

Christchurch Aerodrome 1926-1970

Part 2

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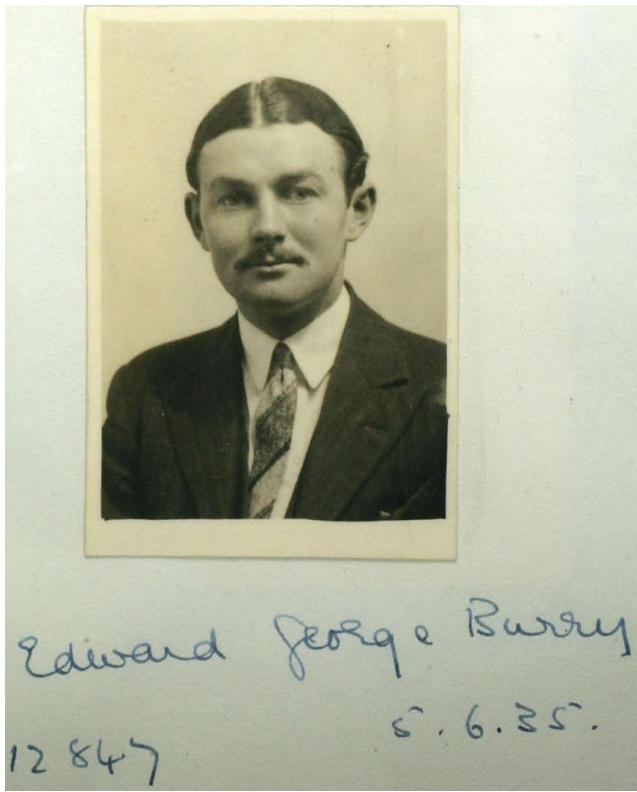
Christchurch Personalia



Denys Corbett Wilson who flew his aeroplane from the clifftop at Highcliffe on the 18th June 1913. Born in Surrey on 24th Sept 1882, he held French licence No.722. He was killed in action at Fournes on the 10th May 1915.



Francis Fisher. The man responsible for the evolution of Christchurch Airfield from a collection of small strips into a proper airfield and airport in the mid 30s.



Edward George Burry, son of the owner of Mudeford Farm and Burry's Field.

BURRY, Edward George		12847
Mudeford Farm, Christchurch, Hants.		
<i>Born</i>	13th June, 1913	at Christchurch, Eng.
<i>Nationality</i>	British	
<i>Rank, Regiment, Profession</i>	Farmer	
<i>Certificate taken on</i>	DH.60 X Moth. Cirrus II. 75	
<i>At</i>	Hampshire Aeroplane Club, Southampton.	
<i>Date</i>	5.6.35.	

Edward George Burry, Civil aviator's certificate.

3869

BURRY, Harold Walter

Staple Cross Farm, Burton, Christchurch,
Hants

Born 20th June 1898 *at* Staple Cross Farm,
Christchurch, Hants

Nationality British

Rank, Regiment, Profession Farmer

Certificate taken on Caudron Biplane

At Bournemouth Aviation School, Bournemouth

Date 21st November 1916

Duplicate sent 13.3.19

Royal Aero Club copy of licence details for Harold Walter Burry, uncle of Edward George Burry.

Walter Burry, who owned nearby Staple Cross Farm served in both the first World War and World War Two. (The Burry family information thanks to Vanessa Papvgeris.)



Alan Cobham, who with his National Aviation Day displays possibly did more to encourage aviation in the UK than any other person. Vice-president of the Bournemouth Flying Club in 1938.



Roderick Farquarson, member of the Bournemouth Flying Club circa 1938.



Walter Coates, member of the Bournemouth Flying Club circa 1938.



John Potheary, CFI Christchurch Aero Club



Tom Marshall, one of the founders of Christchurch Aero Club



Ron Hayter, instructor at Christchurch Aero Club and later CO of 622GS.



Ron Clear, Airspeed test pilot, joined Airspeed and became a test pilot in the late Thirties. Spent much time test flying the Horsa. Also flew the Ambassador and was also at the controls when AS.57 production prototype G-ALFR shed its engines at Christchurch on 13 November 1950. He retired in 1980.

Below is a 14 Nov 1950 Newspaper report on the rather undignified landing of the Ambassador Prototype

WAR CRIMINAL, ACCORDING TO ...

Air liner loses engines in landing accident

WHEN the first production model of the Airspeed Ambassador, Britain's newest air liner, landed heavily in gusty weather at Christchurch Aerodrome (Hants) yesterday, both its engines broke away from their mountings in the wing.

The aircraft bounced into the air, touched down on the runway again, and ran along without the engines before coming to rest.

The Airspeed test pilot, Mr.

Ronald Clear, and his crew, who had taken the Ambassador on a routine test flight, were unhurt and climbed out only slightly shaken.

The Ambassador is a 47-seater aircraft and 20 have been ordered by British European Airways. It has a maximum cruising speed of 312 miles per hour, and a range of just over 1,600 miles.

An official of Airspeed, Ltd., said the damaged Ambassador was one of three prototype machines under test development.

"She was doing some fairly critical landing tests as part of the extreme development programme," he added.

"She suffered a heavy landing, so much so that, under the stress, both engines broke away from their moorings and the undercarriage was damaged, although not enough to prevent the 'plane being towed back to the hangar."



George Errington, Airspeed test pilot

Joined Airspeed in 1934 as an inspector at Heston. Later became a test pilot and then chief test pilot from 1935 till the company was absorbed into de Havillands. His notable test flights from Christchurch included the AS.51 Horsa (DG597) and the AS.57 Ambassador (G-AGUA). He was killed in 1966 in the crash of the HS.121 Trident G-ARPY. The aircraft entered a superstall and crashed near the village of Felthorpe in Norfolk killing all four crew. The newspaper obituary below from the Christchurch Times of 10 July 1966 includes details of his interesting career.

MAN OF ADVENTURE DIED TESTING 'SAFEST' PLANE

IN four decades George Errington flew most kinds of aircraft through practically every sort of experience in almost all the countries there are. At the age of 64, and some four months prior to retiring, sitting as second pilot in what is one of the safest aeroplanes in the world, of a fine summer evening over Norfolk, he died.

Had George Errington survived the crash of the Trident being tested last Friday evening, this experience too would have been added to his unending fund of stories to be related with dry relish. One can hear him saying "... and there we were ... quite definitely running out of sky ... in a big way".

But although G. B. S. Errington had done so much, no one could have been more modest. He did such extraordinary things. Like making all the arrangements for and then flying on his own an aircraft bought in South America and wanted in Mexico, or delivering an aircraft to China (in the thirties) or being the first man to fly the east-west crossing of South America in a single-engined jet, or running a 1912 vintage Bentley which (for a time at any rate) he refused to disfigure by displaying on it the road licence which, of course, he bought.

The fact appeared to him to be of no more than anecdotal significance that these ventures took him across miles of Amazonian forest, or alone over the Andes or face to face in an Exeter car park with a large Devon policeman who waited by the old Bentley for the driver's return especially to tell him what a magnificent motor car it was, touch his helmet and move off.

It is impossible to remember



One of the last photographs of Mr. George Errington was taken by the Christchurch Times when he spent a happy evening with his old Airspeed colleagues at the first reunion dinner held at the Chewton Glen Hotel on April 15.

George Errington without his zest for life and fun. As chief test pilot at de Havillands up the road he would naturally spend a lot of

time out on the airfield. To summon him back to his office near the control tower there was pointed, through an open window, one of those most complex spiral motor horns fitted, at the small end, with an enormous rubber bulb, and on top, with one of those bandsmen's music clips (shaped like a harp) in which instructions to the operator were permanently displayed. It read "One toot ... tea's up. Two toots ... you're wanted on the 'phone. Three toots ... the managing director's sent for you. Four toots ... you've got the sack!"

But his quiet, measured, detached mien may well have done more than was done by any other individual to embellish the English reputation abroad, and the good name of British aircraft. In Chile he directly followed a somewhat colourful invasion by a large USA sales force motivated by a deep-seated urge to sell an American aircraft, and dressed up for the part. George followed in his shirt sleeves, green and white spotted bow tie, with the Vampire! He wasn't awfully keen on Americans. He didn't like their methods!

DIPLOMAT

George's father was Canon Errington. He had a brother also in the cloth. George himself would have made a wonderful parson. He was a man who would have been successful at any metier. He was a diplomat. When landing from a demonstration flight in Japan he was asked by a Japanese journalist why he flew the aircraft so much upside down. "Japan is a very beautiful country", he replied. "You can see so much more of it that way!"

He had an insatiable desire to fly above high mountain ranges and over vast oceans. He collected clocks: chiming clocks. Whenever he managed to get them all going nearly right on time, there was bedlam at about the hour of chiming!

It is a measure of his character that even in recording the saddest and most dreadful moment in his life, so many happy incidents come to mind.

George loved his work at Christchurch. No factory can ever have had a more loyal and enthusiastic ambassador. A man of great

character himself, he drew out the great characteristics in others. He was sincerely and genuinely (and justifiably) proud of the achievements of the Airspeed team at Somerford. From his last speech in the district made at the first Airspeed reunion which he organised only a couple of months ago, we reported these words:

"When a body of men, by the exercise of talents and initiative, contrived to make history, it is good to reassemble and look back to be refreshed by these achievements, to take strength from a tradition and to be refreshed by the fact that you were supreme in your particular industry at a time when the British aircraft industry was itself supreme."

HIS CONTRIBUTION

And whether he was delivering Envoys or testing Spitfires or towing Horsas or demonstrating Vampires, or flying Comets or helping to develop the Decca Flight Log, or relaxing in his beloved Ambassador, George Errington contributed in a big way to achieving that supremacy for Britain. It could never be said that in his flying, he became part of the machine. Rather one should say that the machine became part of him.

There is a difference!

George Bertram Sainsbury Errington, OBE, AFRAeS, MSLAE, born in 1902 was educated at Uppingham School and Sheffield University. He started his career as an engineering apprentice with Vickers Ltd. in 1922. He obtained a pilot's licence in 1929 and subsequently became a full-time test pilot engaged in experimental and development work.

He was appointed Chief Pilot at Airspeed Ltd. in 1939 and continued in this capacity during the whole of their era in Christchurch.

In addition to old English clocks and motor racing, George Errington's full and colourful life embraced a keen interest in music and the study of flowering shrubs.

His funeral took place in Ellingham Church yesterday afternoon. He is survived by a widow (daughter of Major Colin Ziegler of Ringwood), two sons and a daughter.



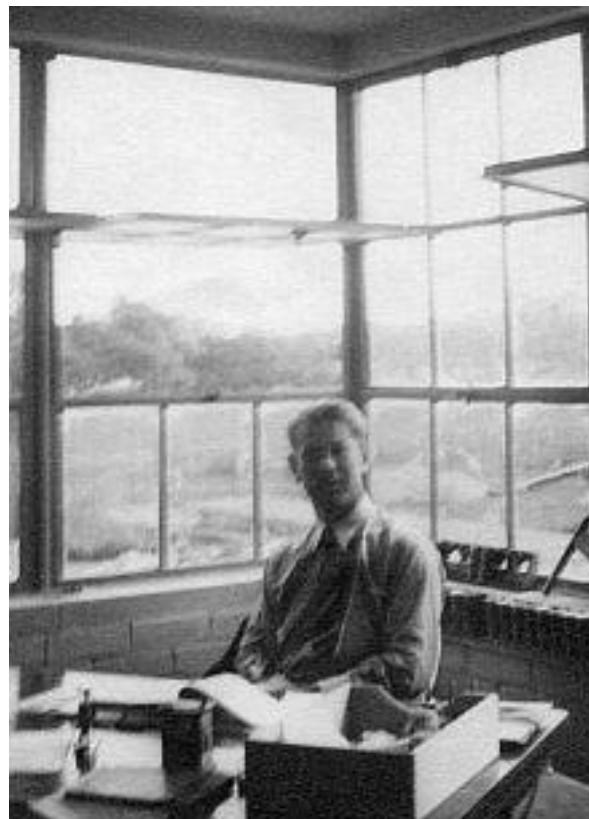
Lt Cdr Jock Elliot (1921-1975) ,Airspeed/DH...Sea Vixen test pilot. He joined DH in 1954 and became the Chief test pilot at Christchurch. He was at the controls for the first flight of the Sea Vixen (XF828) on 20th July 1955.



W A Tamblin, Airspeed/DH chief designer at Christchurch.



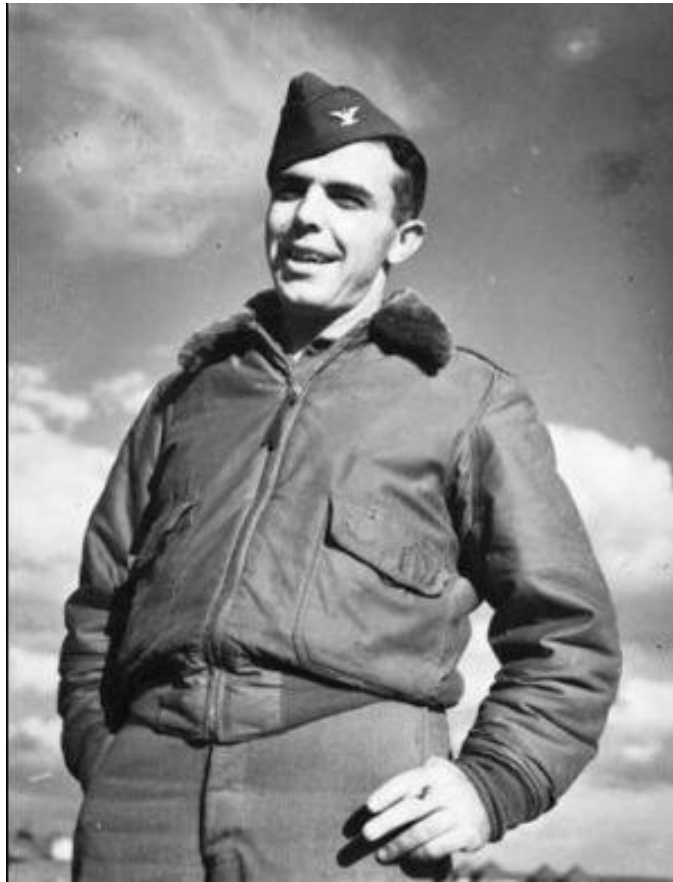
John Cunningham (1917-2002) , DH chief test pilot, Airspeed. Joined DH in 1938 but spent WW2 in the RAF. Returned to DH in 1946 and became chief test pilot in 1946..



Brian Field, Airspeed test pilot during WW2:was a test pilot with Airspeeds during the war years. The picture above shows him in the Flight Office at Christchurch (Photo Bernard Stokes via John Havers Collection). In March 1940 he accompanied three Airspeed Oxford Mk Is (P1984, P1993 and P2002) delivered to Iran where they were assembled and test flown. Later he spent time testing Horsas.

The men of the 405 Fighter Group ,USAAF

many of these photos , including most with "in the photo" captions , are from the 405FG website.



Col. Robert Delashaw. 405 FG, USAAF (Born 1914 in Whitesboro, TX), ~
Retired from Air Force Nov 1 1969.





Lt. John W. Drummond
Ninth AAF / 405th FG, 510 FS

Lt John W Drummond, 510FS, 405FG USAAF



Capt. William B Taylor, 405FG USAAF



Capt. Bruce F Parcell, 405FG USAAF



Lt. Howard I Price. 405FG USAAF



Lt Marvin E Leinweber.405FG USAAF



Lt Paul R Ellison.405FG USAAF



Lt Walter R Davis.405FG USAAF



Lt Leon C Sparkman.405FG USAAF.



Lt Boleslaw Kociencki.405FG USAF



Lt Ralph E Hinckley.405FG USAAF



Lt Col. Harris S. Boyce.510 FS. 405FG.



Lt H G Knight 405FG Ordnance Officer. (Photo from 405 FG website)



Lt Charles D. Mohrle



Cpl Casimer Gardocki



Lt William S. Wood





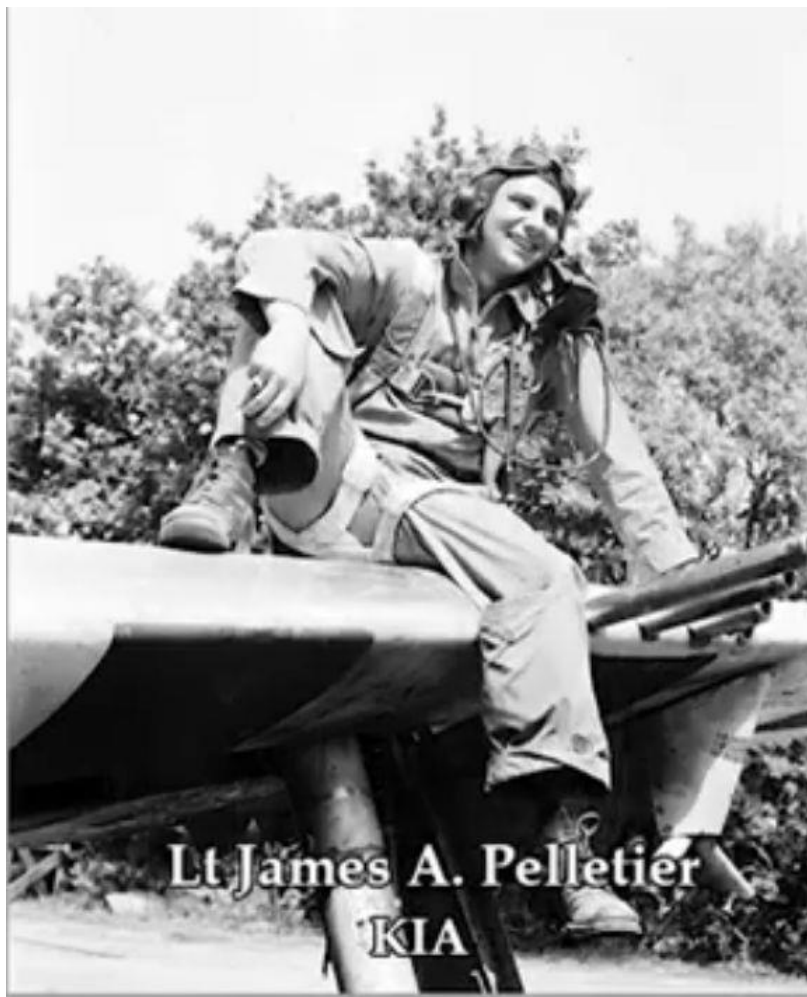
Lt Benjamin F. Savage
KIA



Lt Basil L. Poole



Capt Stanley L. Koslow



Lt James A. Pelletier
KIA



Lt Lester K. Ross



Cpl Grant E. DeLong



Lt George W. Orange



Lt Ralph Hinckley

Lt Ralph Santasiero



Capt Robert D. Neeld



Capt Martin J. Murray



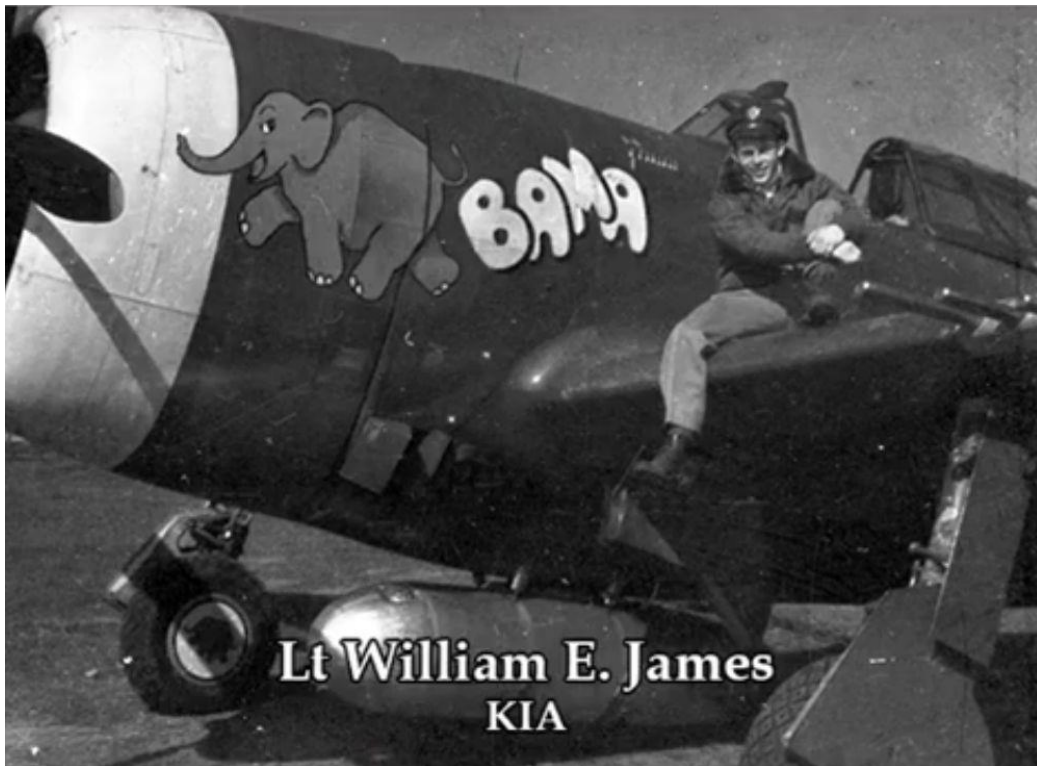
Lt John A. McNeely Jr
KIA



Lt Edwin A. McGachan



Capt Glenn T. Martin









Lt Paul R. Ellison
POW



M/sgt Robert L. Fricks **M/sgt J. G. Allrod Jr.**



Maj Bruce F. Parcell 510th FS Commander
KIA



Lt John W. Drummond
POW



Cpl Stanley S. Stone Cpl Francis B. Jones Cpl John A. Icaavatta
Lt Charles Mohrles



Lt Boleslaw Kocienski
MIA







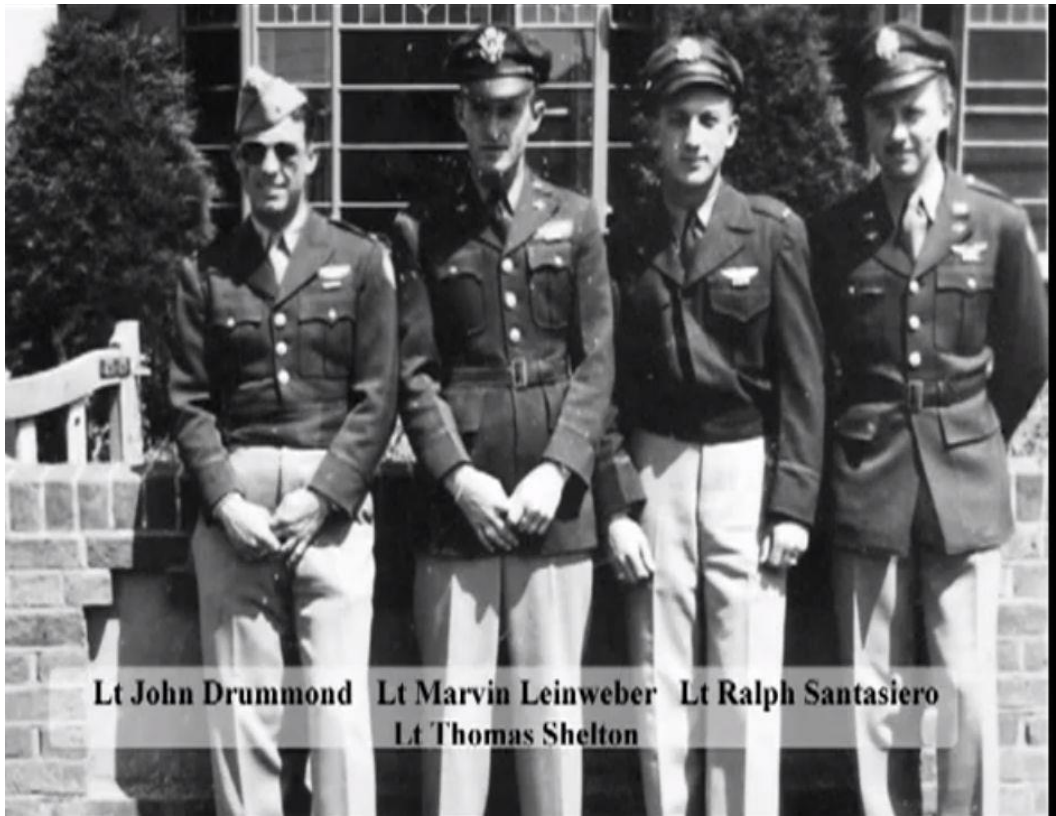
M/sgt Guy L. Joy Sgt John W. Johnson



Unknown group – does anyone recognise anyone.



Note the style “405 FBG” Fighter Bomber Group.





Lt Ed McGachan Lt Thomas Shelton Lt Stanley Koslow
Lt John Zeltwanger Lt Ralph Santasiero



Lt. Jim Pelletier Lt. Charles Mohrle Lt. Ralph Santasiero
Lt. Elwood "Woody" Wilson



Life at Bure Homage.





The 405FG at Christchurch.



The 405 Fighter Group USAAF arrived at Christchurch during March 1944 in preparation for the D-Day (Operation Overlord) offensive. The airfield had been prepared with a steel mesh (BRC/British Reinforced Concrete Mesh) runway laid by Company A of the USAAF 833rd Engineers Aviation Battalion on "new" land to the south of the existing airfield.

