



U.S. NAVY CARRIER AIR GROUPS 1953



The F2H Banshee, much used by the US Navy over Korea

The table below represents an attempt to provide readers with details, in abbreviated form, of the organisation and location of the US Navy's Carrier Air Groups at the close of the Korean War. The armistice came into effect on 27 July 1953.

Each Air Group is identified in numerical order and its location given. This was either at a Naval Air Station in the United States or aboard a carrier on an overseas deployment with the 6th Fleet in the Mediterranean or the 7th Fleet off Korea. An additional grouping of 'spare' squadrons, Air Task Group 1, is also listed as aboard USS Boxer with the Seventh Fleet. Several such short-lived ATGs were formed in the early Fifties but it should be noted that they did not have the established status of a Carrier Air Group (CVG) and would normally cease to exist as a separate command at the end of the deployment. They were useful for circumventing the Congressional limitation on the number of CVGs.

The first five squadrons listed under each CVG are those which, for administrative purposes, were assigned permanently to that group. However, when the Group deployed operationally aboard a carrier, it was unusual for the same five squadrons to go along. At the time, Essex-class carriers operated four squadrons only, while the larger Midway-class sometimes had four, sometimes five. Furthermore the long drawn out transition from propeller to jet power and a shortage of aircraft throughout the Korean War period affected the readiness state of individual squadrons to such an extent that a mixing of units from different Groups on a temporary basis was not at all uncommon. The Marine Corps also helped out with the 6th Fleet commitment.

AD-1 Skyraider 09162



CVG-8, cruising in the Mediterranean on USS Coral Sea, provides a good illustration of these effects. Of its five permanently assigned squadrons, only three were aboard for that particular deployment. VF-84, left behind at Oceana, was getting ready for a training cruise on USS Bennington while VF-82, also at Oceana, was preparing to surrender some of its day fighter F2H-2s in exchange for all-weather F2H-2Ns. The gap in the ranks was filled by VMF-122, part of Marine Air Group 14 at Cherry Point.

Carrier Air Groups on deployment were augmented by detachments of special mission aircraft such as the F2H-2P or F9F-5P for photo work, F4U-5N, F2H-3 or F3D-2 all-weather fighters, the AD-4W for AEW and the AD-4N and AD-4Q for night attack/ECM. Atlantic Fleet carriers also had a helicopter SAR detachment. When shore-based, these detachments were merged into their parent composite squadrons (VC).

The fighter squadrons' equipment at this time was particularly interesting in that it ran the gamut from obsolescent piston-engined F4Us through the first generation of jet fighters, the F9F-2 and F9F-5 Panthers and F2H-2s, to the latest swept-wing F9F-6 and F9F-7 Cougars and F2H-3 advanced all-weather version of the Banshee. All the attack squadrons and two VF units (54 and 194) flew the faithful AD.

Aircraft types, Manufacturers and popular names

Douglas AD Skyraider	Douglas F3D Skyknight
Grumman F9F-3,-5 Panther	Vought F4U Corsair
McDonnell F2H Banshee	Vertol HUP Retriever
Grumman F9F-6,-7 Cougar	

F9F-8 Cougar being secured for catapulting (RAF Museum)



Unit LocationsCVG-1, USS F.D.Roosevelt, Sixth Fleet

VF-11 F2H-2 At Jacksonville
 VF-12 F2H-2
 VF-13 F4U-5
 VF-14 F4U-5
 VA-15 AD-4
 VF-101 F2H-2 Ex-CVG-10
 VC-4Det F2H-3
 VC-12Det AD-4W
 VC-33Det AD-4N, AD-4Q
 VC-62Det F2H-2P
 HU-2Det HUP-1

CVG-2, Moffett Field

VF-23 F2H-3
 VF-24 F9F-6
 VF-63 F9F-5
 VF-64 F9F-5
 VA-65 AD-4

CVG-3, Cecil Field

VF-31 F2H-3
 VF-32 F9F-6
 VF-33 F9F-6
 VF-34 F2H-2
 VA-35 AD-4

CVG-4, USS Lake Champlain

VF-22 F2H-2
 VF-43 F9F-5 At Jacksonville
 VF-44 See ATG-1
 VF-62 F2H-2
 VA-45 AD-4
 VF-111 F9F-5
 VC-4Det F3D-2
 VC-12Det AD-4W
 VC-33Det AD-4N
 VC-62Det F2H-2P

CVG-5, Miramar

VF-51 F9F-6
 VF-52 See ATG-1
 VF-53 F9F-6
 VF-54 AD-2, AD-4
 VA-55 AD-4

CVG-6, Oceana

VF-21 F9F-5 Converting to F9F-7
 VF-41 F2H-3
 VF-42 F4U-4
 VF-61 F9F-5 Converting to F9F-7
 VA-25 AD-4

CVG-7, Quonset Point

VF-71 F2H-3
 VF-72 F9F-5
 VF-73 F9F-5 Converting to F9F-6
 VF-74 F4U-4
 VA-75 AD-4

CVG-8, USS Coral Sea, Sixth Fleet

VF-81 F9F-5
 VF-82 F2H-2 At Oceana
 VF-83 F9F-5
 VF-84 F9F-5 At Oceana
 VA-85 AD-4
 VMF-122 F9F-5
 VC-4Det F2H-3
 VC-12Det AD-4W
 VC-33Det AD-3Q, AD-4N
 VC-62Det F2H-2P
 HU-2Det HUP-1

CVG-9, USS Philippine Sea, Seventh Fleet

VF-91 F9F-2
 VF-92 F9F-2 At Alameda
 VF-93 F9F-2
 VF-94 F4U-4
 VA-95 AD-4
 VC-3Det F4U-5N
 VC-11Det AD-4W
 VC-61Det F9F-5P

CVG-10, Cecil Field

VF-101 See CVG-1
 VF-102 F9F-5
 VF-103 F9F-6
 VF-104 F4U-5
 VA-105 AD-4

CVG-11, USS Kearsarge en route to 7th Fleet

VF-111 See CVG-4
 VF-112 F9F-5
 VF-113 F9F-5
 VF-114 F9F-5
 VA-115 AD-4
 VC-3Det F2H-3
 VC-11Det AD-4W
 VC-35Det AD-4N
 VC-61Det F2H-2P

CVG-12, Miramar

VF-121 F9F-6
 VF-122 F9F-2
 VF-123 F9F-2
 VF-124 F9F-2
 VF-125 AD-3, AD-4

CVG-14, Miramar

VF-141 F2H-3
 VF-142 F9F-5 Converting to F9F-6
 VF-143 F9F-2 Converting to F9F-6
 VF-144 F9F-5
 VF-145 AD-4

CVG-15, USS Princeton, Seventh Fleet

VF-151 See ATG-1
 VF-152 F4U-4
 VF-153 F9F-5
 VF-154 F9F-5
 VA-155 AD-4

CVG-17, Jacksonville

VF-171 F2H-3
 VF-172 F2H-6
 VF-173 F9F-6
 VF-174 F9F-6
 VA-175 AD-4

CVG-19, Moffett Field

VF-191 F9F-6
 VF-192 F9F-5
 VF-193 F2H-3
 VF-194 See ATG-1
 VA-195 AD-4

ATG-1, USS Boxer, Seventh Fleet

VF-44 F4U-4 Ex-CVG-4
 VF-52 F9F-2 Ex-CVG-5
 VF-151 F9F-2 Ex-CVG-15
 VF-194 AD-4 Ex-CVG-19
 VC-3Det F4U-5N
 VC-11Det AD-4W
 VC-35Det AD-4N
 VC-61Det F2H-2P

R.F.C. TRAINING UNITS

Part 2

LEIGHTERTON, Glos.

8 (Training) Squadron AFC from Cirencester 18.2.18
7 (Training) Squadron AFC; OC Maj Robert C Phillips
AFC; from Yatesbury 23.2.18

LILBOURNE, Northants

44 Reserve Squadron formed 2.11.16; to Harlaxton
13.11.16
59 Training Squadron; from Netheravon 16.12.17;
to Rendcombe 1.2.18
55 Training Squadron; from Castle Bromwich 1.2.18;
to RAF 1.4.18

LITTLESTONE (see NEW ROMNEY)

LOCH DOON, Ayrshire

School of Aerial Gunnery formed 1.17; to RAF 1.4.18
School of Aerial Fighting formed .17; to RAF 1.4.18

LONDON

Headquarters VI (Training) Brigade formed 15.1.16;
GOC Brig-Gen John M Salmond DSO; renamed HQ Training
Brigade 20.7.16
Headquarters 18 Reserve Wing formed 25.3.16; renamed
18 Training Wing 1.6.17
Headquarters Training Brigade; from HQ VI (T) Brigade
20.7.16; to Training Division 8.17
Headquarters Eastern Group formed 10.1.17; renamed
HQ Eastern Training Brigade 8.17
Headquarters 18 Training Wing; from HQ 18 Reserve Wing
1.6.17; to RAF 1.4.18
Headquarters Training Division; from HQ Training
Brigade 8.17; GOCs Maj-Gen John M Salmond DSO; Maj-
Gen Charles A H Longcroft DSO; to RAF 1.4.18
Headquarters Eastern Training Brigade; from HQ Eastern
Group 8.17; to RAF 1.4.18

LONDON COLNEY, Herts

45 Reserve Squadron formed 2.11.16; to South Carlton
13.11.16
56 Reserve Squadron formed 7.2.17; renamed 56 TS 1.6.17
56 Training Squadron; from 56 RS 1.6.17; to RAF 1.4.18
27 Training Squadron reformed 22.3.18; to RAF 1.4.18

LOPCOMBE CORNER, Wilts

3 Training Depot Station formed 5.9.17; to RAF 1.4.18

LYDD, Kent

2 Balloon School of Instruction formed 7.16;
to RAF 1.4.18
Used by detachment of Artillery and Infantry Cooperat-
ion School, Hursley Park, Nov 1917; to RAF 1.4.18

LYMPNE, Kent

Aerodrome for School of Aerial Gunnery, Hythe, 10.16;
to Dymchurch 2.17
Advanced Aerial Firing School formed 2.17; to RAF
1.4.18



*Mann Egerton-built Spad S.7 with duplicated serial on
fin and rudder. Note US Army hats.*

MAIDSTONE, Kent

Headquarters 6 Reserve Wing formed 30.8.15; to Gosport
3.16

MARHAM, Norfolk (formerly NARBOROUGH)

50 Training Squadron from Narborough 11.17; to RAF
1.4.18
53 Training Squadron from Narborough 11.17; to RAF
1.4.18
64 Training Squadron from Narborough 11.17;
to Harlaxton 20.12.17
192 Depot Squadron from Narborough 11.17;
to Newmarket 14.11.17
191 Depot Squadron formed 6.11.17; renamed 191 (Night)
Training Squadron 21.12.17
191 (Night) Training Squadron; from 191 DS 21.12.17;
to RAF 1.4.18

MARSKE, Yorks

4 (Auxiliary) School of Aerial Gunnery formed 1.11.17;
to RSF 1.4.18

MINCHINHAMPTON, Glos.

6 (Training) Squadron AFC; from Tern Hill 25.2.18

MONTROSE, Angus

6 Reserve Aeroplane Squadron formed 17.7.15;
disbanded 9.15
6 Reserve Aeroplane Squadron reformed 20.10.15;
to Catterick 27.11.15
18 Reserve Aeroplane Squadron formed 1.1.16; renamed
18 RS 13.1.16
18 Reserve Squadron; from 18 RAS 13.1.16; renamed
18 TS 1.6.17
39 Reserve Squadron formed 26.8.16; renamed 39 TS
1.6.17
82 (Canada) Reserve Squadron formed 1.17;
to Beverley 20.2.17
85 (Canada) Reserve Squadron formed 1.17;
to Canada 3.17
11 Reserve Squadron reformed 7.4.17; to Spittlegate
14.4.17
18 Training Squadron; from 18 RS 1.6.17; to RAF 1.4.18
39 Training Squadron; from 39 RS 1.6.17; to South
Carlton 3.9.17
52 Training Squadron; from Stirling 3.9.17;
to Catterick 12.17
36 Training Squadron; from Beverley 12.17;
to RAF 1.4.18

MOUSEHOLD HEATH (see NORWICH)

NARBOROUGH, Norfolk

48 Reserve Squadron formed 2.11.16; to Waddington
13.11.16

50 Reserve Squadron; from Wye 14.12.16; renamed 50 TS 1.6.17
 53 Reserve Squadron; from Sedgeford 14.12.16; renamed 53 TS 1.6.17
 64 Reserve Squadron; from Swingate Down 14.4.17; renamed 64 TS 1.6.17
 50 Training Squadron; from 50 RS 1.6.17; to Marham 11.17
 53 Training Squadron; from 53 RS 1.6.17; to Marham 11.17
 64 Training Squadron; from 64 RS 1.6.17; to Marham 11.17
 1 Training Squadron reformed 1.10.17; to Port Meadow 10.10.17
 192 Depot Squadron; from East Retford 10.10.17; to Marham 11.17
 Note: Narborough was renamed Marham in November 1917

NETHERAVON, Wilts

Detachment of Central Flying School during October 1914
 3 Reserve Aeroplane Squadron reformed 21.1.15; to Shoreham 21.1.15
 7 Reserve Aeroplane Squadron formed 28.7.15; renamed 7 RS 13.1.16
 8 Reserve Aeroplane Squadron formed 28.7.15; renamed 8 RS 13.1.16
 Headquarters 4 Reserve Wing formed 8.15; renamed HQ 4 T Wing 1.6.17
 7 Reserve Squadron; from 7 RAS 13.1.16; renamed 7 TS 1.6.17
 8 Reserve Squadron; from 8 RAS 13.1.16; renamed 8 TS 1.6.17
 24 Reserve Squadron formed 25.5.16; renamed 24 TS 1.6.17
 92 (Canada) Reserve Squadron formed 15.3.17; to Canada 4.17
 Headquarters 4 Training Wing; from HQ 4 R Wg 1.6.17; to RAF 1.4.18
 7 Training Squadron; from 7 RS 1.6.17; to RAF 1.4.18
 8 Training Squadron; from 8 RS 1.6.17; to Witney 30.3.18
 24 Training Squadron; from 24 RS 1.6.17; to Wyton 31.3.18
 74 Training Squadron formed 21.10.17; to RAF 1.4.18
 59 Training Squadron; from Beaulieu 20.11.17; to Lilbourne 16.12.17
 71 Training Squadron formed 28.11.17; to Port Meadow 30.3.18
 70 Training Squadron formed 10.12.17; to Beaulieu 20.12.17
 8 Training Depot Station formed 31.3.18; to RAF 1.4.18

NEW ROMNEY, Kent

3 (Auxiliary) School of Aerial Gunnery formed 1.8.17; Amalgamated with 1 (O) S of AG, Hythe, 9.3.18
 1 (Observers) School of Aerial Gunnery detachment; from 3 (Aux) S of AG 9.3.18; to RAF 1.4.18

NEWMARKET, Suffolk

192 Depot Squadron; from Marham 14.11.17; renamed 192 (N) TS 21.12.17
 192 (Night) Training Squadron; from 192 DS 21.12.17; to RAF 1.4.18
 190 (Night) Training Squadron; from Rochford 14.3.18; to RAF 1.4.18

NORTH SHOTWICK (see Shotwick)**NORTHOLT, Middlesex**

4 Reserve Aeroplane Squadron; from Farnborough 1.3.15; renamed 4 RS 13.1.16
 11 Reserve Aeroplane Squadron formed 12.10.15; OC Maj Leslie de C Penn-Gaskell, Norfolk Regt; renamed 11 TS 13.1.16
 4 Reserve Squadron; from 4 RAS 13.1.16; renamed 4 TS 1.6.17
 11 Reserve Squadron; from 11 RAS 13.1.16; to Rochford 24.1.17

40 Reserve Squadron formed 5.7.16; to Port Meadow 21.8.16
 2 Reserve Squadron; from Brooklands 31.1.17; OC Capt Chadwick; renamed 2 TS 1.6.17
 35 Reserve Squadron; from Filton 16.2.17; renamed 35 TS 1.6.17
 2 Training Squadron; from 2 RS 1.6.17; to RAF 1.4.18
 4 Training Squadron; from 4 RS 1.6.17; to RAF 1.4.18
 35 Training Squadron; from 35 RS 1.6.17; to Port Meadow 16.12.17

NORWICH, Norfolk

9 Reserve Aeroplane Squadron formed 27.7.15; renamed 9 RS 13.1.16
 Headquarters 7 Reserve Wing formed 11.15; OC Lt Col H L Cooper, RA; renamed HQ 7 T Wg 1.6.17
 9 Reserve Squadron; from 9 RAS 13.1.16; renamed 9 TS 1.6.17
 49 Reserve Squadron formed 23.9.16; to Brattleby 10.16
 Headquarters 7 Training Wing; from HQ 7 R Wg 1.6.17; to RAF 1.4.18
 9 Training Squadron; from 9 RS 1.6.17; to Sedgeford 10.1.18

OLD SARUM, Wilts

Being prepared at 1.4.18 for 11 TDS

OXFORD (see Port Meadow)**OXFORD (UNIVERSITY), Oxon**

2 School of Military Aeronautics formed 10.16; Chief Instr: Maj Charles C Turner RFC; to RAF 1.4.18
 5 School of Military Aeronautics formed 1.8.17; to Denham 8.9.17

PALMARCH (see Dymchurch)**PENSHURST, Kent**

2 (Training) Wireless School formed 8.11.17; to RAF 1.4.18

PERIVALE, Middlesex

School of Ground Gunnery formed 6.17; to Uxbridge 12.17

PORT MEADOW, Oxon

40 Reserve Squadron; from Northolt 21.8.16 renamed 40 TS 1.6.17
 17 Training Squadron; from Waddon 1.6.17; to Yatesbury 8.10.17
 40 Training Squadron; from 40 RS 1.6.17; to Beaulieu 1.18
 1 Training Squadron; from Narborough 10.10.17; to Beaulieu 1.18
 35 Training Squadron; from Northolt 16.12.17; CO Major Lockett Henderson RFC; to RAF 1.4.18
 71 Training Squadron; from Netheravon 30.3.18; to RAF 1.4.18

READING (University), Berks

School of Instruction formed 12.15; renamed School of Military Aeronautics 27.10.16
 School of Technical Training formed .16; to Halton 9.17
 1 School of Military Aeronautics; from S of Instruction 27.10.16; to RAF 1.4.18

RENDCOMBE, Glos.

38 Reserve Squadron formed 1.8.16; renamed 38 TS 1.6.17
 38 Training Squadron; from 38 RS 1.6.17; to RAF 1.4.18
 59 Training Squadron; from Netheravon 1.2.18; to RAF 1.4.18

RET FORD (see East Retford)

RICHMOND PARK, Surrey (also Roehampton)

Balloon Training Wing formed 7.16; to RAF 1.4.18
 Balloon Training Depot formed 7.16; to RAF 1.4.18
 Free Balloon Training Section formed 7.16; to
 Kennington Oval 8.16

RIPON, Yorks

189 (Night) Training Squadron formed 20.12.17; to
 Suttons Farm 31.3.18

ROCHFORD, Essex

11 Reserve Squadron; from Northolt 24.1.17; renamed
 98 DS 8.2.17
 98 Depot Squadron; from 11 RS 8.2.17; renumbered 198 DS
 27.6.17
 99 Depot Squadron formed 1.6.17; to East Retford
 23.6.17
 198 Depot Squadron; from 98 DS 27.6.17; renamed 198 (N)
 TS 21.12.17
 190 Depot Squadron formed 24.10.17; renamed 190 (N) TS
 21.12.17
 190 (Night) Training Squadron; from 190 DS 21.12.17;
 to Newmarket 14.3.18
 198 (Night) Training Squadron; from 198 DS 21.12.17
 to RAF 1.4.18

ROLLESTONE, Wiltshire

1 Balloon School of Instruction formed 7.16; to RAF
 1.4.18

SALISBURY, Wilts.

Headquarters Southern Group formed 1.17; renamed
 HQ ST Bde 8.17
 Headquarters Southern Training Brigade; from HQ S Gp
 8.17; GOC Brig-Gen Hugh C T Dowding; to RAF 1.4.18

SCAMPTON (see Brattleby)**SEALAND (see Shotwick)****SEDFORD, Norfolk**

53 Reserve Squadron formed 9.12.16; to Narborough
 14.12.16
 65 Reserve Squadron; from Waddon 10.5.17; renamed 65 TS
 1.6.17
 65 Training Squadron; from 65 RS 1.6.17; to Swingate
 Down 12.17
 9 Training Squadron; from Norwich 10.1.18; to RAF
 1.4.18

SHAWBURY, Salop.

67 Training Squadron; from Castle Bromwich 11.6.17;
 to Shotwick 31.3.18
 29 (Australian) Training Squadron formed 15.6.17; OC
 Maj Henry A Petre DSO MC AFC; renamed 5 (T) Sqn AFC
 14.1.18
 30 (Australian) Training Squadron formed 15.6.17;
 to Tern Hill 30.6.17
 10 Training Squadron; from Tern Hill 30.6.17; to RAF
 1.4.18
 Headquarters 29 Training Wing formed 1.9.17; OC Lt-Col
 Arthur W Tedder, Dorset Regt); to RAF 1.4.18
 5 (Training) Squadron AFC; from 29 (Aust) TS 14.1.18;

SHOREHAM, Sussex

3 Reserve Aeroplane Squadron; from Netheravon 21.1.15;
 renamed 3 RS 13.1.16
 3 Reserve Squadron; from 3 RAS 13.1.16; renamed 3 TS
 13.1.16
 21 (Middle East) Reserve Squadron formed 22.5.16;
 to Middle East 6.16
 3 Training Squadron; from 3 RS 1.6.17; to RAF 1.4.18

SHOTWICK, Cheshire

Headquarters 37 Training Wing formed 22.10.17; OC Lt-
 Col Wm H C Mansfield, KSLI; to RAF 1.4.18
 67 Training Squadron; from Shawbury 31.3.18; to RAF
 1.4.18

SOUTH CARLTON, Lincs.

Headquarters 23 Reserve Wing formed 6.16; OC Lt-Col
 E.C.Rabagliati KOYLI; renamed HQ 23 T Wg 1.6.17
 45 Reserve Squadron; from London Colney 13.11.16;
 renamed 45 TS 1.6.17
 61 Reserve Squadron; from Cramlington 10.5.17;
 renamed 61 TS 1.6.17
 Headquarters 23 Training Wing; from HQ 23 R Wg 1.6.17;
 OC Lt-Col Louis A Strange DSO MC RFS; to RAF 1.4.18
 45 Training Squadron; from 45 RS 1.6.17; to RAF 1.4.18
 61 Training Squadron; from 61 RS 1.6.17; to RAF 1.4.18
 39 Training Squadron; from Montrose 3.9.17;
 to RAF 1.4.18

SPITTELEGATE, Lincs.

Headquarters 24 Reserve Wing formed 8.16; OC Lt-Col
 Charles F A Portal MC, Royal Artillery; renamed
 HQ 24 T Wg 1.6.17
 49 Reserve Squadron; from Brattleby 14.11.16; renamed
 49 TS 1.6.17
 86 (Canada) Reserve Squadron formed 1.17; to Canada
 3.17
 11 Reserve Squadron; from Montrose 14.4.17; renamed
 11 TS 1.6.17
 Headquarters 24 Training Wing; from HQ 24 R Wg 1.6.17;
 to RAF 1.4.18
 11 Training Squadron; from 11 RS 1.6.17; OC: Maj E O
 Grenfell MC RFC; to Brattleby 15.9.17
 49 Training Squadron; from 49 RS 1.6.17; to Doncaster
 15.9.17
 15 Training Squadron; from Doncaster 15.9.17; to RAF
 1.4.18
 20 Training Squadron; from Wyton 15.9.17; to RAF 1.4.18
 37 Training Squadron; from Brattleby 15.9.17;
 to RAF 1.4.18

STAMFORD, Lincs.

1 Training Depot Station formed 30.7.17; to RAF 1.4.18
 Note: Stamford renamed Wittering on 10.4.18

STIRLING, Stirlingshire

52 Reserve Squadron; from Catterick 18.2.17;
 renamed 52 TS 1.6.17
 52 Training Squadron; from 52 RS 1.6.17; to Montrose
 3.9.17

STONEHENGE, Wilts.

2 Training Depot Station; from Lake Down 2.12.17;
 to 1 SANBD 5.1.18
 1 School of Aerial Navigation and Bomb Dropping;
 from 2 TDS 5.1.18; Chief Instr. Maj Harold Hemming RFC
 to RAF 1.4.18

SUTTONS FARM, Essex

189 (Night) Training Squadron; from Ripon 31.3.18;
 to RAF 1.4.18

SWINGATE DOWN, Kent

Machine Gun School formed 9.15; to Hythe 27.11.15
 12 Reserve Aeroplane Squadron formed 15.11.15; OC Major
 Cyril L N Newall, Indian Army; to Thetford 16.11.15
 13 Reserve Aeroplane Squadron formed 27.11.15; OC Major
 Philip B Joubert de la Ferté, RFA; renamed 13 RS
 13.1.16
 13 Reserve Squadron; from 13 RAG 13.1.16; renamed
 13 TS 1.6.17
 20 Reserve Squadron formed 1.2.16; to Wye 1.6.16
 64 Reserve Squadron formed 7.4.17; to Narborough
 14.4.17
 13 Training Squadron; from 13 RS 1.6.17; to Yatesbury
 1.6.17
 62 Training Squadron; from Yatesbury 1.6.17; to RAF
 1.4.18
 65 Training Squadron; from Sedgford 12.17; to RAF
 1.4.18

TADCASTER (see Bramham Moor)

TANGMERE, Sussex

Being prepared at 1.4.18 for 61 TDS

TERN HILL, Salop.