There were 3 Squadrons of P-47D Thunderbolt aircraft with a total strength of approximately 40 aircraft. The Group remained at Christchurch throughout the initial D-Day offensive, moving out at the end June.

The Group's stay at Christchurch was marred by a number of crashes including one on the 29th June when 16 civilians were killed when two aircraft crashed on a house on the airfield boundary.



Reproduced on the following pages are a number of photos of the 405 Fighter Group at **Christchurch** (USAAF Station 416) during the spring of 1944. Most of the images were sent to me by an anonymous sender - presumably in the US. Efforts to contact via the email address just bounced .So, if anyone knows the origin of the photos, or has any additional information please **contact me**.





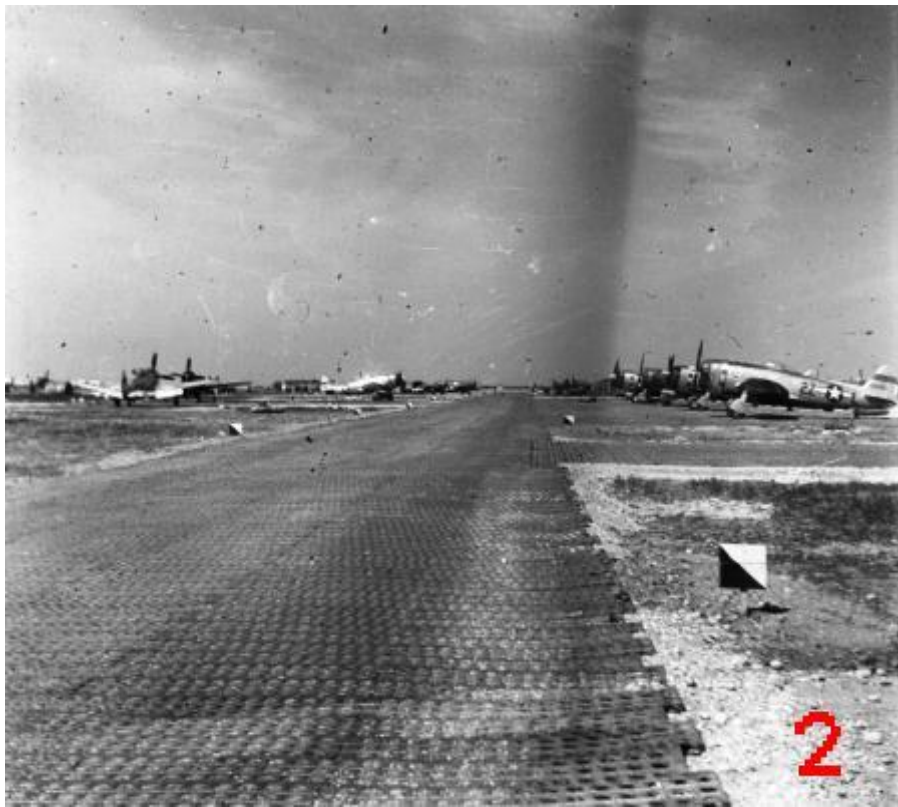


Image 1: The building is Bure Homage House. This was used as an Officers Mess by the 405FG. After the war used for a time by the Royal Signals and demolished in 1957. Image 2: A view looking along the Pierced Steel Planking taxiway.





Image 3: A P-51 Mustang parked among the P-47s and in Image 4 a close up.

~





Image 5 shows the tented accomodation used by the 405th. Image 6 - A P47D landing on the Steel Matting Runway.



Image 7: More of the encampment .Image 8- A misty day with taxiing P-47s on left ,parked aircraft and Steel mesh vehicle way on right.



Image 9:P-47D The Bug:

Image10."K-Kid"



Image 11:A group of 405FG pilots. Image 12:P-47s at dispersal.



Image 13: Dispersal.



Image 14: Early morning take off D-Day 6th June 1944.



These two show the front of Bure Homage, and the photo top of next page shows the stableyard entrance.



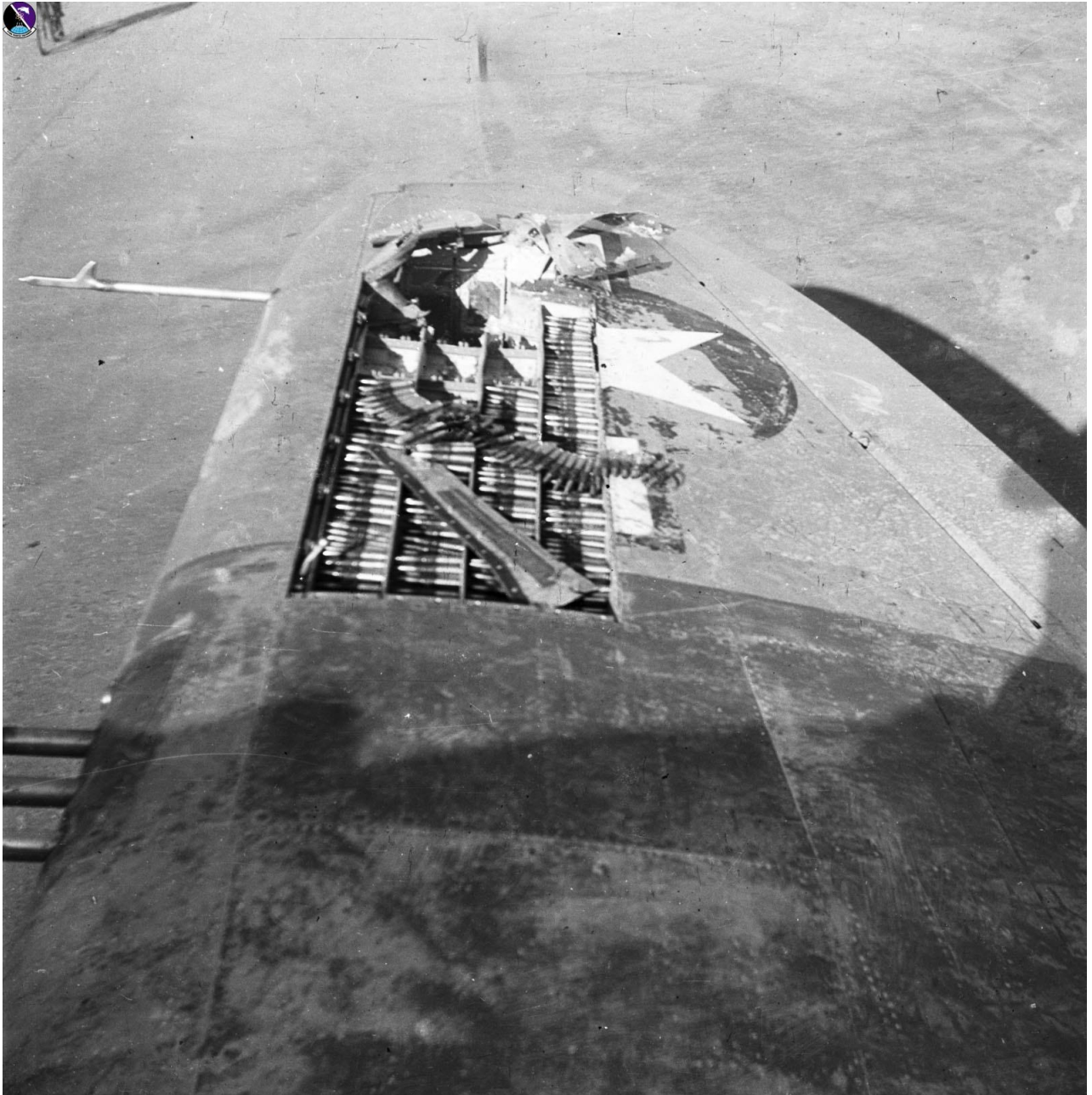
The outbuildings at Bure Homage were used as the base PX



This grand edifice was the 511FS Officers Club.



Below: the men of 510 FS (Photo via Howard Cutler.)



More of the 405FG aircraft.



41-6538 "California"



42-8669 "Mormon Meteor"



42-25507 "Huckle De Buck"



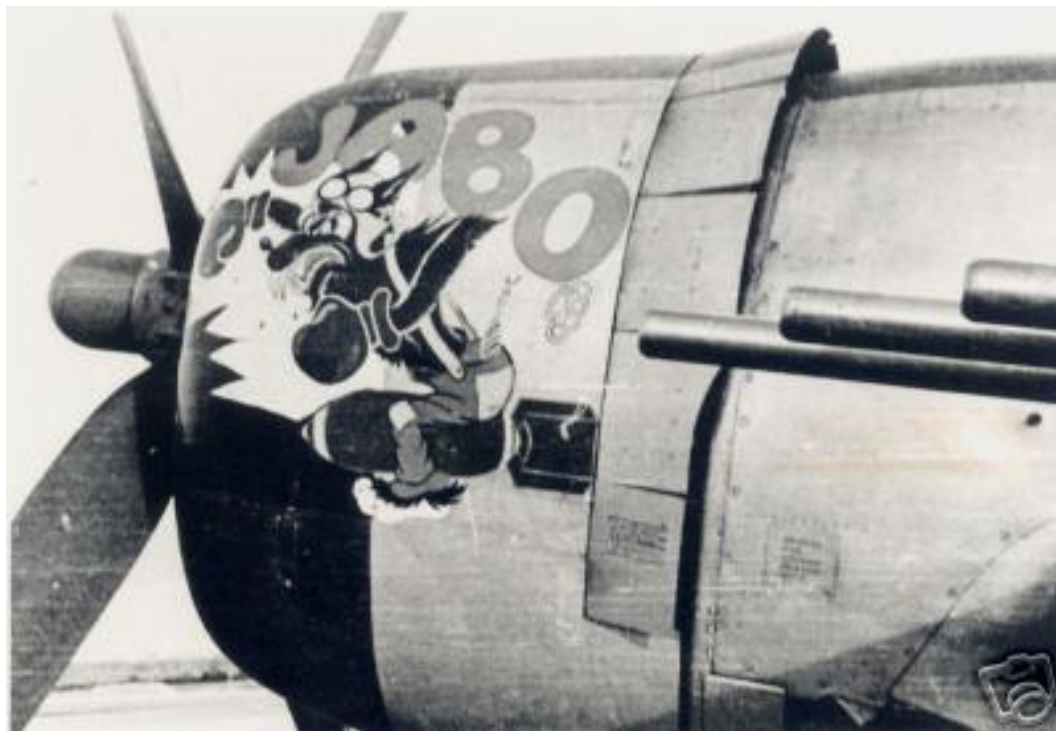
42-25520 "Georgia Peach II"



42-25577 "Fat Cat"



42-25718 "Little Lulu"



42-25990 "JABO"



42-26250 "Turtle No.9"



42-27181 "Red Hot Mama"



42-27210 "Look No Hands"



42-28370 "Stinkey"



42-29150 "Dottie May"



42-75409 "Betty"



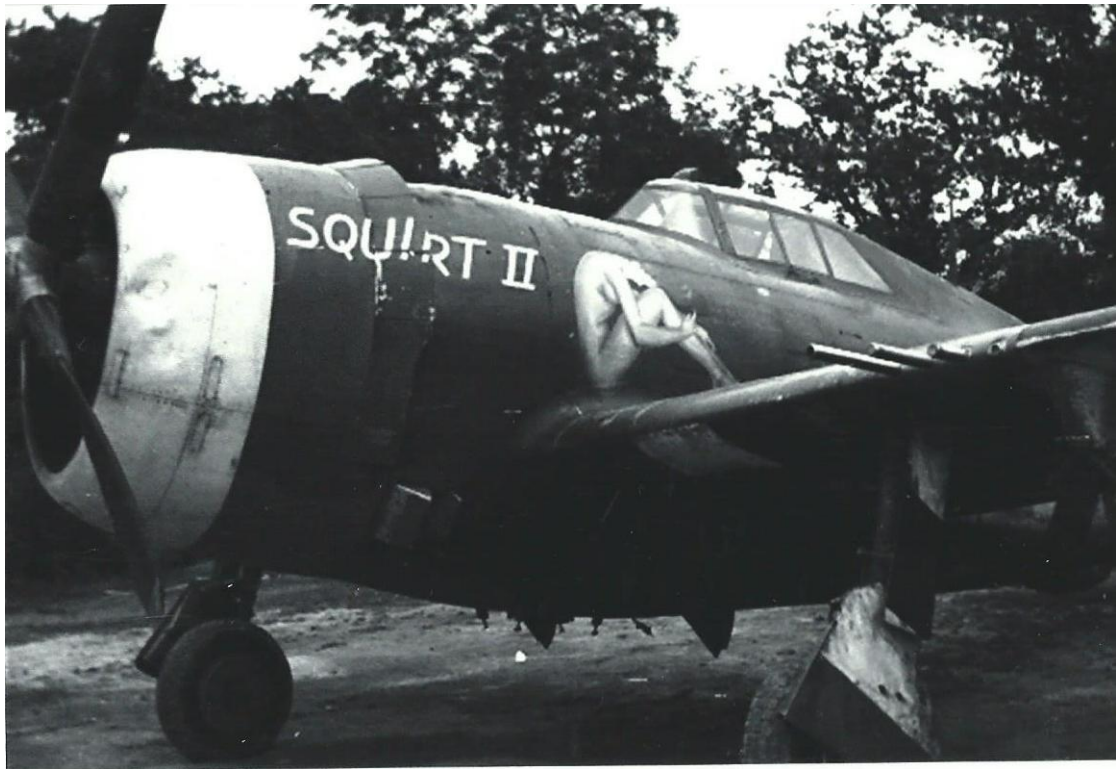
42-76076 "Touch Of Texas"



42-76151 "Peg O' My Heart"



42-76248 "Parson's Wife"



42-76275/2Z-P "Squirt II"



42-76367 "Nancy"



42-76490 "Knobby"



42-76496 "K Kid"



42-76553 "Bug"



42-76588 "The Scarab II"



42-76591 "Yankee Tarheel"



42-76556 "Vonnie"



'Lt Julian Morford, 511th FS, with his razorback at Christchurch shortly after D-Day. Note invasion stripes on aircraft in background. Aircraft is 42-26327



42-27316/G9-7





"Topsy" 42-76520 with Lt Col Harris Boyce.



42-25718 Little Lulu

Airspeed and De Havilland Production at Christchurch

AIRSPEED PRODUCTION AT CHRISTCHURCH

If you think you have any information that may add to that below or any corrections , then please email me at daveg4otu@aol.com

AS51 HORSIA I

Prototypes DG604 and DG609 were brought to Christchurch (from Salisbury Hall) and assembled for their first flights at the hands of George Errington on 15-02-42 and 12-04-42 respectively.

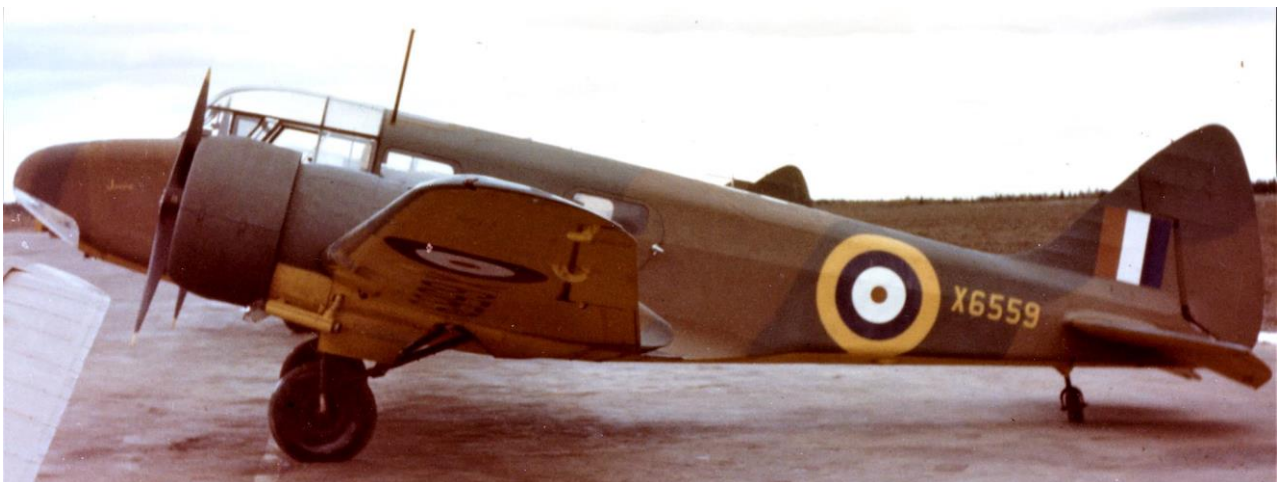
HS101 to HS150 (Contract Acft/1664) Delivered between Jul 42 and Nov 42
HS101 f/f at Christchurch late July 1942 by George Errington.
HS110/119/138/139/147 to USA
LH942 to LH976 (Contract Acft/1689)
LJ101 to LJ144 (Contract Acft/1689)
LJ157 to LJ193 (Contract Acft/1689)
LJ206 to LJ241 (Contract Acft/1689)
LJ256 to LJ291 (Contract Acft/1689)
LJ271 converted to MkII
LJ303 to LJ344 (Contract Acft/1689)
PF690 to PF725 (Contract Acft/1689) Delivered between Nov 43 and Apr 44
PF739 to PF770 (Contract Acft/1689) Delivered between Nov 43 and Apr 44
PF786 to PF817 (Contract Acft/1689) Delivered between Nov 43 and Apr 44
RJ111 to RJ143 (Contract Acft/1689) Delivered between Apr 44 and Jun 44
RJ150 to RJ196 (Contract Acft/1689) Delivered between Apr 44 and Jun 44
RJ212 to RJ231 (Contract Acft/1689) Delivered between Apr 44 and Jun 44

AS58 HORSIA II

RN309 to RN349 (Contract Acft/1689) Delivered between Aug 44 and Mar 45
RN362 to RN405 (Contract Acft/1689) Delivered between Aug 44 and Mar 45
RN418 to RN459 (Contract Acft/1689) Delivered between Aug 44 and Mar 45
RN473 to RN520 (Contract Acft/1689) Delivered between Aug 44 and Mar 45
RX534 to RX583 (Contract Acft/1689) Delivered between Mar 45 and Apr 45

Additional information. (from Mike Phipp)

DK353 (pre-production) Flew at Christchurch 29-05-42 (may not be f/f)
Pilot- George Errington.
DP279 (first produced by Harris Lebus) f/f at Christchurch 01-06-42.
Pilot- George Errington.
DP714 (first produced by Austin Motors) f/f at Christchurch 06-42.
Pilot- George Errington.





AS10 OXFORD I & II

A total of 550 built at Christchurch .(X6520 f/f 22 March 1941,
 first delivery on 25-04-41)
 Contract B66827/40 (delivered between Apr 41 and May 42)
 c/ns 001-250 X6520-6564 ,6589-6623 ,6643-6692 ,6726-6750, 6764-6813 ,6835-6879
 Contract B66827/40 (delivered between Sep 41 and Aug 42)
 c/ns 251-500 X6880-6884,6932-6981 ,7031-7075 ,7107-7156 ,7176/7200, 7231-7265 ,
 7278-7317 (500)
 Contract B128541/40 (delivered between Sep 42 and Feb 43)
 c/ns 501-550 LB469-492 ,513-538 (50)
 c/ns 4303-4311 VB861-869 Produced at Portsmouth but del ex Christchurch Feb 1945

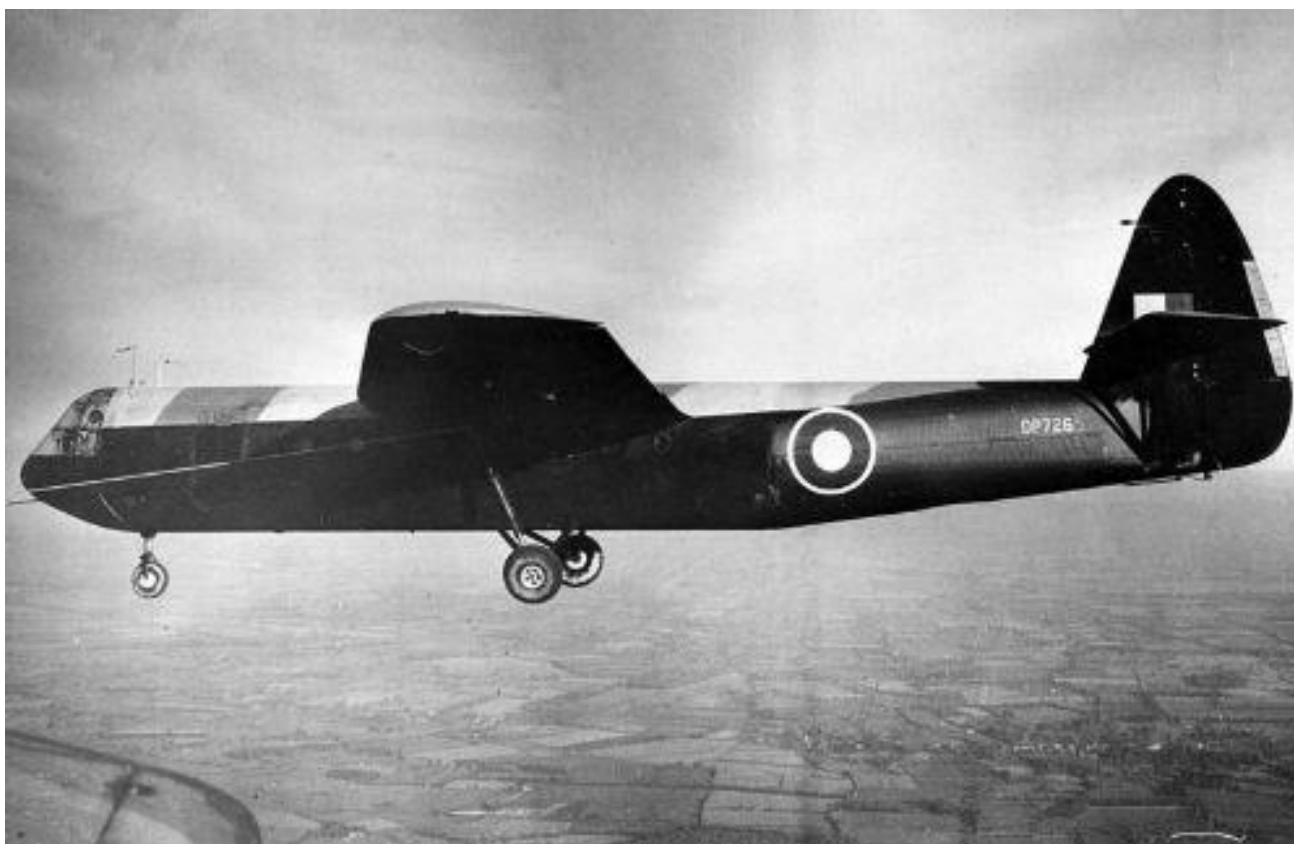
In addition the company retrofitted a quantity (given in some places as 160)of Seafires
 IIcs with Merlin 32 engines.....

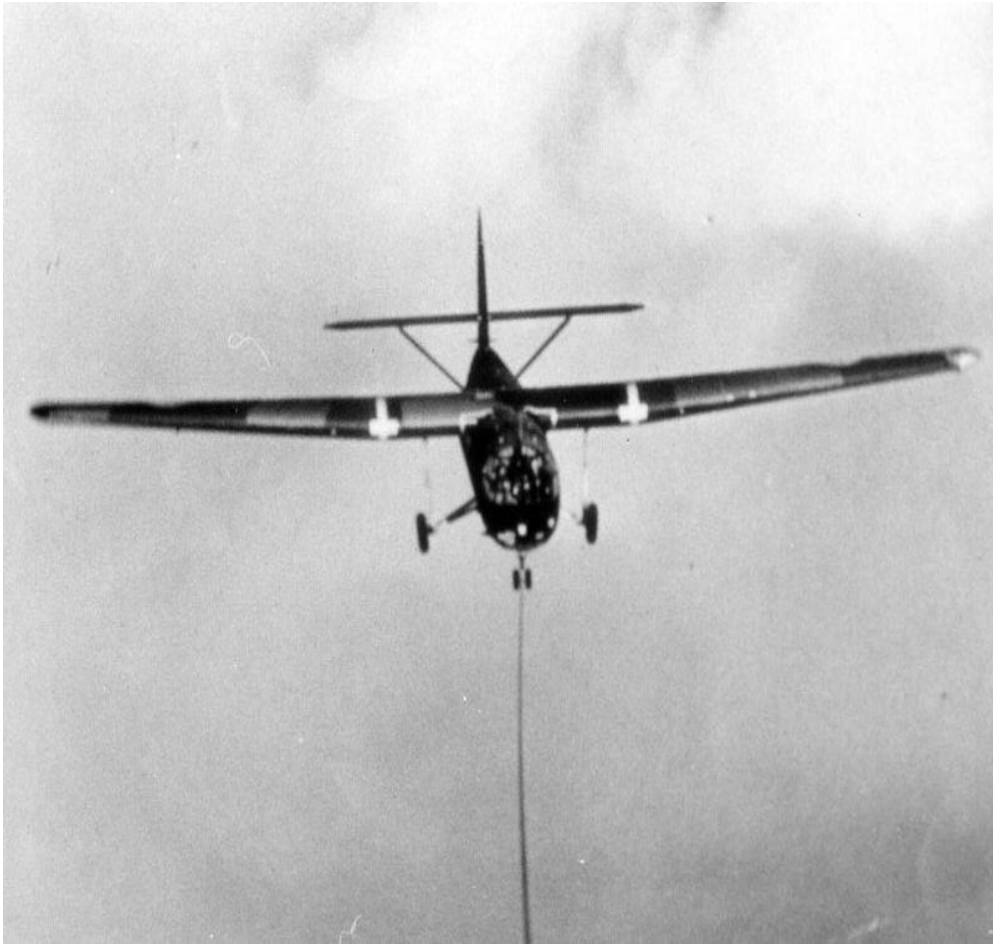
Among the aircraft handled the following have so far been identified.....

- BM302 Seafire IIc (02-05-43 dep 02-05-43)
- LR682 Seafire IIc(u/c collapsed landing Christchurch 21-09-43).To Lee-
 on-Solent 22-12-43.
- LR687 Seafire IIc (04-06-43 fr Wroughton dep 24-06-43 to Lyneham)
- LR688 Seafire IIc (31-08-43 to Cosford)
- LR690 Seafire IIc (04-06-43 fr Wroughton)
- LR690 Seafire IIc (04-06-43)
- LR693 Seafire IIc (13-08-43 to Hawarden)
- LR694 Seafire IIc (13-08-43 from Lyneham)
- LR696 Seafire IIc (28-02-44 to Eastleigh)

LR707 Seafire IIc (30-12-43 fr Hawarden)
 LR711 Seafire IIc (20-10-43 to Lee)
 LR730 Seafire IIc (28-10-43 to Lee-on-Solent)
 LR740 Seafire IIc (22-12-43 to Harwell)
 LR741 Seafire IIc (11-11-43 to Lee-on-Solent)
 LR742 Seafire IIc (17-01-44 to Lee-on-Solent)
 LR745 Seafire IIc (arrived 10-11-43 fr Colerne)
 LR748 Seafire IIc (arrived 02-10-43 fr Colerne)
 LR753 Seafire IIc (31-08-43 fr Lyneham)
 LR754 Seafire IIc (24-10-43 to Lee-on-Solent)
 LR762 Seafire IIc (04-11-43 to Lee-on-Solent)
 LR762 Seafire IIc (04-11-43 to Lee)
 MB123 Saefire Iic (To Heston 11-9-43)
 MB131 Seafire LIIc (arr from Hamble 12-07-43)
 MB135 Seafire LIIc (arr from Hamble 25-08-43)
 MB143 Seafire LIIc (arr from Hamble 17-08-43)
 MB145 Seafire IIc (17-08-43 fr Hamble)
 MB149 Seafire IIC (dep 26-5-43 to Colerne)
 MB150 Seafire IIc (22-10-43 fr Hamble0
 MB152 Seafire IIc (dep 05-060-43 to Lee)
 MB157 Seafire IIc (dep 06-06-43 to Cosford)
 MB194 Seafire IIc (dep 23-06043 to Heston)
 MB196 Seafire LIIc (25-08-43 to Heston)
 MB210 Seafire IIc (28-07-43 to Cosford)
 MB217 Seafire IIc (16-03-44 fr White Waltham)
 MB220 Seafire LIIc (26-06-43 to Lee-on-Solent)
 MB221 Seafire IIc (19-09-43 to Cosford)
 MB221 Seafire IIc (31-08-43 fr Hamble)
 MB241 Seafire IIc (arr from Hamble 29-07-43)
 MB246 Seafire IIc (02-10-43 fr Worthy Down)
 MB248 Seafire IIc (17-08-43 to Heston)
 MB250 Seafire IIC (21-05-43 dep 21-05-43)
 MB252 Seafire IIc (6-43, to Lee-on-Solent 28-02-44)
 MB256 Seafire IIc (dep 23-06-43 to Lee)

MB258 Seafire IIc (17-10-43 to Lee-on-Solent)
 MB261 Seafire Iic (To Heston 29 Sept 43)
 MB267 Seafire IIc (25-08-43 to Cosford)
 MB301 Seafire IIc (04-08-43 to Hawarden)
 MB315 Seafire IIc (cr on arrival- demolished bungalow "Musoka" Caroline
 Avenue, Mudeford 25-06-43)
 MB318 Seafire IIc (dep 17-07-43 to Lee)
 MB998 Seafire IIC (dep 30-5-43 to Lee)
 MD273 Seafire IIc (30-01-44 to Lee)
 NM912 Seafire IIc (dep 01-07-43 to Lyneham)
 NM921 Seafire IIc (04-05-43 dep 04-05-43)
 NM921 Seafire IIc (eng failure on 17-04-43 while on test landed at
 Holmsley)
 NM940 Seafire IIC (04-05-43 dep 22-05-43)
 NM942 Seafire IIc (26-05-43 to Lee-on-Solent)
 NM945 Seafire IIc (18-02-44 to Lee-on-Solent)
 NM946 Seafire IIc (17-09-43 to Cosford)
 NM977 Seafire IIc (arrived 23-05-43)
 NN942 Seafire IIC (dep 26-05-43 to Lee)





A Horsa under tow with Airspeed test pilot Brian Field at the controls.
photo Ralph Viveash via John Havers Collection.



HORSA MK II
GLIDER
AUGUST 1944



Two pictures of Horsa Mk II RN310 shortly after completion. August 1944 (War department photos)



From Charles Mac Kay comes this photo of Christchurch-built LJ114 (Horsa 1) serving with the USAAF (possibly at Aldermaston).

AS57 Ambassador

61 G-AGUA 1st prototype. FF 10-07-47;CofA 05-05-49,to RT665,dismantled1951.
62 G-AKRD "Golden Lion." Second prototype. Flew 26 Aug, 1948;special category C of A. CofA 04-08-49,45,000 Ib; de Havilland propeller tests, 1951; Bristol Proteus 705 development tests, 1953; Rolls-Royce Tyne development tests, March1958 (as MoA G-37-3); Rolls-Royce Dart development tests; still airworthy,1969.scr 11-69
5210 G-ALFR Production Prototype, "Golden Hind" Flew May 1950;CofA 25-05-51. Napiers for Eland tests, 1955;
5211 G-AMAD First production a/c,For BEA as Elizabethan class FF 1.2.51 "Sir Francis Drake" , CofA 19-03-52.
5212 G-ALZN "Elizabethan". FF 10-04-51; CofA 20-08-51, BEA on loan, 22-08-51, delivered, 31-01-53;
5213 G-ALZP "Sir Richard Grenville".CofA 19-12-51, BEA del 28-02-52
5214 G-ALZR "Sir Walter Raleigh." BEA, CofA 12-02-52,del 13 Feb, 1952
5215 G-ALZS "William Shakespeare". CofA 24-01-52,BEA del 25 Jan, 1952
5216 G-ALZT "Sir John Hawkins. CoA 26-01-52,BEA,del 27-01-52
5217 G-ALZU "Lord Burghley".CofA 05-03-52, BEA del 05-03-52
5218 G-ALZV "Earl ofLeicester. CofA 05-04-52, BEA, del 12-04-52
5219 G-ALZW "Sir Francis Walsingham". CofA 28-04-52, BEA del 28-04-52
5220 G-ALZX "Sir John Norris". CofA 29-05-52 BEA del 29-05-52
5221 G-ALZY "Sir Philip Sidney. CofA 10-07-52 BEA del 10-07-52
5222 G-ALZZ "Edmund Spenser". CofA 06-08-52,BEA del 09-08-52
5223 G-AMAA "Sir Francis Knollys". CofA 02-09-52 BEA del 05-09-52
5224 G-AMAB "Sir Francis Bacon". CofA 03-10-52 BEA del 04-10-52
5225 G-AMAC "Sir Robert Cecil". CofA 01-11-52, BEA del 01-11-52
5226 G-ALZO "Christopher Marlowe". CofA 25-11-52 BEA del 25-11-52
5227 G-AMAE "Earl of Essex". CofA 18-12-52 BEA del 18-12-52
5228 G-AMAF "Lord Howard of Effingham". CofA 16-01-53 BEA del 17-01-53
5229 G-AMAG "Sir Thomas Gresham". CofA 04-02-53 , BEA del 04-02-53
5230 G-AMAH "Sir Christopher Hatton". CofA 05-02-53 , BEA del 06-03-53
VP219-248 Ambassador & VS227-236 AS.60 Ayrshire (Military transport) not built.



Above: Ambassador Prototype G-AGUA. (Airspeed photographs via Mike Phipp)

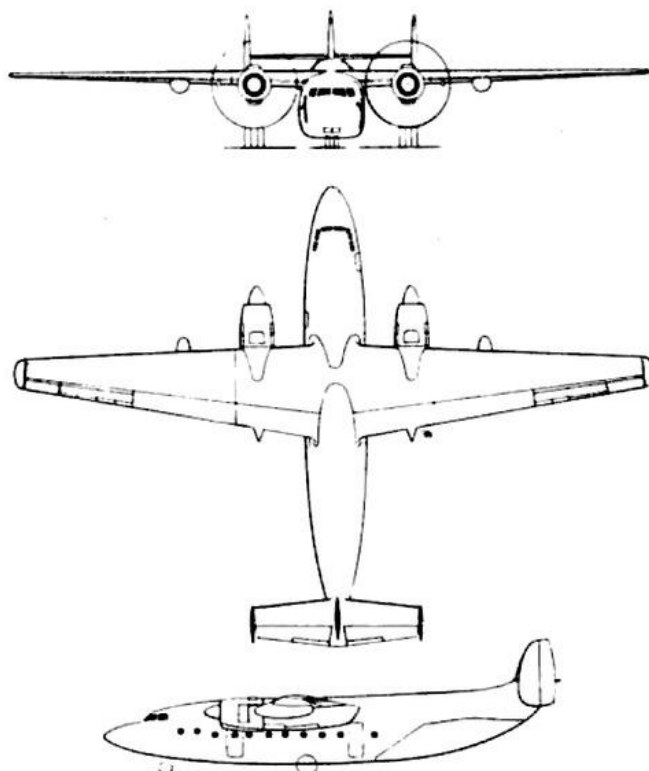


Ambassador second Prototype G-AKRD.





Airspeed photo(20 Sept 1950) of G-AKRD with Ron Clear(test pilot) on right and Capt R.P Mollard(Malayan Airways) on left. BELOW The proposed AS.60 Ayrshire military transport.





This is a DH photo from 1948. Interesting to see the Mosquito B.35s and Warwick Centaurus engine test bed.

DE HAVILLAND AIRCRAFT CO. CHRISTCHURCH PRODUCTION.

NB: The information below was gleaned from mostly the following sources....60 years of Air Britain publications, Putnams "De Havilland Aircraft since 1909" by A J Jackson, various BARG publications, Scramble website and David Watkins' "Venom, The complete history" & "Vampire ,the Complete History". With regard to Vampires and Sea Venoms, there is much confusion over exactly where many aircraft were actually built or assembled from parts built elsewhere. In addition, some aircraft were built at one factory but sent elsewhere for finishing. If you think you have any information that may help fill the gaps , or any corrections , then please email me at daveg4otu@aol.com

MOSQUITO FBVI/B35

RS637 to RS680	FBVI Delivered between 08-04-45 and 07-06-46 (Contract No.3527)
RS693 to RS698	FBVI Delivered between 08-04-45 and 07-06-46 (Contract No.3527)
RS699 to RS723	B.35 Delivered between 28-02-46 and 11-04-47 (Contract No.3527)
VL726 to VL732	FBVI (Contract No.3527)
VR792 to VR806	B.35 Delivered between 10-07-47 and 13-02-48 (Contract No.3527)



Mosquito FB VI.



RS712 Mosquito B.35. Built at Christchurch.

DH115 VAMPIRE T.11/T.22/T.55 (thanks to the recently published
lists on ABiX)





Swedish Vampire T.55 Fv28413 outside the Flight Shed: DH picture via Anthony Way

c/n		
15000	T11	G-5-7 Prototype T11,f/f 15-11-50.Became WW456
15001	T11	WW458 FF 01-12-51 delivered to RN 21/01/52.Pre-production
15002	T11	WW461 delivered to RN22/05/52 Pre-production
15003	T11	WZ414
15004	T11	WZ415
15005	T11	WZ416
15006	T11	WZ417
15007	T11	WZ418
15008	T11	WZ419
15009	T55	RNZAF as NZ5701 Del between 7 and 12/52
15010	T55	RNZAF as NZ5702 Del between 7 and 12/52
15011	T11	WZ420
15012	T11	WZ421
15013	T55	SAAF as 221 Del to Ysterplatz May 52
15014	T11	WZ422
15015	T11	WZ423
15016	T11	RNoAF as PX-E XJ771 del June 1952
15017	T11	WZ424
15018	T11	RNoAF as PX-G XJ772 Del between 7 and 11/52
15019	T11	WZ425
15020	T11	WZ426
15021	T55	RNZAF as NZ5703 Del between 7 and 12/52
15022	T11	WZ427
15023	T11	WZ428
15024	T11	WZ429
15025	T55	222 SAAF Del 1952
15026	T55	RNZAF as NZ5704 Del between 7 and 12/52
15027	T11	RNoAF as PX-M Del between 7 and 11/52 ,....XJ773...
15028	T55	RNZAF as NZ5705 Del between 7 and 12/52 ...Inst.190
15029	T11	WZ430
15030	T55	RNoAF as ZK-X Del between 7 and 11/52
15031	T11	WZ446
15032	T55	RNZAF as NZ5706 Del between 7 and 12/52
15033	T11	RNoAF as ZK-Y Del between 7 and 11/52 XJ775
15034	T11	WZ447
15035	T11	WZ448

15036	T11	WZ449
15037	T11	WZ450
15036	T11	WZ451
15036	T11	WZ452
15040	T55	Swedish AF as Fv28411 del between Feb -July 1953
15041	T11	SAAF as 223 Del 1952
15042	T55	Swedish AF as Fv28412 del between Feb -July 1953
15043	T55	SAAF as 224 Del 1952
15044	T11	WZ494
15051	T11	RNoAF as ZK-Z Del between 7 and 11/52XJ776
15057	T11	WZ455
15059	T11	WZ456
15060	T55	Venezuela as 23A-36 delivered ex Christchur 16-9-52 by seach
15061	T11	WZ493
15064	T55	Swedish AF as Fv28413 del between Feb -July 1953
15065	T55	SAAF as 225 Del 1952
15068	T55	Swedish AF as Fv28416 del between Feb -July 1953
15070	T55	Swedish AF as Fv28417 del between Feb -July 1953
15071	T55	Swedish AF as Fv28414 del between Feb -July 1953
15072	T55	Portugal as 1801 del ex Christchurch 30-10-52
15073	T55	Portugal as 1802 del ex Christchurch 4-12-52
15075	T11	WZ499
15076	T55	Swedish AF as Fv28415 del between Feb -July 1953
15077	T55	SAAF as 226 Del 1952
15079	T55	Swedish AF as Fv28418 del between Feb -July 1953
15080	T55	Iraqi AF as 333 Del 25-5-53
15081	T55	L-151 Lebanon del to Rayak 24-8-53
15126	T55	Swedish AF as Fv28419 del between Feb -July 1953
15127	T11	WZ507
15128	T55	Swedish AF as Fv28420 del between Feb -July 1953
15129	T11	WZ506
15130	T22	XA100 Retained for trials- to A&AEE Feb54
15131	T22	XA101 , to A&AEE Aug 53,sold to RAN arrived 18-6-1959 via SS Canopic Star
15132	T11	WZ509
15133	T55	Swedish AF as Fv28421 del between Feb -July 1953
15134	T55	Swedish AF as Fv28422 del between Feb -July 1953
15135	T11	WZ508
15136	T11	WZ544
15137	T11	WZ545
15138	T11	WZ546
15139	T11	WZ547
15140	T11	WZ548
15141	T11	WZ549
15183	T55	Swedish AF as Fv28423 del between Feb -July 1953
15183	T55	Swedish AF as Fv28423 (confirmation needed)
15184	T55	Swedish AF as Fv28424 del between Feb -July 1953
15185	T55	Swedish AF as Fv28425 del between Feb -July 1953
15186	T55	Swedish AF as Fv28426 del between Feb -July 1953
15187	T55	Swedish AF as Fv28427 del between Feb -July 1953
15188	T55	Swedish AF as Fv28428 del between Feb -July 1953
15189	T55	Swedish AF as Fv28429 del between Feb -July 1953
15190	T55	Swedish AF as Fv28430
15200	T22	XA102 Del to RAF Manby 11-08-53
15201	T22	XA103
15202	T22	XA104
15203	T22	XA105
15204	T22	XA106
15205	T22	XA107
15206	T22	XA108
15207	T22	XA109
15208	T22	XA110
15209	T22	XA111
15210	T22	XA112
15211	T22	XA113
15212	T22	XA114
15213	T22	XA115
15214	T22	XA116

15215	T22	XA117	
15216	T22	XA118	
15217	T22	XA119	
15218	T22	XA120	
15219	T22	XA121	
15220	T22	XA122	
15221	T22	XA123	
15222	T22	XA124	
15223	T22	XA125	
15224	T11	XD375	
15225	T11	XD378	
15226	T11	XD379	
15227	T11	XD380	
15228	T11	XD381	
15229	T11	XD382	
15230	T11	XD383	
15231	T11	XD384	
15232	T11	XD385	
15233	T11	XD386	
15234	T11	XD387	
15235	T11	XD395	
15236	T11	XD396	
15237	T11	XD397	
15248	T11	XD376	
15249	T11	XD377	
15275	T11	XD527	Built at Chester, to Christchurch for finishing 01-06-54
15287	T11	XD398	
15288	T11	XD399	
15289	T11	XD400	
15290	T11	XD401	
15291	T11	XD402	
15292	T11	XD404	*See c/n 15392*
15293	T11	XD424	
15294	T11	XD426	
15295	T11	XD427	
15296	T11	XD428	
15297	T11	XD431	
15298	T11	XD432	
15299	T11	XD442	
15300	T11	XD443	
15301	T11	XD449	
15302	T11	XD450	
15303	T11	XD451	
15304	T11	XD454	
15305	T11	XD460	
15306	T11	XD461	
15307	T11	XD462	
15309	T11	XD511	
15346	T11	XD512	
15347	T11	XD513	
15348	T11	XD514	
15349	T11	XD515	
15350	T11	XD516	
15351	T11	XD517	
15352	T11	XD518	
15353	T11	XD519	
15354	T11	XD520	
15355	T11	XD521	
15356	T11	XD522	
15357	T11	XD523	
15358	T11	XD524	
15359	T11	XD525	
15360	T11	XD533	
15361	T11	XD605	To Flight Refuelling, Tarrant Rushton for modifications.
15362	T11	XD606	To Flight Refuelling, Tarrant Rushton for modifications.
15363	T11	XD607	To Flight Refuelling, Tarrant Rushton for modifications.
15366	T11	XD625	

15367	T11	XD626	To Flight Refuelling, Tarrant Rushton for modifications.
15370	T11	XE816	
15373	T11	XE817	To Flight Refuelling, Tarrant Rushton for modifications.
15374	T11	XE818	
15375	T11	XE819	To Flight Refuelling, Tarrant Rushton for modifications.
15392	T11	XE823	To Flight Refuelling, Tarrant Rushton for modifications.
15393	T11	XE824	
15394	T11	XE825	
15395	T11	XE826	
15396	T11	XE831	To Flight Refuelling, Tarrant Rushton for modifications.
15397	T11	XE863	
15398	T11	XE864	To Flight Refuelling, Tarrant Rushton for modifications.
15399	T11	XE865	To Flight Refuelling, Tarrant Rushton for modifications.
15400	T11	XE866	
15401	T11	XE867	
15402	T11	XE872	
15403	T11	XE873	
15404	T22	XA126	To Flight Refuelling, Tarrant Rushton for modifications.
15405	T22	XA127	To Flight Refuelling, Tarrant Rushton for modifications.
15406	T22	XA128	To Flight Refuelling, Tarrant Rushton for modifications.
15407	T22	XA129	To Flight Refuelling, Tarrant Rushton for modifications.
15408	T22	XA130	To Flight Refuelling, Tarrant Rushton for modifications.
15409	T22	XA131	
15410	T22	XA152	To Flight Refuelling, Tarrant Rushton for modifications.
15411	T22	XA153	To Flight Refuelling, Tarrant Rushton for modifications.
15412	T22	XA154	To Flight Refuelling, Tarrant Rushton for modifications.
15413	T22	XA155	To Flight Refuelling, Tarrant Rushton for modifications.
15416	T11	XE874	
15417	T11	XE875	
15418	T11	XE876	To Flight Refuelling, Tarrant Rushton for modifications.
15419	T11	XE877	To Flight Refuelling, Tarrant Rushton for modifications.
15420	T11	XE878	To Flight Refuelling, Tarrant Rushton for modifications.
15421	T11	XE879	To Flight Refuelling, Tarrant Rushton for modifications.
15422	T11	XE880	To Flight Refuelling, Tarrant Rushton for modifications.
15423	T11	XE881	
15424	T11	XE882	
15425	T11	XE883	
15498	T22	XA156	To Flight Refuelling, Tarrant Rushton for modifications.
15499	T22	XA157	To Flight Refuelling, Tarrant Rushton for modifications.
15500	T22	XA158	To Flight Refuelling, Tarrant Rushton for modifications.
15501	T22	XA159	To Flight Refuelling, Tarrant Rushton for modifications.
15502	T22	XA160	To Flight Refuelling, Tarrant Rushton for modifications.
15503	T22	XA161	To Flight Refuelling, Tarrant Rushton for modifications.
15504	T22	XA162	To Flight Refuelling, Tarrant Rushton for modifications.
15505	T22	XA163	To Flight Refuelling, Tarrant Rushton for modifications.
15506	T22	XA164	To Flight Refuelling, Tarrant Rushton for modifications.
15507	T22	XA165	To Flight Refuelling, Tarrant Rushton for modifications.
15508	T22	XA166	To Flight Refuelling, Tarrant Rushton for modifications.
15509	T22	XA167	To Flight Refuelling, Tarrant Rushton for
modifications. Sold R.A.N 1959 arrived 18-6-1959 via SS Canopic Star			
15510	T22	XA168	To Flight Refuelling, Tarrant Rushton for modifications.
15511	T22	XA169	
15512	T22	XA170	
15513	T22	XA171	To Flight Refuelling, Tarrant Rushton for modifications.
15514	T22	XA172	To Flight Refuelling, Tarrant Rushton for modifications.
15524	T11	XD510	
15633	T22	XG742	To Flight Refuelling, Tarrant Rushton for modifications.
Del to RNAS Stretton 03-11-54			
15634	T22	XG743	To Flight Refuelling, Tarrant Rushton for modifications.
15635	T22	XG744	
15636	T22	XG745	
15637	T22	XG746	To Flight Refuelling, Tarrant Rushton for modifications.
15638	T22	XG747	
15639	T22	XG748	
15640	T22	XG765	
15641	T22	XG766	To Flight Refuelling, Tarrant Rushton for modifications.
15642	T22	XG767	

15643	T22	XG768	
15644	T22	XG769	To Flight Refuelling, Tarrant Rushton for modifications.
15645	T22	XG770	Sold to RAN 08-08-57 at Nowra
15646	T22	XG771	To Flight Refuelling, Tarrant Rushton for modifications.
15647	T22	XG772	To Flight Refuelling, Tarrant Rushton for modifications.
15648	T22	XG773	To Flight Refuelling, Tarrant Rushton for modifications.
15649	T22	XG774	To Flight Refuelling, Tarrant Rushton for modifications.
15650	T22	XG775	
15651	T22	XG776	Sold to RAN arrived 18-6-1959 via SS Canopic Star
1959			
15652	T22	XG777	del to RNAS Lossiemouth 25-05-55

T.11s Total 123(+ prototype and 2 pre-production aircraft). Delivered between 01/03/52 and 11/03/55.

T.22s Total 73 delivered between 26/05/52 and 25/05/55

58 T.11 and T.22 aircraft flown initially to Tarrant Rushton (1954/where Flight Refuelling Ltd carried out flight testing and delivery to RAF

43 aircraft for foreign air forces :delivery details.

NZ5701 to NZ5706 RNZAF delivered between 29/04/52 and 15/12/52

221 to 226 South African AF .del between 26/05/52 and 29/09/52

PX-E/15016 (XJ771), PX-G/15018 (XJ772), PX-M/15027 (XJ773), R Norwegian AF (T.11s),

ZK-X/15030 (XJ774), ZK-Y/15033 (XJ775), ZK-Z/15051 (XJ776) .R Norwegian AF (T.11s)

del between 26/06/52 & 10/11/52

2A-36 (15060) Venezualan AF del 16/09/52

5801 & 5802 Portuguese AF del 30/10/52 & 04/12/52

333 Iraqi AF del 25/03/53

28411 to 28430 R Swedish AF del between 07/02/53 and 02/07/53

L151 Lebanese AF del 24/08/53

Trials and development aircraft

The aircraft listed below were used or modified at Christchurch for a variety of test and trial purposes.

Dates given are the approximate dates that each aircraft was present at Christchurch.