34 Reserve Squadron; from Castle Bromwich 13.11.16; renamed 34 TS 1.6.17
 43 Reserve Squadron; from Castle Bromwich 13.11.16; renamed 43 TS 1.6.17
 63 Reserve Squadron formed 28.3.17; renamed 63 TS 1.6.17
 33 (Australian) Reserve Squadron formed 4.17; to Cirencester 5.17
 10 Training Squadron; from Joyce Green 1.6.17; to Shawbury 30.6.17
 34 Training Squadron; from 34 RS 1.6.17; to Chattis Hill 18.3.18
 43 Training Squadron; from 43 RS 1.6.17; to Chattis Hill 20.3.18
 63 Training Squadron; from 63 RS 1.6.17; to Joyce Green 1.6.17
 30 (Australian) Training Squadron; from Shawbury 30.6.17; renamed 6(T)S AFC 14.1.18
 4 Training Depot Station; formed 1.9.17; to Hooton Park 19.9.17
 6 (Training) Squadron AFC; from 30 (A)TS 14.1.18; OC Maj Rolf S Brown AFC; to Minchinhampton 25.2.18

FETBURY, Glos

Headquarters 1 (Training) Wing AFC formed 12.17; OC Lt-Col Walter O Watt MC AFC;

THE CURRAGH, Co Kildare

19 Training Squadron; from Hounslow 12.17; to RAF 1.4.18

THETFORD, Norfolk

12 Reserve Aeroplane Squadron; from Swingate Down 16.11.15; renamed 12 RS 13.1.16
 15 Reserve Aeroplane Squadron formed 15.12.15; to Doncaster 1.6.17
 12 Reserve Squadron; from 12 RAS 13.1.16; renamed 12 TS 1.6.17
 25 Reserve Squadron formed 25.5.16; renamed 25 TS 1.6.17
 12 Training Squadron; from 12 RS 1.6.17; to RAF 1.4.18
 25 Training Squadron from 25 RS 1.6.17; to RAF 1.4.18
 73 Training Squadron formed 7.7.17; to Turnhouse 17.7.17
 4 School of Aerial Navigation and Bomb Dropping formed 1.18; to RAF 1.4.18

TURNBERRY, Ayrshire

2 (Auxiliary) School of Aerial Gunnery formed 1.17; OC: Maj Lionel W B Rees VC MC RA; to RAF 1.4.18

TURNHOUSE, Midlothian

26 Reserve Squadron formed 22.5.16; renamed 26 TS 1.6.17
 84 (Canada) Reserve Squadron formed 1.17; to Canada 3.17
 89 (Canada) Reserve Squadron formed 15.3.17; to Beverley 18.4.17
 26 Training Squadron; from 26 RS 1.6.17; to Harlaxton 22.9.17
 73 Training Squadron; from Thetford 17.7.17; to Beaulieu 20.2.18

UPAVON, Wilts.

Central Flying School formed 13.5.12; Cmdts Capt Godfrey M Paine CB MVO RN; Lt-Col Duncan le G Pitcher, Indian Army; Lt-Col Charles J Burke DSO, R.Irish Regt; Lt-Col Archibald C H MacLean, The Royal Scots (LR); Lt-Col A J L 'Jock' Scott MC RFC; detachment to Netheravon 10.14; to RAF 1.4.18

UXBRIDGE, Middlesex

School of Ground Gunnery; from Perivale 12.17; to RAF 1.4.18

WADDINGTON, Lincs.

47 Reserve Squadron; from Cramlington 13.11.16; renamed 47 TS 1.6.17
 48 Reserve Squadron; from Narborough 13.11.16; renamed 48 TS 1.6.17
 51 Reserve Squadron; from Wye 14.5.17; renamed 51 TS 1.6.17
 47 Training Squadron; from 47 RS 1.6.17; to RAF 1.4.18
 48 Training Squadron; from 48 RS 1.6.17; to RAF 1.4.18
 51 Training Squadron; from 51 RS 1.6.17; OC Major Lawrence A Pattinson DSO MC RA; to RAF 1.4.18
 44 Training Squadron; from Harlaxton 11.17; to RAF 1.4.18
 75 Training Squadron formed 14.11.17; to Cramlington 22.12.17

WADDON, Surrey

17 Reserve Aeroplane Squadron formed 15.12.15; renamed 17 RS 13.1.16
 17 Reserve Squadron; from 17 RAS 13.1.16; renamed 17 TS 1.6.17
 65 Reserve Squadron formed 1.5.17; to Sedgford 10.5.17
 17 Training Squadron; from 17 RS 1.6.17; to Port Meadow 1.6.17
 40 Training Squadron; from Port Meadow 1.6.17; to RAF 1.4.18

WEST FENTON, East Lothian

Being prepared on 1.4.18 for reformed 2 TDS. Was renamed Gullane on 17.4.18; later Drem

WINCHESTER (see Hursley Park)**WITNEY, Oxon.**

8 Training Squadron; from Netheravon 30.3.18; to RAF 1.4.18

WITTERING (see Stamford)**WORTHY DOWN, Hants**

Being prepared at 1.4.18 for Artillery and Infantry Cooperation School, Hursley Park

WYE, Kent

20 Reserve Squadron; from Swingate Down 1.6.17; renamed 20 TS 1.6.17
 50 Reserve Squadron formed 7.12.16; to Narborough 14.12.16
 51 Reserve Squadron; from Filton 8.1.17; to Waddington 14.5.17
 66 Reserve Squadron; formed 1.5.17; to Yatesbury 10.5.17
 20 Training Squadron; from 20 RS 1.6.17; to Wyton 1.6.17
 42 Training Squadron; from Hounslow 16.12.17; to RAF 1.4.18

WYTON, Cambs.

31 Reserve Squadron formed 1.10.16; renamed 31 TS 1.6.17
 54 Reserve Squadron formed 15.2.17; to Harlaxton 17.2.17
 20 Training Squadron; from Wye 1.6.17; to Spittlegate 15.9.17
 31 Training Squadron; from 31 RS 1.6.17; to RAF 1.4.18
 5 Training Squadron formed 12.12.17; to Beverley 1.18
 24 Training Squadron; from Netheravon 31.3.18; to RAF 1.4.18

YAPTON (see Ford)

PICTURE PAGE

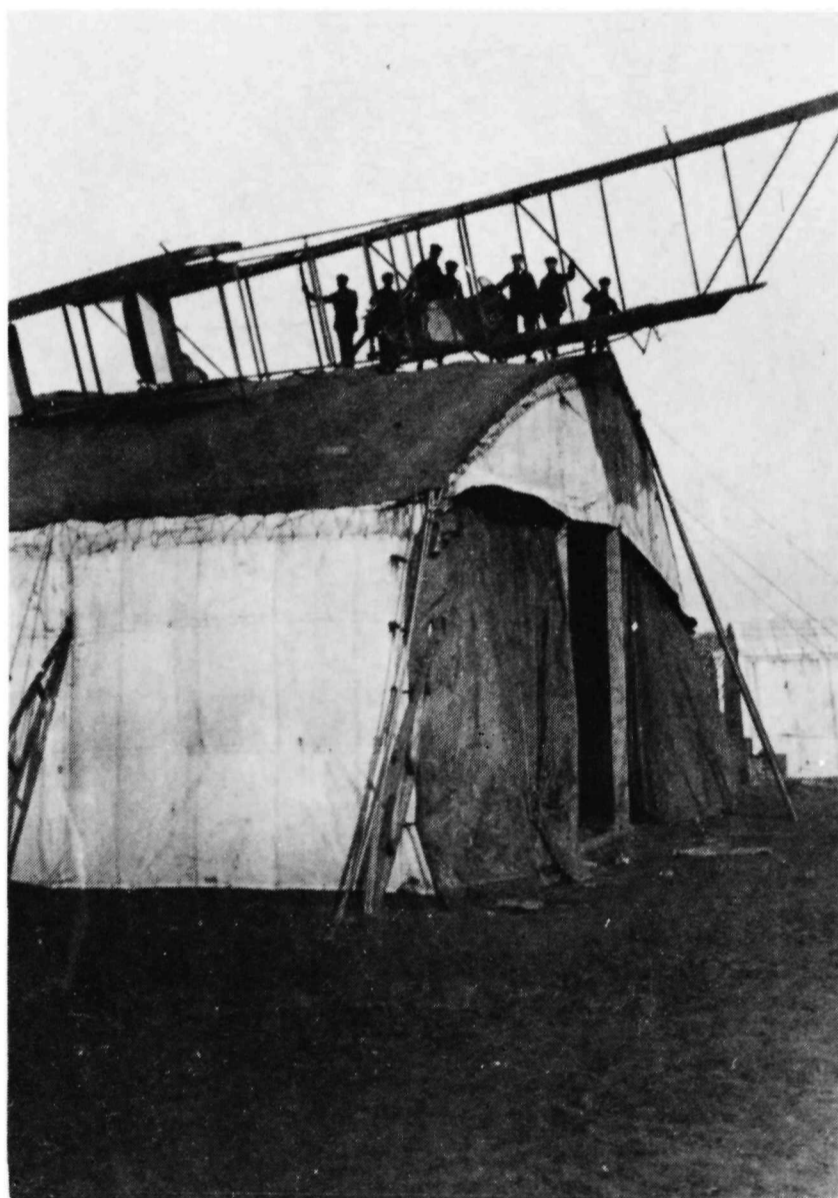


The top photograph shows Mariner JX117 on the water at Beaumaris in Anglesey where Saro prepared these boats for RAF service. This particular example did not reach No.524 Squadron which was the only RAF unit to fly the type but remained with Saro until written off on 4 November 1944 as being damaged beyond repair. We have no details of what happened to it so further information would be welcome. The testing of the Mariner was covered in AM.3/85. Note the open bomb bay doors in the engine nacelles.

N5749 was a Maurice Farman S.7 built by Brush Coachwork but how it got on to the roof of this hangar at a Royal Naval Air Service airfield is not revealed.

Meteor TT.20 WM148 served with No.3/4 CAACU after being converted from a NF.11. Presumably the photograph was taken at the unit's base at Exeter Airport.

Audax K4842 of No.20 Squadron crashed on approach to Peshawar on 24 April 1940 and was written off. It bore the code letter HN-B, designed to conceal the squadron's true identity from any German spies disguised as Pathans.





Above:
Henley target tug L3247 was serving with No.3 Armament Training Station at Sutton Bridge when this photograph was taken in August 1939. Already the hangar has camouflage screens and there is an anti-gas patch on top of the fuselage of the Henley.

Below:
Twin Pioneer FM1001 behind bars, or more precisely natty wrought iron fences, at the Malaysian National Museum in Kuala Lumpur. The exotic architecture makes a better background than the usual hangars and clutter of an airfield.



BACK FEED

THE LANCASTER FILE

Over the past year (or three), some discrepancies have come to light in The Lancaster File. These should have appeared before now but always seem to have been missed out. However, at last they have found a hole; any additional items which are not covered below would be very welcome.

R5644 Date 28.8.42
 W4251 Date 24.10.42
 DS683 Date 10.10.43
 DS740 Date 15.1.44
 DS767 Date 15.1.44
 DS784 Target is Mannheim
 DV334 Date 3.12.43
 ED313 Date 12.3.43
 ED322 Ditched off Tenby on return
 ED880 Date 5.5.43 at Waterbeach
 HK622 Date 10.11.44
 JB353 Date 29.1.44
 JB678 Collided with JB674
 JB709 Date 10.4.44
 KB835 Date 16.3.45
 KB858 Date 1.5.44 shown on record card
 LM112 Date 7.7.44
 LM179 Date 25.6.44
 LM265 Second unit should read 514
 LM285 Shown as LM385
 LM308 Delete reference to 111 (typing error for III repeated from first entry)
 LM425 Date 31.3.44
 LM595 Final column should read: Missing (Hamburg) 21.7.44
 LM596 Entry missed out; should read: 101/626 Missing (Duisburg) 15.10.44
 ND792 Date 4.2.45
 NE132 Found crashed near Rhinog Fawr, 3m E of Llanbedr
 NG223 Date 1.1.45
 PB538 Date 24.2.45
 PD231 Date 17.3.45
 RE211 Col 2 should read: Cv ASR/38/Cv GR.3

* * * * *

THE GANNET IN THE BAY

In AM.1/88 we had a photograph of a Gannet being retrieved from Bantry Bay as a heading for FAA Write-offs, 1957. At the time of typing it seemed rather odd that it should have ditched so close inshore in Republic of Ireland waters after being catapulted. Hugh McGrattan has come up with a more logical place, Bangor Bay, Co.Down. Just to prove this is no idle guess, a friend of his who was out in a boat with his girl friend picked up the pilot. It appears that XA390 was shot off before the engines were at full power. As a memento, they received the pilot's dinghy from HMS Bulwark. Obviously the ability to appear at the crucial moment was of great assistance in his friend's future as he went on to become the resident magician on the QE.2!

SABRES

Ken Elliott has informed us that the Sabre on page 73 of AM.3/87 is at Stansted. He noted the Sabre in the photograph there on 15 April 1987 along with about twenty others, five of them wearing USAF marks and RCAF serials. The cranes were building London's Third Airport although everybody thought they were extending the runway for USAF use....

PITCAIRNS

Mention of the Pitcairn PA-39s in 'Query Corner' in AM.1/88 has brought some information from Captain John Cross at the Museum of Army Flying.

The batch of RAF Pitcairns had the constructor's numbers M-99 to M-105 covering BW828 to BW834. There was an eighth PA-39 which was retained as N3908, a US civil license number not a RAF serial. This was M-98 and is currently preserved, having been used for testing rocket drive for the rotor tips but it never took to the air. It was donated to the Forrestall Research Center at Princeton University where it remained grounded until sold. The new owner rebuilt it and flew it and it was later used by Umbaugh Aircraft who were building the Model 18 Gyroplane, seen in the UK as the Air & Space 18A. After some more travels, it is now owned by Stephen Pitcairn, son of Harold who founded the company that bore his name.

M-105 was quoted as BW835 (a CCF-built Hurricane) but as the RAF serials ran consecutively with M-99 onwards except for a gap for BW832, presumably this one was M-105. This aircraft appears to have been destroyed by fire before shipment. Did the same fate happen to BW831 as this also failed to surface in RAF records.

A photograph of the Pitcairn production line shows all six aircraft visible as having tailwheels. Strictly speaking, production line was a misnomer since the PA-39s were civil PA-18s bought back from private owners. A book on Pitcairn suggests that the Royal Navy wanted them for convoy escort but the order was for the RAF and more likely due to the inability of the RAF to replace any of its Cierva Rotas in use for radar calibration, all likely candidates having already been impressed. Like the Cierva C-40, the PA-39 had a jump take-off capability by engaging the rotor on the ground to get it turning at 285 rpm then changing pitch to enable it to lift off to around 15 ft. As it lost speed, it became the normal rotating wing of an autogiro. There was a speed range of 15 to 110 mph and power was supplied by a Warner Super Scarab of 165 hp.

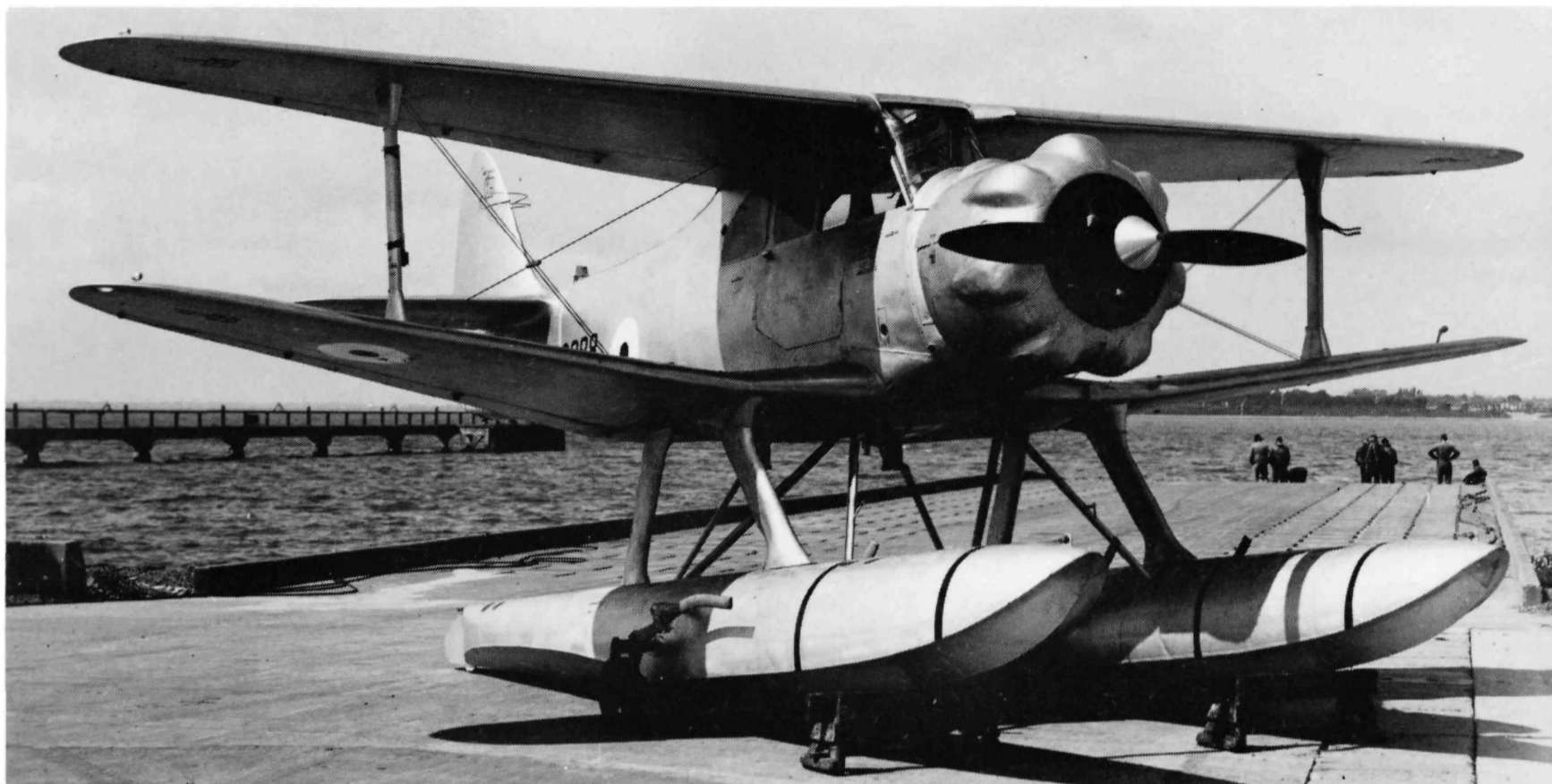
NO.195 SQUADRON

Kim Grist of 1127 Canyon Boulevard, North Vancouver, BC, V7R 2K5 is seeking contacts who might have known his father who was a flight engineer with 195 Squadron at Wrating Common in 1944-45. He is collecting photographs of aircraft and personnel of No.195 and would like to hear from anyone who can help.

HABBANIYA

A letter in the 'Haltonian', journal of the 'Halton Brats', mentions that during the siege of Habbaniya by the Iraqi Army in 1941, some of No.4 FTS's Audaxes had their top wings removed and were then planted around the airfield to make the enemy think they were Hurricanes. This seems to be on a level with No.155 Squadron at the outbreak of war in the Far East who were told to cover over the rear cockpit of their Audaxes and become a single-seat fighter squadron. This they accomplished by putting up a sign outside the squadron office announcing they were No.155 (Fighter) Squadron. India did not fall to the Japanese so it must have worked.

QUEEN WASP



"Much too pretty to be a target" was the inevitable reaction to the release of photographs of a new target aircraft for the Royal Air Force. Specification Q.32/35 had been issued for a Queen Bee replacement which would be faster than that sitting target which nevertheless seemed to elude the gunners more often than not.

Airspeed produced their AS.30 which was named Queen Wasp to conform with the practice of using the prefix "Queen" to indicate radio control. Fitted with a spatted undercarriage, K8887 made its first flight from Portsmouth on 11 June 1937. It had a 350 hp A.S.Cheetah IX which gave it a top speed of 172 mph. K8888 was fitted with floats and underwent catapult trials aboard HMS 'Pegasus'. Despite some control problems, the Queen Wasp

was thought suitable for production contracts to be given to Airspeed for 65 aircraft (P5441-P5455; P5496-P5525; P5546-P5565). Only five were completed, the next five being abandoned on the production line after the rest of the contract had been cancelled. A further allocation for 258 between V5010 and V5361 was also cancelled.

Proposals to develop the aircraft to be a communications type as the AS.38 or a trainer (to T.24/40) as the AS.50 came to naught. The first production aircraft P5441 flew on 29 March 1940 by which time Oxford production had to take precedence. Without the outbreak of war, one wonders if the Queen Wasp would have eventually been developed as a private aircraft.



XW766 20/3/Cv GR.3/3
 XW767 3/233 OCU/1
 XW768 20/4/1/4
 XW769 20/1/1417 Flt/4
 XW770 Mkrs/3/Cv GR.3/3
 * * * * *
 XW778 to XW780
 XW784
 * * * * *

Four Hawker-Siddeley HS.125 CC.1s delivered in April and May 1971 by HSA Chester

XW788 32
 XW789 32
 XW790 32
 XW791 32
 * * * * *
 XW795 to XW799
 XW800 to XW801
 XW803 to XW832
 XW835 to XW839
 * * * * *

60 Westland Gazelles for Army Air Corps, Royal Navy, Royal Marines and Royal Air Force

XW842 to XW871; XW884 to XW913
 Ten HT.3s for Royal Air Force
 XW852 CFS/2 FTS/32



Gazelle HT.2 XW855 of No.2 FTS (Westland)

XW855 CFS/32
 XW858 2 FTS
 XW862 CFS/2 FTS
 XW866 2 FTS
 XW870 CFS/2 FTS
 XW898 CFS/2 FTS
 XW902 2 FTS
 XW906 CFS/2 FTS
 XW910 CFS/2 FTS
 * * * * *

Nine Hawker-Siddeley Harrier GR.1s delivered between November 1971 and approx June 1972 by HSA Kingston

XW916 3/Cv GR.3/20/4
 XW917 3/4/3
 XW918 4
 XW919 233 OCU/1
 XW920 20/3
 XW921 4/233 OCU/1417 Flt/233 OCU/4/3
 XW922 1/233 OCU
 XW923 1/Cv GR.3/1/233 OCU/1417 Flt
 XW924 4/Cv GR.3/233 OCU/1/4
 * * * * *

Three Hawker-Siddeley Harrier T.2s delivered between February 1972 and July 1972 by HSA Kingston

XW925 233 OCU/1/233 OCU/4/233 OCU
 XW926 3/233 OCU
 XW927 233 OCU/4/233 OCU
 * * * * *
 XW930
 * * * * *

Two Hawker-Siddeley Harrier T.4s delivered in August 1973

XW933 3
 XW934 1/233 OCU
 * * * * *
 XW938
 XW941 to XW980
 * * * * *

Slingsby T-61A Venture T.1 purchased in March 1971 ex G-AYUP

XW983 AAEE/2 GS/CGS
 * * * * *

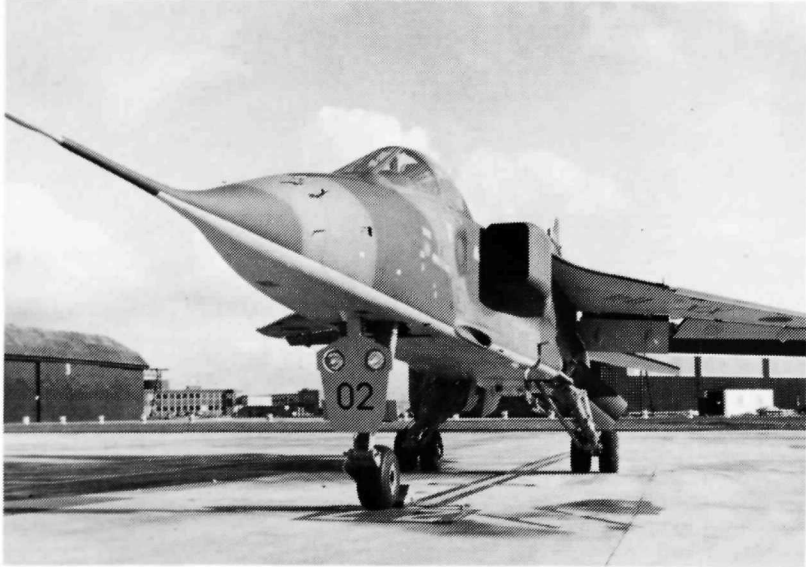
Three Hawker-Siddeley Buccaneer S.2Bs delivered to Ministry of Defence (PE) by HSA Brough

XW986 RAE
 XW987 RAE
 XW988 RAE
 XW989 -
 * * * * *

XW990 to XW999
 XX102, XX102
 XX105
 * * * * *

Fifteen Sepecat Jaguar GR.1s delivered between April 1973 and February 1974 by BAC Preston

XX108	AAEE	To G-27-313 for BAe
XX109	AAEE	To 8918M 10.86
XX110	Mkrs/AAEE/6	To 8955M
XX111	JOCU/226 OCU	To Indian AF as J1011
XX112	AAEE/54/6	
XX113	AAEE/226 OCU/ 41/226 OCU	Abandoned near Malvern, Worcs., 24.7.81
XX114	JOCU/226 OCU/ 41/226 OCU	Crashed on take-off, Lossiemouth, 19.9.83



Jaguar GR.1 XX114 at Lossiemouth (BAe)

XX115	JOCU/226 OCU 41/226 OCU	To Indian AF as J1005; retd to RAF 7.82 To 8821M
XX116	JOCU/226 OCU 41/226 OCU/6/ 226 OCU	To Indian AF as J1008; retd to RAF 4.84
XX117	JOCU/226 OCU 6/54/226 OCU	To Indian AF as J1004; retd to RAF
XX118	JOCU/226 OCU 6	To Indian AF as J1018; retd to RAF 5.82 To 8815M 8898M NTU
XX119	JOCU/226 OCU/ 54/AAEE/226 OCU	
XX120	JOCU/226 OCU/54	Crashed in sea off Samsø Is, Denmark, 17.9.76
XX121	JOCU/226 OCU/ 54/6	
XX122	JOCU/226 OCU/54	Flew into sea during low run over The Wash off Heacham, Norfolk, 2.4.82

* * * * *

15 Sepecat Jaguar T.2s delivered between June 1973 and May 1974 by BAC Preston

XX136	AAEE	Crashed on test flight near Wimborne St.Giles, Dorset, 22.11.74
XX137	JCT/JOCU/226 OCU	Lost fuel and crashed in sea 4m off Lossiemouth, Moray, 5.2.76
XX138	JOCU/226 OCU	To Indian AF as J1001; retd and to Oman AF as No.200
XX139	JOCU/226 OCU 6/226 OCU	
XX140	JOCU/54/226 OCU	
XX141	JOCU/226 OCU/6	
XX142	JOCU/226 OCU	Crashed in sea 10m N of Lossiemouth, 22.6.79
XX143	JOCU/226 OCU 226 OCU/54	To Indian AF as J1002; retd to RAF 9.82
XX144	JOCU/226 OCU/54/ 6/226 OCU	