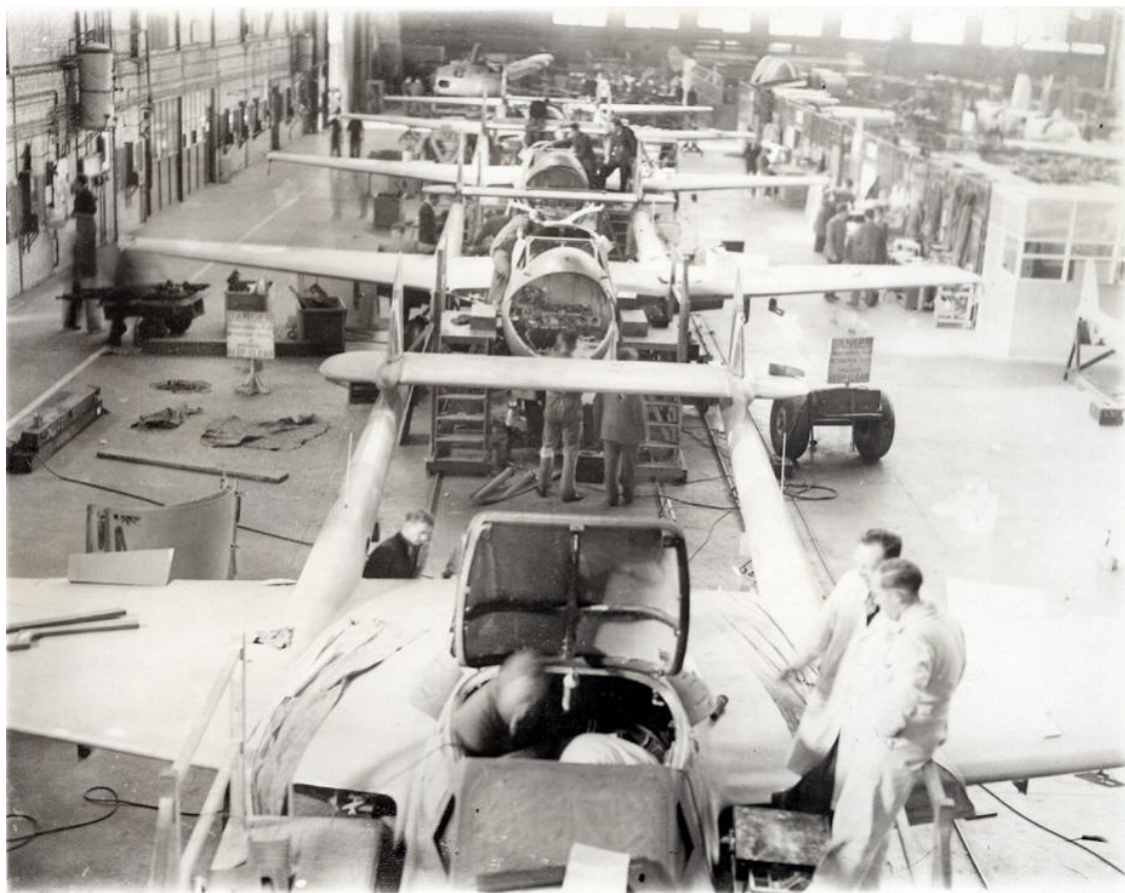
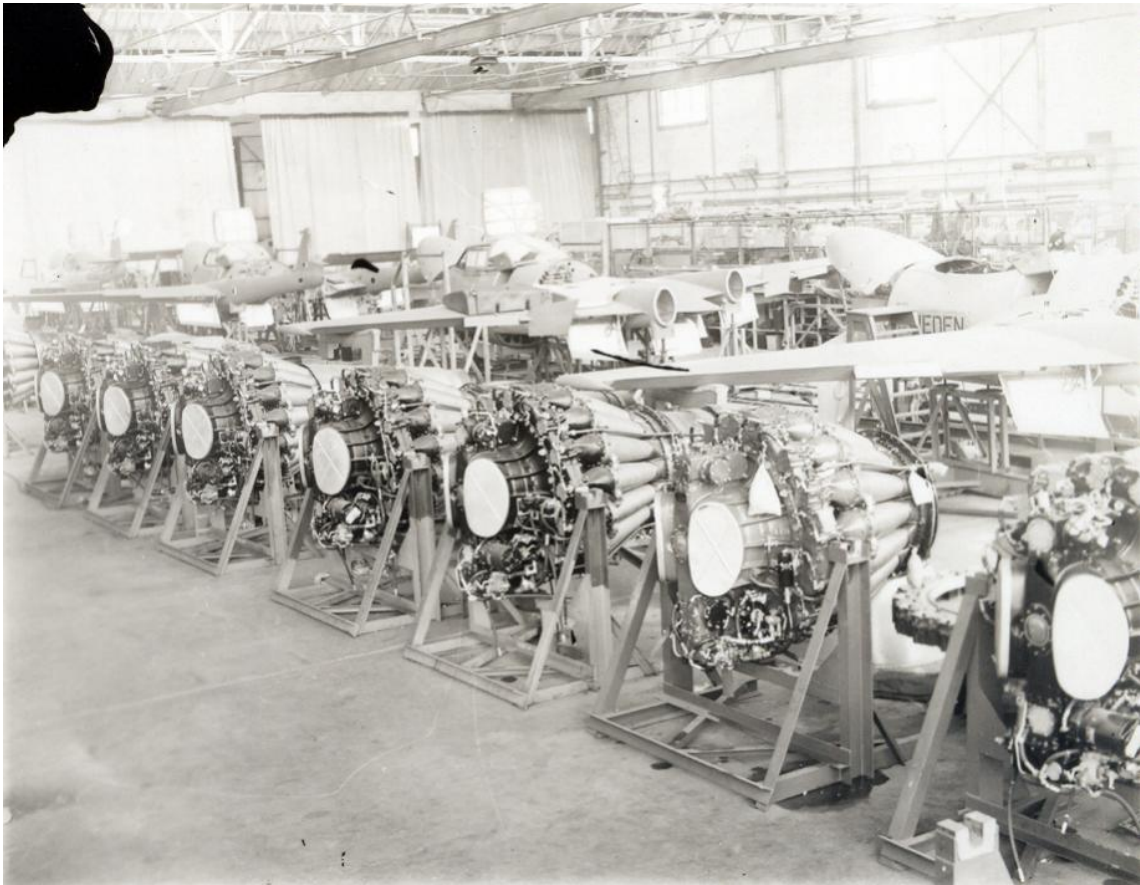
WM659 NF10 Dec 51 For Trials.

WP240 NF10 1955 Sea Vixen Radome & Avionics

LZ551/G Sept 45 Fitting hook for deck trials.



RNZAF Vampire T.55. the late 50s ,Airspeed Portsmouth produced Wings, Booms and Tailplanes for the Christchurch-built Vampires .



Vampire production at Christchurch (Wilfred Spiller)

VENOM & SEA VENOM

c/n

	WK385	NF20 first with folding wings FF 26-07-52
53(WM500) and March 54	WM500 to WM504	NF20 WM500 FF27 March 53, Del between 8 May
completion and delivery	WM506	FAW20 Built at Chester, to Christchurch for
	WM507 to WM511	NF20 Del between May 53 and March 54
completion and delivery	WM513	FAW20 Built at Chester, to Christchurch for
completion and delivery	WM514	FAW20 Built at Chester, to Christchurch for
	WM515	NF20 Del between May 53 and March 54
	WM518	NF20 Del between May 53 and March 54
completion and delivery	WM519	FAW20 Built at Chester, to Christchurch for
completion and delivery	WM522	FAW20 Built at Chester, to Christchurch for
completion and delivery	WM523	FAW20 Built at Chester, to Christchurch for
completion and delivery	WM542	FAW20 Built at Chester, to Christchurch for
completion and delivery	WM551	FAW20 Built at Chester, to Christchurch for
completion and delivery	WM553	FAW20 Built at Chester, to Christchurch for
completion and delivery	WM555	FAW20 Built at Chester, to Christchurch for
July 56	WM568 to WM577	FAW21(WM568 FF 22-04-54)Del between May 54 and
completion and delivery	WR284	FB1 Built at Chester, tfd to Christchurch for
completion and delivery	WR287	FB1 Built at Chester, tfd to Christchurch for
	WV928	NF.3 Prototype FF 22-02-53
53 and and June 55	WX785 to WX796	NF.3 WX785 del 17-09-53, rest Del between Sep
	WX798 to WX799	NF.3 Del between Sep 53 and and June 55
	WX801 to WX804	NF.3 Del between Sep 53 and and June 55
	WX807 & WX809	NF.3 Del between Sep 53 and and June 55
completion and delivery	WX843	NF.3 Built at Chester, to Christchurch for
completion and delivery	WX844	NF.3 Built at Chester, to Christchurch for
completion and delivery	WX855	NF.3 Built at Chester, to Christchurch for
12711	WW138	FAW21 Del between May 54 and July 56
12714	WW140	FAW21 Del between May 54 and July 56
12716	WW143	FAW21 Del between May 54 and July 56
12789	WW144	FAW21 Del between May 54 and July 56
12790	WW145	FAW21 d/d 03.55
12791	WW146	FAW21 Del between May 54 and July 56
12792	WW147	FAW21 Del between May 54 and July 56
12793	WW149	FAW21 Del between May 54 and July 56
12794	WW151	FAW21 Del between May 54 and July 56
12795	WW153	FAW21 Del between May 54 and July 56
12796	WW186	FAW21 Del between May 54 and July 56
12797	WW188	FAW21 Del between May 54 and July 56
12798(?)	WW190	FAW21 Del between May 54 and July 56
12799	WW193	FAW21 Del between May 54 and July 56
12800	WW195	FAW21 Del between May 54 and July 56
12880	WW196	FAW21 Del between May 54 and July 56
12881	WW197	FAW21 Del between May 54 and July 56

12882		WW198	FAW21 Del between May 54 and July 56
12883		WW199	FAW21 Del between May 54 and July 56
12884		WW209	FAW21 Del between May 54 and July 56
12885		WW210	FAW21 Del between May 54 and July 56
12886		WW211	FAW21 Del between May 54 and July 56
12887		WW219	FAW21 Del between May 54 and July 56
12888		WW220	FAW21 Del between May 54 and July 56
12889		WW261	FAW21 Del between May 54 and July 56
12890		WW262	FAW21 Del between May 54 and July 56
12891		WW263	FAW21 Del between May 54 and July 56
12897		WW274	FAW21 Del between May 54 and July 56
12892		WW295	FAW21 Del between May 54 and July 56
12893		WW296	FAW21 Del between May 54 and July 56
12894		WW297	FAW21 Del between May 54 and July 56
12895		WW298	FAW21 Del between May 54 and July 56
12750	FAW53	WZ893	d/d 05-09-54 to DH Co for trials later del to Royal
Australian Navy			
12751	FAW53	WZ894	d/d 14-01-55 to DH Co for trials later del to Royal
Australian Navy			
12752	FAW53	WZ895	d/d April 55 to DH Co for trials later del to Royal
Australian Navy			
12753	FAW53	WZ896	d/d to Royal Australian Navy
12754	FAW53	WZ897	d/d to Royal Australian Navy
12755	FAW53	WZ898	d/d to Royal Australian Navy
12756	FAW53	WZ899	d/d to Royal Australian Navy
12757	FAW53	WZ900	d/d to Royal Australian Navy
12758	FAW53	WZ901	d/d to Royal Australian Navy
12759	FAW53	WZ902	d/d to Royal Australian Navy
12760	FAW53	WZ903	d/d to Royal Australian Navy
12761	FAW53	WZ904	d/d to Royal Australian Navy
12762	FAW53	WZ905	d/d to Royal Australian Navy
12763	FAW53	WZ906	d/d to Royal Australian Navy
12764	FAW53	WZ907	d/d to Royal Australian Navy
12765	FAW53	WZ908	d/d to Royal Australian Navy
12766	FAW53	WZ909	d/d to Royal Australian Navy
12767	FAW53	WZ910	d/d to Royal Australian Navy
12768	FAW53	WZ911	d/d to Royal Australian Navy
12769	FAW53	WZ927	d/d to Royal Australian Navy
12770	FAW53	WZ928	d/d to Royal Australian Navy
12771	FAW53	WZ929	d/d to Royal Australian Navy
12772	FAW53	WZ930	d/d to Royal Australian Navy
12773	FAW53	WZ931	d/d to Royal Australian Navy
12774	FAW53	WZ932	d/d to Royal Australian Navy
12775	FAW53	WZ933	d/d to Royal Australian Navy
12776	FAW53	WZ934	Del initially to A&AEE Boscombe Down Oct 55,d/d to Royal
Australian Navy			
12777	FAW53	WZ935	d/d to Royal Australian Navy
12778	FAW53	WZ936	d/d to Royal Australian Navy
12779	FAW53	WZ937	d/d to Royal Australian Navy
12780	FAW53	WZ938	d/d to Royal Australian Navy
12781	FAW53	WZ939	d/d to Royal Australian Navy
12782	FAW53	WZ940	d/d to Royal Australian Navy
12783	FAW53	WZ941	Del initially to A&AEE Boscombe Down Nov-Dec 55,d/d to
Royal Australian Navy			
12784	FAW53	WZ942	d/d to Royal Australian Navy
12785	FAW53	WZ943	d/d to Royal Australian Navy
12786	FAW53	WZ944	Used for trials at Christchurch & Boscombe Down, d/d to
Royal Australian Navy			
12787	FAW53	WZ945	d/d to Royal Australian Navy
12788	FAW53	WZ946	d/d to Royal Australian Navy
	FAW53	WZ947-WZ856	Order cancelled, not built.
NB:The surviving aircraft,WZ897/901/903/904/910/930/935/939 & 944 were reserialled as N4-897 etc circa 1961.			
?		XA539	NF21Prototype f/f 06-02-54
12896	FAW21	XG606	Del between May 54 and July 56
12898	FAW21	XG607	Del between May 54 and July 56
12899	FAW21	XG608	Del between May 54 and July 56

12900	FAW21	XG609	Del between May 54 and July 56
12901	FAW21	XG610	Del between May 54 and July 56
12902	FAW21	XG611	Del between May 54 and July 56
12903	FAW21	XG612	Del between May 54 and July 56
12904	FAW21	XG613	Del between May 54 and July 56
12905	FAW21	XG614	Del between May 54 and July 56
12906	FAW21	XG615	Del between May 54 and July 56
12907	FAW21	XG616	Del between May 54 and July 56
12908	FAW21	XG617	Del between May 54 and July 56
12909	FAW21	XG618	Del between May 54 and July 56
12910	FAW21	XG619	Del between May 54 and July 56
12911	FAW21	XG620	Del between May 54 and July 56
12912	FAW21	XG621	Del between May 54 and July 56
12913	FAW21	XG622	Del between May 54 and July 56
12914	FAW21	XG623	Del between May 54 and July 56
12915	FAW21	XG624	Del between May 54 and July 56
12916	FAW21	XG663	Del between May 54 and July 56
12917	FAW21	XG666	Del between May 54 and July 56
12918	FAW21	XG667	Del between May 54 and July 56
12919	FAW21	XG669	Del between May 54 and July 56
12920	FAW21	XG672	Del between May 54 and July 56
12921	FAW21	XG674	Del between May 54 and July 56
12922	FAW21	XG677	Del between May 54 and July 56
12923	FAW21	XG679	Del between May 54 and July 56
12924	FAW22	XG685	Del 04-12-56

Here is a report of a factory visit by Brian Pegden on 21st February 1955. (Via Trevor Stone).

DETAIL: XG745 boom assembly.

WW188,196,145,197,199,201149,153,186. Cockpit shells

WZ896,897, 903 Cockpit shells R Australian Navy.

ASSEMBLY: WZ985, WX803,804,807,809 NF.3

WW145,146,147,149,151,153 FAW.21

G-ANVF Vampire T.55

WX791,795 Finished , markings applied.

FLIGHT SHED: XG772, XG773 (c/n 45356?) 71st Royal Navy

WM572, 576 ,WX143,144 FAW.21

WX793,794,796,798,799,801,802 NF.3

WW138

OUTSIDE: G-ALZS Ambassador.

Trials and development aircraft

The aircraft listed below were used or modified at Christchurch for a variety of test and trial purposes.

Dates given are the approximate dates that each aircraft was present at Christchurch.

WE269	July	52	AVTAG Fuel trials
WE315	Jan	53	For fitting of ejection seat
WE361	Sep	56	Tip tank trials
WE381	Sep	53	Modified to prototype FB.4
WE455	Feb	56	For engine flame-out tests
WL805	Oct	52- Dec 54	Trials
WL807			Spinning trials
WL811	Dec	52 - Apr 53	Canopy trials
WL831	Aug	55	Tip tank trials
WL809	Mar	53	Fit dorsal fairings
WL811	Dec	52 - May 53	Fitting canopy.
WL814	Oct	53	Fitted anti-spin parachute
WM503		53	Retained for development work
WM507		53	Retained for development work
WM508		53	Retained for development work
WM509	Jan	54 - Feb 55	Lowspeed trials
WM510	1954		Lateral control 1954 trials
WM569	1954		Ejector seat trials
WM568	Mar	55	Spinning trials
WM569	Apr	55	Ejector seat installation
WM574	Jan	55 - Feb 56	Flap development trials
WV928	Built	Hatfield but FF at Christchurch 22-02-53	
WW201	Jul	58 - Aug 58	Angle of attack indicator tests
WW208	Dec	58	AOA indicator fitment
WW220	Aug	59 & Oct 59	Trials and "Violet Picture" homing aid installation
WW295	Sep	54	Ejector seat mockup
WX785	May	55	Trials
WX786	Jan	54 - Apr 54	Trials
WX787	Mar	54 - Apr 55	Engineering tests
WX790	Nov	54 - Feb 56	Maxaret brake trials
WX793	May	56 - Sep 56	Icing trials
WX799	Mar	55 - Jul 57	Trials
WX874	Mar	56	Radome trials
WX926	Nov	55 - Feb 57	Ejector seat trials
XG607	Mar	57 - Jun 58	Blue Jay flight trials
XG612	May	56	Ghost 105 engine trials
XG613	Feb	56 - Sep 58	Trials
XG632	Jul	58	AOA indicator fitment
XG658	Dec	57 - Feb 58	Radio cooling modifications
XG659	May	58	Control system investigation
XG657	02-05-57		For Fuel tank replacement - departed 22-05-57.
XG662	Nov	57 & Feb 58	Blue Jay modifications and GW trials preparation.



(Top) Royal Australian Navy Sea Venom F53 WZ893 over the Run at Mudeford on 15th February 1955, Christchurch Airfield is at top left. (Lower) RN Sea Venom NF21 WM569. (Photos via Stephen Cullen)

SEA VIXEN

c/n			
P1 & P2	WG236 and WG240	DH110 (Built at Hatfield).	
P3	XF828	Naval Prototype	(3rd aircraft) f/f
20/06/55			
10001 to 10021	XJ474 to XJ494	FAW1	
10022 to 10037	XJ513 to XJ528	FAW1	
10038 to 10068	XJ556 to XJ586	FAW1	
10069 to 10078	XJ602 to XJ611	FAW 1	

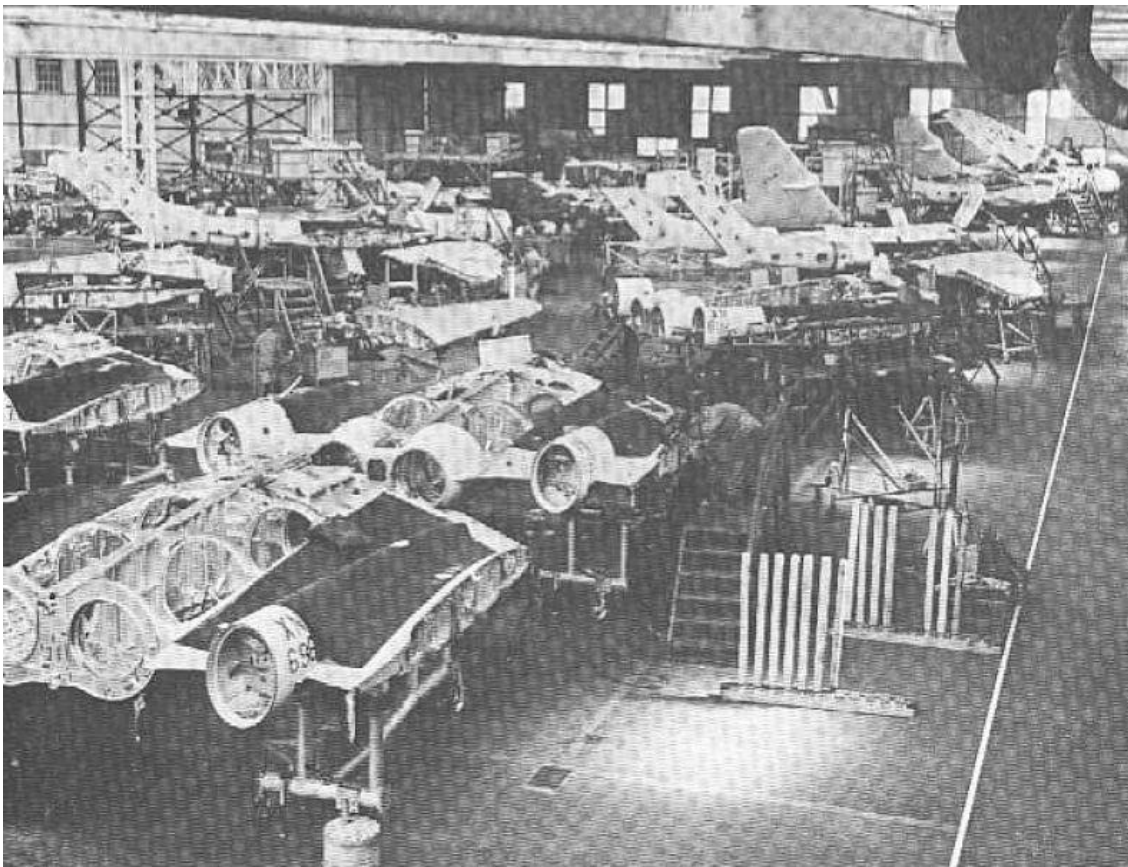
XJ474 f/f was 20/03/57.

10079 to 10090	XN647 to XN658	FAW1
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10091 to 10118	XN683 to XN710	FAW1
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It is reported in some places that XN705 as a complete airframe was dismantled and transferred by road Chester where a new Sea Vixen production line was being established. This airframe became XP918 - completed and flown from Chester as a Mk.1 on 19.10.62; with a replacement XN705 being completed and flown from Christchurch. Certainly the f/f dates of production about this time seem to bear this out XN703 - f/f 17.04.62; XN704 - f/f 04.05.62; XN705 - f/f 24.08.62; XN706 f/f 24.05.62; XN707 - f/f 08.06.62 etc., right up to XN710 - f/f 10.08.62, hence XN705 was last to fly from Christchurch. Most Sea Vixens from this batch were delivered to Hatfield the same day to complete flight testing before delivery.

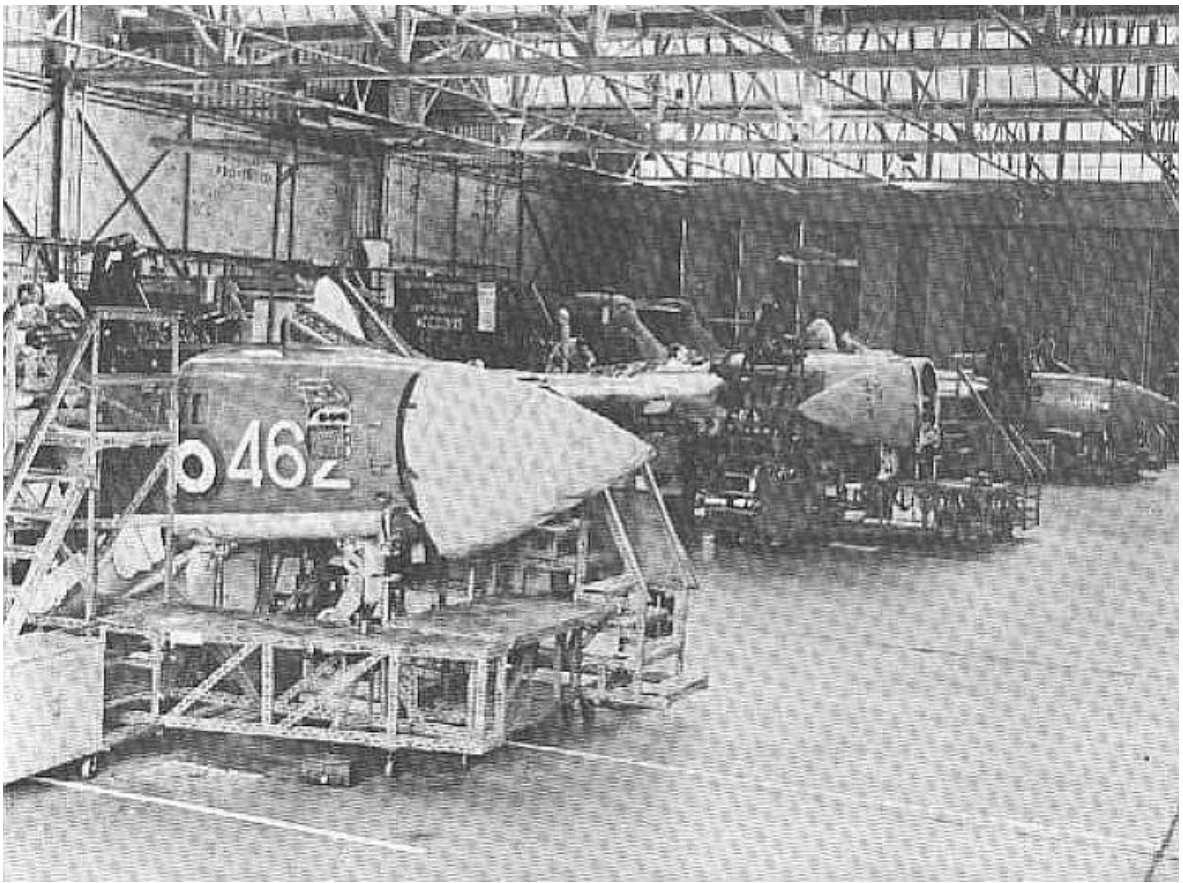
Image below shows XN696 (nearest camera) on the final assembly line at Christchurch.