XX145	JOCU/226 OCU/6/ 226 OCU/AAEE	To ETPS 3.2.84
XX146	JOCU/226 OCU/6/ 41/6/54/6/54	
XX147	JOCU/226 OCU/RAFC/ 2/17/14/17	Hit bird; crashed near Sudlohn, West Germany, 26.3.79
XX148	JOCU/226 OCU	Crashed near Whittingham, Northumbria, 29.7.77
XX149	JOCU/226 OCU	Crashed near Cullen, Grampian, 27.4.78
XX150	6/226 OCU/20/ 14/31/14	
	* * * * *	
XX153		Lynx AH.1 for Army Air Corps
	* * * * *	

One prototype and 175 production Hawker-Siddeley Hawk T.1s delivered by HSA Kingston

XX154	Mkrs/RAE	
XX156	AAEE/BAe/RAE	
XX157	AAEE/2 TWU	
XX158	2 TWU	
XX159	AAEE/1 TWU	
XX160	AAEE/RAE	
XX161	CFS/4 FTS	
XX162	CFS/4 FTS	
XX163	CFS/4 FTS	
XX164	CFS/4 FTS	
XX165	CFS/4 FTS	
XX166	CFS/4 FTS	Flew into high ground, North Barrule, Isle of Man, 24.6.83
XX167	4 FTS	
XX168	4 FTS	
XX169	4 FTS	
XX170	4 FTS	
XX171	4 FTS	
XX172	4 FTS	
XX173	4 FTS	
XX174	4 FTS	
XX175	4 FTS	
XX176	4 FTS	
XX177	4 FTS/2 TWU/ CFS/4 FTS	
XX178	4 FTS	
XX179	4 FTS	
XX180	4 FTS	Abandoned after hitting birds on take-off, Mona, 7.11.84 To BAe as chase aircraft, 3.88
XX181	4 FTS/CFS/1 TWU/ BAe	
XX182	4 FTS	
XX183	4 FTS	
XX184	4 FTS	
XX185	4 FTS	
XX186	TWU/1 TWU/2 TWU	
XX187	TWU/1 TWU/2 TWU/ 1 TWU	
XX188	TWU/1 TWU	
XX189	TWU/1 TWU/2 TWU	
XX190	TWU/1 TWU/2 TWU/ 1 TWU	
XX191	TWU/1 TWU	
XX192	TWU/1 TWU	
XX193	TWU/1 TWU	
XX194	TWU/1 TWU	
XX195	TWU/1 TWU/2 TWU	
XX196	TWU/1 TWU/2 TWU/ 1 TWU	
XX197	TWU/1 TWU	Hit bird on take-off and abandoned, Brawdy, 13.5.88
XX198	TWU/1 TWU/2 TWU/ 1 TWU	
XX199	TWU/1 TWU	
XX200	TWU/1 TWU/2 TWU/ 1 TWU	
XX201	TWU/1 TWU/2 TWU	
XX202	TWU/1 TWU/2 TWU	
XX203	TWU/1 TWU/2 TWU	
XX204	TWU/1 TWU/2 TWU	

XX205	TWU/1 TWU/2 TWU		
XX217	TWU/1 TWU/2 TWU		
XX218	TWU/1 TWU		
XX219	TWU/1 TWU/2 TWU		
XX220	TWU/1 TWU		
XX221	TWU/1 TWU		
XX222	TWU/1 TWU		
XX223	4 FTS		
XX224	4 FTS		
XX225	4 FTS		
XX226	4 FTS		
XX227	CFS		
XX228	1 TWU/2 TWU		
XX229	1 TWU/2 TWU/ 1 TWU	Abandoned after engine failed 45m SW of Brawdy, 29.7.83	
XX230	TWU/1 TWU/2 TWU		
XX231	4 FTS		
XX232	4 FTS		
XX233	4 FTS/CFS		
XX234	4 FTS		
XX235	4 FTS		
XX236	4 FTS		
XX237	4 FTS/CFS		
XX238	4 FTS		
XX239	4 FTS		
XX240	4 FTS		
XX241	4 FTS/CFS	Collided with XX259 during practice aerobatics 5m E of Scampton, 16.11.87	
XX242	4 FTS		
XX243	4 FTS/CFS	Crashed at Scampton, 22.1.88	
XX244	4 FTS		
XX245	4 FTS		
XX246	1 TWU/2 TWU		
XX247	1 TWU/2 TWU/1 TWU		
XX248	1 TWU/2 TWU		
XX249	4 FTS		
XX250	4 FTS/CFS/4 FTS		
XX266	2 TWU/CFS		
XX278	2 TWU		
XX279	1 TWU/2 TWU	Abandoned and crashed in sea 7m off Lynton, Devon, 30.1.85	
XX280	1 TWU		
XX281	1 TWU/2 TWU		
XX282	1 TWU/2 TWU		
XX283	1 TWU/2 TWU		
XX284	1 TWU/2 TWU		
XX285	1 TWU/2 TWU		
XX286	1 TWU		
XX287	2 TWU		
XX288	1 TWU/2 TWU		
XX289	1 TWU/2 TWU		
XX290	4 FTS		
XX291	4 FTS		
XX292	4 FTS		
XX293	4 FTS	Abandoned after take-off from Wattisham and crashed, Nedging Tye, Suffolk, 17.4.85	
XX294	4 FTS/CFS		
XX295	4 FTS		
XX296	4 FTS		
XX297	4 FTS/CFS	Crashed on approach, Scampton, 3.11.86; to 8933M Abandoned and crashed in Cardigan Bay, 25.10.84	
XX298	4 FTS		
XX299	4 FTS		
XX300	1 TWU/2 TWU	Lost power on approach and abandoned, Chivenor, 20.10.82; to 8827M	
XX301	1 TWU/2 TWU		
XX302	1 TWU		
XX303	1 TWU		
XX304	1 TWU/CFS		
XX305	4 FTS	Crashed on approach, Valley, 28.7.82	



Hawk T.1 XX251 of Central Flying School (BAe)

XX251	CFS	Hit ground recovering from loop, Akrotiri, 21.3.84	
XX252	CFS		
XX253	CFS		
XX254	1 TWU/2 TWU		
XX255	1 TWU/2 TWU		
XX256	1 TWU/2 TWU		
XX257	CFS	Abandoned after engine fail- ure 3m off Sidmouth, Devon, 31.8.84	
XX258	1 TWU		
XX259	CFS	Collided with XX241 during aerobatics 5m E of Scampton, 16.11.87	
XX260	CFS		
XX261	1 TWU		
XX262	CFS	Hit mast during display off Brighton and abandoned, 17.5.80	
XX263	1 TWU/2 TWU		
XX264	CFS		
XX265	1 TWU/2 TWU		



Hawk T.1 XX306 of The Red Arrows at Farnborough (JJH)

XX306	4 FTS/CFS		
XX307	4 FTS		
XX308	4 FTS/CFS		
XX309	4 FTS		
XX310	4 FTS		
XX311	4 FTS		
XX312	4 FTS/CFS/1 TWU		
XX313	4 FTS		
XX314	4 FTS/2 TWU		
XX315	1 TWU		
XX316	1 TWU		
XX317	1 TWU		
XX318	1 TWU		
XX319	1 TWU		
XX320	1 TWU/2 TWU		
XX321	1 TWU/2 TWU		
XX322	2 TWU		
XX323	1 TWU		
XX324	1 TWU		
XX325	2 TWU		
XX326	2 TWU		
XX327	1 TWU/2 TWU		
XX329	2 TWU		
XX330	2 TWU		
XX331	2 TWU		

XX332 2 TWU
 XX333 2 TWU Collided with XX340 and abandoned, Decimomannu ranges, Sardinia, 26.9.85

XX334 2 TWU
 XX335 2 TWU
 XX336 2 TWU Collided with XX353 near Bude and abandoned after power lost on approach, Chivenor, 29.7.83

XX337 2 TWU
 XX338 BAe/4 FTS
 XX339 AAEE/1 TWU
 XX340 1 TWU/2 TWU Collided with XX333 and abandoned, Decimomannu ranges, Sardinia, 26.9.85

XX341 1 TWU/ETPS/Cranfield I of Tech
 XX342 ETPS
 XX343 ETPS
 XX344 RAE Hit vortex on approach and rolled into runway, Bedford, 7.1.82; to 8847M

XX345 2 TWU
 XX346 2 TWU
 XX347 2 TWU/4 FTS
 XX348 2 TWU/1 TWU/
 2 TWU/1 TWU
 XX349 4 FTS/2 TWU
 XX350 1 TWU
 XX351 1 TWU
 XX352 2 TWU
 XX353 2 TWU Collided with XX336 and abandoned, Chilsworthy, Devon, 29.7.83

* * * * *

Bristol Britannia 312F purchased in April 1972

XX367 AAEE Ex EC-BSY; SOC 26.9.83 and sold as 9Q-CHY

* * * * *

82 Westland Gazelles for Royal Navy, Royal Marines, Army Air Corps and Royal Air Force

XX370 to XX419; XX431 to XX462

Four HT.3s to Royal Air Force

XX374 CFS/2 FTS Flew into Snowdon, Gwynedd, 20.4.83

XX382 2 FTS

XX396 CFS/2 FTS DBR in heavy landing, Shawbury, 30.6.81; to 8718M

XX406 CFS/32/CFS/2 FTS

* * * * *

Two Hawker Hunter T.7s transferred from Royal Jordanian Air Force in May 1972

XX466 228 OCU/TWU/
 1 TWU Ex-No.835
 To Royal Navy
 XX467 MoD(PE)/229 OCU/
 2 TWU/1 TWU Ex-No.836; to AST 13.10.83
 as GI airframe at SAH

* * * * *

XX469 Lynx HAS.2 for Royal Navy

* * * * *

26 Scottish Aviation Jetstream T.1s delivered between August 1973 and October 1976

XX475 AAEE/Mkrs Sold 11.9.75
 XX476 AAEE/CFS To Royal Navy 29.10.76
 XX477 CFS Ex G-AXSS; lost power on take-off and crashlanded, Little Rissington, 1.11.74; to 8462M



Jetstream XX478 (BAe)

XX478 CFS Ex G-AXXT; to Royal Navy 29.10.76
 XX479 5 FTS/CFS Ex G-AXUR; to Royal Navy 29.10.76
 XX480 CFS Ex G-AXXU; to Royal Navy 29.10.76
 XX481 5 FTS Ex G-AXUP; to Royal Navy 29.10.76
 XX482 CFS/5 FTS/RN/
 6 FTS
 XX483 5 FTS/CFS To Royal Navy 29.10.76
 XX484 5 FTS/CFS To Royal Navy 29.10.76
 XX485 5 FTS/CFS To Royal Navy 29.10.76
 XX486 5 FTS/CFS To Royal Navy 29.10.76
 XX487 - To Royal Navy 29.10.76
 XX488 Mkrs/METS Returned to Mkrs
 XX489 - To Royal Navy 29.10.76
 XX490 - To Royal Navy 29.10.76
 XX491 METS/6 FTS
 XX492 METS/6 FTS
 XX493 AAEE & Mkrs/METS/
 6 FTS
 XX494 METS/6 FTS/BAe/
 6 FTS
 XX495 METS/6 FTS
 XX496 METS/6 FTS
 XX497 METS/6 FTS
 XX498 METS/6 FTS
 XX499 METS/6 FTS
 XX500 METS/6 FTS

* * * * *

Four Hawker-Siddeley HS.125 CC.2s delivered between September 1972 and April 1973

XX505 32
 XX506 32
 XX507 32
 XX508 32

* * * * *

Westland Lynx HAS.2 for Ministry of Defence (PE)

XX510 ETPS SOC 2.84

* * * * *

130 Scottish Aviation Bulldog T.1s delivered between February 1973 and August 1975

XX513 S'ton UAS/6 FTS/
 AAEE/5 MU/Leeming/
 1 FTS
 XX514 CFS/Leeming/1 FTS Hit tree and crashed, Knayton, Yorks., 29.9.86
 XX515 CFS/Leeming/CFS
 XX516 CFS/Leeming/1 FTS
 XX517 CFS/Leeming/CFS/
 1 FTS

BOOKSHELF

THE MOSQUITO LOG by Alexander McKee
Souvenir Press -14.95

Much has been written about the Wooden Wonder and the appearance of another book on the subject inevitably asks the question as to why it is necessary.

However, this account differs from others in that it is primarily a record of the impressions of those who were involved in both building and flying the aircraft. A wide variety of people from designers to shop floor workers describe their parts in designing and constructing the aircraft while the Royal Air Force contributors tell of their experience during its operations with many Commands.

A very readable tribute to mark the fiftieth anniversary of design work being started on one of the immortals of the aviation world.

IGOR SIKORSKY - THE RUSSIAN YEARS BY K.N.FINNE
Airlife - 16.95

Biographies of Igor Sikorsky are not prolific and the only one we have come across is the pre-war "Story of the Winged S".

This volume concentrates on the period when Sikorsky was in his homeland and designing the successful four-engined aircraft that led the world during the years prior to World War One and the development of large bombers up to the Bolshevik revolt against the Kerensky government. His early work on helicopters was less successful but laid the path for the first production helicopters at the end of World War Two.

The author was a friend of Sikorsky and his account has been translated and edited in the USA. The Il'ya Muromets was a break-through in large aircraft; not many pre-1914 aircraft had a passenger cabin and an outside promenade deck with access to the engines...

HAWKER HURRICANE by Robert Jackson
Blandford -14.95

With the fiftieth anniversary of the Hurricanes entering service with the Royal Air Force, a flow of books on this aircraft began to hit the shelves of the booksellers.

One of these is this 160-page volume which goes through the development and service of the Hurricane in a variety of environments. To the Hurricane buff, there is little that is new but for someone wanting an overall account without going into technical detail, this is a good primer.

The photographs are a mixture of the well-known and hitherto-unseen, the latter being in many cases products of the box brownie brigade. Unfortunately, the reproduction is not good and even the factory shots are less than sharp.

HURRICANES OVER MURMANSK by John Golley
Patrick Stephens -10.95

Described as "little known" in many places, the activities of No.151 Wing in North Russia are not particularly obscure to any student of RAF history. However, what has been missing is a book solely devoted to this interesting period. Fortunately, this volume has filled the gap very well.

VIDEO VIEW

The last few month's time-shifting and fast-forwarding on the VTR has not been very fruitful but one epic to appear, fleetingly, in the depths of Channel 4 was that wartime epic "Ships with Wings", a sort of "Fighting Lady" done by a local repertory company with some loaned inserts.

Despite our tender age at the time it first appeared in 1941, we can recall the mirth that greeted its special effects although in retrospect some are not as bad as they are remembered to be. Some cutting seems to have taken place; the bent nails acting as dockyard cranes seem to have disappeared!

Forty-seven years later we can ignore the ham acting and the ludicrous plot and enjoy the all-too-brief sequences of Stringbags and Skuas aboard HMS Ark Royal and the Sea Gladiator aerobatic team at Yeovilton. Just what the Royal Navy thought about it all does not seem to have been recorded but the selection board for potential officers must have squirmed at the implication that they could have accepted a middle who thought that after a short period in a Link Trainer he could hide in the cavernous interior of a Fulmar - we had not realised it had side-by-side seating and a "door" in the rear cabin - while his pilot baled out and then attempt to land it with one wing cracked and dangling at 30 degrees on the deck of the Ark anchored in Portsmouth Harbour! Even the Fulmar was alarmed; its camouflage paint fell off before it reached the deck.

Model aircraft abound, everything from a Junkers F-13 to a Breda 88 apparently being capable of almost vertical landings. But the Ark's damage control is superb; with two large holes fore and aft on the flight deck, the crew had patched them up and were landing on Swordfish before they had time to run out of fuel. Although in the Mediterranean, it was typical of the period that the only aircraft to hit anything was manned by a German, the Italians being only comic relief. However, even German rear gunners were not so hot; despite blazing away at a Fulmar hovering for minutes a few feet above his gun it still managed to pancake in top to wedge its undercarriage in the wings of a Breda 88 which is then flown into a convenient dam. Convenient it was because the whole Italian Army happened to be passing along a road below it.....

Peripheral to aviation was "Forever England", a pre-war film based on C.S.Forester's "Brown on Resolution". Set in 1914, the A-class destroyer as a British light cruiser and the C-class cruiser representing the German heavy cruiser were reasonably in character but the use of a Leander class cruiser to stand in for an avenging British heavy cruiser was very much of an anachronism as it was only about a year old when the film was made and sported a catapult. This resulted in a good view of an Osprey spare float in one of the deck scenes. The film crew probably thought it was a boat.

Somewhere along the line we missed "Test Pilot" which was another pre-war film with that much-loved final test of a new aircraft, diving it until the wings came off. We seem to recall that there were some nice flying shots and quite a good B-17 crash where if one put the stopframe button on, one could see the cable pulling the very large model through model trees.





AEROMILITARIA

The AIR·BRITAIN Military Aviation Historical Quarterly



**No. 4
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The AIR BRITAIN Military Aviation Historical Quarterly

Edited by James J Halley and Peter M Corbell

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Shepperton, Middlesex
TW17 ORW

Readers may have noticed a blurb in 'Digest' about the forthcoming 'The Squadrons of the Royal Air Force and Commonwealth', normally referred to as Sotraf & Co to save space. Our thanks are due to the various members who dug around their collections to find photographs for inclusion.

As usual, sabotage has set in. An unholy alliance of the Post Office and the computer manufacturers has lost a vital number of weeks and it now seems unlikely that delivery will be made until Christmas since JJH is scheduled to be in Australia at the beginning of October and will not be back until mid-November. A miracle may take place but we doubt it. Since the Post Office has just announced it may start work again, or possibly not, the express deliveries caught in the post may possibly be delivered some day, perhaps....

IN THIS ISSUE

Our thanks to George Kernahan for his survey of the unfortunate TBD-1 which hardly survived

long enough for the name 'Devastator' to catch on. It was an all-metal, low-wing monoplane with a retractable undercarriage that was out-dated by the time war broke out in the Pacific. The Royal Navy, of course, had the Albacore and the Swordfish instead. Nobody said that they were obsolete. If the crews had complained, they would have been threatened with being re-equipped with Barracudas.

We omitted to mention in the last issue that George also provided the article on Carrier Air Groups at very short notice, for which we were most grateful.

Thanks are also due to Ray Sturtivant for his article on the Seafire F.47. As always with FAA aircraft, the whole story of their fates is not necessarily known and additional details would be welcome.

We complete Flt Lt Sutherland's listing of RFC training units in this issue by covering the overseas locations.

COVER PIX

For a change, we thought an aircraft without roundels should go on the front cover. The ERA-3B Skywarrior is from VAQ-33, a tactical electronics warfare squadron and the TA-4J Skyhawk from VC-1.

On the back cover is the famous North Island Naval Air Station at San Diego with a S-3A Viking of VS-21 flying by. Sadly, no Seagulls on the slipway as in the past. As for using the seaplane ramp as a car park, that smacks of sacrilege.

PUZZLE PIX

Last issue's airfield was, we can say with total confidence, Hunsdon. We hope.

The only clue we are giving for the one below is that north is to the right!



DOUGLAS TBD-1 DEVASTATOR



*Prototype XTBD-1 in 1936 shows an earlier fin and rudder shape. In production version, fin was taller and rudder of narrower chord
Nat Archives 72-AC-99D-4*

Previous articles in this series have covered the successful entrants in the US Navy Bureau of Aeronautics' 1934 design competition to find a new generation of carrier scout and dive bombers. A further design competition promoted by the Bureau that same year sought to provide the fleet with a new torpedo bomber and the successful Douglas candidate, the TBD-1 Devastator, is the subject of the present essay.

During the twenties and early thirties, as the US Navy gained experience in operating its slowly growing number of large aircraft carriers, fleet commanders tended initially to view the virtues of such ships solely from the perspective of how naval battles had been fought in the past. Thus the carrier aircraft's primary function was to head off the battleship force, locate the ships of the enemy, and monitor their movements so that they could be forced into a gunnery duel. In case the enemy, too, had carriers, fighter protection for the scouts might be necessary, while the enemy's own scouts were obvious targets for other fighters held back in fleet defence. What was needed aboard the carriers, therefore, was a large number of small, fast aircraft, having a good range and with some dedicated to fighting, others to scouting.

As engines became more powerful and efficient the scouts and fighters were able to carry small bombs of up to 500lb, without seriously prejudicing performance in their primary roles, and without too much opposition from the surface ship admirals. After all, while 500lb bombs dropped on an armoured warship might usefully kill or injure personnel and disable vital topside equipment such as gun directors, they could do no serious harm and were certainly no threat to the pre-eminent position of the battleship. However, as early as 1925 air-minded officers in the Bureau of Aeronautics were working on the problem of operating heavy, torpedo-carrying aircraft from the decks of the carriers, even though little enthusiasm for such a development was exhibited by most fleet commanders. In the first place the larger torpedo bomber would displace a disproportionate number of the smaller fighters and scouts from the carrier's complement, and, perhaps more important for those with imagination, it raised the spectre of critical damage being inflicted on the enemy without the air of gunfire, and indeed without the two

fleets ever sailing into visual range. While this lack of enthusiasm undoubtedly slowed progress it failed to halt it.

The first torpedo bomber to see extensive service aboard the US Navy's carriers was the Martin T4M biplane, a radial engine development of the earlier T3M. Both types were dual-purpose in that they could also be operated as float seaplanes, either from shore bases or tenders, and in fact it was as a floatplane that the T3M saw the majority of its service. Reaching fleet squadrons in the summer of 1928 the T4M proved so successful that additional contracts for modified versions of the type were let in 1929 and 1930. By then Martin's factory had been taken over by the Great Lakes Corporation, and so the new aircraft emerged as the Great Lakes TG-1 and TG-2. One important handicap possessed by these torpedo bombers was a relatively low maximum speed, 114 mph at sea level for the T4M-1, compared with the 145mph at 6000 feet of the contemporary Martin BM-1 bomber. This handicap was also a feature of the T4M's successors, right through to the Grumman TEF Avenger of WWII.

For the 1934 design competition the Great Lakes company proposed a developed version of the TG-2, featuring an enclosed cockpit and retractable undercarriage. On 30 June of that year an order was placed for a single prototype, designated XTBG-1, to be evaluated against the other winning entry, the monoplane Douglas XTBD-1. The latter flew first, on 15 April 1935, and began trials at NAS Anacostia shortly afterwards. Four months later the Great Lakes entry arrived for its workout. The superiority of the Douglas design became immediately apparent. Not only was it relatively free from handling vices and mechanical defects, but its top speed of 205mph was 20mph faster than that of the biplane. On 3 February 1936 the Navy placed a contract for 114 TBD-1 Devastators.

The TBD-1 was an all-metal, low-wing monoplane powered by a Pratt & Whitney R1830-64 engine of 900hp. The crew of three, pilot, gunner and navigator/bombardier, normally sat under a long glasshouse enclosure, but as the combat arena was entered the bombardier would climb down inside the fuselage to sight through a window under the nose, just behind the engine. At the same time the gunner could slide back his section of the enclosure and deploy a

single 0.30in machine gun. An additional gun of identical calibre, firing through the starboard side of the engine cowling, was provided for the use of the pilot. Offensive armament consisted of either a 15ft torpedo, semi-recessed in the aircraft's belly, or up to three 500lb bombs. The hydraulically-operated main undercarriage retracted backwards into the wings, leaving the wheels partially protruding, while for carrier stowage the outer wing panels could be folded up and over the top of the fuselage, also by hydraulic actuators.

It is interesting to compare the characteristics of the XTBD-1 with those of the successful Northrop/Douglas entry in the 1934 dive bomber competition, the XBT-1 (see AM.1/88):

	<u>XTBD-1</u>	<u>XBT-1</u>
Engine hp	800	700
Span	50 ft	41ft 6in
Length	35 ft	31ft 10in
Empty Weight	5046lb	4183lb
Max Speed @ 8000 ft	205mph	222mph
Max Bomb Load	1500lb	1000lb

As can be seen, the TBD was larger, heavier and slower than the BT, and while it could carry an extra 500lb bomb load, the bombs could be delivered only in level flight, whereas the

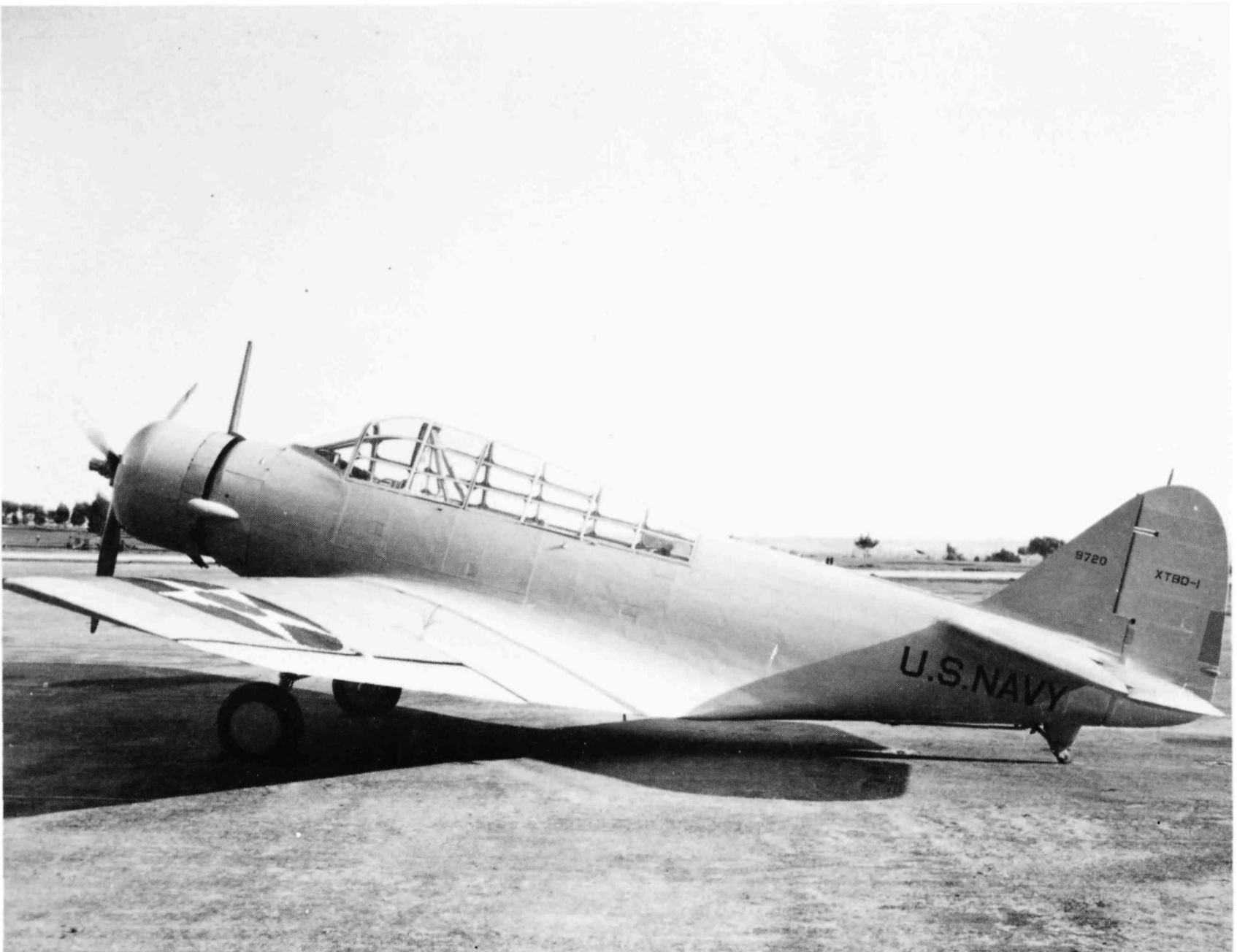
smaller and faster BT was strong enough to employ the much more accurate technique of dive bombing. No wonder there were many in the Navy who thought that the effort put into developing a specialist torpedo bomber was just not worthwhile. What it really came down to was the relative effectiveness in sinking enemy warships of the torpedo and 1000lb armour-piercing bomb, but resolution of the matter awaited the practical test of war.

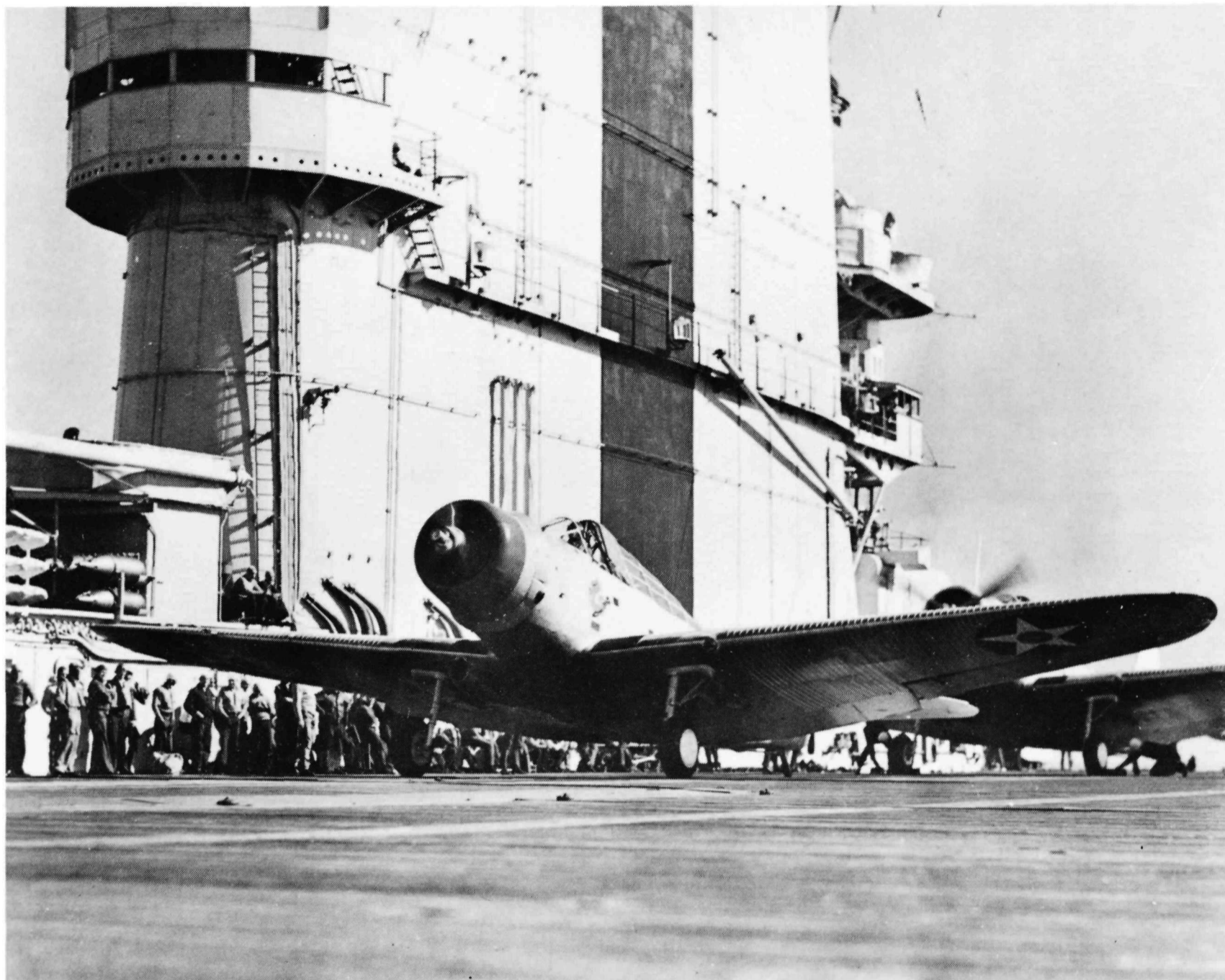
The first production TBD-1 was accepted by the Navy on 3 August 1937, and by the end of the next year all 114 had been delivered. VT-3, attached to the Saratoga Air Group, was the first squadron to receive the TBD, followed shortly afterwards by the Lexington's VT-2. At the time, the standard VT squadron complement was 18 aircraft, plus a small number of spares. In early 1938 deliveries began to the torpedo squadrons aboard the Navy's other two large carriers, VT-5 on the Yorktown and VT-6 on the Enterprise, so that by the middle of that year it was possible for the last of the biplane TG-2s to be retired from first-line service. Once all four VT squadron had received their full complement of aircraft, a number of TBDs were made available to VN-4D8, and advanced training squadron at NAS Pensacola. With no replacement in sight, and to allow for attrition, the Navy placed a contract on 16 August 1938 for 15 additional TBD-1s.

Throughout 1939 and 1940 the picture of TBD employment remained unaltered. Only four large-carrier VT units and the training squadron at Pensacola (later Miami) operated the Devastator, clearly by then an obsolete design. Seeking its replacement, a Bureau competition

Prototype XBD-1 9720, still without its cowl-mounted machine gun.

Nat Archives 72-AC-99D-5





A VT-3 Devastator taking off from Saratoga in 1939 Nat Archives 80-CF-5485-1

in 1939 had resulted in success for the Grumman entry, the XTBF-1, and while this aircraft was destined for fame and honour in World War Two, it would be March 1942 before the first production examples became available to fleet squadrons.

Until early 1941 the air groups aboard the Navy's two smaller carriers, the Ranger and Wasp, comprised VF and VSB types only, organised into two fighting and two scouting squadrons per group. In January that year one each of the VS units, VS-71 from the Wasp and VS-42 from the Ranger, received three TBDs which they continued to operate until October. A short hiatus then ensued, followed by a reorganisation of the two air groups that gave each its own torpedo squadron. VT-4 and VT-7 operated a handful of TBDs until the summer of 1942, when the TBF at last arrived. Only one other VT squadron operated the TBD, VT-8 of the new Hornet Air Group. Its Devastators were received in October 1941.

At the time of the attack on Pearl Harbour three TBD squadrons, VT-2, VT-3 and VT-6, were serving aboard carriers of the Pacific Fleet. In January 1942 they were joined by the Yorktown's VT-5, and in April by the Hornet's VT-8. Early raids against outlying Japanese bases soon revealed serious shortcomings in the aircraft's effectiveness in its primary role, and in fact more often than not it was employed as a level bomber, dropping from medium altitude. Much of the blame for this lack of effectiveness attached to the weapon itself rather than the aircraft. The Navy's standard aircraft torpedo, the 21-in Mark XIII, was

unreliable, and sensitive to launch conditions. Immediately prior to drop, the TBD pilot had to fly on a steady course at not more than 100 feet altitude and 120 mph, rendering him extremely vulnerable to enemy aircraft and AA. Even if the torpedo entered the water at the correct angle and speed, it was liable to run erratically both as regards direction and depth. Furthermore, its slow speed and visible wake made it easily avoidable by a manoeuvring target. Indeed it was 1944 before a satisfactory torpedo was made available to the VT squadrons.

In the first major carrier engagement of the Pacific War, the Battle of the Coral Sea in May 1942, the TBDs of VT-2 and VT-5 made a significant contribution towards repelling the Japanese fleet, while sustaining only light combat losses themselves. One VT-2 aircraft ran out of fuel and had to ditch, as did another from VT-3s following engine failure. However, a further eleven from VT-2 went down in Lexington when that carrier was sunk.

The following month saw the most significant carrier battle of all, Midway. Three US carriers and their torpedo squadrons participated in the action, VT-6 on the Enterprise, VT-8 on the Hornet and VT-3 (transferred from the Saratoga) on the Yorktown. Each squadron started with 15 aircraft, but VT-6 lost one in a deck landing on 28 May, shortly after leaving Pearl Harbour.

The critical action of the Midway Battle occurred on the morning of 4 June 1942, when the US carriers launched their major effort against the unsuspecting enemy fleet. 41 TBDs

participated, 12 from VT-3, 14 from VT-6 and 15 from VT-8. Attacking with torpedoes at low altitude and bereft of any fighter cover, they made easy meat for the defending Zeros and ships' gunners. Thought failing to score a single hit, no less than 37 were shot down, including all 15 from VT-8 and all 12 from VT-3. Only four Enterprise aircraft managed to get back aboard.

The subsequent success in the Battle of the Douglas SBD dive-bombers and the crushing defeat inflicted on the Japanese need not be related here; suffice it to note that four enemy carriers were sunk in exchange for the Yorktown. When the latter went down it took with it the last three surviving VT-3 aircraft, so that by the time of the fleet's return to Pearl only four out of its original 45 Devastators remained.

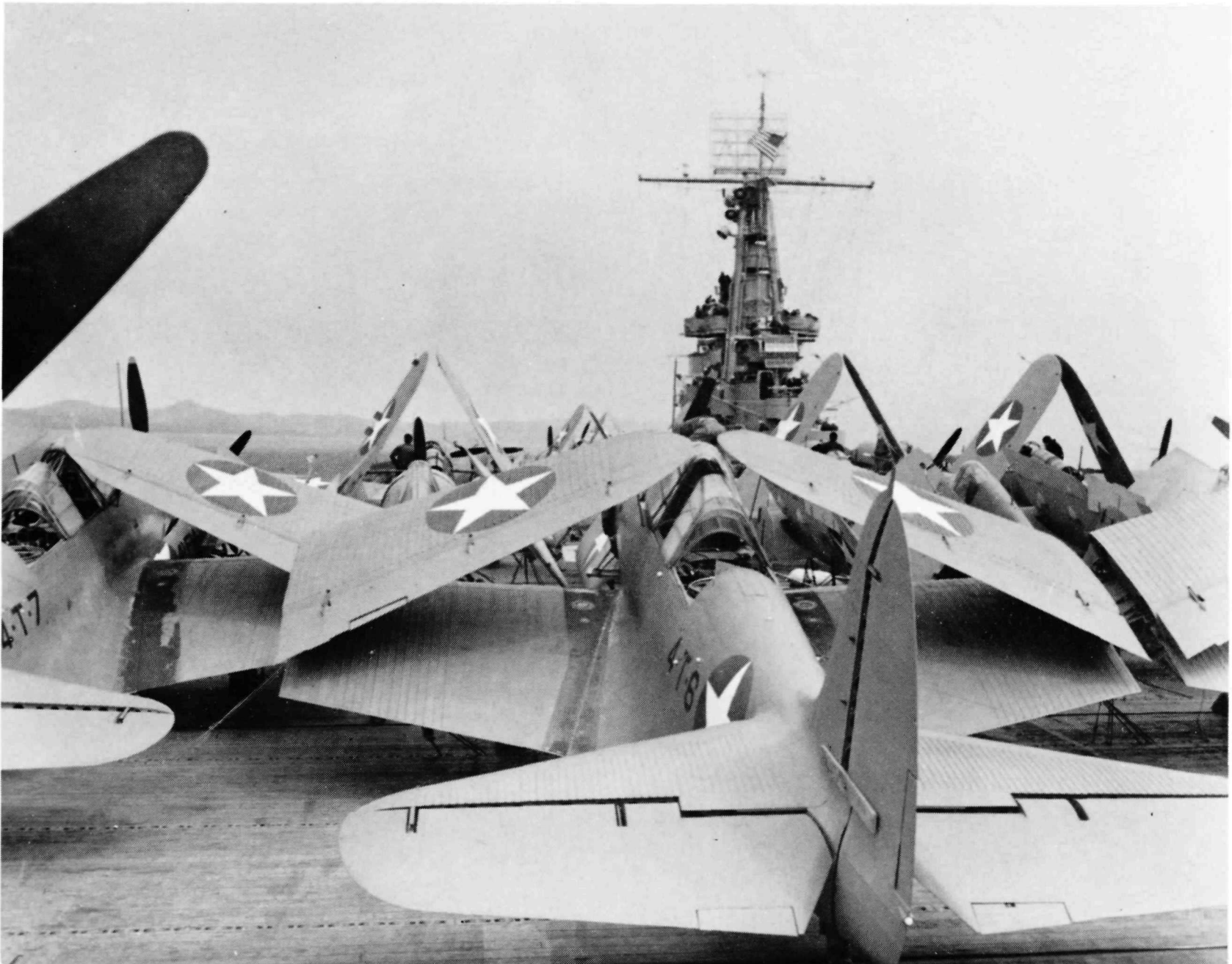
On 30 June 1942, the US Navy could still count 38 TBD-1s on its strength out of the 129 produced, but once VT-4 and VT-7 had re-equipped with the TBF-1 over the course of the following two months, surviving Devastators were quickly relegated to advanced training duties at Miami, some later being employed as ground instructional airframes with the Technical Training Command.

Serial batches 0268-0381 (114)
 1505-1519 (15)

*Three TBD-1s of VT-4 aboard Ranger in June 1942. F4Fs and SB2Us are parked further forward.
Nat Archives 80-G-14533*

AIRCRAFT ALLOCATIONS

0268	Test acft	6.37 - 8.39	Anacacostia/ NAF Philadelphia/ TTS Newport Convtd floatplane configuration as TBD-1A
		8.39	
	TTS Newport/ Quonset Point	Str.22.9.43	
0269	Test acft	9.37 - 6.43	N.P.G. Dahlgren/ NAF Philadelphia Str.8.7.43
	OT	6.43	
0270	VT-3	10.37 - 8.38	Crashed, 15.8.38
0271	VT-3	10.37 - 5.39	
	VT-3	10.39 - 4.41	
	VT-3	7.41 - 10.41	Lost in Lexington, Coral Sea, 8.5.42
	VT-2	10.41 - 5.42	
0272			Early details unknown
	Test a/c	8.44 - 9.44	Mustin Field Str.30.9.44
0273	VT-3	10.37 - 12.38	
	VT-6	10.39 - 11.40	
	USS Lexington	3.41 - 4.41	Lost in Lexington, Coral Sea, 8.5.42
	VT-2	5.41 - 5.42	
0274	VT-3	11.37 - 12.38	
	VT-2	12.39 - 12.40	
	VT-2	1.41 - 6.41	
	USS Enterprise	6.41 - 8.41	Ditched, out of fuel, 18.2.42
	VT-6	8.41 - 2.42	
0275	VT-3	11.37 - 5.39	
	VT-6	10.39 - 6.41	
	VT-3	6.41 - 7.41	Lost in Lexington, Coral Sea, 8.5.42
	VT-2	9.41 - 5.42	
0276	VT-3	11.37 - 6.39	
	VT-5	12.39 - 7.40	
	VT-2	11.40 - 10.41	Lost at Midway, 4.6.42
	VT-8	3.42 - 6.42	

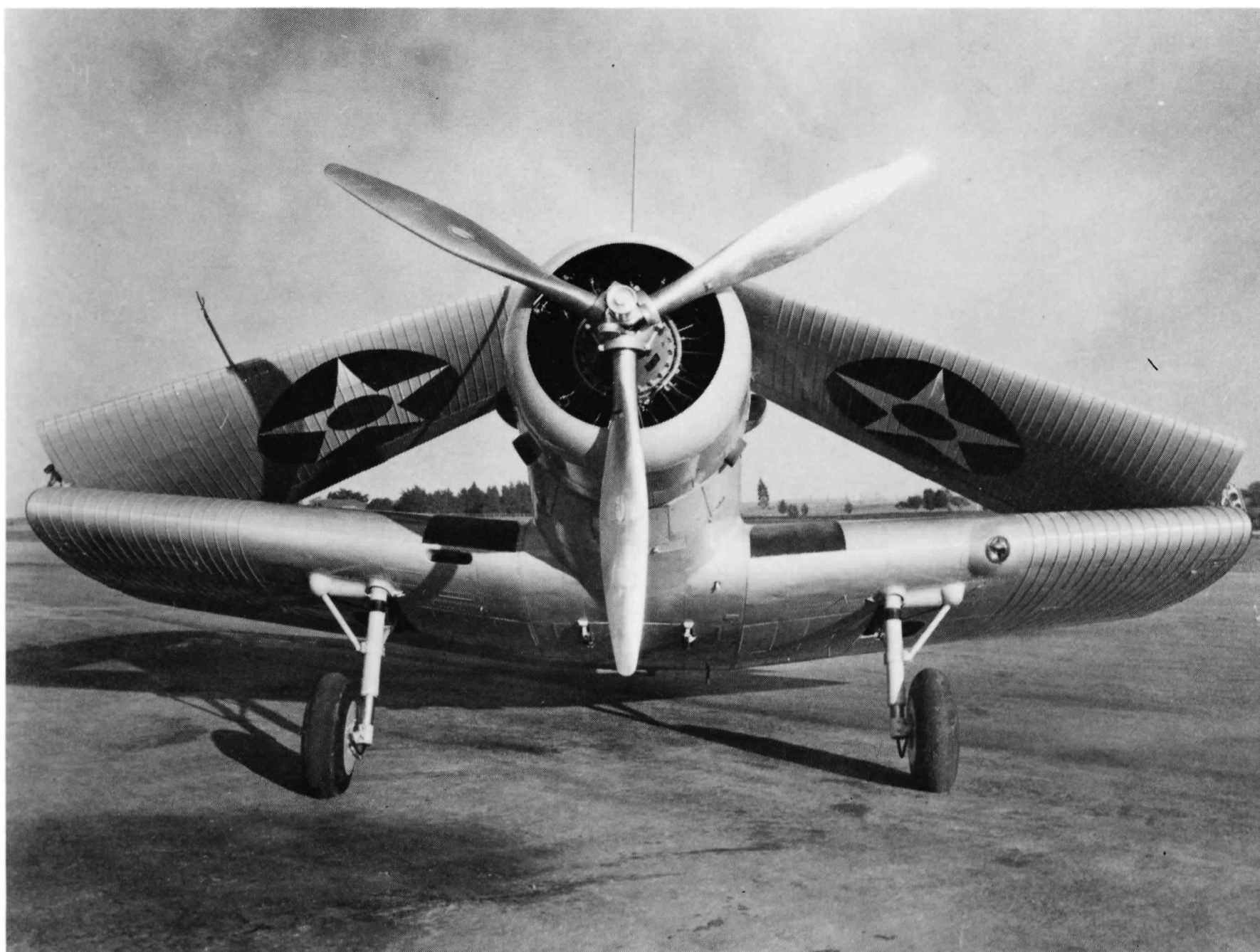




Torpedo-armed TBD-1s of VT-6 being spotted on the flight deck of Enterprise just before the Battle of Midway on 4 June 1942. Nat Archives 80-G-7878

0277	VT-3	11.37 - 6.39		0286	VT-3	12.37 - 12.39	
	VT-5	11.39 - 9.40			VT-5	3.40 - 11.40	
	VT-6	2.41 - 8.41			VT-3	4.41 - 11.41	
	VT-3	1.42 - 2.42			VT-3	1.42 - 4.42	
	VT-5	4.42 - 5.42			VT-5	4.42 - 5.42	Lost at Midway,
	OT	9.42 - 12.43	Str.31.1.44		VT-3	5.42 - 6.42	4.6.42
0278	VT-3	11.37 - 5.39	Lost at sea,	0287	VT-3	12.37 - 8.39	
	VT-5	11.39 - 3.41	17.3.41		VT-2	12.39 - 2.40	Crashed, 2.2.40
0279	VT-3	11.37 - 11.39		0288	VT-3	12.37 - 8.38	Crashed, 29.7.38
	VT-3	1.40 - 6.41		0289	VT-2	12.37 - 2.38	
	VT-3	9.41 - 10.41			VT-3	2.38 - 8.38	
	USS Enterprise	10.41 - 12.41			VT-2	8.39 - 12.40	
	VT-6	12.41 - 6.42			USS Enterprise	5.41 - 11.41	Lost at Midway,
	OT	9.42 - 9.43	Str.12.10.43		VT-6	1.42 - 6.42	4.6.42
0280	VT-3	12.37 - 8.39	Crashed, Hawaii,	0290	VT-2	12.37 - 2.38	
	VT-2	12.39 - 4.41	30.4.41		VT-3	2.38 - 12.39	
0281	VT-3	12.37 - 11.39			VT-3	3.40 - 6.41	
	VT-2	2.40 - 9.41	Crashed at sea,		VT-3	8.41 - 10.41	Lost in Lexington,
	VT-3	11.41 - 1.42	14.6.41		VT-2	10.41 - 5.42	Coral Sea, 8.5.42
0282	VT-3	12.37 - 6.39		0291	VT-3	2.38 - 1.40	
	VT-2	11.39 - 4.40			VT-6	4.40 - 9.40	
	VT-5	1.41 - 12.41			VT-3	5.41 - 10.41	Lost in Lexington,
	AC	8.42 - 9.42			VT-2	10.41 - 5.42	Coral Sea, 8.5.42
	OT	9.42 - 1.43	Crashed, 12.1.43	0292	VT-2	12.37 - 5.39	
0283	VT-3	12.37 - 8.39			VT-3	11.39 - 1.40	Crashed, 13.1.40
	VT-2	12.39 - 12.40	Lost at sea,	0293	VT-2	1.38 - 5.39	
	VT-6	4.41 - 6.41	14.6.41		VT-2	12.39 - 12.40	
0284	VT-3	12.37 - 11.39			VT-6	6.41 - 4.42	Lost at Midway,
	VT-5	2.40 - 9.40			VT-8	4.42 - 6.42	4.6.42
	USS Yorktown	3.41 - 6.41	Lost at Midway,	0294	VT-2	12.37 - 5.39	
	VT-8	10.41 - 6.42	4.6.42		VT-2	11.39 - 12.40	
0285	VT-3	12.37 - 8.39			USS Enterprise	5.41 - 8.41	Lost at Midway,
	VT-2	12.39 - 8.41	Lost at Midway,		VT-6	8.41 - 4.42	4.6.42
	VT-3	11.41 - 6.42	4.6.42				