This photo (taken by Doug Revell) shows a Sea Vixen centre section at Blackbushe on a low-loader en route to Hurn ..date was 3 November 1957.



First prototype DH.110 WG236



Sea Vixen FAW.1 XJ 572/V462. undergoing overhaul at Christchurch.



XF828 Naval Sea vixen prototype.

The next two pictures show the last Sea Vixen taxiing out on delivery.
Thanks to Keith Cheesman).

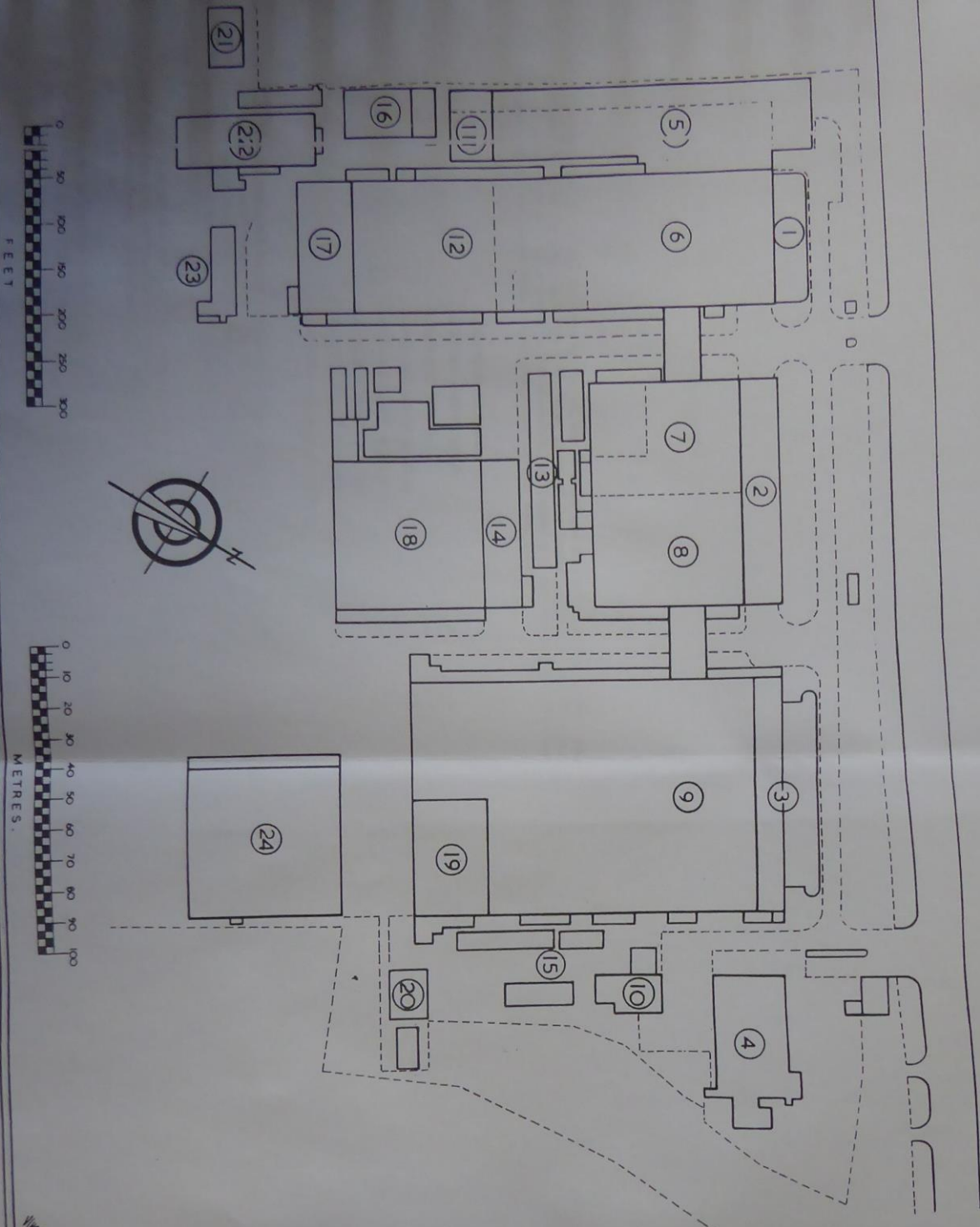


The two pictures below, both taken on at Christchurch on 20th June 1955 show (top) Mr. W. A. Tamblin, F.R.Ae.S., chief designer at Christchurch, and Mr. J. "Jock" Elliot, chief test pilot at Christchurch, on the occasion of the first flight of XF828. The lower picture shows Jock Elliot with John Cunningham (D-H Chief test Pilot) on the same date. Photos via Stephen Cullen



The drawings on the next page shows the layout of the factory in 1961

FACTORY LAYOUT & FLOOR AREA.



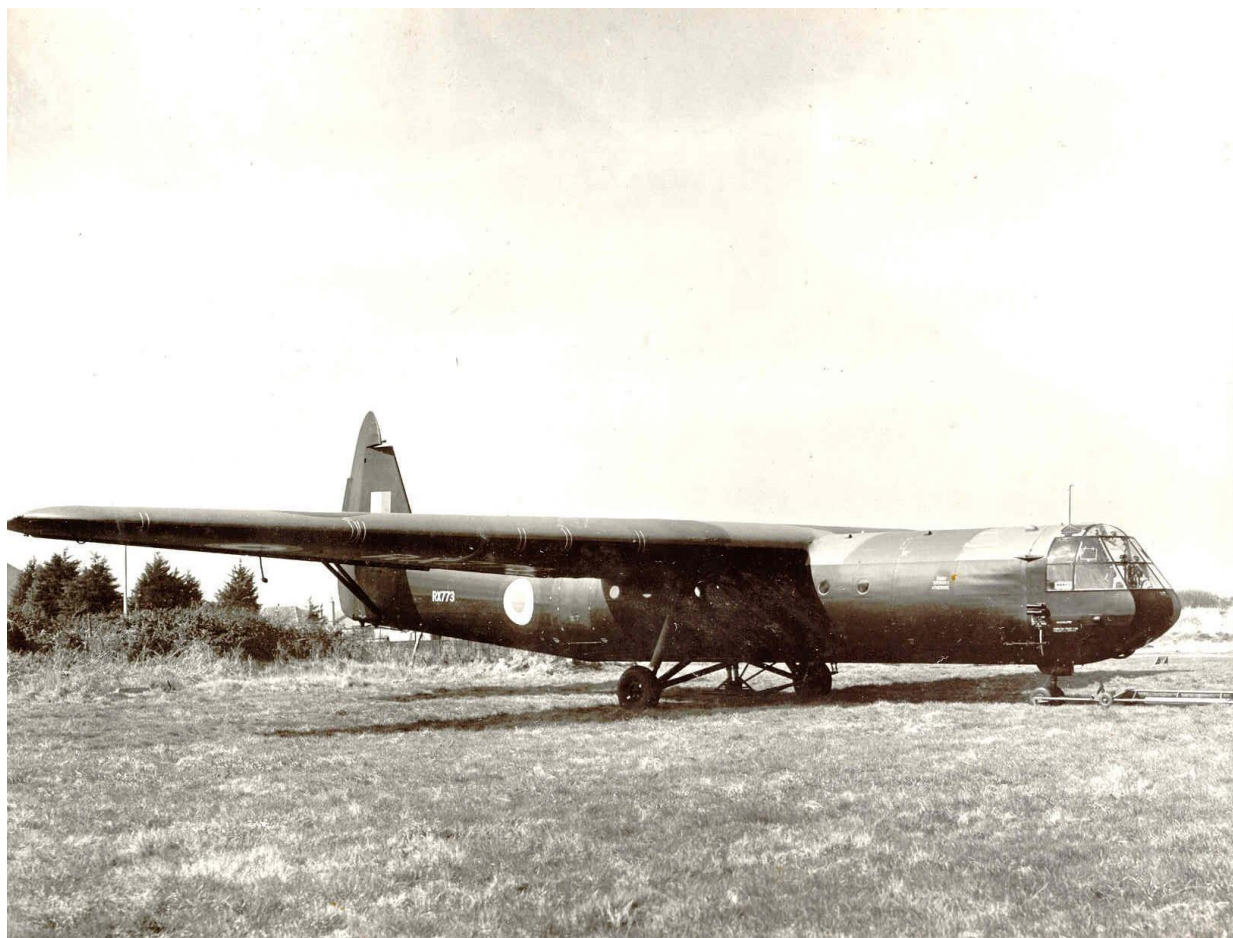
CODE.	DESCRIPTION.	AREA SQ. FT.	HEADROOM	
			FT.	INS.
1	JIG & TOOL DESIGN	4,900		
2	UNLOADING BAY	9,400	20	0
3	ADMINISTRATION OFFICES	15,300		
4	CANTEEN	11,600		
5	PLASTICS	27,400	10	6
6	SUB ASSEMBLIES	37,000	23	6
7	STORES	25,800		
8	DETAIL FITTING	24,600	20	0
9	MAIN ASSEMBLY	82,000	25	0
10	BOILERS	2,300		
11	TEST HOUSE	3,200	20	0
12	MACHINE SHOP	23,000		
13	WOOD TOOLS	5,040	10	0
14	WOODMILL & ROUTERS	6,240	25	0
15	INSTRUMENT TEST	2,260	8	0
16	MAINTENANCE STORES	3,750		
17	MAINTENANCE WORKSHOP	8,400	12	6
18	AIRCRAFT SERVICING HANGAR	25,600	25	0
19	PAINT SHOP	10,000	25	0
20	PAINT STORES	2,080		
21	FUEL FLOW TEST	2,400	14	0
22	ELECTRICAL DETAIL	5,040	10	0
23	RADIO & RADAR	2,850	8	6
24	FLIGHT TEST HANGAR	25,600	25	0
AERODROME AREA		246	ACRES	
FACTORY SITE		20	ACRES	
FLOOR AREA TOTAL		437,794	SQ. FT.	

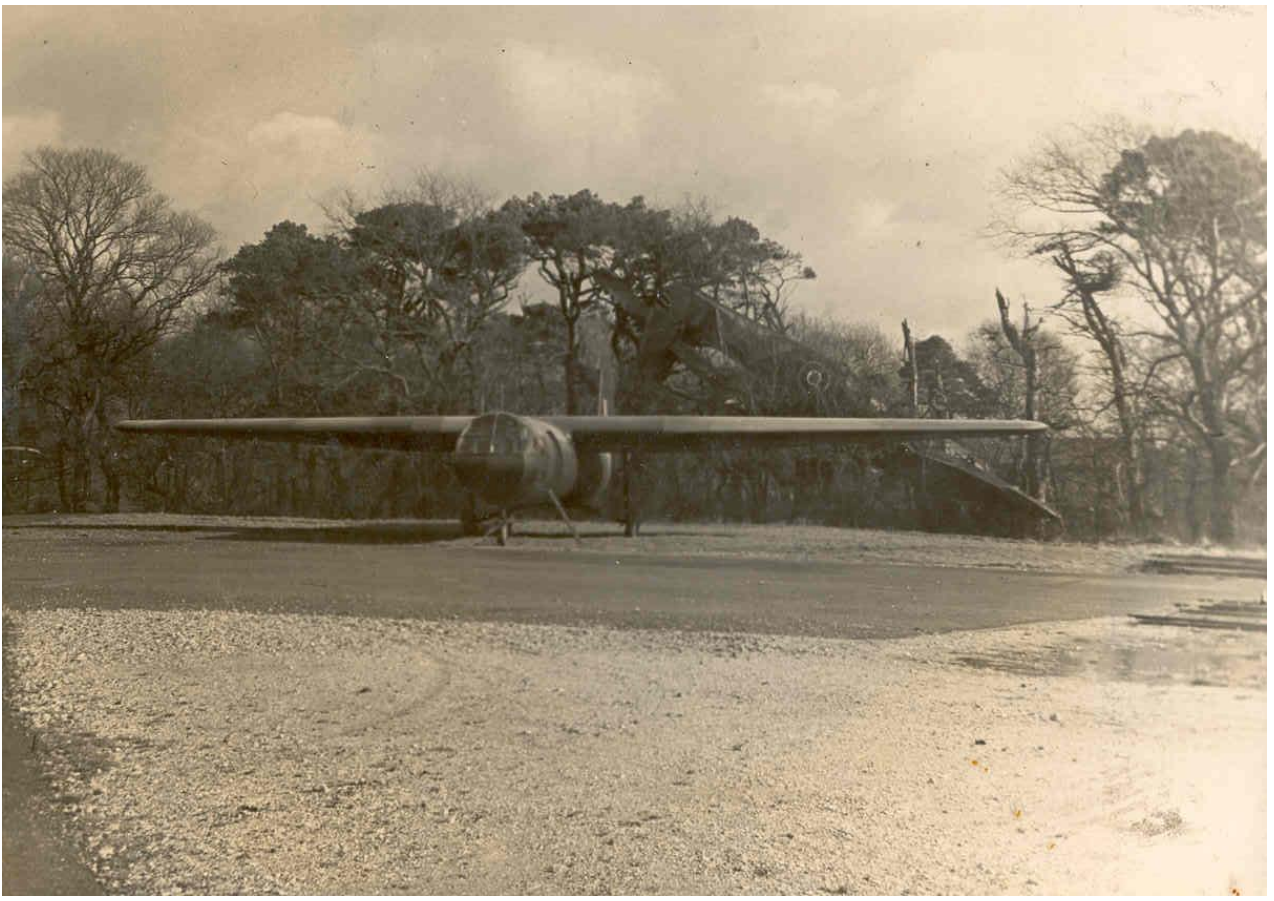


DH110 (Sea Vixen prototype) WG240



De Havilland and Airspeed photos from the collection of John Freeman,
provided by Mrs. Ruth Freeman.







South Hants Ultra Light Aero Club

In 1948, the South Hants Ultra Light Aero Club took up residence operating out of hut at the southern end of Mudeford Wood. Of note is that the club's president, Lord Ventry, was the man behind the building of the Bournemouth Airship G-AMJH, the gondola of which lingered on for many years in the 622GS Hangar. Other luminaries who were members included Sir Donald Bailey (of Bailey Bridge fame) and George Errington , the Airspeed test pilot. Sadly, the club did not prosper and was dissolved on 13 October 1950, it's place being taken by the Christchurch Aero Club'

The first nine photos below, kindly provided by John Levesley, show aircraft and people at a small air display organised by the South Hants Ultra Light Aero Club in August 1949. Of note is the view of the Blister hangar that stood at the western end of Mudeford Wood. The aircraft are Aeronca 100 G-AESP and Topsy Junior OO-TIT. No Health and safety problems then, the spectators and aircraft co-existed in close proximity.

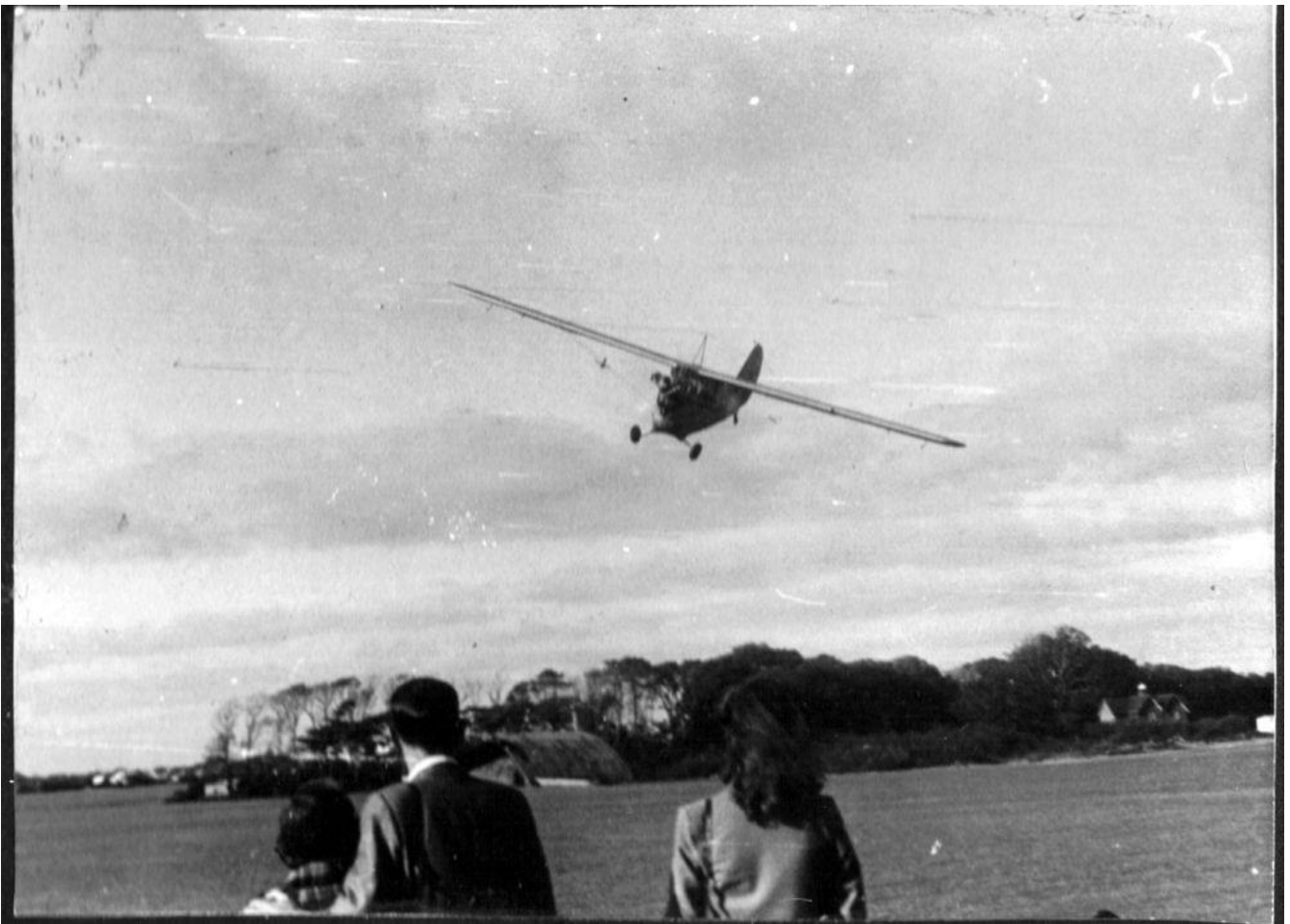


The pilot of the Topsy is Squadron Leader Phillips









Other S.H.U.L.A.C. photographs , thanks to FONFA and John Levesley



Auster Autocrat G-AIPX with pilot Barry Martin



Piper Cub G-AFFJ with Roger Mann swinging prop.



Auster Autocrat G-AIPX



G-AIPX with Phil Lester (left) and Barry Martin(right)



Visiting Tiger Moth from Hamble(14 Reserve Flying School).(L to R) Reg Downes, Mr.Stores,Mr.Ball



A line up of the clubs aircraft on 16th March 1949 on the occasion of the visit to the club by Airways Aero Association with Peter Masefield.
Aeronca 100, 3 Miles Hawk Trainers ,Piper Cub and Auster Autocrat



South Hampshire Ultra Light Aero Club visit of Peter Masefield (later Sir Peter Masefield) 16 March 1949. Left to right "Jack" Cawley, Bob Haigh - Secretary SHULAC, A C Leith - Chairman SHULAC, Mr Johnston, Secretary Airways, "Ginger" Johnson, Flt/Lt (later S/Ldr) Ron Hayter, Rex Downes, John Allan, Derek Goddard, "Ricky" Richardson.



Left to right

Mr Johnston, Secretary Airways, Bob Haigh - Secretary SHULAC, Captain Satchwell, Mr Peter Masefield, A C Leith - Chairman SHULAC



Peter Masefield with SHULAC members



Reg Silk and Rex Downes with Aeronca G-AESP.



Previous page:South Hampshire Ultra Light Aero Club visit of Peter Masefield (later Sir Peter Masefield) . SHULAC chairman introducing F/Lt Ron Hayter to Peter Masefield

On that same day , 16th March 1949, the Aeronca G-AESP , suffered the indignity of nosing over.

The sequence of pictures on the following pages show it being righted with the assistance of a lot of manpower and an old RAF truck.









CHRISTCHURCH CIVIL resident aircraft 1926-1970

Listed below are many of the Aircraft that were resident at CHRISTCHURCH during the 40+ years that the airfield was in use. I know the list is far from complete, in particular many military serial numbers are unknown (to me). If you can add to or amend the list in any way ,please contact m. In addition any visiting aircraft that are known are also listed.

RESIDENT AIRCRAFT

This list does not include Airspeed/De Havilland aircraft built at Christchurch or De havilland aircraft, either Christchurch built retained on test or built elsewhere and used at Christchurch for testing or development .

For those see the [Airspeed & de Havilland pages](#)

where a comprehensive production list and lists of test aircraft may be found.

CIVIL RESIDENTS

AbbreviationsR= registered, cx= cancelled, S=sold, wu= withdrawn from use, dbr=damaged beyond repair

In the list below, T H Marshall and Mrs E Marshall properties were mostly used by the Christchurch Aero Club.

G-EBRY	DH.60	Believed used by Francis Fisher early 30s	
G-EBVL	Avro 504K	Francis Colbourne Fisher	R18-08-31...cx 31-12-38
G-AAET	DH.60G	Bournemouth Flying Club	R27-02-39 S18-06-40
G-AAGT	DH.60G Gipsy Moth	Gawin Downs-Martin	1932-
		(also quoted as Edward Gawin or Gavin Downes-Martin)	
G-AAHI	DH60G Gipsy Moth coupe.	John Pearson	R20-02-36..."sold" 1946
	In storage at Broadway Garage 1940(till at least 1951)		
	Fuselage used in rebuild of G-AAWO 1953		
G-AAIR	Blackburn Bluebird IV		arrived 1934
?	Klemm L26		(arrived 1934)
G-AAJP	Gipsy Moth	Francis Fisher	(1930 till 26-08-36)
		Sold to L J Blow 18-03-39	
G-AALV	DH.60G	Bournemouth Flying Club	R02-12-35 to 12-2-40
G-AASY	DH.60G	Bournemouth Flying Club	R21-02-39 to 18-06-40
G-AAWO	Gipsy Moth	T H Marshall & E Gould	R12-12-49 to 19-10-53
	Rebuilt using fuselage of G-AAHI.		
	Original fuselage stored at Christchurch,fate unknown.		
		E Gould	R23-10-53 to 24-05-55
		John Reid (Parkstone)	R31-05-55 to ??
G-AAYA	DH.80A Puss Moth	Anthony Humble Smith	R12-08-37 S08-02-39
G-ABAE	DH.60G	Bournemouth Flying Club	R02-03-38 S 18-06-40
G-ABDK	DH.60G	Bournemouth Flying Club	R16-02-39 S 12-02-40
G-ABDP	Avro Avian IVM	Ernest Lynton Blow	R16-01-35 S27-05-36
G-ABJJ	Gipsy Moth		
G-ABKG	DH.80A Puss Moth	Gerald A Stedall,Christchurch	R??-03-31 S Feb 32
G-ABMC	DH.80A	E L Blow	R13-05-36 S17-09-36
G-ABMF	Redwing II	Bournemouth F-Club/W H Sparrow	R06-05-38 S20-04-39
		B G Heron	R08-05-39 S01-08-39
G-ABNT	Civilian Coupe	Gawin Downs-Martin	R8-1932 S02-33
		(also quoted as Edward Gawin or Gavin Downes-Martin)	
G-ABNX	Redwing	J Pothecary. arr 18-Dec-1959	R11-02-60 dep 1963
		John Pothecary kept G-ABNX in a shed on the airfield	
G-ABSI	AS-4	Alan Cobham	1933
G-ABSJ	AS-4	Alan Cobham	1933
G-ABUS	CLA-7 Swift	F Luxmoore(Portsmouth Aviation)	1941
G-ABUU	CLA-7 Swift	J Pothecary arrived 2 Aug 62	R20-08-62 departed 1964
G-ABVE	Arrow Active	Alan Cobham,	cr Christchurch 1935
G-ABVG	Satyr	Hon Mrs V Bruce	Temp resident 1935

G-ABYX	HP-33	Alan Cobham	1933
	Klemm	Gawin Downs-Martin	1932-
G-ACAD	Spartan II 3-Seater	Donald B Prentice	R24-08-37
		Benjamin G Heron	R19-01-39 cx 01-12-46
G-ACAW	Avro 552	Plane Advertising Ltd	1935
G-ACDI	Tiger Moth	T H Marshall	arrived 18-8-53 R24-07-53, .wu after accident
	10-07-54		

This below is statement made the day after the accident by the pilot Betty McCulloch.

Miss Elizabeth May McCulloch of 94, Evering Avenue, Parkstone, Dorset, states:-

I am a full flying member of the Christchurch Aero Club and hold Private Pilot's licence No. 39679 which is valid to 18th May, 1955. I started instructional flying in May, 1953 and have flown a total of 54 hours 50 minutes of which 23 hours 25 minutes were solo. I have flown the following totals on Tiger Moth aircraft, solo 20 hours and dual 30 hours 25 minutes. I last flew a Tiger Moth on 28th June, 1954 for 30 minutes solo. I took up my first passenger on the 5th of June and have since taken up five.