0295	VT-2	1.38 - 8.39		0318	VT-5	3.38 - 4.39	
	AT	8.39 - 12.40			VT-3	5.40 - 10.41	
	VS-71	1.41 - 10.41	Lost at Midway,		VT-3	2.42 - 4.42	
	VT-8	2.42 - 6.42	4.6.42		VT-5	4.42 - 6.42	
0296	VT-2	1.38 - 8.39			OT	10.42 - 9.43	Str.12.10.43
	AT	8.39 - 12.40		0319	VT-5	3.38 - 11.38	
	VS-42	1.41 - 9.41			VT-3	11.39 - 5.41	
	AC	9.41 - 10.41			VT-5	9.41 - 6.42	
	VT-8	10.41 - 2.42			OT	9.42 - 9.43	Str.12.10.43
	AC	2.42 - 4.42		0320	VT-5	3.38 - 9.39	
	VT-4	4.42 - 8.42			VT-2	1.40 - 12.40	
	OT	12.42 - 1.44			VT-6	12.40 - 6.41	
	TT Chicago		Str.31.1.44		VT-3	6.41 - 8.41	Lost in Lexington,
0297	VT-2	1.38 - 12.39			VT-2	9.41 - 5.42	Coral Sea, 8.5.42
	VT-5	3.40 - 9.40		0321	VT-5	3.38 - 12.39	
	USS Yorktown	3.41 - 6.41	Lost at Midway,		VT-2	3.40 - 6.40	
	VT-8	10.41 - 6.42	4.6.42		VT-6	10.40 - 6.41	
0298	VT-2	1.38 - 6.39			VT-3	6.41 - 8.41	
	VT-5	11.39 - 7.41			VT-2	9.41 - 3.42	Lost at Midway,
	AC	11.41 - 12.41	Lost in action,		VT-8	5.42 - 6.42	4.6.42
	VT-5	12.41 - 2.42	Jaluit, 1.2.42	0322	VT-6	3.38 - 3.39	Crashed, 10.3.39
0299	VT-2	1.38 - 8.39		0324	VT-6	4.38 - 9.39	
	AT	9.39 - 12.40	Crashed in sea,		VT-2	9.39 - 9.41	
	VS-71	1.41 - 5.41	23.5.41		VT-3	11.41 - 4.42	Lost at Midway,
0300	VT-2	1.38 - 11.39			VT-8	5.42 - 6.42	4.6.42
	VT-3	2.40 - 8.41	Lost in Lexington,	0325	VT-6	4.38 - 8.39	Further details
	VT-2	9.41 - 5.42	Coral Sea, 8.5.42				unknown.
0301	VT-2	1.38 - 1.39	Crashed 1.39				Str.30.11.44
			Str.28.2.39	0326	VT-6	4.38 - 9.39	
0302	VT-2	1.38 - 11.39			VT-2	9.39 - 11.39	
	VT-5	2.40 - 12.41	Crashed,		VT-3	2.40 - 8.40	
	VT-7	3.42 - 5.42	Pensacola, 28.5.42		VT-3	11.40 - 12.40	
0303	VT-2	1.38 - 11.39			VT-6	12.40 - 1.41	
	VT-2	3.40 - 9.41	Lost at Midway,		USS Yorktown	1.41 - 3.41	
	VT-3	11.41 - 6.42	4.6.42		VT-5	3.41 - 12.41	
0304	VT-2	2.38 - 12.39			VT-4	6.42 - 8.42	
	VT-2	3.40 - 9.41			OT	11.42 - 12.43	
	VT-3	11.41 - 4.42			TT Norman	Str.9.5.44	
	VT-8	4.42 - 5.42		0327	VT-6	4.38 - 9.39	
	OT	10.42 - 1.44			VT-2	9.39 - 10.39	
	TT Chicago		Str.31.1.44		VT-3	2.40 - 3.40	
0305	VT-2	2.38 - 11.39			VT-6	6.40 - 10.41	
	VT-5	2.40 - 9.41			VT-3	10.41 - 11.41	
	VT-4	12.41 - 8.42			VT-3	2.41 - 4.41	Lost at Midway,
	AC	8.42 - 10.42			VT-6	4.42 - 6.42	4.6.42
	OT	10.42 - 1.44		0328	VT-6	4.38 - 2.40	
	TT Chicago		Str.31.1.44		VT-3	8.40 - 10.41	
0306	VT-2	2.38 - 12.39			VT-6	10.41 - 3.42	
	VT-5	2.40 - 9.41			AT/OT	8.42 - 12.43	
	VT-4	12.41 - 8.42			TT Chicago	Str.31.1.44	
	AC	8.42 - 9.42		0329	VT-6	4.38 - 10.39	
	OT	9.42 - 1.44			VT-3	10.39 - 3.40	
	TT Chicago		Str.31.1.44		VT-2	7.40 - 1.42	Lost at Midway,
0307	VT-2	2.38 - 12.39			VT-8	5.42 - 6.42	4.6.42
	VT-5	2.40 - 12.41		0330	VT-6	4.38 - 10.39	
	VT-7	3.42 - 6.42			VT-3	10.39 - 2.40	
	AT/OT	8.42 - 1.44			VT-6	6.40 - 9.40	Crashed, 12.9.40
	TT Chicago		Str.31.1.44	0331	VT-5	4.38 - 3.40	
0308	VT-2	2.38 - 12.39			VT-5	6.40 - 12.41	
	VT-5	3.40 - 12.41	Lost at Midway,		VT-7	12.41 - 5.42	
	VT-8	2.42 - 6.42	4.6.42		AC	9.42 - 10.42	
0309	VT-2	2.38 - 8.38	Crashed, 9.8.38		OT	10.42 - 3.43	
0310	VT-2	2.38 - 12.39			NPG Dahlgren		Str.9.8.42
	VT-3	3.40 - 12.40	Lost at Midway,	0332	VT-5	4.38 - 2.40	
	VT-3	2.41 - 6.42	4.6.42		VT-6	5.40 - 6.40	Crashed, 3.6.40
0311	VT-2	2.38 - 9.39		0333	VT-5	4.38 - 11.39	
	VT-3	1.40 - 12.40			VT-5	2.40 - 7.41	
	VT-6	6.41 - 4.42	Lost at Midway,		AC	11.41 - 12.41	
	VT-8	4.42 - 6.42	4.6.42		VT-5	12.41 - 5.42	Lost at Midway,
0312	VT-2	2.38 - 12.39			VT-3	5.42 - 6.42	4.6.42
	VT-2	3.40 - 9.41	Lost at Midway,	0334	VT-5	4.38 - 7.38	Crashed, 27.7.38
	VT-6	11.41 - 6.42	4.6.42	0335	VT-5	4.38 - 12.39	Failed to return
0313	VT-5	3.38 - 11.39			VT-2	3.40 - 9.40	from search,
	VT-5	2.40 - 10.40			VT-6	9.40 - 1.42	16.1.42
	USS Lexington	3.41 - 4.41		0336	VT-5	4.38 - 11.39	
	VT-2	5.41 - 7.41			VT-3	11.40 - 6.41	
	USS Lexington	10.41 - 4.42	Lost in Lexington,		USS Lexington	10.41 - 3.42	
	VT-2	4.42 - 5.42	Coral Sea, 8.5.42		VT-5	4.42 - 6.42	
0314	VT-5	3.38 - 10.39			OT	10.40 - 12.43	
	VT-2	1.40 - 6.40	Crashed, 21.6.40		TT Norman		Str.9.5.44
0315	VT-5	3.38 - 8.38	Crashed, 16.8.38	0337	VT-5	4.38 - 10.38	Lost overboard,
0316	VT-5	3.38 - 2.39					USS Yorktown,
	Norfolk	2.39 - 6.39	Crashed, 25.6.39				27.10.38
0317	VT-5	3.38 - 12.39		0338	VT-5	4.38 - 3.40	
	VT-2	3.40 - 9.41	Ditched following		USS Enterprise	6.40 - 9.40	
	VT-3	11.41 - 4.42	engine failure,		VT-6	9.40 - 6.42	
	VT-5	4.42 - 5.42	4.5.42		OT	9.42 - 10.43	Str.12.10.43



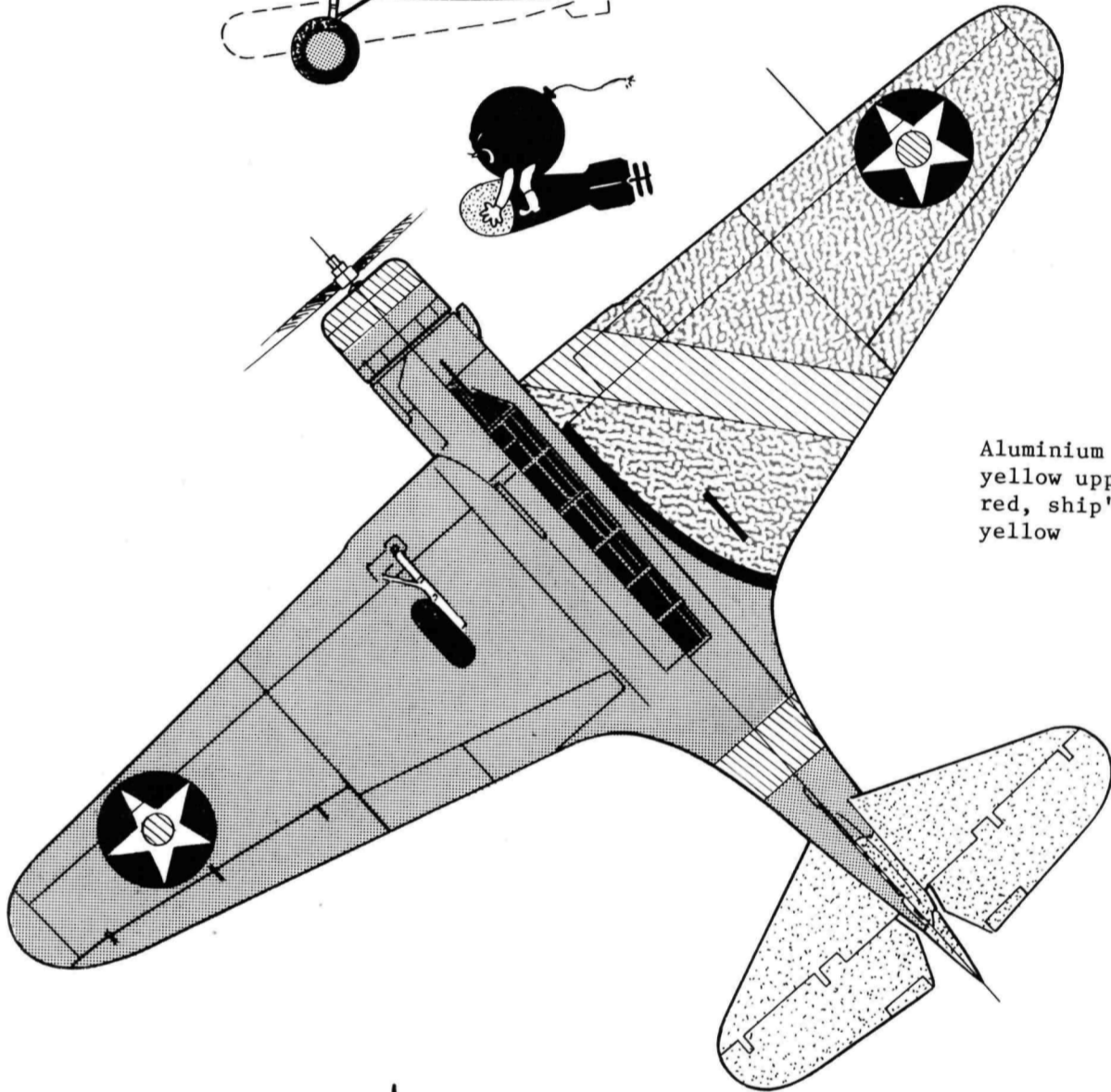
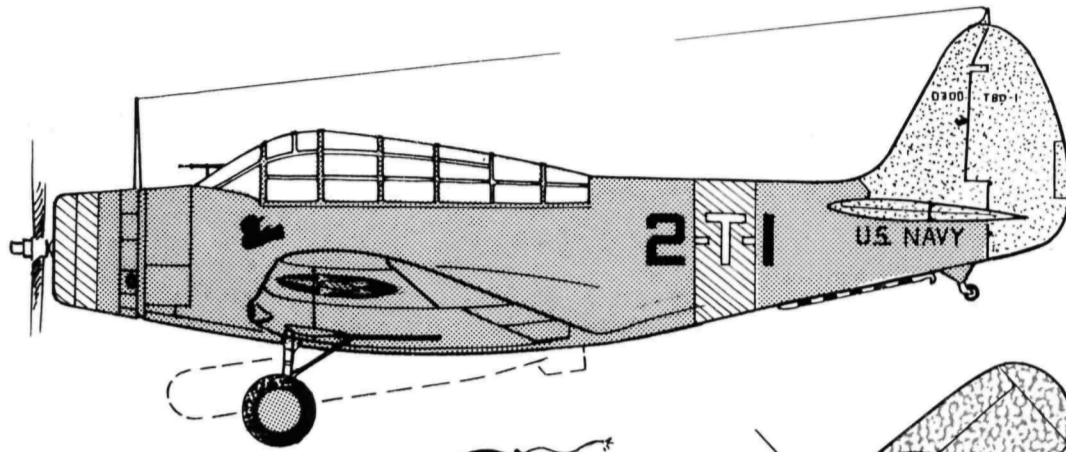
The torpedo shackles are visibly in this view. Just behind the lower part of the engine cowling are the panels covering the bombardier's window. Nat Archives 72-AC-99D-2

0339	VT-5	4.38 - 11.39		VT-5	10.40 - 9.41	
	VT-3	2.40 - 8.41	Lost in Lexington,	VT-7	1.42 - 6.42	
	VT-2	9.41 - 5.42	Coral Sea, 8.5.42	OT	10.42 - 1.43	Str.31.1.43
0340	VT-6	4.38 - 8.38		0348	VT-6	4.38 - 3.40
	VT-5	1.40 - 3.40			VT-6	11.40 - 4.41
	VT-6	5.40 - 8.41		0349	AT	5.38 - 4.40
	VT-2	8.41 - 9.41	Lost at Midway,		AT	5.40 - 2.41
	VT-3	11.41 - 6.42	4.6.42		VS-71	3.41 - 10.41
0341	VT-6	4.38 - 3.40			VT-8	10.41 - 2.42
	VT-6	6.40 - 10.41			VT-7	3.42 - 6.42
	VT-3	10.41 - 11.41	Lost at Midway,		OT	10.42 - 7.43
	VT-3	2.42 - 6.42	4.6.42	0350	AT	5.38 - 12.40
0342	VT-6	4.38 - 2.39			AC	7.41 - 12.41
	VT-3	1.40 - 3.40			VT-5	12.41 - 2.42
	VJ-3	3.40 - 4.40			VT-6	5.42 - 6.42
	VT-6	5.40 - 12.40	Lost at Midway,		OT	9.42 - 2.43
	VT-6	3.41 - .42	4.6.42	0351	AT	4.38 - 7.38
0343	VT-6	4.38 - 2.40		0352	AT	5.38 - 12.40
	USS Enterprise	6.40 - 9.40			VS-71	6.41 - 8.41
	VT-6	9.40 - 4.42	Lost at Midway,		VT-5	8.41 - 2.42
	VT-3	4.42 - 6.42	4.6.42	0353	AT	5.38 - 12.40
0344	VT-6	4.38 - 10.39			VT-5	7.41 - 6.42
	VT-3	10.39 - 11.39	Lost at sea,		OT	9.42 - 8.43
	VT-5	2.40 - 5.41	25.5.41	0354	AT	5.38 - 12.40
0345	VT-6	4.38 - 2.39			VT-5	9.41 - 5.42
	VT-6	4.40 - 6.41	Lost in Lexington,		VT-3	5.42 - 6.42
	VT-2	10.41 - 5.42	Coral Sea, 8.5.42	0355	AT	5.38 - 12.40
0346	VT-6	4.38 - 9.39			VS-71	6.41 - 10.41
	VT-2	9.39 - 10.39			VT-8	10.41 - 2.42
	VT-5	1.40 - 9.41			VT-4	5.42 - 8.42
	VT-4	12.41 - 8.42			AC	8.42 - 9.42
	OT	9.42 - 12.43			OT	9.42 - 10.43
	TT Chicago		Str.31.1.44	0356	AT	5.38 - 1.41
0347	VT-6	4.38 - 10.39			VS-42	1.41 - 9.41
	VT-3	10.39 - 2.40			AC	9.41 - 10.41

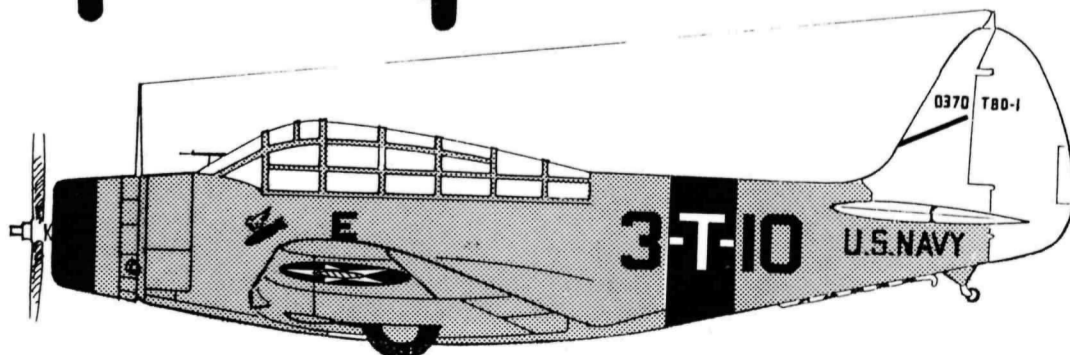
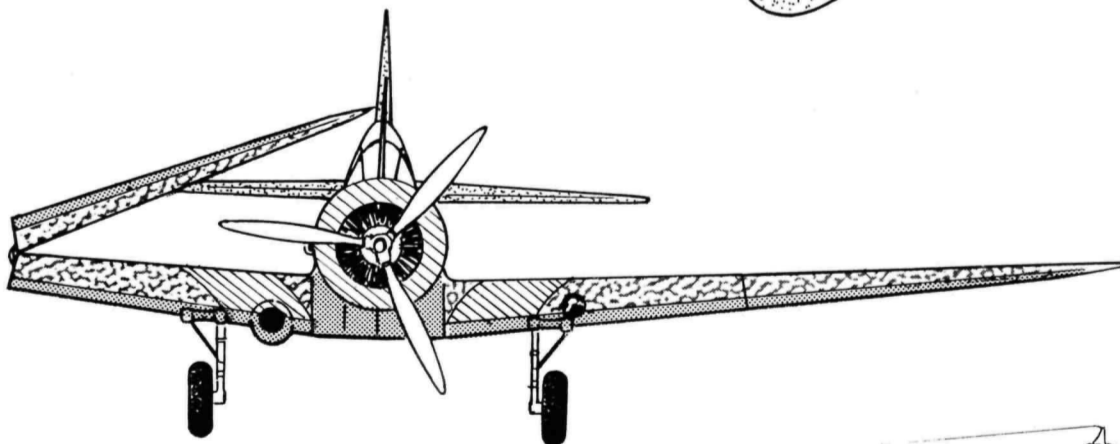
	VT-8	10.41 - 4.42		VT-3	6.39 - 10.39	
	OT	10.42 - 12.43		VT-6	10.39 - 9.40	
	TT Chicago		Str.31.1.44	VT-3	3.41 - 10.41	
0357	AT	5.38 - 12.40		VT-3	12.41 - 5.42	Lost at Midway,
	VS-71	6.41 - 8.41		VT-6	5.42 - 6.42	4.6.42
	VT-5	8.41 - 6.42		0379	VT-5	12.38 - 6.40
	OT	9.42 - 10.43	Str.12.10.43	VT-5	10.40 - 12.41	
0358	AT	5.38 - 12.40		AT/OT	7.42 - 12.43	
	VT-5	7.41 - 12.41		TT Chicago		Str.31.1.44
	VT-54	12.41 - 8.42		0380	VT-3	8.38 - 6.40
	AC	8.42 - 10.42		VT-5	10.40 - 3.41	Crashed, 17.3.41
	OT	10.42 - 1.43	Crashed, 5.1.43	0381	VT-5	11.38 - 10.40
0359	VT-5	5.38 - 3.40		VT-3	2.41 - 10.41	
	VT-5	6.40 - 6.41	Crashed, 4.6.41	VT-6	10.41 - 12.41	Lost at Midway,
0360	VT-5	5.38 - 2.40		VT-3	12.41 - 6.42	4.6.42
	VT-6	4.40 - 6.40		1505	VT-3	8.39 - 10.39
	USS Yorktown	10.40 - 4.41		VT-6	10.39 - 12.40	
	VT-5	4.41 - 12.41		USS Enterprise	5.41 - 10.41	Lost at Midway,
	VT-4	12.41 - 8.42		VT-6	10.41 - 6.42	4.6.42
	OT	8.42 - 10.43	Str.12.10.43	1506	AT	7.39 - 12.40
0361	VT-6	5.38 - 11.39		VS-71	5.41 - 6.41	Lost at Midway,
	VT-6	5.41 - 10.41		VT-8	10.41 - 6.42	4.6.42
	VT-5	2.42 - 5.42	Lost at Midway,	1507	AT	8.39 - 12.40
	VT-3	5.42 - 6.42	4.6.42	VT-5	7.41 - 2.42	Mid-air collision
0362	VT-6	5.38 - 2.40		1508	AT	8.39 - 12.40
	USS Lexington	6.40 - 9.40		VS-71	1.41 - 3.41	Crashed, 21.2.41
	VT-5	9.40 - 12.41		1509	AT	8.39 - 12.40
	OT	9.42 - 12.43		VS-42	1.41 - 9.41	
	TT Chicago		Str.31.1.44	AC	9.41 - 10.41	Lost at Midway,
0363	USS Enterprise	6.38 - 10.38		VT-8	10.41 - 6.42	4.6.42
	VT-5	10.38 - 2.40		1510	AT	8.39 - 2.40
	VT-2	6.40 - 9.41		NPG Dahlgren	2.40 - 7.44	Str.9.8.44
	OT	12.42 - 8.43	Str.6.9.43	1511	VT-6	8.39 - 4.41
0364	VT-6	7.38 - 9.38		AC	7.41 - 10.41	
	VT-5	10.38 - 6.40		VT-8	10.41 - 12.41	
	VT-5	1.41 - 12.41	Lost at Midway,	VT-5	12.41 - 5.42	Lost at Midway,
	VT-8	2.42 - 6.42	4.6.42	VT-3	5.42 - 6.42	4.6.42
0365	VT-3	4.39 - 2.41		1512	VT-3	8.39 - 10.39
	USS Enterprise	6.41 - 12.41	Lost at Midway,	VT-6	10.39 - 2.41	Lost at Midway,
	VT-6	12.41 - 6.42	4.6.42	VT-6	6.41 - 6.42	4.6.42
0366	VT-2	1.39 - 11.40		1513	VT-2	8.39 - 9.39
	USS Lexington	5.41 - 8.41		VT-6	9.39 - 3.40	
	VT-3	9.41 - 10.41	Lost at Midway,	VT-3	3.40 - 12.40	
	VT-6	10.41 - 6.42	4.6.42	VT-2	3.41 - 8.41	
0367	VT-3	5.39 - 2.41		VT-6	8.41 - 12.41	Lost at Midway,
	USS Enterprise	5.41 - 6.41	Lost at Midway,	VT-3	12.41 - 6.42	4.6.42
	VT-6	6.41 - 6.42	4.6.42	1514	VT-2	8.39 - 9.39
0368	VT-6	12.38 - 10.40		VT-6	9.39 - 3.40	
	VT-6	2.41 - 6.42		VT-5	3.40 - 5.41	
	OT	9.42 - 10.43	Str.12.10.43	VT-3	7.41 - 10.41	Lost in Lexington,
0369	-		Crashed, El Paso,	VT-2	10.41 - 5.42	Coral Sea, 8.5.42
			28.11.38	1515	VT-3	8.39 - 10.39
0370	VT-3	4.39 - 12.40		VT-6	10.39 - 3.40	
	VT-6	3.41 - 5.42	Lost overboard,	VT-5	3.40 - 7.41	Mid-air collision
			USS Enterprise,	VT-5	12.41 - 2.42	with 1507, 1.2.42
			28.5.42	1516	VT-3	8.39 - 10.39
0371	VT-3	8.38 - 7.40		VT-6	10.39 - 3.40	
	VT-3	11.40 - 12.40		VT-3	3.40 - 5.41	
	VT-6	12.40 - 8.41	Lost at sea,	VT-3	8.41 - 10.41	
	VT-3	11.41 - 12.41	6.12.41	USS Enterprise	10.41 - 12.41	
0372	VT-5	11.38 - 5.39		VT-6	12.41 - 2.42	Lost in Lexington,
	VT-3	6.39 - 8.40		VT-2	4.42 - 5.42	Coral Sea, 8.5.42
	USS Yorktown	4.41 - 6.41	Lost at Midway,	1517	VT-2	10.39 - 9.41
	VT-8	10.41 - 6.42	4.6.42	VT-3	11.41 - 6.42	
0373	VT-6	3.39 - 5.39		AT/OT	8.42 - 12.43	
	VT-3	6.39 - 1.40	Crashed, 13.1.40	TT Chicago		Str.31.1.44
0374	USS Enterprise	1.39 - 5.39		1518	VT-6	9.39 - 3.40
	VT-6	9.39 - 3.41		VT-3	3.40 - 12.40	
	AC	7.41 - 10.41		VMS-2	3.41 - 6.41	
	VT-8	10.41 - 12.41		VT-6	6.41 - 4.42	Lost at Midway,
	OT	10.42 - 12.43		VT-8	4.42 - 6.42	4.6.42
	TT Chicago		Str.31.1.44	1519	NPG Dahlgren	11.39 - 7.44
0375	VT-2	9.38 - 8.40				Str.9.8.44
	Douglas, Santa					
	Monica	10.40 - 4.41				
	VT-3	5.41 - 3.42	Lost at Midway,			
	VT-3	4.42 - 6.42	4.6.42			
0376	VT-6	11.38 - 6.40				
	VT-3	9.40 - 12.40				
	VT-6	12.40 - 3.41				
	VT-5	3.41 - 5.42				
	OT	10.42 - 12.43				
	TT Chicago		Str.31.1.44			
0377	VT-2	6.39 - 9.39				
	VT-6	10.39 - 2.41				
	VT-2	2.41 - 3.41	Crashed, 5.3.41			
0378	Douglas, Santa					
	Monica	9.38 - 5.39				

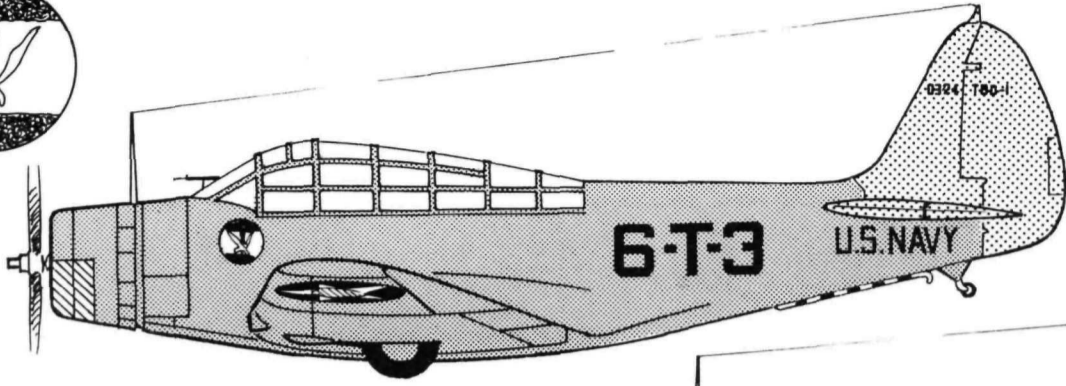
Abbreviations

Str.	Stricken from Navy List
AC	Advanced Carrier Training Group
AT	Advanced Training
NAF	Naval Aircraft Factory
NPG	Naval Proving Ground
OT	Naval Air Operational Training
TT	Naval Air Technical Training
TTS	Torpedo Test Station



Aluminium overall; chrome yellow upper wing. Bands red, ship's colour lemon yellow