I arrived at Christchurch Aerodrome on Saturday the 10th July, 1954 at 1500 hrs. and booked a flight. At about 1630 hrs. L.T. Mr. Potheary the Chief Flying Instructor at Christchurch Aero Club gave me permission to take Tiger Moth G-ACDI for local flying. Mr. D. Clay asked me if I was flying solo and I said "Yes you may come if you wish". He agreed and we prepared for take off. I saw him fixing his safety harness and I did up my own. I did the usual pre-flight check and noted that the petrol gauge indicated the tank was full. While the engine was being started I repeated the propeller swinger's question "petrol on throttle closed switches off". The engine started without any difficulty and I gave it a ground test, it showed 1200 R.P.M. and I then tried the magnetoes for a drop and found them satisfactory. I did not run up the engine to maximum R.P.M. as we were not using chocks.

As far as I know the above is the normal practice as I understand each aircraft is fully ground tested by the Club engineers before flying commences.

I taxied out and on arrival at the cross wind position before take off point I did a pre flight check i.e. trimmer 2/3rd forwards, throttle friction nut tightened, petrol "On", sufficient fuel for the flight, slats unlocked, altimeter at zero, oil pressure 30 lb per square inch, harness tight and doors both shut. I asked my passenger if he was ready and whether his harness was tight and asked him not to touch any controls. He said "I am ready and will naturally not touch controls as I have a woman as my pilot". I surveyed the aerodrome for aircraft and then turned into wind - it was a very light one - and took off. I noted that the R.P.M. were a little over 2000 and the engine sounded normal. It took rather a long run to take off owing to the light wind. When I had reached a height of approximately 40 feet we had covered 3/4 of the take off run. At this moment the engine made 2 pops and then cut out. We had been climbing at an average angle so I put down the nose and re-affirmed that the petrol was on, feeling the lever to make sure it was fully forward. At this stage I decided to slip off the height and land straight ahead. I knew that I would strike the boundary hedge. With this object in mind I throttled back and then heard the engine splutter, so opened the throttle gradually to which the engine responded and the aircraft appeared to climb away satisfactorily. By this time we were somewhere over the boundary hedge when the engine cut dead once again. Had I continued straight ahead I would have hit the first house bordering the aerodrome so turned to the left when I lost control. I noted at the time there was no response from the control column and that there was a little from the rudder. I believe we hit the ground with the port wing and then turned over. We were in a port wing low and nose down attitude. We were both trapped but were very soon released by rescuers. There was no sign of fire. I had not switched off and had not had time to close the throttle.

Taken down at Christchurch Aerodrome
on 11th July 1954 at 1310 hrs.

(Sgd.) Betty McCulloch

G-ACEF	Spartan 3 seater.	H E S Pritchett	27-10-1936 to March 37
G-ACMA	Leopard Moth	De Havilland Co.	R July 47
G-ACTF	Comper Swift.	Ron Clear, Used by Chr. Aero Club	R13-05-49 S06-06-55

G-ADBM	Avro 504N	SDF(impressed as AX871)	1940
G-ADET	Avro 504N	SDF(impressed as AX875)	1940
G-ADFD	Avro 643	Cadet T C Sparrow	R11-01-44,S17-06-49,
		Wu 28-06-50,present until 1952 .	
G-ADFH	Miles M3A Falcon	T C Sparrow	R01-10-46,S16-01-51
G-ADJN	BA Swallow	R A F Farquarson	R11-04-39
G-ADOC	DH.80A	A Ord Humble-Smith	R21-04-37 w/o 1937
G-ADTO	Avro Cadet		Scrapped 11-45
G-ADWO	DH-82A,	T Marshall arr 22-1-51	R06-03-51.
	Overturned by gusts landing Christchurch	31-07-58	
	Wreckage in the T H Marshall hangar till at least	06-09-59	
G-ADXT	Tiger Moth	T H Marshall ,	Jan1951
G-AEAV	Swallow 2	T C Sparrow	Scrapped at Christchurch 9-1950
G-AECS	Avro 504N	Francis Fisher	1936-1938
		Bournemouth Flying Club	R19-05-38(CofA lapsed 26-5-39).
G-AEGN	Swallow 2	T C Sparrow	Scrapped at Christchurch 9-1950
G-AEKV	Kronfeld Drone.	G H Gould. Purchased 2-4-56	R07-02-56(?),S 29-5-57
		reported still here till 1960.	
G-AELB	DH82A		
G-AELG	BA Swallow	R.E.Clear	R27-08-57 S11-08-62
G-AFFB	DH89A Rapide	H J Rose	R04-11-52 S04-06-53
G-AFFJ	Cub J3	Speedbird Flying Club(Airways Aero Asn)	R12-04-49
G-AFJA	Dingbat	J. Potheary and G. H. Gould	Dec 59
	Can anyone confirm that this actually made it as far as the airfield?		
	It departed Farnham on 18 DEC 59 bound for Christchurch and a restoration.		
G-AFJP	Taylorcraft A	op by S. Hants Ultra Light Club	R29-08-49 S19-09-50
G-AFRK	Rapide.	T H Marshall, arrived 20-2-59	R25-02-59
			Dismantled by 06-09-59
G-AFWN	Taylorcraft+D	T H Marshall	R12-11-53.S25-05-56
G-AGEF	Tomtit	C B Field	R09-05-42 S02-12-42
G-AGJG	Rapide	T H Marshall(photo below)	R13-03-59 S12-09-60
		Ernest Jones	R26-09-60 S27-11-61
		T H Marshall	R18-12-61 S08-05-62
		Gerry Dommett (Matchams Park Stadium)	R11-05-62 S15-04-67
G-AGLK	Auster V5D	E H Gould	R30-05-57 S03-10-58
		Royal Artillery Aero Club	R07-10-58 S14-08-64
		Restored at Broadway Garage in Bournemouth.f/f	13-8-57.
G-AGOS	Desford Trainer	T H Marshall ,	arr June 61
			R04-07-61 S27-07-62
		J Forbes-Nixon	R31-07-62 S16-02-63
G-AGYI	Auster J/1	Royal Artillery Aero Club	R20-05-49
		Used by Christchurch Aero Club from 19-5-55 till-1960s	
		However CAA says " Destroyed" 14-10-58 while still with RAAC.	
G-AGZV	SR-10C Reliant	B G Heron	R29-10-52 SA27-08-53
G-AHAT	Auster J/1	T H Marshall,Purchased 18-12-52,	R03-02-53,S02-04-63
		but still resident till mid 65	
G-AHBH	Proctor V	T H Marshall	1960- May 1962
G-AHBL	Hornet Moth	Nigel B Pritchett	R26-4-61 S21-07-61
G-AHEF	Consul	Airspeed Co	R05-03-46
		De Havilland Co	R01-08-51 cx08-12-60
			(wfu 1958 b/u Aug 60)
G-AHHM	Autocrat	Ron Clear	R23-01-59 S07-04-59
G-AHKA	Rapide	De Havilland Co	R16-04-46 cx07-12-53
G-AHTV	Proctor 1	T H Marshall Purchased 18-12-52	R30-12-52 S20-10-53
G-AHUM	Taylorcraft+D.	T H Marshall	R18-11-49 S27-11-50
		Christchurch Aero Club	R06-12-50 S15-05-53
		T H Marshall	R21-05-53 S04-11-53
G-AHVV	Tiger Moth.	T H Marshall purchased12-06-53	R13-06-53
		crashed on airfield 12-11-58	
G-AIAP	Halifax	Airtech ,	
G-AIAT	Oxford	T H Marshall. Purchased 25 Sept 60.	R07-10-60
		wu 7/1964(Burned at Christchurch circa 5 /65....	
G-AIAX	Oxford	T H Marshall. purchased 25 Sep 60.	R07-10-60
		wfu July 1964(Burned at Christchurch circa May 65)	
G-AICD	M14a Hawk Tr	Bournemouth Flying Club,Christchurch	R13-08-46
		stored at Christchurch till June 22 1952 when dbr when a	
		truck crashed into the storage building.	

G-AICE	M14a Hawk Tr.	Bournemouth Flying Club,Christchurch	R13-08-46.S01-01-53.
G-AIDE	Monarch	B G Heron	R23-08-46 S30-06-56
G-AIKE	Auster 5	C Christian &J Stewart Wood	Temp resident 1958
G-AIKR	Consul	T H Marshall Purchased 4-3-62	R20-02-62 S03-09-62
G-AIPE	Auster 5	op by S. Hants Ultra Light aircraft	1949
G-AIPX	Autocrat	op by S. Hants Ultra Light aircraft	1949
		Registered owner was J C Hoyland.	crashed 18-09-49
G-AITN	M14A Hawk Tr	Experimental Flying Group	June to Oct 1959
G-AIUD	M14A Hawk Tr	Stored at Christchurch post war	
G-AIUE	M14A Hawk Tr.	Stored at Christchurch post war	
		T C Sparrow(Bournemouth)	R11-11-46 S16-03-50
G-AIUF	M14A Hawk Tr.	Stored at Christchurch post war(noted June 1952)	
		A E Hawes (Emsworth)	R03-12-52
		so probably departed at that time.	
G-AIUG	M14A Hawk Tr	Stored at Christchurch post war	
		T C Sparrow(Bournemouth)	R11-11-46 S28-11-46
		B G Heron	R28-11-46 S23-06-48
G-AIZA	Proctor V .	Ethel Marshall,Arr 9-2-57	R19-02-57 S02-06-57
		Robert Myers of Bournemouth.	wu26-06-58
G-AJAC	Auster J/1	Brigadier Hutchins(Bransgore)	
		arrived at Christchurch by Dec 52.	R12-01-49 S03-07-54
		C Boswill of Winchester,	R12-07-54 S25-02-58
		T H Marshall	R03-03-58 S11-05-59 .
G-AJAE	Auster J/1N.	Royal Artillery Aero Club	
		Used by Christchurch Aero Club from	19-5-55 -1964
G-AJCK	Heath Parasol.	FF at Christchurch by George Errington.	
		Roger Mann.	R09-04-51 wu27-09-54
		Built by A C Leith and partners. Assembled at Christchurch.	
		Sold initially to Airways Aero Association before R Mann)	
G-AJDR	Hawk trainer	B G Heron	R26-04-63 left mid 1964
G-AJEH	Alpha J/1N	Gerry Dommett(Matchams park Stadium)	R14-06-61 S10-08-61
		P Plowman	R31-08-61 S08-01-63
		T H Marshall	R09-04-63 S12-04-64
G-AJEP	Auster J/1N	T H Marshall purchased 5-6-54.	R22-06-54 In use till 1960
			w/u 06-07-64
G-AJHU	Tiger Moth	F R Hayter/Gliding School	R13-09-61 S14-09-62
G-AJOC	Messenger 2A	Confirmation of residency needed	
G-AJRH	Alpha J/1N	Gerry Dommett(Matchams park Stadium)	R14-06-61 S22-02-62
G-AJSL	Rapide .	T H Marshall.arr 20-03-62	R09-05-62 S23-08-62
		P Palmer, Ringwood	R28-08-62 S26-04-63
G-AJWE	Gemini 1A	Vendair.Hired by Christchurch Aero Club	March 59
G-AJWS	AS Consul	De Havilland Co ,base given as Christchurch	25-7-53
G-AJYB	Auster J/1N.	E H Gould,rebuilt Broadway Garage.f/f	March 1960
			R19-05-60 S28-08-62
G-AJYP	Auster 5	confirmation needed	
G-AKAS	M14A Hawk Tr	Experimental Flying Group	June to Oct 59
G-AKFU	Gemini 1A	Mrs E Marshall arrived 14-3-56	R05-04-56,S23-04-57
			dep 9-2-57
G-AKGR	M14a Hawk Tr.	Bournemouth Flying Club,Christchurch	R08-09-47
		stored at Christchurch .	
		T H Marshall	R12-01-53 S 06-03-54
G-AKGS	M14a Hawk Tr	Bournemouth Flying Club,Christchurch	R08-09-47
		stored at Christchurch	
		T H Marshall	R12-01-53,Cof A 16-09-53.
Used	by Christchurch	Aero Club till sold 11-03-54	
G-AKIF	Rapide	T H Marshall ,arrived 4-2-59	R05-02-59 S 14-02-62
G-AKKG	Messenger	B G Heron	R 01-08-58
		(had been reported as present in 1952 at which time it was owned by Shell-Mex.)	
			S 19-07-63
G-AKOE	Rapide	AiR Rectification Ltd	R06-11-59 S09-10-61
G-AKPI	Auster 5	P. Cousins & R. F. Sear	R13-05-63(till 8-65)
G-AKRS	Rapide	Bournemouth Air Taxi	R23-05-62 S14-01-64
G-AKZZ	Tiger Moth	T H Marshall	R04-04-51
		cr in sea off Bournemouth Pier	30-05-53

G-ALAE	Messenger 4A	Used by Chr Aero Club	May 55 -
G-ALAJ	Messenger 4A	Royal Artillery Aero Club, DBR in gale 29 July 56, scrapped 20-02-57	R23-04-54
G-ALAV	Messenger 4A	R.Myers. arrived 13-3-55	R16-03-55 S02-07-56
G-ALND	Tiger Moth	W Gough	arrived by early 1957
G-ALTP	Oxford	Regd 28.4.61 to Thomas H Marshall,damaged by fire 1-1-62. cld as destroyed 12-2-62.	
G-ALTR	Oxford	Regd 28.4.61 to Thomas Marshall,cr on T/OBordeaux 14.8.61.	
G-ALUA	Zaunkoenig	S. Hants Ultra Light Aircraft Assoc.	R28-06-49 S13-04-51
G-ALYH	Auster 4	T H Marshall	R24-02-50,S 24-07-51
G-ALZM	Auster 5	T H Marshall	R31-03-50,S 10-06-54
G-ALWW	Tiger Moth	Sir W.G.Armstrong-Whitworth Flying Group. Temp resident Sept 1959	
G-AMCU	Oxford 1	Airspeed/D-H(R 19-07-50) stored at Christchurch(unconverted) 1950(?) till 1-12-52 when " Withdrawn".Burned November 1952	
G-AMCV	Oxford 1	Airspeed/D-H(R 19-07-50) stored at Christchurch(unconverted) 1950(?) till 1-12-52 when " Withdrawn" . In April 1953 NM803 reported as with the Christchurch ATC with NM803 visible under the RAF marks.	
G-AMCW	Oxford 1	Airspeed/D-H(R 19-07-50) stored at Christchurch(unconverted) 1950(?) till 1-12-52 when " Withdrawn" Burned November 1952.	
G-AMCY	Oxford 1	Airspeed/D-H(R 19-07-50) stored at Christchurch(unconverted) 1950(?) till 1-12-52 when " Withdrawn" Burned November 1952	
G-AMCZ	Oxford 1	Airspeed/D-H(R 19-07-50) stored at Christchurch(unconverted) 1950(?) till 1-12-52 when " Withdrawn" Burned November 1952	
G-AMHF	DH82A	T H Marshall,arr 17-3-1962	R21-03-62 S15-01-63
G-AMJH	Bournemouth	Airship.Nacelle stored for a time in the 622 ATC hangar during 50s	
G-AMTA	J/5 Aiglet Tr	Avon Flg Grp(R19-05-67)Still operating from Christchurch in Dec 67 S20-11-68 to P Hornsby of Christchurch.	
G-ANCT	DH82A	C M M Grece R09-09-53.S09-06-55.Noted as wu at Christchurch 1956 T H Marshall s1959 to Hants & Sussex Aviation Ltd. at Portsmouth.	
G-ANCU	DH82A	C M M Grece R09-09-53.S09-06-55.Noted as wu at Christchurch 1956	
G-ANCW	DH82A	C M M Grece R09-09-53.S09-06-55.Noted as wu at Christchurch 1956 R16-12-58 to Miss G M Henderson , w/u 30-06-61	
G-ANDE	DH82A	F R E Hayter Noted at Christchurch August 66	R23-06-66 S 11-10-67
G-ANFM	DH82A	F. R. E. Hayter	R08-11-63 Departed ?
G-ANIF	Auster 5	In dismantled state	1958-1959?
G-ANIR	Auster 5	E H Gould	R24-11-58 S16-05-60
G-ANOD	DH82A	T H Marshall, arrived 11-2-61,then dismantled	,Sold 21-2-63.
G-ANPK	DH82A	T H Marshall	R 10-04-54 S 30-06-61
G-ANPL	DH82A	T H Marshall	R 10-04-54 S 11-11-60
G-ANSR	DH-82A	T H Marshall arr 5-11-60, cr in sea Studland Bay 04-03-61.no casualties	R11-11-60
G-ANZC	Proctor IV	T H Marshall	1960-May 1962
G-AOCV	DH82a	T H Marshall Still resident June 58-1964	R 16-09-57,S08-12-61,
G-AOEL	DH82A	Gliding Club/F R E Hayter ,aquired 13-10-62	1963
G-AOJJ	DH82A	T H Marshall.	R05-04-56 ,left 6-8-60 S10-08-60
G-AOJK	DH82A	T H Marshall	R05-04-56 S12-08-60
G-AOSU	Chipmunk 22	Limbrey & Heron Ltd	R26-08-56 S06-08-59
G-APBE	Auster 5	Experimental Flying Group	June- Oct 1959
G-APJL	DH82A	J S Lewery & L Molyneaux	Feb 59 - Sept 59(at least)
G-APJP	DH82A ex R4851.	J Potheary.Rebuilt at Broadway Garage Bournemouth, S23-04-60,left mid 1960 Sold to N B Pritchett	R 30-07-57,f/f13-3-58
G-APRG	Tiger Moth	T H Marshall R08-12-58 after years in store at Christchurch S.F.Cargill	R24-02-59 S18-09-60
G-APSB	DHC-1-22A	Dacier Ltd	R20-11-59 S18-01-62
G-APTI	DH82A	J Potheary,f/f after rebuild 10-5-60 CofA 16-05-60 S26-05-60	R10-03-59
(G-APYV)	DH82A	622GS Reg'n ntu , became G-AREH(see below)	arr 1960(?)
G-APYW	Pa22-150	E H Gould	R19-07-62 S06-09-63
G-ARBT	Pa22-150	E H Gould	R28-09-67 left 1970
G-ARCA	Pa22-160	Rent A Plane Ltd(op byChristchurch Aero Club)arr 10-61	
G-ARDS	Pa22-150	Rent A Plane Ltd(op byChristchurch Aero Club)Oct 60-1961	
G-AREH	DH82A,ex DE241,	F R Hayter f/f after rebuild by 622 GS, 22-11-60.	

above originally allocated G-APYV ntu.R04-07-60 S28-06-62.
 G-ARKO Pa22 Colt 108 Used on hire by Christchurch Aero Club August 62
 N6183P Pa24-250. B J Heron,Purchased 6/62(became G-ASRA on 10-03-64),left mid 64
 "VH-BIC"Tiger Moth fuselage marked as such noted early in 1958.
 By this time the real VH-BIC was in Australia.
 N9215 Tiger Moth (noted 09-07-58became G-APRG)
 R4851 Tiger Moth (noted 25-10-54 became G-APTI)
 T7329 Tiger Moth (noted July 57)..
 6948M/DE693 Tiger Moth(1960) painted as "G-ARON "
 T6227 Tiger Moth ,noted July 57 and July 58,) sold 1958 to Hants and Sussex Avn, Portsmouth and became G-APSS
 T7996 Tiger Moth (noted 04-08-59). This was allotted G-ANCW but was not converted.
 DE683 Tiger Moth (noted 25-10-54 became G-ANPL)
 G-5-3 Venom Mk2 present at Airspeed/DH during 1950-53
 G-5-7 Vampire T11 First prototype by 1955 dismantled at Christchurch DH Tech School.
 ? Pou-de-Ciel Reported at Christchurch 13-10-56, builder lived in Southampton.

There were obviously many other aircraft, both residents and visitors that are not listed .

If you can fill some gaps please contact me at
daveg4otu@aol.com

CHRISTCHURCH Military resident aircraft 1928-1970



RAF/FAA UNITS

Station Flight used Magister, Hurricane, Spitfire, Wellington

Special Duty Flight, Types included Avro 504K, Tiger Moth, Hereford, Hampden, Defiant, Lysander, Whitley, Harvard,

Anson, Blenheim, Spitfire, Long Range Spitfire, Autogiro(?), Harrow, Battle, Rapide, Vega Gull. Arr 27-04-40 from St Athan, dep to Hurn 10-11-41

SDF Defence Flight, Hurricane (3 aircraft)

D Performance and Testing Flight, various types, arr 5/40

Special Countermeasures Flight Anson (3 aircraft).

116SQ detachment from Heston 21-11-42 till 30-11-42 (Lysander, Leopard Moth) Code II

595 Sq (detachment) 4 x Spitfire (Code 7B), arr Oct 45, dep Jan 46

420- Flt, formed 25-09-40... moved to Middle Wallop almost immediately

Naval Air Radio Installation Unit- dep 22-10-45

Royal Navy Comms flight. (3/44?). Stinson Reliant.

H Flt/1 AACU 9 Battles, from Gosport 11-10-40, absorbed by SDF in June 1941 including K9230 (cr in sea off Hengistbury Hd. pilot drowned, 28-4-41), K9207, K9208
2 AACU at Christchurch August-Sept 1940

652 AOP Sq A Flt, Auster, arr 26-01-44 from Ipswich, dep 29-03-44 to Denham

667 Sq Detachment, Arr from **Gosport 01-12-43**, Defiants (TT) Code "U4" back to Gosport August 44

89 GS formed March 44 - renumbered (1955) 622 Gliding School/171 Sq ATC, Sedburgh Gliders, dep 7/63.

758 Sq, Oxfords, .arr Oct 45, dep ?,

This list does not include Airspeed/De Havilland aircraft built at Christchurch or De Havilland aircraft, either Christchurch built retained on test or built elsewhere and used at Christchurch for testing or development. For those see the Airspeed and De Havilland pages where comprehensive production lists and details of test aircraft may be found.

L1702	Hurricane I	SDF Defence Flight	cr on t/o 27 May 1940- engine failure
L1562	Hurricane I	SDF Defence Flight	Aug/Sep 1940 replaced after combat damage
L1592/KW-Z	Hurricane I	SDF Defence Flight	arr 10 Oct 1940. (Some say coded ZQ-U)
AF967	Hurricane X		

Special Countermeasures Flight operated 3 Ansons in 6-40

FAA HMS RAVEN

Naval Trials Unit /Naval Air Radio Installation Unit.

BJ566 Martlett (Autumn 42)
BP838 Fulmar II
DJ469 Anson (1942)
DJ545 Anson IV + others
DR875 Defiant TT 667 Sq (plus others) from Gosport.cr on landing 15 Dec 43
FK917 Reliant I (Comms Flt) arr Jan 44 ,overturned in Xwind landing 01-03-44
K6288 Anson (1944)
KB417 Mosquito B25 arr 5 may 1945 for radar trials
L4303 Wellington II
MG636 Anson I
MP504 Wellington XI (cr 25-05-44)
MP543 Wellington XI
MP547 Wellington II
MP549 Wellington II
MP564 Wellington II
N9608 Anson (1942)
NK614 Anson ASH trainer (1945)
NK869 Anson ASH trainer (1945)
PG975 Oxford I (Comms Flt) replaced FK917
PM819 Barracuda + 5 (Feb 1945)
W1706 Anson (1944)
W1706 Anson I
X8798 Fulmar II
Z8399 Wellington II

Other aircraft known to have been present at times - may have been visitors staying only a short time for modifications.... details thanks to FONFA. Any dates and confirmations welcomed.