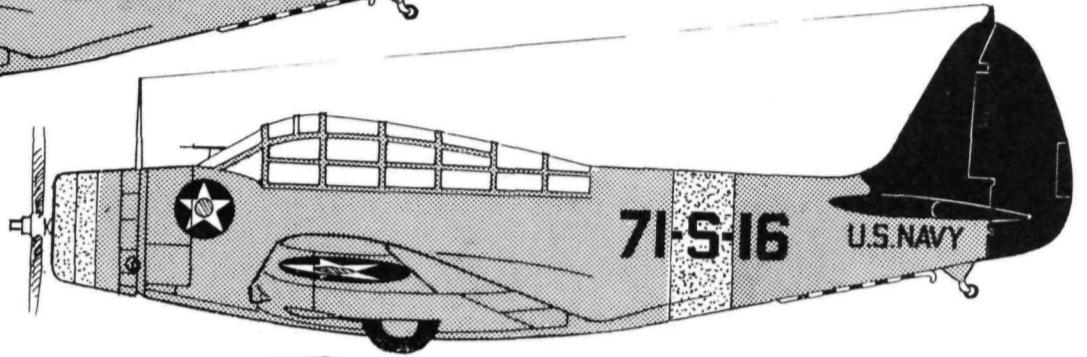




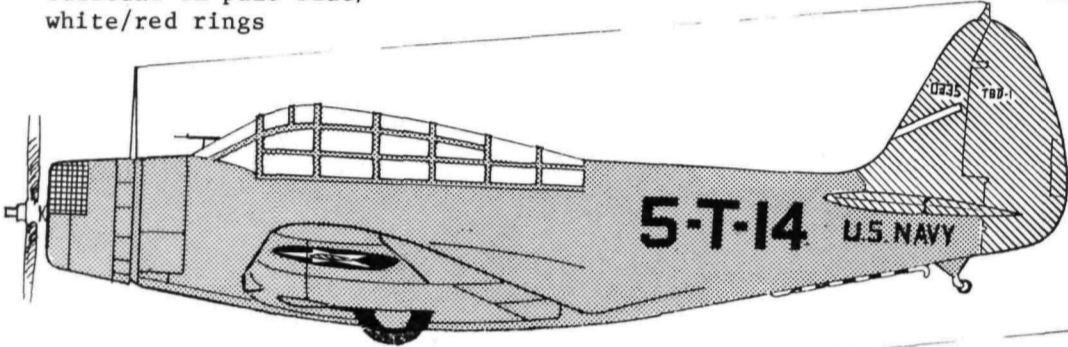
0324 6-T-3 of VT-6, 1940
Red cowl, blue tail
Badge: White albatross in blue sky, dark green water-spout



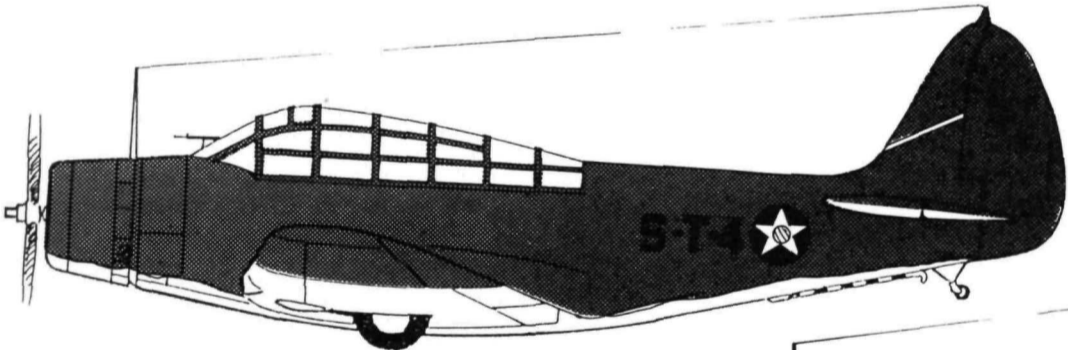
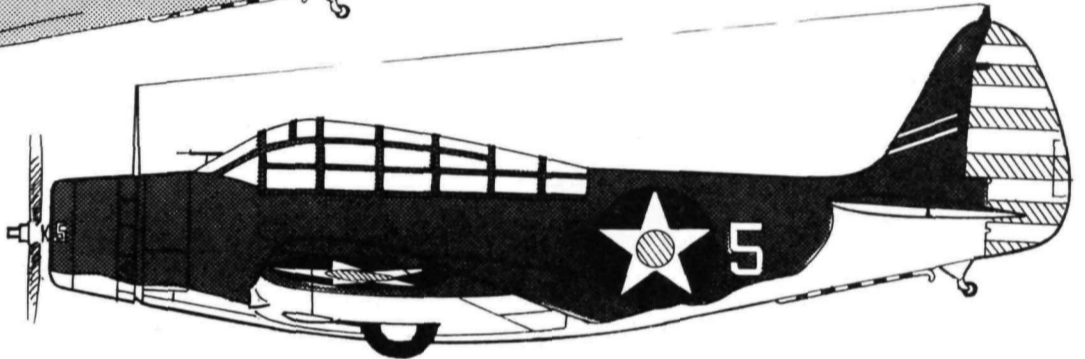
0335 5-T-14 of VT-5
Green top to cowl, red tail
Badge: Black Valkyrie in orange surround on pale blue/white/red rings



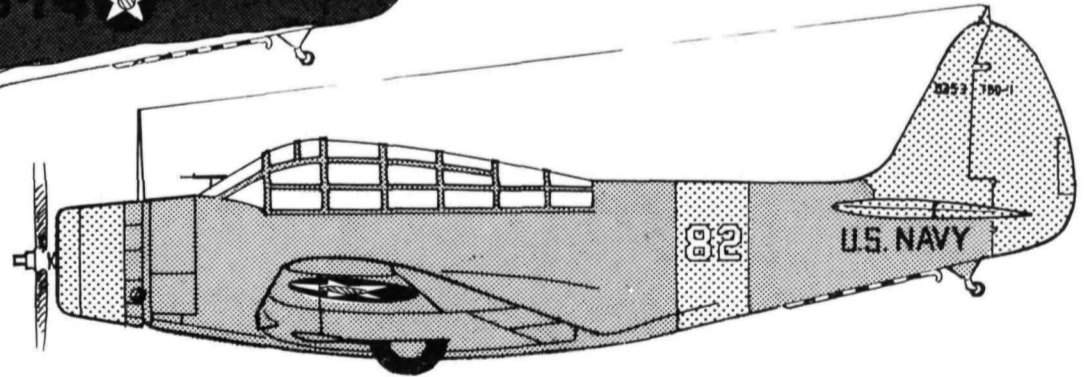
0299 71-S-16 of VS-71
Yellow cowl and band, black tail



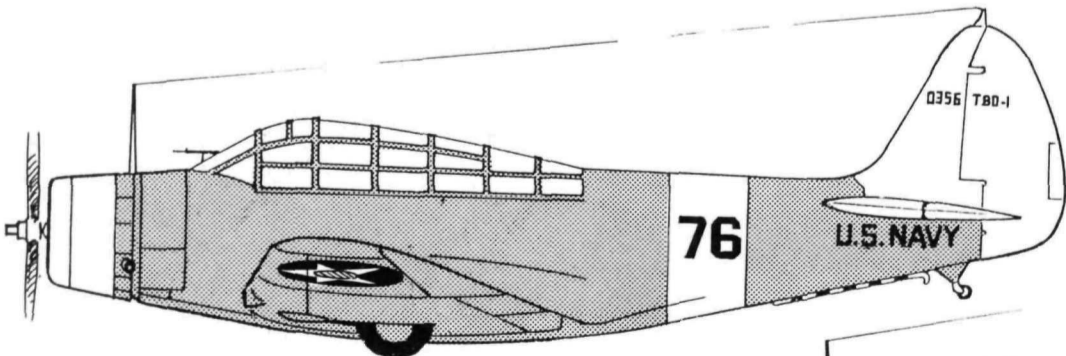
VT-6, 1942. Incorrectly applied rudder stripes



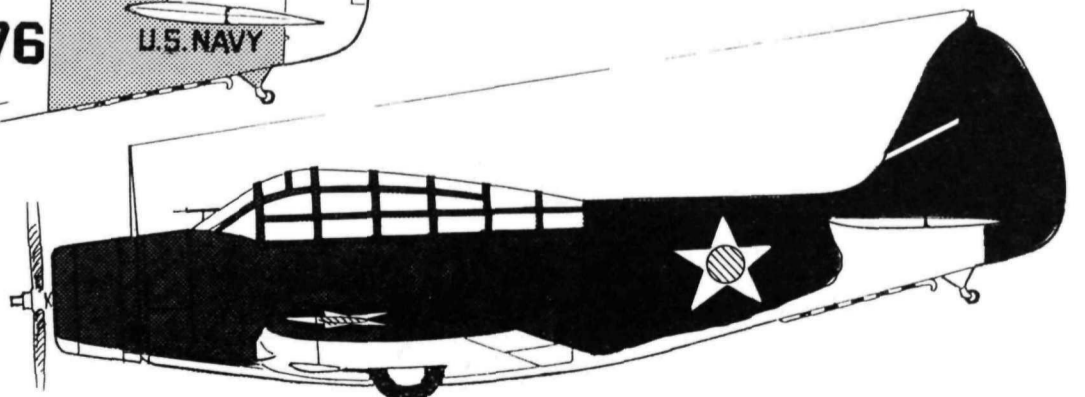
VT-5, December 1941. All sea grey/light grey and had the underside of outer wing panels painted as topsides to maintain camouflage on deck with wings folded.



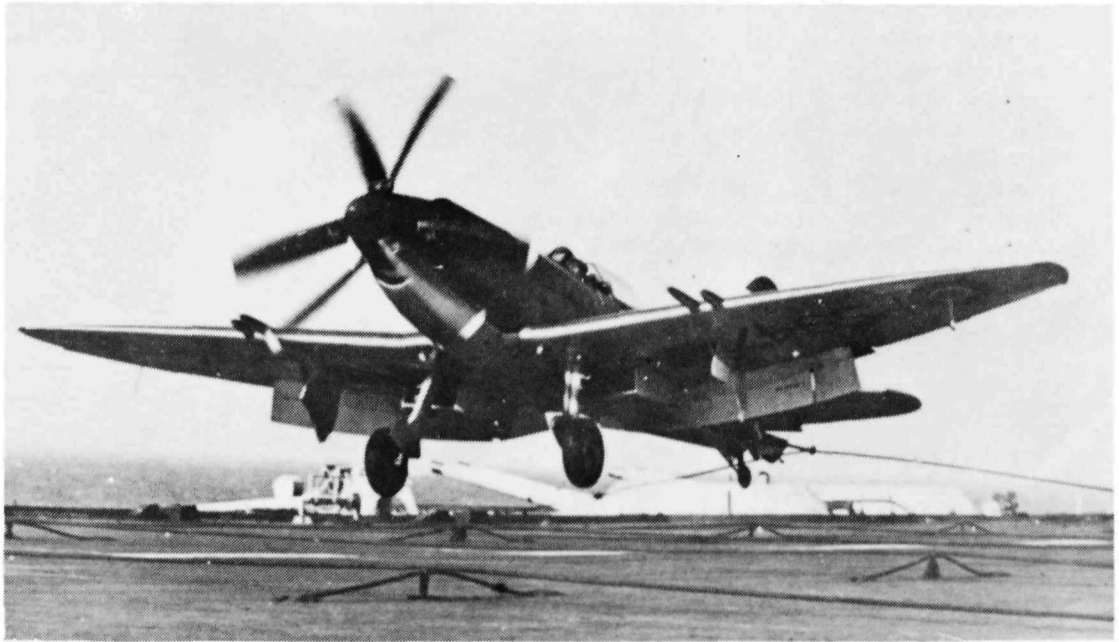
NAS Pensacola aircraft, 1938.
0353 with blue cowl, band and tail
0456 with white cowl, band and tail



VT-6, May 1942



SEAFIRE F.47



Seafire PS947 landing on (H. Phillips)

The Seafire F.47 was the last of a long line of Seafires for the Royal Navy and bore only a superficial resemblance to the first of the line. These had been, in effect, hooked Spitfires, with all the disadvantages to be found in an adaptation from a land-based, short-ranged interceptor.

A fleet fighter needed endurance if it was to be effective. With often only one small deck to return to, any delays in landing on, due to a crash on deck or other problem, could result in a fighter flying on fumes as it made its final approach or, in the worst case, down in the sea. The Spitfire, intended for short-range air defence, was not designed for this type of operation, even with drop-tanks.

Although a carrier-borne Spitfire was specified in 1938, the only available production source had been the Fairey factory but the firm turned down the prospect of building a fighter designed by a rival and pressed on with the only other alternative available, the slow and vulnerable Fulmar, with disastrous results to the ships it was intended to protect and to its crews who were matched against land-based fighters on many occasions.

The Martlet, later Wildcat, was acquired as a stopgap in 1940, originally from French, Belgian and Greek contracts. Although useful, it was still of relatively low performance and not up to the standard of European land-based fighters. Its successor, the Gannet, was a long time appearing since the U.S. Navy had first call on production - as the Hellcat. Hurricanes had been given hooks but were already obsolescent as a fighter and 'hooking' a Spitfire was under way in 1941 - two years late. The Seafire had finally arrived.

The Seafire IIs had fixed wings but in November 1943, folding-wing Mark IIIs began to be delivered to operational squadrons after a year of development trials. It had a Merlin 55 and was about 20 mph faster than the Mark II, despite the extra weight of the wing-fold mechanism.

A change of power plant to the Griffon gave the Mark XV 1,815 hp to play with but it was too late to see service during World War Two. It was followed by the Mark XVII, with a better undercarriage, always the Seafire's weak point as it was inevitably based on the relatively narrow-track Spitfire undercarriage and had a tendency to bounce on landing and allow the propeller tips to strike the deck.

In view was the navalized Spitfire F.21, to be the Seafire F.45, and TM379 was modified from a Spitfire F.21 airframe. It had a new sting-type hook and slinging points and its Griffon 61 gave it an enhanced performance.

One aircraft reached Mach 0.88 in a dive! Unfortunately, handling qualities had declined and the five-blade propeller caused a tendency to swing on take-off, not a comforting thing on a crowded flight deck with a very solid island close by. However, the 50 Seafire F.45s were not intended for carrier use. The Seafire F.46 that followed did its preliminary carrier trials aboard 'Pretoria Castle' on 12 July 1945 and showed a vast improvement in handling. It had a bubble hood, always a welcome item to a fighter pilot, and its contra-prop kept it on the straight and narrow path down the flight deck.

However, the sudden end of the war in the Far East brought development to a slow process as the urgency of equipping the numerous carriers being prepared as re-inforcements for the Pacific Fleet was now lost. The definitive Seafire F.47 was worked on at a slow pace and it was early in 1948 before it entered service with Fleet Air Arm squadrons.

The Griffon 88 could produce 2,350 hp at 1,250 feet and gave it a speed of 452 mph at 20,000 feet. Fully tanked-up, it had an endurance of four hours, a range of around 800 miles. Fixed armament was four 20 mm cannon and either three 500-lb bombs or eight 60-lb rockets.

Only Nos. 800 and 804 Squadrons, in 'Triumph' and 'Ocean' respectively, flew Mk.47s at sea. The former used their Seafires in attacks on Communist guerrilla camps in the Malayan jungle while ashore at Sembawang and when North Korea invaded South Korea on June 1 1950, 'Triumph' was one of the first carriers to be in action, her Seafires making their first attack when they shot up the airfield at Haeju with rocket and cannon fire.

Operations off Korea continued until 'Triumph' was relieved on 25 September. When she arrived back in Britain in November, No. 800 was disbanded, bringing the operational career of the Seafire to an end.

The type continued on training duties with No. 764 until it disbanded on 23 November 1954. Of all the Seafires, the F.47 was the finest and but for the pre-war problems in getting a Spitfire on to a carrier deck, it might have been ready for action before the end of the war. The Japanese surrender brought the end at a much earlier date than the planners were expecting and the British Pacific Fleet for the invasion of Japan would have had at least a dozen carriers capable of using the Seafire F.47, which would have been available if development was held at a wartime level.

From the top speed of 332 mph and an endurance of 1½ hours for the first Seafire to to 425 mph and four hours was a fine effort.

Production of the Seafire F.47 totalled 90 aircraft, all built by the parent firm at South Marston. Some aircraft were fitted with an F.24 camera, in which guise they became the FR.47, but it is not known which particular machines merited this designation.

50 aircraft ordered under contract No.5794 as part re-instatement of a cancelled Spitfire F.21 contract. Only 14 completed, between May 1946 and November 1947

PS938 to PS943 cancelled

PS944	A&AEE/ETPS	SOC 30.5.49
PS945	778/ETPS	To grd instl 30.5.49 as A2186
PS946	AS&AEE/787	SOC 22.10.49
PS947	778	To grd instl
PS948	778/Mkrs/A&AEE	SOC 19.12.53
PS949	A&AEE/778	SOC 19.7.49
PS950	804/800/759	SOC 4.10.56
PS951	800/759	SOC 24.6.54
PS952	A&AEE	SOC 4.10.56
PS953	804/800	SOC 27.8.56
PS954	A&AEE	To grd instl 24.6.51
PS955	787/778/800	SOC 1950
PS956	-	To grd instl 14.4.50
PS957	787	SOC 24.6.54

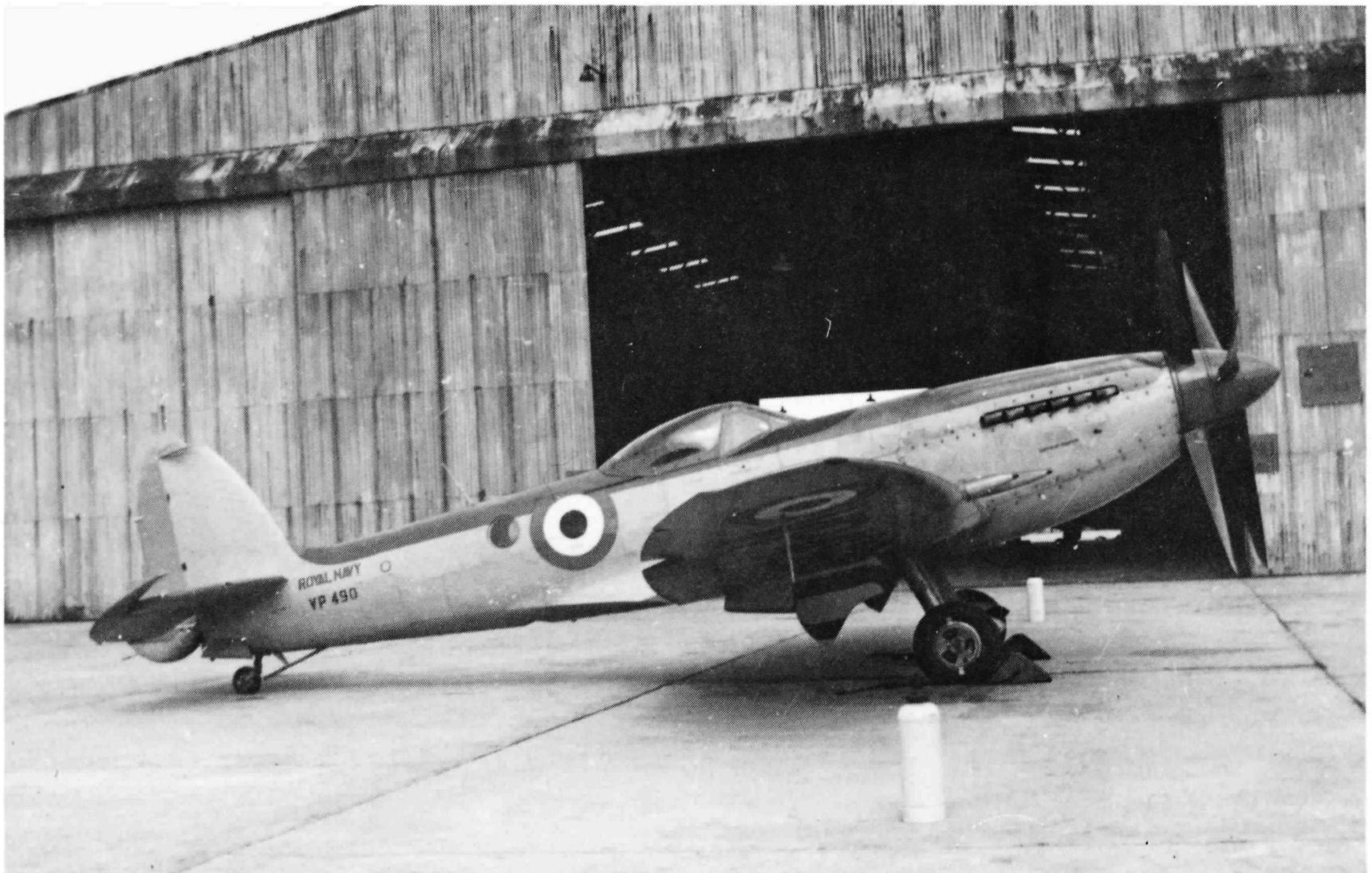
PS958 to PS987 cancelled

64 aircraft ordered 8.4.46 under contract No.5794 , and completed between September 1947 and November 1948

VP427	787/804/800	SOC 27.10.53
VP428	787/800	SOC 31.3.50
VP429	800	SOC 5.2.51
VP430	800/759	SOC 4.10.56
VP431	804/800	SOC 4.10.56
VP432	-	SOC 2.5.50
VP433	804/800/1833	Engine cut in formation, crashed Gilmarton, 15.3.53
VP434	804	Crashed and caught fire while landing, Eglinton, 8.7.48
VP435	804	SOC 2.11.48
VP436	804	Went over side, HMS Ocean, 5.49
VP437	Mkrs/RAE/A&AEE	SOC 3.10.56

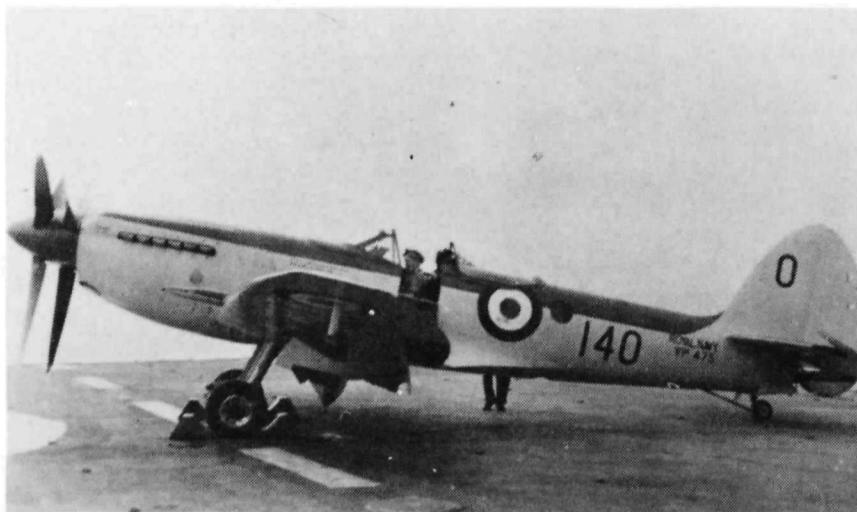
VP438	804/800	Crashed while landing after engine trouble, Changi, 24.1.50
VP439	804	SOC 7.7.49
VP440	804	SOC 27.8.56
VP441	804	SOC 20.1.54.
VP432	804/800/1833	SOC 27.8.56
VP433	800/1833	SOC 27.8.56
VP434	804	Crashed on deck, HMS Ocean, 17.11.48
VP435	804/800	SOC 27.8.56
VP436	804	SOC 3.10.56
VP437	800	SOC 27.8.56
VP438	804/800	
VP439	A&AEE/800	SOC 27.8.56
VP450	800	SOC 13.12.49
VP451	804	SOC 27.8.56
VP452	800	SOC 1.9.50
VP453	800	SOC 27.8.56
VP454	800	SOC 2.12.49
VP455	804/800/1833	SOC 3.10.56
VP456	804/800	SOC 5.2.51
VP457	804/1833	SOC 1.4.54
VP458	804	SOC 1.12.49
VP459	800/759	SOC 1.4.54
VP460	800	SOC 5.2.51
VP461	800	SOC 17.8.48
VP462	Rolls-Royce/800/1833	SOC 27.8.56
VP463	Mkrs/A&AEE/Mkrs/A&AEE	SOC 27.8.56
VP464	Mkrs/800/1833	SOC 1.10.56
VP465	804	SOC 10.11.49
VP471	800	SOC 4.10.56
VP472	800	SOC 3.10.56
VP473	800	Shot do wn in error by USAF B-29, HMS Triumph, 28.7.50
VP474	Mkrs/800/1833	SOC 13.10.56
VP475	804/800	SOC 4.10.56
VP476	800	SOC 4.10.56
VP477	800/1833	SOC 4.10.56
VP478	-	SOC 23.2.50
VP479	800	SOC 4.10.56
VP480	800	SOC 5.2.51

VP490 of No.759 Squadron, Culdrose, in 1952 (A.E.Hughes)





Prototype PS944 (RAF Museum P31226)



VP475 of No.804 Squadron (R.Williams)

VP481	800	SOC 14.7.49
VP482	800/1833	SOC 3.10.56
VP483	804/800	SOC 4.10.56
VP484	800/1833	SOC 27.8.56
VP485	800/1833	SOC 27.8.56
VP486	800	SOC 7.7.49
VP487	800/1833	SOC 27.8.56
VP488	800/1833	SOC 23.3.54
VP489	800	SOC 15.2.51
VP490	800/759	SOC 27.1.54
VP491	800	Hit round while landing and fell into sea, HMS Triumph, 12.7.49
VP492	800	Broke back while deck landing, HMS Triumph, 14.3.50
VP493	800/759	SOC 27.8.56
VP494	800	SOC 10.11.49
7VP495	-	SOC 12.9.50

92 aircraft ordered 26.9.46 under contract No.6/Acct/636. Only 12 completed, between December 1948 and March 1949

VR961	800/759	SOC 27.8.56
VR962	800/759	SOC 27.8.56
VR963	800	SOC 10.11.49
VR964	800	Wrecked in barrier crash, HMS Triumph, 30.6.49
VR965	800	Crashed on deck, HMS Triumph, 4.7.49
VR966	800/1833	SOC 27.8.56
VR967	800/1833	SOC 27.8.56
VR968	800	SOC 1.4.54
VR969	800/1833	SOC 4.10.56
VR970	800/1833	SOC 15.2.54
VR971	800/1833	SOC 4.10.56
VR972	800	SOC 5.2.51
VR973 to VR998, VS107 to VS146, VS152 to VS165	cancelled	

VP465 of No.804 Squadron at Hal Far (P.Cook)



SERVICE USE

Operational

No.800 Squadron, April 1949 to November 1950
Embarked in 'Triumph' 25 April 1949
Disembarked and decommissioned 10 Nov 1950
No.804 Squadron, January 1948 to August 1949
Based at Ford. Moved to Donibristle 13 April 1948 and to Eglinton 25 May 1948.
Embarked in 'Ocean' 24 August 1948 for service with Mediterranean Fleet and in 'Glory' 20 December 1949; disembarked 1 October 1950.