R9864 Anson
V6073/Y9H Blenheim IV Glass nose overpainted, No turret.
S6R Albacore
/S6X Albacore
DR717 Fulmar 2
DR724 Fulmar 2
FK958 Barracuda
FN384 Hellcat
JZ145 Avenger TBF-1
JZ197 Avenger TBF-1
JZ639 Avenger TBF-1
L6764 Blenheim 1
NE944/G Swordfish
NK739/AR2Y Anson FAA
NK750 Anson
NL121 Anson

758 Squadron

HN127/U1YY Oxford
PH248/U2JJ Oxford

B Flight Special Duties Flt ,arrived 8-5-40 renamed Telecommunications Flying Unit(TFU),departed 10 Nov 1941 to Hurn

P3929	Hurricane	Special Duties Flight	
	Consul	Special Duties Flight	
	Hampden	Special Duties Flight	
AA631	Defiant	Special Duties Flight	
T1439	Lysander III	Special Duties Flight	Ditched 20-09-41 ran out of fuel Sgt F Russell missing .
T1770	Lysander III	Special Duties Flight	
AE146	Boston	Special Duties Flight	
AH443	BostonII	Special Duties Flight	
	Harvard	Special Duties Flight	
V1187	Avro Rota	Special Duties Flight	Feb & May 1941
K6253	Anson	Special Countermeasures Flight	
K8578	Anson	Special Countermeasures Flight	
DJ184	Anson	Special Countermeasures Flight	
L6622	Blenheim 1	Special Duties Flight	
L6624	Blenheim 1	Special Duties Flight	
L6625	Blenheim 1	Special Duties Flight	
L6627	Blenheim 1	Special Duties Flight	
L1218	Blenheim 1	Special Duties Flight	
L4931	Blenheim 1	Special Duties Flight	
L4932	Blenheim 1	Special Duties Flight	
	Anson	Special Duties Flight	
P4832	Blenheim IV	Special Duties Flight	Ditched in Channel 17-7-41,25 miles of coast. Flt/Lt D Rayment DFC and Sgt R Sadler missing.
P4830	Blenheim IV	Special Duties Flight	Cr Longford Castle 17-09-40
P4836	Blenheim 1V	Special Duties Flight	
P4834	Blenheim 1V	Special Duties Flight	
P4846	Blenheim 1V	Special Duties Flight	
T1939	Blenheim IV	Special Duties Flight	
N3522	Blenheim IV	Special Duties Flight	1941
V6000	Blenheim IV	Special Duties Flight	1941
X8937	Blenheim IV	Special Duties Flight	
L2201	Walrus	Special Duties Flight	
P9565	Spitfire 1a	Special Duties Flight	arr 15-10-40
P9566	Spitfire 1a	Special Duties Flight	
X4845	Spitfire 1a	Special Duties Flight	
	LR Spitfire	Special Duties Flight	
DR622	Cierva Autogiro	Special Duties Flight	13-07-41 to 20-07-41(ex G-ACYH)
AP507	Cierva Autogiro	Special Duties Flight	1941(arr as G-ACWP)
K4239	Avro Rota I	Special Duties Flight	03-09-40 to 11-09-40
T4223	Harrow	Special Duties Flight	(2 a/c)
K7005	Harrow	Special Duties Flight	Ditched off Hengistbury Head 28-04-04.eng failure
L6029	Hereford	Special Duties Flight	
N1370	Whitley V	Special Duties Flight	Fcd Ldg N of field on 4th July 1940
AW314	Beaufort II	Special Duties Flight	
N1500	Whitley	Special Duties Flight	
BD633	Whitley	Special Duties Flight	
Z9248	Whitley	Special Duties Flight	
Z6762	Whitley V	Special Duties Flight	
K9230	Battle	Special Duties Flight	(2 a/c)
K8176	Overstrand	Special Duties Flight	
NR698	Dragon Rapide	Special Duties Flight	
X9455	Gull	Special Duties Flight	
K8049(?)	Gladiator	Special Duties Flight	
AM922	B-24A Liberator	1 Special Duties Flight	14-08-41 to 18-09-41 (ex 40-2361)
DZ203	Boeing 247D	Special Duties Flight	arr 02-08-41 from Speke (NC13344 impressed)

BGA425	Scott 1 Viking	Special Duties Flight	21st June/July 1940
BGA415	Scott 1 Viking	Special Duties Flight	21st June/July 1940
BGA426	Scott 1 Viking	Special Duties Flight	21st June/July 1940
BGA338	Minimoa Glider	Special Duties Flight	Used in 1940.
'5'	Slingsby Kite 1 c/n355A	built by Slingsby with non metallic control system for RAF. 5.5.40 To SDF Christchurch June 1940 for radar trials. See photo below....	
AX871	Avro 504N	Special Duties Flight(ex	G-ADBM)
AX874	Avro 504N	Special Duties Flight(ex	G-ADBP)
AX875	Avro 504N	Special Duties Flight(ex	G-ADET)
BK892	Avro 504N	Special Duties Flight(ex	G-ADEV)
X9304	Fox Moth	Special Duties Flight(ex	G-ABUT) arr16-7-40,dep 3-9-40
X9305	Fox Moth	Special Duties Flight(ex	G-ACFF) arr22-10-40,dep 8-2-41
T6387	Tiger Moth II	Special Duties Flight	
R5191	Tiger Moth II	Special Duties Flight	
Z8705	Wellington GR8	Special Duties Flight	
Z8830	Wellington 1C	Special Duties Flight	
X3707	Wellington II	Special Duties Flight	
X9678	Wellington IC	Special Duties Flight	
Z8902	Wellington GR8	Special Duties Flight	
W5451	Wellington II	Special Duties Flight	
X8702	Wellington	Special Duties Flight	
L4229	Wellington	Special Duties Flight	
L4213	Wellington	Special Duties Flight	
N7244	Hudson 1	Special Duties Flight	
FK571	Hudson V	Special Duties Flight	
R2247	Beaufighter IIF	Special Duties Flight	
R2373	Beaufighter IIF	Special Duties Flight	
X7836	Beaufighter IIF	Special Duties Flight	
X7712	Beaufighter IF	Special Duties Flight	
AH467	Havoc I	Special Duties Flight	
T1206	Oxford	Special Duties Flight	
R9490	Halifax II	Special Duties Flight	

Comms Aircraft

N1859	Fulmar I
N4072	Fulmar I
P1770	Barracuda
K8881	Swordfish
P4009/A2G	Swordfish
K8854	Sea Otter
HM338	Proctor II
NR698	Dominie
N5415	Magister
R4947	Tiger Moth
R5191	Tiger Moth
W5780	Hornet Moth
X9455	Vega Gull
L4412	Miles Mentor
DG663	Envoy II



"5" Slingsby Kite 1 c/n355A

Miscellaneous

X7341	DH.89	RN Christchurch 04-06-45
T2449	AS 45 Cambridge	c/n 545 resident 1944
DE241	Tiger Moth II	Stored postwar, became G-AREH
LZ551/G	Vampire	De Havillands 1945 for modification for deck trials
MB315	Seafire IIc	cr 25-6-41
VP194	Mosquito B35	resident 1947 used by Airspeed.
RT935	Halifax A.IX	Used in 1948-49 by Airspeed/D.H. to tow out overhauled Horsas.
DG604	Horsa 1	First flight 15-02-42 (pilot George Errington)
DG609	Horsa 1	First flight 12-04-42 (pilot George Errington)
FZ564	Dakota	Airspeed Trials aircraft 1943-45
FD320	Vengeance	present late 45
RN340,346,367,380,TL135,136	Horsas	undergoing rebuilding at Airspeed 03-49
HG341	Warwick GR.II	Centaurus engine testbed 1946-47
K3880	Hart	stored 1944-50s
BD443	Whitley V	Airspeed (glider tug for Horsa testing?)
LA821	Whitley V	Airspeed (glider tug for Horsa testing?)
V9977	Halifax	Fitted with H2S Radar March 1942
TG366	Hawk Tr	Scrapped at Christchurch (when?)

One of these aircraft is seen below, photographed in the spring of 1943 by Douglas Jones. The gentleman in the photo is Horton Luscombe who was one of the maintenance crew. (photo via the John Havers Collection).



652 AOP Squadron operated Austers (arrived 26-1-44)
Individual aircraft not known.

595 Sq with Spitfires, Aberporth received some war-weary aircraft on 30-06-45. On 21-09-45, three were flown to Christchurch for disposal followed by three more on the next day. It is possible that some of these were BL539, BM304, BM430 and BM581.

H Flt/1AACU Ansons & Battles (eg: N2119).
Individual aircraft not known.

Photo below from the collection of Airspeed Chief Test Pilot George Errington (via Mike Phipp).





MEASURE OF INDEPENDENCE : Although a glider cannot, of course, take off without outside assistance, it invariably clears the proverbial 50ft screen well in advance of the more heavily loaded tug aircraft. This new view of an Airspeed Horsa "unsticking" was secured from the rear turret of the towing Halifax during tests at Christchurch.

Photo above from Airspeed via Flight shows a Horsa under tow at Christchurch - possibly by RT935 (see above).

XJ580 Sea Vixen FAW1 preserved outside DH factory 1984-1997.(Photo below by Garry Lakin)



XN264 Whirlwind HAS 7 preserved at Somerford Hotel (opposite the Airfield) August 1975 till 1981.
(Photo by Trevor Davies)



89GS Formed at Christchurch March 1944, redesignated 622GS in 1955

Dates given in the majority of cases only indicate a span within which time the aircraft was present at some point. If anyone has any more definite dates ,please feel free to send in the information.
(see top of page for contact info).

	Dagling Mk1	89GS	1944
PD468	Cadet.Mk1	89GS	1944-49
RA940	Cadet.Mk1	89GS	1944-49
RA826	Cadet.Mk1	89GS	
RA825	Cadet Mk1		1949
RA885	Cadet.Mk1	89GS	
RA964	Cadet.Mk1	89GS	
RA998	Cadet.Mk1	89GS	
RA949	Cadet.Mk1	89GS	1944-49
RA943	Cadet.Mk1	89GS	1944-49
RA936	Cadet.Mk1	89GS	1944-49
RB269	Cadet.Mk1	89GS	1944-49
RA887	Cadet.Mk1	89GS	1944-49
RB113	Cadet.Mk1	89GS	1944-49
RA820	Cadet.Mk1	89GS	1944-49
RA906	Cadet.Mk1	89GS	1944-49
RA826	Cadet.Mk1	89GS	1944-49
VF189	Cadet Mk1	89GS	1945-
VM596	Cadet.Mk1	89GS	1944-49
VW512	Cadet.Mk1	89GS	1944-49
VW504	Cadet Mk1	89GS	1949
VM586	Cadet.Mk1	89GS	1944-49
VM667	Cadet.Mk1	89GS	1944-49
VM534	Cadet.Mk1	89GS	1944-49
TS354	Cadet.Mk1	89GS	1944-49
VM695	Cadet.MkII	89GS	1944-49
VW538	Cadet.MkII	89GS	1944-49
RB136	Grunau Baby	89GS	1944-49
VT917	Grunau Baby	89GS	1944-49
WE985	Prefect	89GS	1949-
WB937	T-21B	89GS/622 GS	Del 01-06-50
WB944	T-21B	89GS/622 GS	Del 22-11-49
WB948	T-21B	89GS/622 GS	Del 28-12-49
WB990	T-21B	89GS/622 GS	Del 30-03-50.here until 1963
WB991	T-21B	89GS/622 GS	Del 05-04-50.here until 1963
WB993	T-21B	89GS/622 GS	Del 02-06-50here until 1963
WE985	Prefect TX.1		present 06-09-59
WT897	Cadet TX3	622GS	Del 29-10-51..W/O 18-01-61
WT898	Cadet TX3	622GS	1954-1963
WT914	Cadet TX3	622GS	1962-1963
WT917	Cadet TX3	622GS	17-08-55 till Cat 4 on 7-11-55
XA289	Cadet TX3	622GS	
XE793	T-31B	622GS.ATC	here until 1963
XE800	T-31B	622GS	
XN246	T-31B	622GS	1955- April 1963
XN247	T-31B	622GS.ATC	Del 14-07-59 crashed on the airfield
19th August 1962			
	XN248	T-31B	622GS.ATC
	DE673/6948M	Tiger Moth	622GS arrived in dismantled state in 1960
	??	Tiger Moth	622GS arrived in dismantled state in 1960

The photos on this and the next page of 622GC, were kindly provided by Colin Pomeroy show
.....
First: WT898 (Cadet TX3), Second: a Bedford 15cwt truck used by the school, Third:
one of the Wild glider winches (originally built by M B Wild & Co as Barrage Balloon winch
in WW2),
Fourth: unidentified Sedburgh, Fifth: WB990 (T21B Sedburgh).



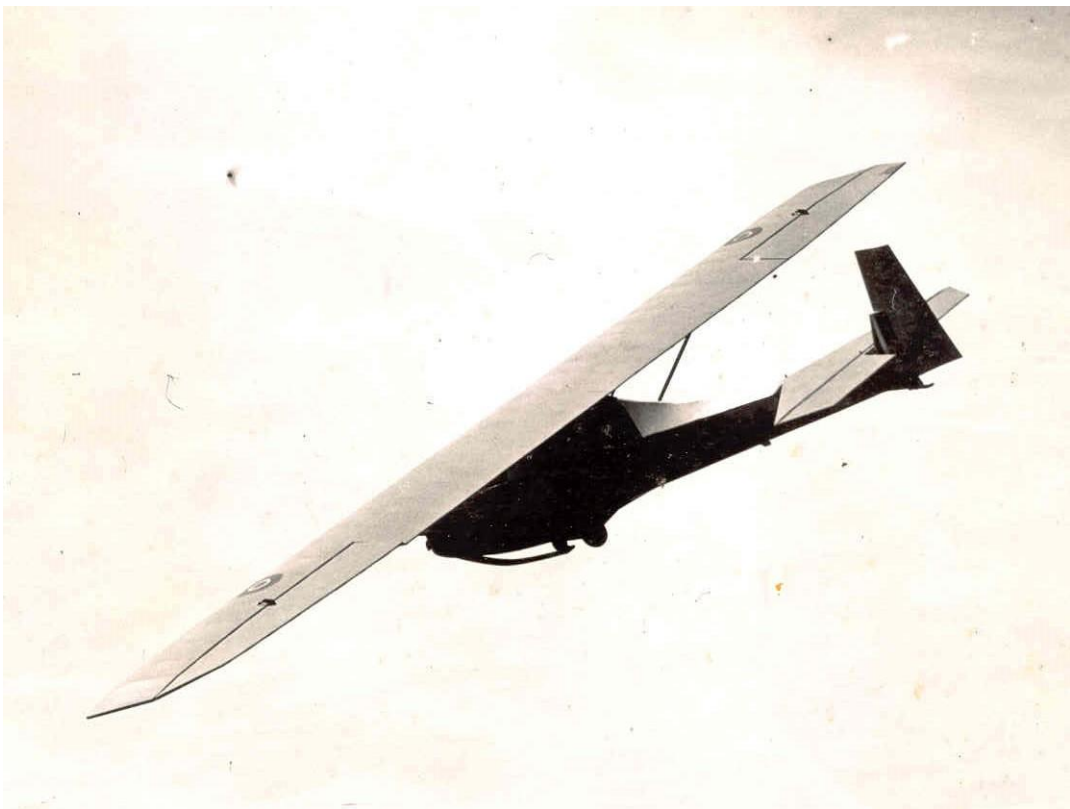




The following four pictures show the 89GS CO S/Ldr Ron Hayter instructing.



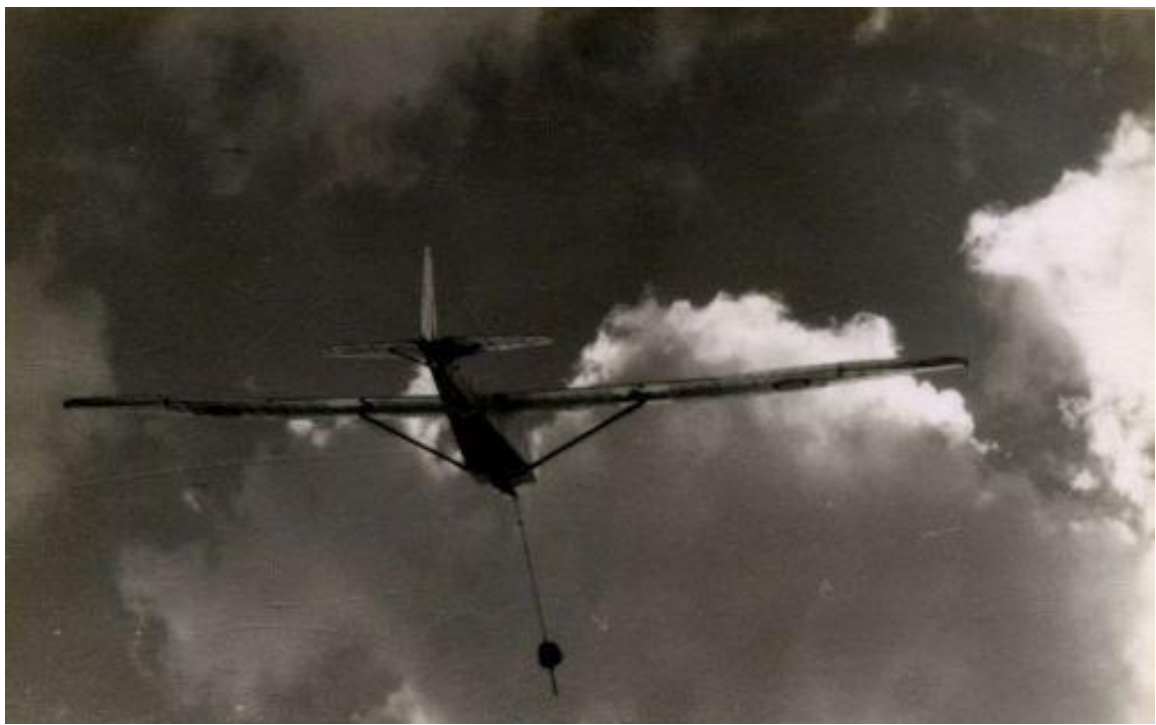






A view of the airfield from one of the gliders.(photo:George Bolton)

The two photos below are taken from 622GS Christmas cards sent out in the early 1950s.(via Stephen Cullen)





Slingsby T-31B XE800 ready for winch launch.
SRDE in the background,
(photo by G Bolton via Facebook)



WT914 Cadet TX3 sometime 1962/3. SRDE in background



USAAF

UNITS

405FG/509,510,511 FS (Aircraft codes:G9/2Z/K4) P-47D, arr 7/3/44 from Walterboro SC., dep 22/6/44 (Official date according to US sources - in fact some aircraft were still operating from Christchurch as late as 29th June). Some sources give official departure as 30-06-44. Next base was A-8 Picauville



405th Fighter Group



USAAF.405FG/509-510-511FS P-47Ds Codes G9/2Z/K4

Unit arrived March 44 WITH 73 P-47Ds and left to France 29-6-44.

The aircraft listed below are thought to have been used by the Group at some point during their stay at Christchurch.

However there are many unknowns and anomalies. If you can add to or correct the list below, please contact me .

Underlined serial numbers indicate that a photo exists in the "405FG at Christchurch" section.

- | | | |
|----------------------|-------|--|
| <u>42-25507/G9-A</u> | 509FS | 'Huckle De Buck' s/d by flak 18/06/44, Pilot Maj Paul E Gardiner |
| 42-76119/G9-A | 509FS | Reported in April 44 |
| <u>42-25577/G9-N</u> | 509FS | 'Fat Cat' |
| <u>42-25990/G9-O</u> | 509FS | 'Jabo' |
| <u>42-26250/G9-G</u> | 509FS | 'Turtle No.9' |
| 42-26338 | 509FS | cr XCH 29/06/44 Pilot : William W. Chapman Jr. |
| 42-26643/G9-D | 509FS | 'The Virgin' |
| <u>42-27210/G9-E</u> | 509FS | 'Look No Hands' |
| 42-76236 | 509FS | Reported in April 44. |

42-27239/	509FS	
42-27316/G9-J	509FS	Chief Ski-U-Mah
?)		
42-28382	509FS	'Woooooooooooooooo'
42-28370/G9-R	509FS	'Stinkey'
42-74726	509FS	LAC 30/03/44 Christchurch - Pilot :Jack R. Stampley
42-75409	509FS	'Betty'
42-75454	509FS	
42-75461/G9-D	509FS	
42-75861	509FS	Cr 05/07/44 St Alban's Head Pilot :John H. Weir - KIA
42-76119	509FS	
42-76315	509FS	s/d 16/06/44 at Gorrion(France).Pilot:Leonard J. Schallehn escaped.
42-76425	509FS	cr on take off Christchurch 29/06/44. Pilot:Vincent R.James-Ok
42-76476	509FS	cr on t/o XCH 29/06/44. Pilot:Vincent R.James killed +13 on ground.
42-76528/G9-H	509FS,	s/d 03/06/44 Hedouville Pilot:William M.Downey taken POW
42-76529/G9-	509FS,	s/d 22/06/44 Les Baux-de-Breteuil Pilot:Frank J. Boryczka
42-76580	509FS	TOA Christchurch 19/04/44 Pilot: Delmar R.Dawn
42-76556/G9-V	509FS	'Vonnie '(may be 42-76556)
41-6358/2Z-O	510FS	'California or bust ' Cr 23/06/44 Jersey Pilot: Walter R. Davis - POW
42-7965	510FS.	LAC Halesworth 13/5/44.Pilot: Boleslaw Kociencki
42-8596	510FS	TOA Christchurch 12/06/44
42-8669/2Z-O	510FS	'Mormon Meteor'
42-8698/2Z-K	510FG	
42-25516	510FS	SD 13/05/44 at Wolphaartsdijk (Hol.) Pilot: William B.Taylor Jr.- POW
42-25520/2Z-X	510FS	'Georgia Peach'
42-25523/2Z-A	510FS	
42-25541	510FS	Pilot 2nd Lt Boleslaw Kociencki KIA 22 -6-44 Giouzon France.
42-25718/2Z-P	510FS	'Little LuLu'
42-27181/2Z-D	510FS	'Red Hot Mama'
42-27184	510FS	
42-28286	510FS	
42-28297/2Z-R	510FS	
42-75174/2Z-	510FS	
42-75559	510FS	
42-76076/2Z-M	510FS	'Touch of Texas'
42-76151/2Z-L	510FS	'Peg O My Heart'
42-76237/2Z	510FS	cr landing Christchurch 21/03/44 Pilot:Howard J. Curran
42-76248	510FS	'Parsons Wife'.cr 24/05/44 in Channel - Pilot:George R. Mitchiner MIA
42-76327	510FS	
42-76332/	510FS	cr on landing Christchurch 20/05/44 Pilot : Duane M.Bunce.
42-76334	510FS	
42-76367/2Z-N	510FS	'Nancy'
42-76373	510FS	

42-76447	510FS		
42-76520	510FS	'Topsy D'	
42-76553/2Z-B	510FS.	'The Bug' s/d 24/05/44- Pilot:Arlie J. Blood POW	
42-76576	510FS	cr on landing Chilbolton 29-05-44.Pilot: Leon C.Sparkman .repaired	
42-76588/2Z-H	510FS	'The Scarab II'	
42-76591/2Z-B	510FS	'Yankee Tarheel'	
42-26115	511FS	s/d 22/06/44 nr Evruex Pilot : Edward J. Wilk - POW	
42-26318	511FS		
42-26327	511FS		
42-26471/K4-D	511FS	'Judy II'	
42-28633/K4-V	511FS	' Margo'	
42-29150/K4-S	511FS	'Dottie Mae' cr 13/06/44	
42-74663/W-K4	511FS		
42-75413	511FS		
42-75656/K4-E	511FS	S/D St-Lo 18/06/44 Pilot: Calvin E. King - KIA	
42-76064/K4-J	511FS	TOA Christchurch 19/05/44-Pilot:Lloyd V. New	
42-76091/K4-P	511FS	TOA Christchurch 19/05/44-Pilot:Homer Smith Jr.	
42-76133/K4-D	511FS	lost 23/05/44 at Longny-au-Perche . Pilot: Cicero N. Morgan - KIA	
42-76166/K4-Y	511FS	T/O acc Christchurch 10/06/44 Pilot: George W. Arnold Jr.	
42-76200/K4-L	511FS		
42-76354/K4-U	511FS	'Which way'd he go GEORGE'.s/d 14/06/44 Pointe de Barfleur. Pilot:Thomas J.Pickett	
42-76361	511FS	Accident at Christchurch 23/03/44, pilot Frederick Wilson .repaired.	
42-26392	511FS		
42-76444	511FS	S/d 22/06/44 Grand-Camp Pilot : Lloyd G. Zahn KIA	
42-76450	511FS	missing 26/04/44 near Le Val/Brix Pilot: HarryW.Williams(KIA)	
42-76459/K4-V	511FS	Fcd Idg 24/06/44 Cricqueville/A-2 - Pilot: Julian R. Morford	
42-76461/K4-N	511FS	TOA at Christchurch 18-04-44.Pilot: Bill E.Myers.repaired.	
42-76467/K4-R	511FS	Cr nr Winkton 12/06/44 after explosion .Pilot: George T. Quinlin killed	
42-76469/K4-Q	511FS	Mid-air at Christchurch 21/03/44 Pilot John R.Willingham Jr.	
42-76479/K4-B	511FS	'Little Joe',SD at Chavagne 14/06/44 Pilot J.P.Marr KIA.(also "Ginny"?)	
42-76485/K4-A	511FS	Ground accident Christchurch 07/06/44.Pilot : Charles D. Nachand Jr.	
42-76490/K4-H	511FS	'Knobby'	
42-76491	511FS	Acc landing Christchurch 06/06/44 Pilot: Calvin E. King	
42-76496	511FS	'K-Kid'.S/D 22/06/44 Cloyes-sur-le-Loir Pilot: Boleslaw Kociencki - KIA	
42-76513/K4-S	511FS		
42-76514/K4-P	511FS		
43-25591	511FS	LAC at Christchurch 20/05/44.Pilot: John R. Willingham Jr.	
43-705		L-4B 405FG/510FS,Involved in Midair collision over Avon village	28 May 44.
42-106xxx		P-51B 405FG	
42-98592		L-5 Sentinel replaced 43-705 (date?)	

Can anyone add to or complete the serial numbers of any above?

The aircraft below is 42-76520 - one the Christchurch based aircraft - it served with the 510FS and was destroyed in France during July 1944.



There were obviously many other aircraft ,both residents and visitors that are not listed here.

If you can fill some gaps please contact me at daveg4otu@aol.com

USAAF MACR(Missing Air Crew Reports) relating to aircraft based
at Christchurch

42-76315/MACR 6056

~~CONFIDENTIAL~~

Classification changed to **RESTRICTED**
by E. A. BRADONAS, Lt. Col., AG
by F. M. MURPHY, Capt., AG
Date **MAR 1 5 1948**

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

6056

ISSUE AIR CREW REPORT

REPORT: This report will be compiled in quintuplicate by each Army Air Forces organization within 48 hours of the time an airplane is officially reported missing.

USAAF STA

- ORGANIZATION: Location L16 Command or Air Force IX TAC
Group 105th Ftr Gp Squadron 60th Ftr Gp Detachment _____
- SPECIFY: Point of Departure USAAF STA L16 Course 175°
Intended Destination Leval, France Type of Mission Day Bomb
- WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED 8/10 light overcast; Base 5000; tops 7000 ft.
- GIVE: (a) Date 16 June 1944 Time 1735 and Location 1 MI N. of Bisseau, France
of last known whereabouts of missing airplane.
(b) Specify whether () Last sighted; () Last contacted by Radio;
() Forced down; (X) Seen to crash; or () Information not available.
- AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS RESULT OF:
(Check only one) () Enemy air action; () Enemy anti-aircraft; (X) Other circumstances as follows: Engine trouble
- AIRCRAFT: Type, Model and Series P-47 D15 A.A.F. Serial No. 42-76315
- ENGINES: Type, Model and Series R2800-59 A.A.F. Serial No. (a) FP0002652
(b) _____ (c) _____ (d) _____
- INSTALLED EQUIPMENT (Furnish below Make, Type and Serial No.)
(a) 1100508 (b) 1097240 (c) 1071670 (d) 1072017
(e) 1095114 (f) 1099513 (g) 1097189 (h) 1099433
- THE PERSONS LISTED BELOW ARE REPORTED AS: (a) Battle Casualty NIA
or (b) Non Battle Casualty _____
- NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 1 Passengers 0 Total 1
(Starting with pilot, furnish the following particulars: If more than 10 persons were aboard airplane, list similar particulars on separate sheet and attach original to this form.)

	Crew Position	Name in Full (Last Name First)	Rank	Serial Number
1.	Pilot	Schallehn, Leonard J.	SR Lt. AG	0616032
2.				
3.				
4.				
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10.				

-1-

41-6358

~~CONFIDENTIAL~~

Classification changed
to **RESTRICTED**
by **TS/MSB**
Date **10/10/1960**

THE DEPARTMENT
HEAD QUARTERS ARMY AIR FORCES
WASHINGTON
MISSING AIR CREW REPORT

5028

REPORT: This report will be compiled in quintuplicate by each Army Air Forces organization within 48 hours of the time an airplane is officially reported missing.

1. ORGANIZATION: Location Sta 425 Command or Air Force IX TAW
Group Fourth Fighter Squadron 11th Air Detachment
2. SPECIFY: Point of Departure Sta 425 Course 180°
Intended Destination Station 425 Type of Mission Local
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED 10/10/60
4. GIVE: (a) Date 10/10/60 Time 0630 and Location Sta 425 of last known whereabouts of missing airplane.
() Specify whether () Last sighted; () Last contacted by Radio; () Parachuted down; () Seen to crash; or () Information not available.
5. AIRCRAFT: LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS RESULT OF:
(Check only one) () Enemy aircraft; () Enemy Anti-aircraft; () Other circumstances as follows: Loss of radio communication
6. AIRPLANE: Type, Model and Series F4U-5 A.A.F. Serial No. 42-350
7. ENGINES: Type, Model and Series R2-001 A.A.F. Serial No. (a) 42-25700
(b) _____ (c) _____ (d) _____
8. INSTALLED EQUIPMENT (Furnish below Make, Type and Serial No.)
Camera-17-0310 (a) 15210 (b) 15200 (c) 15202 (d) 15204
Lens - 11-009 (e) 15206 (f) 21384 (g) 22104 (h) 15208
9. THE PERSONS LIVED ABOARD THE AIRCRAFT OR: (a) Battle Casualty N/A
or (b) Non Battle Casualty _____
10. NAMES OF PERSONS ABOARD AIRCRAFT: Crew 1 Passengers 0 Total 1
(Starting with pilot, furnish the following particulars: If more than 10 persons were aboard airplane, list similar particulars on separate sheet and attach original to this form.)

	Crew Position	Name in Full (Last Name First)	Rank	Serial Number
1.	Pilot	Davis, Walter R	2nd Lt	3-11027
2.				
3.				
4.				
5.				
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9.				
10.				

~~CONFIDENTIAL~~

Form 2

~~CONFIDENTIAL~~

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

6114

Classification changed
to **RESTRICTED**
by E. A. BRANTON, Lt. Col., AC
by F. W. MURPHY, Capt., AC
Date APR 7 1958

MISSING AIR CRAFT REPORT

REMARKS: This report will be compiled in quintuplicate by each Army Air Forces organization within 48 hours of the time an airplane is officially reported missing.
ISSUE 504

1. ORGANIZATION: Location 8016 Command or Air Force II AF
Group 105th Fighter Squadron 500th Fgt Detach and
2. SPECIFY: Point of Departure 8016 Course 217
Intended Destination 8016 Type of Mission 800
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH: ON and LAST REPORTED 10/10 clouds; Base 2500 ft; Top 5000 ft; clear
4. GIVE: (a) Date 18 June 1954 Time 1845 and Location SW. part of St Lo, France
of last known whereabouts of missing airplane.
(b) Specify whether () Last sighted; () Last contacted by Radio; () Parachuted; (X) Seen to crash; or () Information not available.
5. AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS RESULT OF:
(Check only one) () Enemy aircraft; (X) Enemy anti-aircraft; () Other circumstances as follows: _____
6. AIRPLANE: Type, Model and Series 44-11857 A.C.F. Serial No. 15-35857
7. ENGINE: Type, Model and Series 2800-29; A.C.F. Serial No. (a) 7000810
(b) _____ (c) _____ (d) _____
8. INSTALLED ENGINES (Furnish Make, Type and Serial No.)
(a) 277241 (b) 277241 (c) 277241 (d) 277241
(e) 277228 (f) 277228 (g) 277237 (h) 277231
9. THE PERSONS LISTED BELOW WERE ON BOARD: (a) Battle Casualty NO
or (b) Non Battle Casualty _____
10. NAMES OF PERSONS ABOARD AIRPLANE: Class 1 _____ Class 2 _____
(Starting with pilot, furnish the following particulars: If more than 10 persons were aboard airplane, list similar particulars on separate sheet and attach original to this form.)

Casera
#42-11258
Lena
531511

	Crew Position	Name (Last Name First)	Rank	Serial Number
1.	Pilot	Carroll, Paul E.	Major AC	0631254
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				

~~CONFIDENTIAL~~

Sub 7

42-76315

RESTRICTED
by E. A. BRADONAS, Lt. Col., AG
by F. M. MUEENCH, Capt., AG
Date MAR 15 1948

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

6056

ISSUE AIR CREW REPORT

REPORT: This report will be compiled in quintuplicate by each Army Air Forces organization within 48 hours of the time an airplane is officially reported missing.

USAAF STA

1. ORGANIZATION: Location 416 Command or Air Force IX SAC
Group 405th Ftr Gp Squadron 609th Ftr Sq Detachment _____
2. SPECIFY: Point of Departure USAAF STA 416 Course 175°
Intended Destination Leval, France Type of Mission Mtg Bomb
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED B/O light clouds; Base 5000; tops 7000 ft.
4. GIVE: (a) Date 16 June 1944 Time 1735 and Location NE W of Oisseau, France
of last known whereabouts of missing airplane.
(b) Specify whether () Last sighted; () Last contacted by Radio; () Paroled down; () Seen to crash; or () Information not available.
5. AIRPLANE WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS RESULT OF:
(Check only one) () Enemy air-attack; () Enemy anti-aircraft; (X) Other circumstances as follows: Engine trouble
6. AIRPLANE: Type, Model and Series P-47 D15; A.A.F. Serial No. 42-76315
7. ENGINES: Type, Model and Series R2800-59; A.A.F. Serial No. (a) FF10002852
(b) _____ (c) _____ (d) _____
8. INSTALLED EQUIPMENTS (Furnish below Make, Type and Serial No.)
(a) 1100588 (b) 1097240 (c) 1071670 (d) 1072017
(e) 1095414 (f) 1095513 (g) 1097189 (h) 1099433
9. THE PERSONS LISTED BELOW ARE REPORTED AS: (a) Battle Casualty NIA
or (b) Non Battle Casualty
10. NUMBER OF PERSONS ABOARD AIRPLANE: Crew 1 Passengers 0 Total 1
(Starting with pilot, furnish the following particulars: If more than 10 persons were aboard airplane, list similar particulars on separate sheet and attach original to this form.)

Camera:
#42-82696
Lens:
#319522

	Crew Position	Name in Full (Last Name First)	Rank	Serial Number
1.	Pilot	Schallehn, Leonard J.	2d Lt AG	0918032
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				

RESTRICTED

42-76528

CONFIDENTIAL

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

5529

Classification changed

to RESTRICTED

by 15 11/16/1948

MISSING AIR CREW REPORT

5529

This report will be compiled in quintuplicate by each Army Air Force organization within 48 hours of the time an airplane is officially reported missing.

USAAF

1. ORGANIZATION: Location STA # 415 Command of Air Force IX TAD
Drop/05th Pte Bomb Op Squadron 509th FB Detachment
2. SPECIFY: Point of Departure USAAF STA # 415 Course 700
Intended Destination Comblain, France Type of Mission Wave Bomb
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR LAST REPORTED 1/10 at 3000; tops 8000; 5/10 at 10500
4. GIVE: (a) Date 1 June 1948 Time 1503 and Location 25 Mi West of
of last known whereabouts of missing airplane. Neuroville, France
(b) Specify whether () Last sighted; () Last observed by Radio;
() Parachuted; (X) Seen to crash; or () Information not available.
5. AIRCRAFT: US 1087, OR IS BELIEVED TO HAVE BEEN 1087, AS RESULT OF:
(Check only one) () Heavy air load; (X) Heavy Anti-Aircraft; ()
Other circumstances as follows: _____
6. AIRPLANE: Type, Model and Series 470 208; A.A.F. Serial No. 42-26628
7. ENGINES: Type, Model and Series 22800-59 A.A.F. Serial No. (a) 1089108
(b) _____ (c) _____ (d) _____
8. INSTALLED EQUIPMENT (Furnish below Make, Type and Serial No.)
(a) 1089208 (b) 1089227 (c) 1089216 (d) 1089619
(e) 1089223 (f) 1089225 (g) 1089222 (h) 1089241
9. THE 22800-59 ENGINE FROM THE AIRCRAFT IS: (a) Battle Casualty N/A,
or (b) Non Battle Casualty _____
10. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 1 Passengers (Total) 1
(Starting with pilot, furnish the following particulars: if more than 10 persons were aboard airplane, list similar particulars on separate sheet and attach original to this form.)

Camera:
L2-78791
Lens:
#315400

	Draw Position	Name in Full (Last Name First)	Rank	Serial Number
1.	Pilot	<u>Rosney, William M.</u>	<u>2d Lt. AC</u>	<u>2685978</u>
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				

CONFIDENTIAL

Inc 4

Classification changed
to **RESTRICTED**
by E. A. BRADMAN, Lt. Col., AD
by W. N. HODSON, Capt., AD
Date MAR 5 1948

~~CONFIDENTIAL~~
WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCE
WASHINGTON

6493

INCIDENT AND LOSS REPORT

REPORT: This report will be compiled in quadruplicate by each Army Air Force organization within 48 hours of the time an airplane is officially reported missing.

DETAILS

1. ORGANIZATION: Location Sta 4115 Command or Air Force II AF
Group 405th Fighter Squadron 305th FTR Detachment AMM G. F.
2. SPECIFY: Point of Departure ESMAY Sta 4115 Course 117
Intended destination France Type of Mission Air Supp.
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR TIME LAST REPORTED Visibility Good
4. GIVE: (a) Date 23 Jun 44 Time 2015 and Location Between France and
of last known whereabouts of missing airplane. France
(b) Specify whether () lost sighted; () lost as reported by Radio;
() Perceived sound; () Seen in crash; or () Information not available.
5. AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS RESULT OF:
(Check only one) () Enemy aircraft; () Enemy anti-aircraft; ()
Other circumstances as follows: _____
6. AIRPLANE: Type, Model and Series P-47D 20 Serial No. 42-15629
7. ENGINES: Type, Model and Series R-2800-51 Serial No. (a) 12-54650
(b) _____ (c) _____
8. INSTALLED WEAPONS (furnish below Make, Type and Serial No.)
(a) 1001918 (b) 1001921 (c) 1001900 (d) 1001918
(e) 1001925 (f) 1125781 (g) 1001905 (h) 1001923
9. TWO WEAPONS LISTED ABOVE WERE REPORTED AS: (a) Battle Casualty NA
or (b) Non Battle Casualty _____
10. NUMBER OF PERSONS ABOARD AIRPLANE: Crew 1 Passengers 0 Total 1
(Starting with pilot, furnish the following particulars: if more than 10 persons were aboard airplane, list similar particulars on separate sheet and attach original to this form.)

Case-42-76529
Loss-305809

	Crew Position	Name (Last, First, Middle)	Rank	Serial Number
1.	Pilot	Boyska, Frank J.	2nd Lt.	0-66695
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				

765072
12/1/44
1/2/48

~~CONFIDENTIAL~~

41-6358

CONFIDENTIAL

Classification changed
to **RESTRICTED**
by **TS/MAA**
Date **10/20/55**

THE DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON
ISSUE AIR SPEC 859511

5026

REPORTING: This report will be compiled in quadruplicate by each Army Air Forces organization within 48 hours of the time an airplane is officially reported missing.

1. **ORGANIZATION:** Location Sta 815 Command or Air Force IX 345
Group 10th Fighter Squadron 10th Air Detachment
2. **SPECIFY:** Point of Departure Waco, Sta 815 Course WFO
Intended destination London, England Type of Mission Escort
3. **WEATHER CONDITIONS AND COMMENTS ON TIME OF CRASH OR LAST REPORTED**
10/20/55 0400
4. **TYPE:** (a) Crash (b) Hit (c) Time 0430 and location W. of 02 St.
of last known whereabouts of missing airplane. main wreckage
() Specify whether: () Last sighted; () Last contacted by Radio;
() Paroled down; () Seen to crash; or () Information not available.
5. **AVIATION:** (a) Lost, or (b) Returned to base with loss, as result of:
(Check only one) () Enemy airplane; () Enemy Anti-Aircraft; ()
Other circumstances as follows: loss of radio communication
6. **AIRCRAFT:** Type, Model and Series P-51D-1 A.A.F. Serial No. 44-3185
7. **ENGINE:** Type, Model and Series R-2800-23 A.A.F. Serial No. (a) 15-195700
(b) _____ (c) _____ (d) _____
8. **INSTALLED WEAPONS** (Furnish below Make, Type and Serial No.)

(a) <u>100mm</u>	(b) <u>100mm</u>	(c) <u>50010</u>	(d) <u>100mm</u>
(e) <u>100mm</u>	(f) <u>23mm</u>	(g) <u>23mm</u>	(h) <u>100mm</u>
9. **THE PERSONS LISTED BELOW ARE REPORTED AS:** (a) Details Casualty and
or (b) Non Battle Casualty
10. **NUMBER OF PERSONS ABOARD:** Crew 1 Passengers 0 TOTAL 1
(Starting with pilot, furnish the following particulars: If more than 10 persons were aboard airplane, list similar particulars on separate sheet and attach original to this form.)

Case 12-0018
Date - 11/20/55

	Crew Position	Name in Full (Last, First, Initial)	Rank	Serial Number
1.	Pilot	Davis, Walter E.	2nd Lt.	3-11028
2.				
3.				
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-1-

CONFIDENTIAL

Page 2

42-25516

~~CONFIDENTIAL~~

REPORT OF INVESTIGATION
BY SA [redacted]
DATE 11/15/54
TITLE MISSING AIR CRAFT SERVICE

DEPARTMENT: This report will be reported in triplicate by each Army Air Force installation within 48 hours of the time this airplane is officially reported missing.

1. OPERATOR: US ARMY AIR FORCE #116 Operator: 1st Lt JAG
Group 105th Troop Carrier
2. AIRCRAFT: Boeing B-24D US ARMY AIR FORCE Serial No. 44-2424
Intended destination: Cambridge, Germany Type of mission: Report
3. REPORTING OFFICER: SA [redacted]
4. DATE: (a) 21 Nov 1944 (b) 1944 - 1944 and location: Near Erfurt, Germany
of last known whereabouts of missing aircraft: Holland
(c) Specify whether () None reported; () None reported by action; () Forced down; () Except to crash or () Information not available.
5. AIRCRAFT WAS LAST SEEN IN PROGRESS OF TAKE-OFF, EN ROUTE OR: (Check one)
() Heavy stepdown; () Heavy roll-in; () Other circumstances as follows: Start of roll on material failure in engine anti-aircraft
6. AIRCRAFT: Type, Model and Serial: B-24D, Serial No. 44-2424
7. ENGINE: Type, Model and Serial: Pratt & Whitney, Serial No. 500621
(b) (c)
8. ENGINE NUMBER: 500621 Type, and Serial No:
(a) 1105212 (b) 1105210 (c) 500621 (d) 500621
(e) 1105212 (f) 1105212 (g) 500621 (h) 500621

GROUP 105
#44-2424
Serial
11/15/54
#44-2424

9. THE PERSONS LISTED BELOW WERE PRESENT IN: (a) Official Capacity: W/O
(b) Non Official Capacity
10. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew: 1 Passengers: 0 Total: 1
(Starting with pilot, furnish the following particulars: If more than 10 persons were aboard airplane, list similar particulars on separate sheet and attach original to this form.)

	Crew Position	(Last name, first)	Rank	Serial Number
1.	Pilot	Taylor, William B.	Captain AC	44-2424
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				

11. IDENTIFY EACH ENGINE INSTALLED ON THE AIRCRAFT BY TYPE, MAKE, MODEL, AND SERIAL NUMBER, AND CHECK APPROPRIATE COLUMNS OF DAMAGE TO THE ENGINE:

Serial Number	By	Ignit	Carb	Forced Landing
1. <u>44-2424</u>	<u>1st Lt</u>	<u>OK</u>	<u>I</u>	<u>I</u>

~~CONFIDENTIAL~~

42-26115

Classification changed to **RESTRICTED**
 by E. A. BRADMAN, Lt. Col., AO
 by F. M. MURPHY, Capt., AO
 date Jan 15 1958

~~CONFIDENTIAL~~

THE DEPARTMENT
 HEADQUARTERS ARMY AIR FORCES
 WASHINGTON

6507

MISSING AIR CRAFT REPORT

REPORT: This report will be compiled in quintuplicate by each Army Air Forces organization within 48 hours of the time an airplane is officially reported missing.

USAAF

1. ORGANIZATION: Location Stn 4115 Command or Air Force IX TAC (Base)
 Group 405th Air Group Squadron 500th Stg Detachment ---
2. SPECIFY: Point of Departure USAAF Stn 4115 Course 4115
 Intended Destination Chartres, France Type of Mission Air Base
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED Visibility Good
4. CREW: (a) Date 22 Jan 58 Time 2015 and Location Chartres, France and of last known whereabouts of missing airplane. Dreux, France.
 (b) Specify whether (X) Last sighted; () Last contacted by Radio; () Parachuted; () Seen to crash; or () Information not available.
5. AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS RESULT OF:
 () Crash only case; (X) Enemy airplane; () Enemy Anti-Aircraft; () Other circumstances as follows: _____
6. AIRCRAFT: Type, Model and Series F 4U 22 A.A.F. Serial No. 42-36115
7. ENGINES: Type, Model and Series 2800-39 A.A.F. Serial No. (a) P-10983
 (b) _____ (c) _____ (d) _____
8. INSTALLED EQUIPMENT (furnish below: make, type and Serial No.)
 (a) 1028702 (b) 1028702 (c) 1028702 (d) 1028702
 (e) 1028702 (f) 1028702 (g) 1028702 (h) 1028702
9. THE PERSONS LISTED BELOW ARE BELIEVED TO BE: (a) Battle Casualty ---
 or (b) Non Battle Casualty
10. NUMBER OF PERSONS FOUND ALIVE: Crew 1 Passengers 1 Total 2
 (Starting with pilot, furnish the following particulars: If more than 10 persons were aboard airplane, list similar particulars on separate sheet and attach original to this form.)

42-30319

1.	Crew Position	Name in Full		Rank	Serial Number
		(Last, First)	(Last, First)		
1.	Pilot	Wilk, Edward	1st Lt	1st Lt	04123764
2.					
3.					
4.					
5.					
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~~CONFIDENTIAL~~

Sheet 4

CONFIDENTIAL

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCE
WASHINGTON

7322

MISSING AIR CRAFT REPORT

Requirement: This report will be compiled in quadruplicate by each Army Air Force organization within 48 hours of the time an aircraft is officially reported missing.

UNAP 501

1. ORGANIZATION: Location W15 Command or Air Force IXAC
Group IXAC Flight IXAC Squadron IXAC Detachment IXAC
2. SERVICE: Point of departure W15 Date 1945 Country USA
Intended destination IXAC Type of mission IXAC
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR LAST REPORTED POSITION IXAC
4. CREW: (a) IXAC (b) IXAC (c) IXAC (d) IXAC
If last known whereabouts of missing aircraft, IXAC
() Specify whether () last sighted; () last contacted by Radio;
() known down; () known to crash; or () information not available.
5. AIRCRAFT WAS DOWN, OR IT WAS DOWN TO HAVE BEEN DOWN, AS REPORTED:
(Check only one) () Downed; () Downed anti-aircraft; ()
Other circumstances as follows: IXAC
6. AIRCRAFT: Type, Model and Series IXAC (A.I.F. Serial No. IXAC)
7. ENGINE: Type, Model and Series IXAC (A.I.F. Serial No. (a) IXAC)
(b) IXAC (c) IXAC
8. IDENTIFY PARTS (Specify below name, type and SERIAL No.) IXAC
(a) IXAC (b) IXAC (c) IXAC (d) IXAC
(e) IXAC (f) IXAC (g) IXAC (h) IXAC
9. THE REPORTING ORGANIZATION HAS RECOVERED AS: (a) Serials IXAC
of (b) For Serials IXAC
10. NAMES OF PERSONS ON BOARD AIRCRAFT: Crew IXAC Passengers IXAC
(Sharing with pilot, furnish the following particulars: If more
than 10 persons were aboard aircraft, list similar particulars on
separate sheet and attach original to this form.)

Category:
Sub-Group:
Class:
Priority:

No.	Name Position	Name in Full		Serial
		(Last Name First)	Rank	
1	Pilot	IXAC	IXAC	IXAC
2				
3				
4				
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9				
10				

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

4964

Classified by: RESTRICTED

MISSING AIR CREW REPORT

REMARKS: This report will be compiled in quintuplicate by each Army Air Forces organization within 48 hours of the time an airplane is officially reported missing.

- 1. ORGANIZATION: Location USAAF STA 436 Command or Air Force II TAC
Group 45th Ftr Bomb Sq Squadron 51th FB Sq Detachment
- 2. SPECIFY: Point of Departure USAAF STA 436 Course 300°
Intended Destination 31st AF Vandome Type of Mission Report
- 3. STATUS REPORTED AND POSSIBILITY OF LOSS OF CREW OR AIRCRAFT
REPORTED 5/10 to 6/10 coverage, with 5500 Pass.
- 4. GIVEN: (a) Date 23 May 1946 Time 0940 and Location near Marseilles, France
of last known whereabouts of missing airplane.
(b) Specify whether (X) Last sighted; () Last contacted by Radio;
() Paroled down; () Seen to crash; or () Information not available.
- 5. AIRPLANE WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS RESULT OF:
(Check only one) () Enemy aircraft; () Enemy anti-aircraft; (X) Other circumstances as follows: Engine trouble due to material failure or enemy anti-aircraft.
- 6. AIRPLANE: Type, Model and Series P-47D 15 A.A.F. Serial No. 42-76111
- 7. ENGINES: Type, Model and Series R2800 61 A.A.F. Serial No. (a) 42-5998
(b) (c) (d)
- 8. ENGINEELECTRONS (Furnish below data, type and Serial No.) Breaking 50 Cal.
(a) 1092232 (b) 1092236 (c) 1100651 (d) 1095251
(e) 933595 (f) 1092320 (g) 1071504 (h) 1100763
- 9. THE PERSONS LISTED WERE OR BELIEVED TO BE: (a) Battle Casualty NA
or (b) Non Battle Casualty
- 10. NUMBER OF PERSONS ABOARD AIRPLANE: Crew 1 Passengers 0 Total 1
(Starting with pilot, furnish the following particulars: If more than 10 persons were aboard airplane, list similar particulars on separate sheet and attach original to this form.)

Camera:
42-80230
Lens:
#317573

	Crew Position	Name in Full (Last Name First)	Rank	Serial Number
1.	Pilot	Wargan, Clarence E.	2d Lt AC	0751402
2.				
3.				
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CONFIDENTIAL

42-76354

CONFIDENTIAL

**WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES 5692
WASHINGTON**

MISSING AIR CREW REPORT

REQUIREMENT: This report will be compiled in quintuplicate by each Army Air Forces organization within 48 hours of the time an airplane is officially reported missing.

1. **ORGANIZATION:** Location #16 Command or Air Force IX TAC
Group Fourth Fighter Sq Squadron 511 Ftr Detachment
2. **SPECIFY:** Point of departure USAF #16 Course 181°
Intended destination Type of mission Armed Recon
3. **WEATHER CONDITIONS AND POSITION AT TIME OF CRASH OR WAS LAST REPORTED:** CAU - Stratus Clouds at 5500 3-4
4. **GPS:** (a) Date 14 Jun 45 Time 1015 and Location 10 mi N. of Plo de
of last known whereabouts of missing airplane. Marfleur
 Specify whether: () last sighted; () last contacted by