Reserves

No.1833 Squadron, June 1952 to May 1954 at Culdrose.

Training

No.759 Squadron, September 1952 to November 1953 for fighter training at Culdrose.

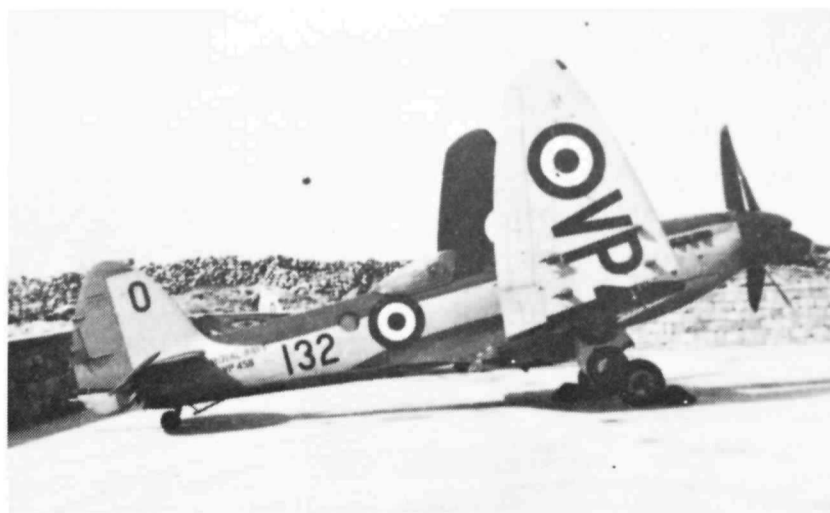
Trials

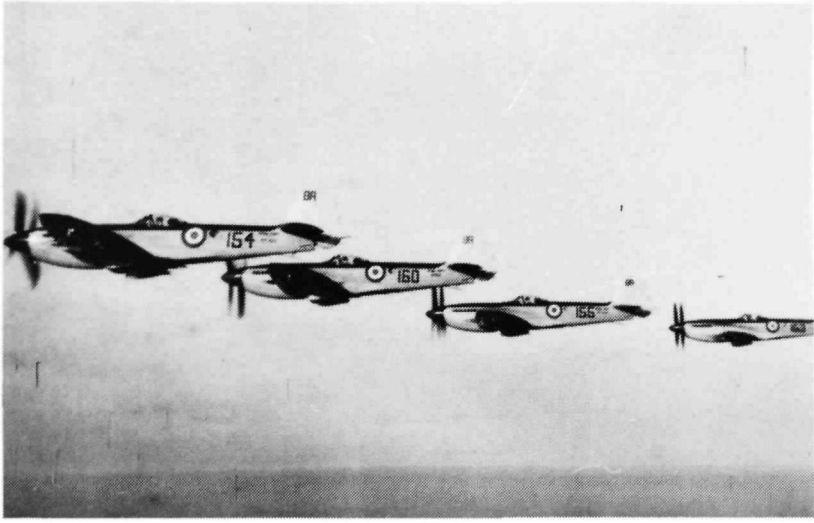
No.777 Squadron, May to June 1945, for carrier trials aboard 'Pretoria Castle'.
No.778 Squadron, December 1946 to March 1947 for Service Trials at Ford.
No.787 Squadron, May 1947 to September 1949 attached to Central Fighter Establishment at West Raynham.

Dimensions

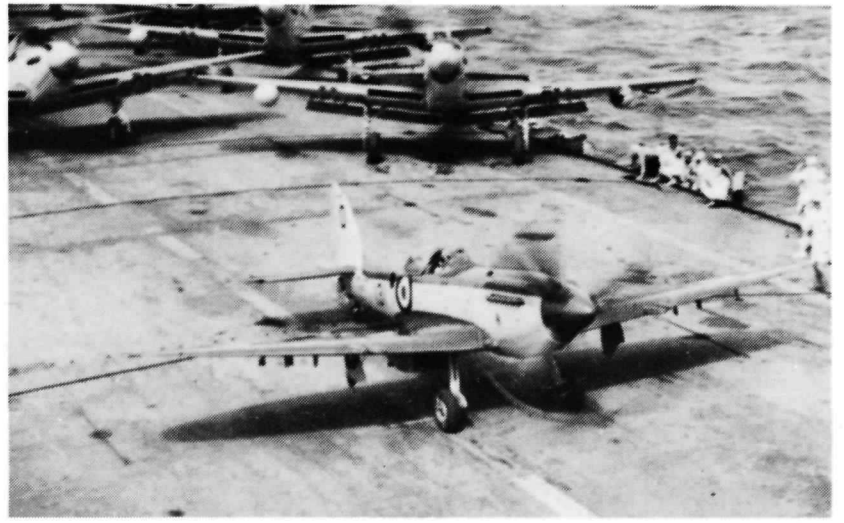
Span: 36 ft 11 in
Length: 34 ft 4 in
Height: tail-down 12 ft 9 in;
 folded 13 ft 10 in
Width: folded 19 ft 1 in
Wing area: 243 sq ft

VP458 of No.804 Squadron at Hal Far (P.Cook)

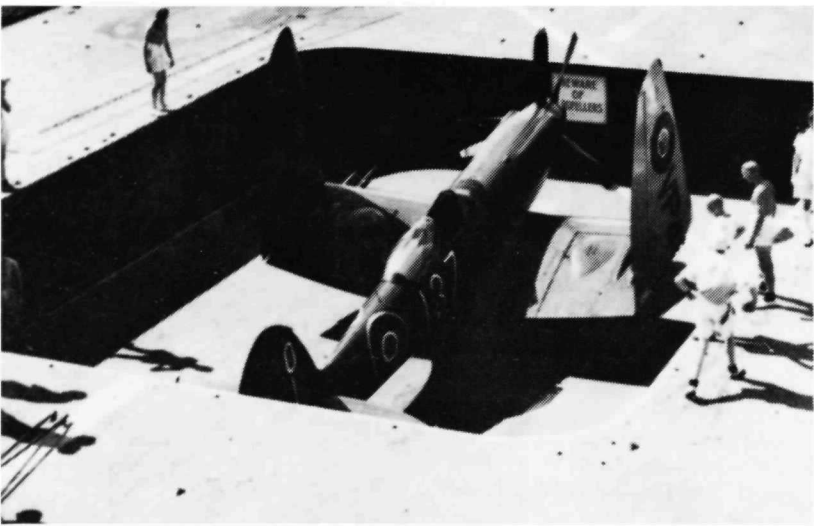




Formation of No.1333 Squadron Seafires, January 1954



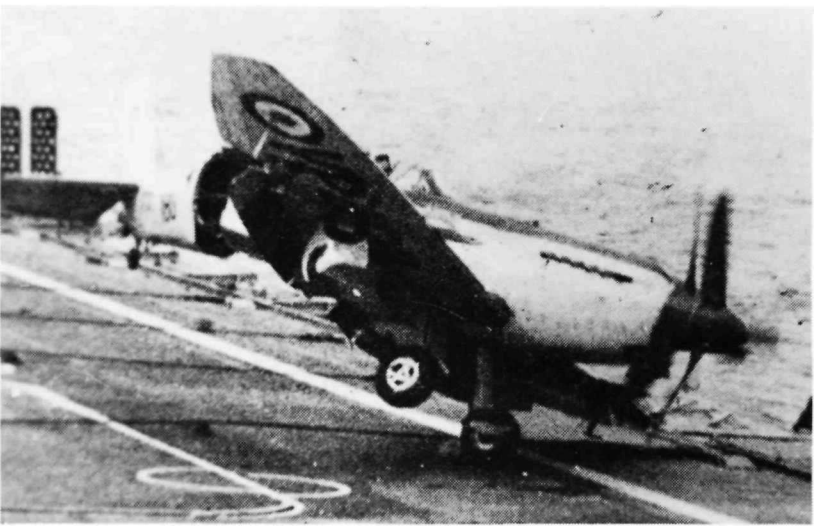
Ocean's Air Group Commander's aircraft (P.Cook)



An 804 Squadron Seafire on the forward lift of Ocean



VP436 of No.804 Squadron swung after landing and went upside, HMS Ocean (P.Cook)



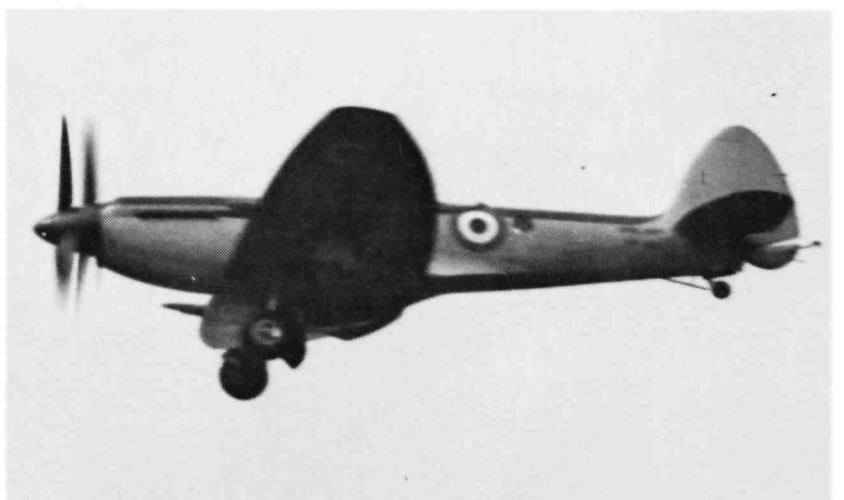
VP492 of No.800 Squadron breaks its back on landing, HMS Triumph, 14 March 1950 (J.Jones)



VR965 of No.800 Squadron crashed aboard Triumph, 4 July 1949 (J.Jones)



VP485 of No.1833 Squadron, 1956



Seafire FR.47 VP463 of No.1833 Squadron (RCS)

R.F.C. TRAINING UNITS



S.E.5a C8811 of No.41 TDS, London Colney

Yate, Glos.

3 (Western) Aeroplane Repair Depot* formed 3.17;
to RAF 1.4.18

Yatesbury, Wilts

55 Reserve Squadron from Filton 22.11.16; renamed
55 TS 1.6.17
59 Reserve Squadron from Gosport 30.4.17; renamed
59 TS 1.6.17
62 Reserve Squadron from Gosport 10.5.17; renamed
62 TS 1.6.17
66 Reserve Squadron from Wye 10.5.17; renamed
66 TS 1.6.17
13 Training Squadron from Swingate Down 1.6.17;
to RAF 1.4.18
55 Training Squadron; from 55 RS 1.6.17;
to Gosport 23.7.17
59 Training Squadron; from 59 RS 1.6.17;
to Beaulieu 30.10.17
62 Training Squadron; from 62 RS 1.6.17; to Swingate
Down 1.6.17
66 Training Squadron; from 66 RS 1.6.17; to RAF 1.4.18
32 (Australian) Training Squadron formed 6.17;
renamed (7 Training) Squadron AFC 14.1.18
17 Training Squadron from Port Meadow 8.10.17;
to RAF 1.4.18
16 Training Squadron from Beaulieu 30.10.17;
to RAF 1.4.18
Headquarters 28 Training Wing formed 11.17;
to RAF 1.4.18
7 (Training) Squadron AFC; from 32 (A) TS 14.1.18;
OC: Major R.C.Phillips AFC; to Leighterton 23.2.18

Yeovil, Somerset

Headquarters Western Training Brigade formed 11.17;
to RAF 1.4.18

York, Yorks (Fossgate)

Headquarters V Brigade formed 1.16; absorbed by HQ
VI (T) Brigade 9.3.16
Headquarters Northern Training Group formed 10.1.17;
renamed HQ NTBde 8.17
Headquarters Northern Training Brigade; from HQ NT Gp
8.17; GOC Brig-Gen Edgar R Ludlow-Hewitt MC - Brig-Gen
Robert Smith Barry 27.1.18 Jan 18-23.2.18 unauthorised
political appointment; to RAF 1.4.18

AMERICA

At the time of the formation of the RFC in 1912, France had issued 819 aviator's licences and Britain 206 while there were 110 persons holding United States aviator's licences. As in Britain, the military advantages from aviation were not readily appreciated although the Army Signal Corps established a balloon section as early as August 1907, with Capt C F Chandler, one NCO, one private and one dirigible. In July 1914, an aviation

section was authorised with sixty officers, 260 other ranks with provision for four squadrons of eight aeroplanes each plus reserves. It is not surprising that this enormous country, remote from Europe's battle grounds, should have only one fully-equipped squadron when the USA joined in the war on 6 April 1917.

Following a visit by a British Aviation Mission, arrangements were made for the RFC (Canada) Training Brigade to have winter training facilities at three aerodromes prepared at Camp Tallafero, Fort Worth, Texas. In exchange, the USA was granted facilities in Canada for ten training squadrons during the summer months. RFC (Canada) moved south by rail to Texas in October 1917. The brigade returned to Canada in April 1917 as the RAF (Canada) Training Brigade.

Benbrook

Headquarters 42 Training Wing from Camp Borden 10.17;
to RAF 1.4.18
78, 79, 82, 83 Training Squadrons from Camp Borden
10.17; to RAF 1.4.18

Camp Tallafero

Headquarters RFC (Canada) Training Brigade (less
detachment in Toronto; from Toronto 10.17;
GOC: Brig-Gen Cuthbert G Hoare; to RAF 1.4.18

Everman

Headquarters 43 Training Wing from Deseronto 10.17;
to RAF 1.4.18
80, 81, 84, 85, 86 Training Squadrons from Deseronto
10.17; to RAF 1.4.18

Hicks

Headquarters 44 Training Wing from North Toronto 10.17;
to RAF 1.4.18
88, 89, 90, 91 Training Squadrons from North Toronto
10.17; to RAF 1.4.18
93 Training Squadron from North Toronto 10.17;
to RAF 1.4.18
School of Aerial Fighting from North Toronto 11.17;
to RAF 1.4.18

EGYPT

Abbassia

21 Reserve Squadron from Shoreham 12.7.16; renamed
21 TS 1.6.17
3 School of Military Aeronautics from Abu Qir 15.2.17;
to Heliopolis 10.17
21 Training Squadron from 21 RS 1.6.167;
to Ismailia 8.17

Abu Qir (Abukir)

22 Reserve Squadron; arrived from UK 24.8.16;
renamed 22 TS 1.6.17

23 Reserve Squadron from Beaulieu 24.8.16;
renamed 23 TS 1.6.17
Headquarters 20 Reserve Wing formed 15.9.16; renamed
HQ 20 TW 1.6.17
3 School of Military Aeronautics formed 12.16;
to Abbassia 15.2.17
School of Aerial Gunnery formed 4.17; to Heliopolis
10.17
Headquarters 20 Training Wing from HQ 20 RW 1.6.17;
to RAF 1.4.18
22 Training Squadron from 22 RS 1.6.17; to RAF 1.4.18
23 Training Squadron from 23 RS 1.6.17; to RAF 1.4.18

Abou Sueir

195, 196 Training Squadrons formed 9.8.17; to RAF 1.4.18

Almaza

197 Training Squadron formed 9.8.17; renamed
AOS 20.11.17
Artillery Observation School; from 197 TS 20.11.17;
detachment at Heliopolis. OC: Major John O Archer RFA;
to RAF 1.4.18

Amria

193, 194 Training Squadrons formed 9.8.17; to RAF 1.4.18

Heliopolis

3 School of Military Aeronautics; from Abbassia 10.17;
to RAF 1.4.18
School of Aerial Fighting formed 13.11.17; to RAF 1.4.18
Wireless School formed 12.17; renamed W & OS 1.18
Artillery Observation School detachment 12.17;
to RAF 1.4.18
Wireless and Observers School; from WS 1.18;
to RAF 1.4.18

Ismailia

57 Reserve Squadron formed 7.2.17; renamed 57 TS 1.6.17
57 Training Squadron; from 57 RS 1.6.17; to RAF 1.4.18
21 Training Squadron; from Abbassia 8.17;
to RAF 1.4.18

Moascar see Ismailia

Suez

58 Reserve Squadron formed 7.2.17; renamed 58 TS 1.6.17
58 Training Squadron; from 58 RS 1.6.17; to RAF 1.4.18

FRANCE

Candas, Somme

2 Aircraft Supply Depot Scout School formed .17;
to RAF 1.4.18

Le Cretoy, Somme

School of Instructors formed .15; disbanded 6.11.15

St.Omer, Pas de Calais

1 Aircraft Supply Depot Scout School formed .17;
to RAF 1.4.18

CANADA

A Canadian Aviation Corps separate from the RFC was formed on 16 September 1914 with a strength of two officers and one Burgess-Dunne biplane. The Corps ceased with the death of Lt W F Sharpe CAC in a flying accident in England on 4 February 1915. Agreement was, in 1916, reached between the UK and Dominion governments for the training of recruits for the RFC to be undertaken in Canada. The RFC planned the formation of four reserve wings and twenty reserve squadrons for training in Canada. Lt-Col C G Hoare, Indian Army, was appointed to command and reached Toronto in January 1917 to prepare to receive the units on arrival from the UK. No.45

Reserve Wing and Nos.94-97 Reserve Squadrons inclusive were never formed.

Camp Borden

Headquarters 42 Reserve Wing formed 3.17; renamed
HQ 42 TW 1.6.17
78, 79, 82, 83 Reserve Squadrons; from Beverley 3.17;
renamed 78, 79, 82, 83 TS 1.6.17
Headquarters 42 Training Wing; from HQ 42 RW 1.6.17;
to Texas 10.17
78, 79, 82, 83 Training Squadrons; from 78, 79, 82,
83 RS 1.6.17; to Texas 10.17

Beamsville

Being prepared at 1.4.18 for School of Aerial Fighting

Deseronto Camp Mohawk

Headquarters 43 Reserve Wing formed 3.17; renamed
43 TW 1.6.17
80 Reserve Squadron; from Doncaster 3.17; renamed
80 TS 1.6.17
81 Reserve Squadron; from Beaulieu 3.17; renamed
81 TS 1.6.17
84 Reserve Squadron; from Turnhouse 3.17; renamed
84 TS 1.6.17
85 Reserve Squadron; from Montrose 3.17; renamed
85 TS 1.6.17
86 Reserve Squadron; from Spittlegate 3.17; renamed
86 TS 1.6.17
87 Reserve Squadron; from Beaulieu 3.17; renamed
87 TS 1.6.17
Headquarters 43 Training Wing; from HQ 43 RW 1.6.17;
to Texas 10.17
80, 81, 84, 85, 86, 87 Training Squadrons; from
80, 81, 84, 85, 86, 87 RS 1.6.17; to Texas 10.17

North Toronto (Long Branch)

Headquarters 44 Reserve Wing formed 5.17; renamed
44 TW 1.6.17
88 Reserve Squadron; from Catterick 5.17; renamed
88 TS 1.6.17
89 Reserve Squadron; from Beverley 5.17; renamed
89 TS 1.6.17
90 Reserve Squadron; from Beverley 5.17; renamed
90 TS 1.6.17
91 Reserve Squadron; from Gosport 5.17; renamed
91 TS 1.6.17
92 Reserve Squadron; from Netheravon 5.17; renamed
92 TS 1.6.17
Headquarters 44 Trg Wg; from HQ 44 RW 1.6.17;
to Texas 10.17
88, 89, 90, 91, Training Squadrons; from 88-91 RS
1.6.17; to Texas 10.17
92 Training Squadron; from 92 RS 1.6.17; to School of
Aerial Fighting 10.17
School of Aerial Fighting; from 92 TS 10.17;
to Texas 11.17
93 Training Squadron formed 15.11.17; to Texas 11.17

Toronto

Recruits Depot formed 5.2.17; renamed 4 S of MA 7.17
Headquarters RFC (Canada) Training Group formed 3.17;
OC: Lt-Col C G Hoare Indian Army; renamed HQ RFC(C)
TBgde 10.17
Aircraft Repair Park formed 4.17; to RAF 1.4.18
Engine Repair Park formed 30.4.17; to RAF 1.4.18
4 School of Military Aeronautics; from RD 7.17;
to RAF 1.4.18
Headquarters RFC (Canada) Training Brigade; from
HQ RFC(C) TG 10.17; OC; as above; to Texas 10.17

Toronto University

Cadet Wing formed 9.17; to RAF 1.4.18

* Used by but not part of the RFC training organisation

Additions to the dates quoted above would be greatly appreciated. Some doubtless exist in obscure documents!

XX518 CFS/Leeming/
CUAS
XX519 2 FTS/RNEFTS/
Leeming/1 FTS
XX520 2 FTS/RNEFTS/
Leeming/CFS
XX521 2 FTS/E Lowlands
UAS
XX522 2 FTS/RNEFTS/
Leeming/1 FTS
XX523 2 FTS/RNEFTS/
Leeming/1 FTS
XX524 London UAS
XX525 2 FTS/E Lowlands
UAS
XX526 2 FTS/OUAS
XX527 2 FTS/RNEFTS/
Leeming/1 FTS



Bulldog XX528 of OUAS

XX528 2 FTS/OUAS
XX529 2 FTS/RNEFTS/
Leeming/1 FTS
XX530 2 FTS/CFS/2 FTS/ Crashed near Bilsdale,
Yorks UAS/RNEFTS Yorks., 21.9.78
XX531 2 FTS/RNEFTS/
Leeming/CFS/1 FTS
XX532 2 FTS/RNEFTS/
Leeming/CFS/
Yorks UAS
XX533 2 FTS/RNEFTS/
Leeming/1 FTS/
CFS/Yorks UAS/
1 FTS
XX534 2 FTS/RNEFTS/
E Lowlands UAS
XX535 2 FTS/RNEFTS/
Leeming/London UAS
XX536 2 FTS/RNEFTS/
Leeming/CFS
XX537 E Lowlands UAS
XX538 CFS/E Midlands UAS/
1 FTS
XX539 CFS/Leeming/CFS
XX540 CFS/Leeming/
1 FTS
XX541 CFS/Leeming/
1 FTS
XX542 CFS/Leeming Crashed near Skipton-on-
Swale, Yorks., 16.11.79
XX543 2 FTS/RNEFTS/
Yorks UAS
XX544 London UAS
XX545 London UAS Stalled during practice
engine failure on take-off
and hit ground, Abingdon,
18.9.80
XX546 London UAS
XX547 London UAS
XX548 London UAS
XX549 M'cr UAS/1 FTS
XX550 London UAS/RNEFTS/
Leeming

XX551 S'ton UAS/6 FTS/
Yorks UAS/Leeming/
1 FTS
XX552 S'ton UAS/London
UAS
XX553 London UAS
XX554 London UAS
XX555 S'ton UAS/RNEFTS/
Leeming/CFS
XX556 S'ton UAS/London
UAS/E Midlands UAS
XX557 CFS/Glasgow UAS Flew into trees in Torres
Forest, Callender, Perthshire,
11.9.75



Bulldog XX538 of Birmingham UAS

XX558 S'ton UAS/B'ham
UAS
XX559 Glasgow UAS/G&S
XX560 Glasgow UAS/G&S
XX561 Queens UAS/A'deen
& St.Andrews UAS/
A, D & St.A UAS
XX562 Queens UAS/13 AEF
XX611 Glasgow UAS/G&S
XX612 Queens UAS/S'ton
UAS/Wales UAS
XX613 Queens UAS
XX614 M'cr UAS
XX615 M'cr UAS
XX616 M'cr UAS
XX617 M'cr UAS
XX618 CFS/Yorks UAS Abandoned and spun into beach,
Birkdale, Lancs., 22.7.76
XX619 Yorks UAS
XX620 Yorks UAS
XX621 Yorks UAS
XX622 Yorks UAS
XX623 Yorks UAS/
E Midlands UAS
XX624 Yorks UAS
XX625 Wales UAS
XX626 Wales UAS
XX627 Wales UAS
XX628 Wales UAS
XX629 N'umbria UAS
XX630 E Midlands UAS/
L'pool UAS
XX631 N'umbria UAS
XX632 Bristol UAS
XX633 N'umbria UAS
XX634 CUAS
XX635 E Midlands UAS DBR in heavy landing;
to 8767M
XX636 N'umbria UAS
XX637 N'umbria UAS
XX638 E Midlands UAS/
Leeming/1 FTS
XX639 London UAS
XX640 Queens UAS
XX653 Bristol UAS
XX654 Bristol UAS
XX655 Bristol UAS
XX656 Bristol UAS
XX657 CUAS

XX658	CUAS	
XX659	CUAS	
XX660	OUAS	Spun into ground, Aston, Oxon., 25.3.85
XX661	OUAS	
XX662	A'deen UAS	Abandoned and crashed, Peat Inn, Fife, 20.2.82
XX663	A'deen UAS/ A, D & St.A UAS	
XX664	E Lowlands UAS	
XX665	E Lowlands UAS/ A'deen UAS/A, D & St A.UAS/ East Lowlands UAS	
XX666	A'deen UAS/A, D & St.A UAS/1 FTS	
XX667	A'deen UAS/A, D & St.A UAS/G'gow & Strathclyde UAS	
XX668	B'ham UAS/Leeming/ 1 FTS/Mcr UAS	
XX669	B'ham UAS	
XX670	B'ham UAS	
XX671	B'ham UAS	
XX672	B'ham UAS	
XX685	L'pool UAS/E Midlands UAS/L'pool UAS	
XX686	L'pool UAS	
XX687	L'pool UAS/ E Midlands UAS	
XX688	L'pool UAS	
XX689	RNEFTS/CUAS/ RNEFTS/Leeming/ CFS	
XX690	RNEFTS/Yorks UAS	
XX691	Yorks UAS	
XX692	CFS	
XX693	CFS	
XX694	E Midlands UAS	
XX695	Leeming/London UAS/ OUAS	
XX696	CFS	
XX697	Queens UAS	
XX698	CFS	
XX699	5 MU/Leeming/1 FTS	
XX700	Leeming/1 FTS	
XX701	RNEFTS/London UAS/ S'ton UAS	
XX702	Glasgow UAS/G&S	
XX703	AT&DF/E Lowlands UAS	Crashed in forced landing near Glenrothes, Fife, 3.6.76
XX704	Queens UAS/ E Midlands UAS	
XX705	B'ham UAS/S'ton UAS	
XX706	Yorks UAS/6 FTS/ S'ton UAS	
XX707	S'ton UAS	
XX708	Yorks UAS/6 FTS/ S'ton UAS	
XX709	Leeming/A, D & St.A UAS	
XX710	Leeming	
XX711	CFS/Glasgow UAS/ 13 AEF/Queens UAS	
XX712	RNEFTS/Leeming/ 1 FTS/M'cr UAS	Crashed on beach after take- off, Woodvale, 2.3.88
XX713	Leeming/CFS	
XX714	N'umbria UAS/ MoD(PE)	
XX715	-	Cancelled
XX716	-	Cancelled

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61 Sepecat Jaguar GR.1s delivered between February 1974 and November 1975 by BAC, Preston

XX719	JOCU/54/6/54/ 14/6	
XX720	Mkrs/54 54/ETPS/6	To Indian AF as J1004; Retd 2.84
XX721	JOCU/54	Abandoned after both engines flamed out near Hahn, West Germany, 22.6.83
XX722	JOCU/54/6	

XX723	JOCU/54/6/226 OCU	
XX724	JOCU/54/14/54	
XX725	JOCU/54/14/54 6	To Indian AF as J1010; Retd 4.84
XX726	JOCU/6/54/14/ 54/6	To 8947M
XX727	JOCU/6/54/6	To 8951M
XX728	JOCU/6 6	To Indian AF as J1009 Retd. Collided with XX731 and crashed, Hartside Pass, Northumbria, 7.10.85
XX729	JOCU/6 54/6/226 OCU	To Indian AF as J1012; Retd 5.82
XX730	JOCU/6	To 8952M
XX731	JOCU/54/6	Collided with XX725 and crashed, Hartside Pass, Northumbria, 7.10.85
XX732	JOCU/54/6/226 OCU	Flew into high ground, Stock Hill, 11m SW of Hawick, Borders, 27.11.86
XX733	JOCU/6/AAEE/ 54/6	
XX734	JOCU/6	To Indian AF as J1014; Retd 5.82; to 8816M
XX735	JOCU/6	Crashed at Eggebeck, West Germany, 15.9.76
XX736	JOCU/226 OCU/6	To Indian AF as J1013; Retd 2.84
XX737	226 OCU/54/ 226 OCU/54/6 6/54	To Indian AF as J1015; Retd 5.82
XX738	JOCU/6/54 54	To Indian AF as J1016; Retd 4.84
XX739	6/GibDet	To 8902M 7.86
XX740	6	To Indian AF as J1017; Retd 4.84; to Oman AF 4.11.86
XX741	54/6	
XX742	226 OCU/6	Abandoned after controls failed; crashed in sea 35m NNE of Coltishall, 19.4.83 To 8949M
XX743	6	
XX744	AAEE/17/31	
XX745	226 OCU/20/6/ 54/226 OCU/6	
XX746	226 OCU/31/6/ 17/14/226 OCU	To 8895M 7.86
XX747	226 OCU/31/20/ 6/GibDet	To 8903M 7.86
XX748	226 OCU/14/54	
XX749	226 OCU	Collided with XX755 and crashed near Lumsden, Aberdeenshire, 10.12.79
XX750	226 OCU/14	Crashed during low-level exercise on Nellis ranges, Nevada, 7.2.84 To 8937M
XX751	14/226 OCU	
XX752	54/226 OCU/6/54/ 6/54	
XX753	6/226 OCU	
XX754	226 OCU/14/ 226 OCU/54	
XX755	14/226 OCU/54/ 226 OCU	Collided with XX749 and crashed near Lumsden, Aberdeenshire, 10.12.79



Jaguar XX759 of No.4 Squadron

XX756 14/226 OCU/20/
14/41/14 To 8899M 9.86
XX757 14/226 OCU/20 To 8948M
XX758 14/226 OCU Flew into hill in snow shower
14m NNW of Dingwall, Highland,
18.11.81

XX759 14/226 OCU
XX760 14/226 OCU/14 Caught fire in air and aband-
oned 10m NW of Dornoch,
Highland, 13.9.82

XX761 14/226 OCU Caught fire on ground,
Lossiemouth, 6.6.78;
nose to 8600M

XX762 14/226 OCU Flew into Beinn a'Chleibh
near Dalmally, Argyll,
23.11.79

XX763 226 OCU
XX764 14/226 OCU



Jaguar XX765 of A&AEE/RAE

XX765 14/226 OCU/
AAEE/RAE/BAe
XX766 17/226 OCU/54
XX767 14/226 OCU/14/
17/14/31/17/
226 OCU/54
XX768 17 Abandoned after engine failure
6m S of Wildenrath and crashed
at Randerath, 29.9.82

XX817 17 Caught fire in air and aband-
oned on approach to Bruggen,
17.7.80

XX818 17/20/31 To 8945M
XX819 17/20 To 8923M
XX820 17/31/17/20/17 Engine cut on approach;
abandoned, Bruggen, 11.6.82

XX821 17/226 OCU/17/
14/41 To 8896M 7.86
XX822 14 Flew into ground on low level
exercise 15m N of Ahlhorn,
2.7.76

XX823 17 Flew into hill near Cagliari,
Sardinia, 25.7.78

XX824 14/17/14
XX825 14/31/17
XX826 14/20/2
XX827 14/20/17 Flew into ground during low
level exercise, Nellis ranges,
Nevada, 12.2.81

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**20 Sepecat Jaguar T.2s delivered between approx June 1974
and October 1975 by BAC, Preston**

XX828 226 OCU Lost canopy; engines lost
power; abandoned 8m NE of
Kirriemuir, Tayside, 1.6.81

XX829 54/6/226 OCU
XX830 226 OCU/AAEE/
ETPS

XX831 MoD(PE)/226 OCU Abandoned out of control
during aerobatics,
Lossiemouth, 30.4.75

XX832 226 COU/ETPS/
226 OCU
XX833 226 OCU/20/226
OCU/20/14/41
XX834 226 OCU/2/6
XX835 226 OCU/RAE
XX836 14/226 OCU/
14/17/6
XX837 226 OCU
XX838 226 OCU/17/
226 OCU
XX839 226 OCU
XX840 17/226 OCU/2
XX841 226 OCU/41
XX842 226 OCU/6/54/
41/2
XX843 226 OCU/2/226 OCU/
2/226 OCU/2/43
XX844 31/17/226 OCU
XX845 17/20/17/2/
17/14/JMU
XX846 226 OCU
XX847 226 OCU/6/226 OCU/
14/2/14/20/31/
226 OCU

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XX850 to XX879 Shelduck D.1 drones

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**17 Hawker-Siddeley Buccaneer S.2Bs delivered between
March 1974 and approx May 1975 by HSA, Holme**

XX885 16/216/208/
12/208/12
XX886 16/216 To GI airframe
XX887 RAE/15/16
XX888 RAE/15/16
XX889 16/12/208/12
XX890 16 Crashed in circuit,
Laarbruch, 18.8.77
XX891 15/208/15/16 Stalled at low altitude and
abandoned 4m NE of Laarbruch,
11.8.83

XX892 16/237 OCU/208
XX893 16/12/16/15/
16/208/237 OCU
XX894 16/12/208/12
XX895 12/15/16/237 OCU/
12/237 OCU/12
XX896 12
XX897 - Sold to MoD(PE) 1.5.77
XX898 12/208/12 Abandoned and crashed at
Duffis, Grampian, 17.6.82

XX899 12/208/15/16/
237 OCU
XX900 12/208/216/
12/208
XX901 208/237 OCU/208

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XX904 Lynx HAS.2 for French Navy
XX907 Lynx AH.1 prototype
XX910 Lynx HAS.2 prototype
XX911 Lynx HAS.2 for French Navy

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**Vickers VC. 10 purchased by Ministry of Technology in
February 1973**

XX914 RAE Ex G-ATDJ; to 8774M

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Two Sepecat Jaguar T.2s delivered in July 1976 by BAC Warton

XX915 ETPS Abandoned and crashed, Porton Down, Wilts., 17.1.84
 XX916 ETPS Crashed in Bristol Channel, 24.7.81

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BAC One-Eleven 402AP delivered in May 1974 for RAE

XX919 RAE Ex PI-C-1121

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XX923 to XX941 Shelduck D.1 drones

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de Havilland Comet 4 delivered in July 1973 for RAE

XX944 RAE Ex G-APDP; to GI airframe at Farnborough

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Four Panavia Tornado prototypes delivered by BAC, Preston

XX946 Mkrs To 8883M 2.86
 XX947 Mkrs To 8797M
 XX948 Mkrs To 8879M 11.85
 XX950 Mkrs Crashed in Irish Sea on test flight, 12.6.79

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45 Sepecat Jaguar GR.1s delivered between October 1975 and June 1976 by BAC, Preston

XX955 14/17/14/54
 XX956 17/14/31/17 To 8950M
 XX957 14/20 Struck by lightning; lost power on approach and abandoned $\frac{1}{2}$ m E of Bruggen, 21.10.81

XX958 14/17
 XX959 14/20 To 8953M
 XX960 14 Abandoned near Iserlohn, West Germany, 18.7.79
 XX961 17 Collided with XX964 and crashed, 28.5.80

XX962 17/20/17/6
 XX963 14 Abandoned after accidentally hit by missile from Phantom near Wesel, 25.5.82
 XX964 17 Collided with XX961 and crashed, 28.5.80

XX965 14/54/226 OCU
 XX966 17/20/AAEE/20/54/6 To 8904M 12.86

XX967 31/4
 XX968 31/14
 XX969 31/14/31/17/31/226 OCU To 8897M 8.86

XX970 31/17/226 OCU/6
 XX971 17/31 Crashed on take-off, Lahr, West Germany, 21.3.78

XX972 31 Flew into high ground in cloud 2m SW of Barnard Castle, Co.Durham, 6.8.81

XX973 31 Stalled and abandoned in spin 6m SW of Gutersloh, 14.4.81

XX974 31/17/31/6
 XX975 31/17/226 OCU To 8905M 12.86
 XX976 31/17 To 8906M 12.86

XX977 31
 XX978 31 Flew into house on low level exercise near Werden, West Germany, 14.6.77

XX979 AAEE

XZ101 2/6/2/41
 XZ102 2 Crashed 10m NE of Laarbruch, 14.12.76

XZ103 2

XZ104 2
 XZ105 2

Collided with XZ110 and abandoned in circuit, Goose Bay, Labrador, 16.6.83

XZ106 2
 XZ107 2/6/41
 XZ108 2
 XZ109 2
 XZ110 2

Collided with XZ105 and abandoned in circuit, Goose Bay, Labrador, 16.6.83

XZ111 2
 XZ112 2
 XZ113 41/2
 XZ114 41
 XZ115 41
 XZ116 41

Collided with Tornado ZA493 and crashed, Walla Crag, Cumbria, 17.6.87

XZ117 41
 XZ118 41
 XZ119 41
 XZ120 2

Crashed in North Sea, 25.2.77

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Hawker-Siddeley AV-8A Harrier 158969 of U.S.Navy allotted serial for trials aboard 'Jeanne d'Arc', October 1973

XZ125

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12 Hawker-Siddeley Harrier GR.3s delivered by HSA Dunsfold

XZ128 1 Collided with XV757 and crashed, Wisbech, Cambs., 21.9.79

XZ129 1
 XZ130 20/4/1/1453 Flt/3/233 OCU/3
 XZ131 4/1/4/233 OCU/1417 Flt
 XZ132 3/1/233 OCU/1/1351 Flt/1
 XZ133 233 OCU/1417 Flt/1
 XZ134 3/4

Lost power after take-off and abandoned, Stormede, near Lippstadt, W.Germany, 3.5.83
 Abandoned during flying display, Aschaffenburg, 3.6.84; nose to 8848M

XZ136 AAEE/3 Collided with XV790 and crashed on Otterburn ranges, Northumbria, 2.11.87
 XZ137 4 Crashed near Giessen, West Germany, 18.7.79

XZ138 3/4/3/1/1453 Flt/233 OCU/1
 XZ139 3

Tailplane control rod disconnected; aircraft abandoned when control lost 10m W of Sogel, West Germany, 25.8.81

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Three Hawker-Siddeley Harrier T.4s delivered by HSA Dunsfold in March 1976

XZ145 3/233 OCU
 XZ146 4/3/4/233 OCU
 XZ147 233 OCU

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XZ152 to XZ164

Northrop Chukar D.1 drones

XZ166

Lynx HAS.2 for MoD trials

XZ170 to XZ199
 XZ203 to XZ222

Lynx AH.1s for Army Air Corps

XZ227 to XZ252
 XZ254 to XZ257

Lynx HAS.2s for Royal Navy

PICTURE PAGE



Above:
Wapiti J9738 of No.1 Squadron, Indian Air Force, crashed at Nushkki, Baluchistan, on 8 January 1935, killing fifteen Indian troops. Note the chequerboard panel in the fuselage roundel position. Explanations, please?

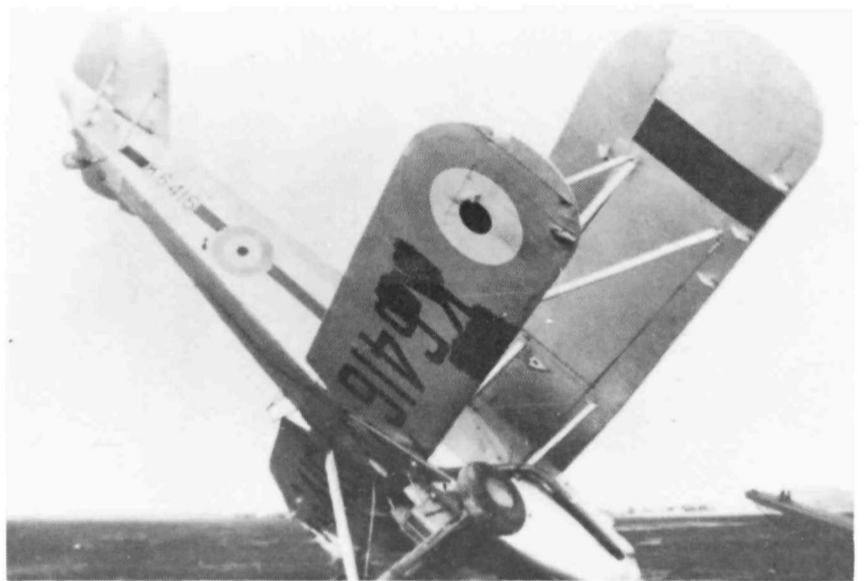
Left:
The first Siskin, originally built before the Siddeley Deasy company was amalgamated with Armstrong Whitworth in 1919. The 'constructor's number' on the tail was unusual.



Right:
Hart Trainer K6416 of No.4 FTS, Abu Sueir, after a landing accident. It survived this mishap and returned to service. There are signs of previous damage to the patched-up lower wing. Note cheat line.

Below: Fury K5679 of No.11 FTS was SOC 14 May 1937, presumably as a result of this incident where the undercarriage has been ripped away and is dangling by one strut. We cannot locate a reference as to how this happened.

Bottom right:
Fury K1938 also served with 11 FTS until it crashed on take-off from Wolverhampton on 13 July 1938.





Above:
Gordon K1740, previously of No.40 Squadron, on floats at Felixstowe during trials. Water handling was better than on the Fairey IIIF. Apart from No.47 Squadron's periodic changes from wheels to floats at Khartoum, five of the twenty Gordons sold to the Brazilian Navy were floatplanes.

Right:
This Vampire FB.9 was a trainer with the RAF College at Cranwell. Note College light blue band over serial.



Bottom:
Bristol F.2b F4717 was a Mk.IV serving with No.2 Squadron.

Bottom right:
Venom NF,.3 WX921 of Station Flight, Coltishall, crashed on landing there on 17 January 1957. The tip tank, presumably the invisible one, caught fire. The other seems to have been shot at.

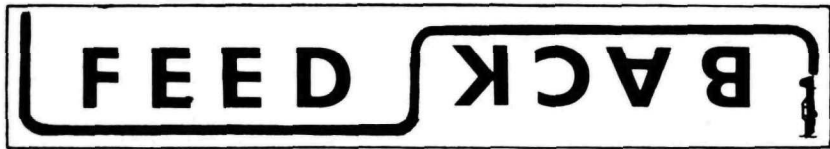




Above:
Catania airfield after the RAF had paid a few visits. Visible are the remains of a CR.42, C.200, G.50 and Re.2005

Below:
We once knew what this Spad-like aircraft was but have forgotten. Answers, please, but preferably not in ideographs.





PUZZLE PIX

One of the problems with Aeromilitaria's publishing schedule, now presumably solved from 1989 onwards, has been that an issue has often had to be ready for the printer before we had seen the previous one - or received the photographs back. This has had some untoward results as when the airfield photo in AM.2/88 was identified as Sudbury in AM.3/88 whereas we all know it is Gosfield. The editor's memory is not what it used to be, which was always absent-minded. Our thanks to all who pointed this out!

The details given relate to Sudbury. Gosfield was the home of the Thunderbolts of the 365th Fighter Group until March 1944, being replaced by the A-20s of the 410th Bomb Group. These moved to France in September 1944 and No.38 Group, RAF, moved in. It was used by Nos.271, 512 and 575 Squadrons during the airborne landings across the Rhine in March 1945 and was handed over to the War Office on 3 January 1946.

PIC PAGE COMMENTS

Jack Meaden has kindly sent in the following comments. The flying boat at Littlehampton is not a Norman Thompson but a White & Thompson No.3, probably serial 1195, the first of eight known to have been built and given the serials 1195-1200, 3807 and 3808. There is a close resemblance to the Norman Thompson boats but we did say the tail looked wrong. The White & Thompson company at Middleton-on-Sea, Bognor, changed its name to Norman Thompson later in the war.

The first picture of Bulldogs on page 45 in the same issue is actually of a Bulldog IVA with a Mercury VI-S2 engine. It has a long chord cowling and ailerons on both upper and lower wings. We missed the aileron linkage rods.

A friend of Jack's gave him a similar photo to the Judge's postcard on page 53 who believed it was taken in the summer of 1936. There are others in the series which our readers have found, including 'Syrinx' at Croydon so their photographers obviously got around. The card numbers 16335, 16337 and 16339 suggest the firm had a large stock, presumably of all types of subject.

The crashed Lodestar is, John Davis reckons, G-AGCR which crashed at Malta on 13 May 1942 when the port undercarriage leg collapsed on landing, presumably at Luqa. Or was it on take-off as other readers suggest? Apparently it caught fire but there seems no sign of this and such incidents were usually terminal on Lockheed twins like the Hudson and Lodestar. The undercarriage leg tended to rupture a fuel tank and flood the hot engine with petrol. The evacuation record for these aircraft tended to be of Olympic standards.

Another possibility given by Jack is G-AGBR which survived the war. It is reasonably intact in the photograph so could have had an accident that was less drastic than G-AGCR's.

The open cockpit on the Hurricane two-seater shown on the cover of AM.2/88 has also drawn comment. Only one was supplied to Iran for use in pilot conversion and as this normally only required circuits and bumps, the hood would normally have been open in any case so why waste money on one? The instructor, presumably because he had to crane his neck to see what the pupil was up to, merited a hood as he was

probably spending a lot more time in the air! Even in Russia, they flew two-seat Hurricanes without any hoods at all...

The Canadian Hurricane on page 52 has the standard rocket rails as fitted to the Mk.IV but it does not have the armour-plated radiator that came with ground-attack versions. So it is presumably a trials or training aircraft. On the Mk.XII, the outboard four guns projected slightly from the thinner section of the wing so that would make it a XIIA. The spinner is different from the Rotol version in being a straight-sided cone shape, much simpler to produce than the curved Rotol spinner. The Rotol propellers were only shipped out to Canada for trials purposes, Canadian-built aircraft being fitted with these on arrival in the U.K., RCAF aircraft being normally flown without spinners.

Dick Cronin comments on the kite aboard HMS Recruit on page 55. At first sight it seems odd to be streaming a kite from the forecabin and not from the stern, which would be the logical place. However, an 1895-model TBD was rather short of parking space for a winch and the quarterdeck was crowded, including a six-pounder on a raised platform. There is also the possibility that the kite used one of the two capstans as an anchorage. If any reader has served aboard an 1895 TBD, perhaps he will enlighten us.

VIDEO VIEW

After wanting to see a complete print of 'The Shape of Things to Come' by H.G.Wells for many years, it finally appeared on the TV screen a few months ago, followed by a recent repeat on a Saturday morning, presumably for the benefit of a totally-baffled younger generation.

Viewed from fifty years on, it has its obvious improbabilities but reminds us of the fear of airborne gas attacks on cities. The model work on aircraft tends to look primitive now and the enemy tanks are most odd, being apparently cast all in one piece.

However, there are good shots of a dogfight between a defending Fury (was it the Intermediate Fury G-ABSE?) with an equally-anonymous Mew Gull. After a few decades of war, all that was left of the air force was what was presumably the Denham Flying Club. The worth of a good Avro 504K was displayed by having one of them flying (non-stop) to Basra - or did we miss something?

Futuristic aircraft included a twin-boom single-seater whose pilot seemed to have a built-in cockpit canopy with a massive drag coefficient on his head. The vast bomber-transport with twin fuselages and a dozen engines were a little more realistic and their paratroopers did exit via a Hercules-style ramp, which was more than they did during World War Two.

A neat helicopter, seen in numerous clips and stills over the years, had the misfortune of having its canopy wilt under the heat of the Klieg lights and was obviously made of cellophane. They should have got it right first take. But we liked the personal hovercraft which were well before their time.

Although it took a gloomy view of the future war that was only a few years away, there is a vast amount of imagination displayed. The current press reporting made mass gas raids on cities appear inevitable but at least the ARP did not have to start handing out gas masks after the air raid warning had been sounded as in the film. The potential enemy was never named but nobody seemed to have any doubts that it was 'them'.

BOOKSHELF

ROYAL AIR FORCE THUNDERBOLTS
by Geoff Thomas
Air Research - £5.95

Way back in AM.1/48 we listed the Thunderbolts of the RAF in our standard manner. If those early editions were lacking in illustrations, this is the book to have!

With 76 pictures and 23 side-views, plus a few plan views, the relatively few Thunderbolt units are well covered while a map showing the location of RAF airfields in Burma and Assam is a useful guide to those typists' nightmares.

If the price seems high for 48 pages plus a colour cover, put it down to the cost of small production runs.

RAF OPERATIONS 1918 - 1938
by Chaz Bowyer
William Kimber £14.95

The peace-time years were anything but that for the Royal Air Force overseas. Between 1919 and 1939, a handful of squadrons were engaged in warlike operations. Some were relatively quiet affairs, as during the Chanak Crisis in Turkey in 1922, while others were a continual grind of patrols with temperamental engines over desert and mountain to keep the peace. Peace was not entirely congenial to various widespread tribes while those who benefited from it took it as a matter of course a gave little thought to the conditions under which the RAF maintained air control.

A useful reminder of the period which puts the bones on the tons of paper in the archives covering these events.

INTRUDERS OVER BRITAIN
by Simon W Parry
Air Research £12.50

After reading the hundreds, or is it thousands, of books on RAF operations, the activities of the intruder squadrons are now well known. Life for the enemy night fighter force became very hazardous as hunters became hunted by Mosquito night fighters. From a few Blenheims cruising around enemy night bomber bases in the winter of 1940/41, night intruding had grown to major proportions by the end of the war.

On the other side of the Channel, attempts were made to carry out similar operations but, thanks to the RAF's staunch allies, Hitler and Goering, failed to make much impression. An aircraft shot down over the Reich was a useful piece of propaganda, one over its home base was not!

Little has been written on the German night intruders and this book fills a useful gap on the bookshelf. Using many German survivors' stories, it traces the development of German intruder operations from their earliest days to the final fling in March 1945 when 142 Ju 88s were sent, belatedly, to mingle with Bomber Command's returning aircraft. They shot down 24 aircraft but it was far too late to have any effect by then; 24 Ju 88s were lost or crashed during the operation and ten more were damaged.

When allowed to intrude, the German force did manage to find RAF aircraft even in the early days, mainly due to the large numbers of training aircraft flying in small areas. No.11 OTU was a particular victim as its Wellingtons circled the Bassingbourn area but various other training types, and a number of returning bombers, met their ends at the hands of Ju 88s and Do 217s whose losses were also high.

RHODESIAN AIR FORCE
by W.A.Brent
Midland Counties £4.95

This is a useful short history in 36 pages of the Rhodesian Air Force between 1947 and 1980. Illustrated with 65 photographs, twelve of them in colour, and drawings of squadron badges, it has short histories of its squadrons, details of aircraft used with individual details, serial blocks, crashes and a roll of honour.

FROM MOTHS TO MERLINS
by Robin J Brooks
Meresborough Books £4.95

A history of West Malling is overdue but this small volume relates the story of first the civil airfield and then the RAF station that became famed as a night fighter base, although other types of squadrons also were to be found from time to time. After the Auxiliaries of No.500 Squadron were disbanded in 1957, the US Navy moved in and some civil flying continued.

70 JAAR MARINELUCHTVAARDIENST
by N. Geldhof

Available through specialist bookshops

Despite being printed in Dutch, anyone with an interest in naval aviation should be interested in this 230-page volume tracing the history of the Royal Netherlands Navy's air arm from before World War One to the present day. The photographs are excellent and reproduced on art paper and a valuable appendix lists all the aircraft used with details of former and subsequent identities, constructor's number and write-off details.

MESSERSCHMITT BF 109 INTO THE BATTLE
by Michael Payne
Air Research £5.95

Similar in format to the RAF Thunderbolt book, the 48 pages of this volume contain a good selection of photographs and drawings of the camouflage and markings used by Bf 109Es during the Battle of Britain. The cover gives five more side-views in colour. There is also a set of unit emblems as carried on the Bf 109E.

The text gives a brief account of the development and activities of the aircraft during this period of the war.

SAUNDERS AND SARO AIRCRAFT SINCE 1971
by Peter London
Putnam - £20.00

A welcome addition to the lengthening row of 'Putnams' on the bookshelf covers the Saro company and its predecessors. The early history of Saunders-Roe with its boat-building activities needed to be set out in an orderly manner.

Saunders meant well-made hulls for flying boats and many were supplied for other firm's products. Oddly, Saro were not particularly successful in their own designs and their production lines were extremely short. One of the longest production runs was for the Lerwick and this was only because in the dire straits that Coastal Command found itself on the outbreak of war, even the most worrisome of flying boats was better than none. Production ended at No.21.

Post-war Saro built the Princess flying boat, doomed by the vast number of free concrete runways available as a result of airfield building during the war. A promising fighter was wrecked by the inane idea of Duncan Sandys that there was no future for manned fighters. A Conservative Government could hardly miss such a chance of saving money and Saro slipped away.

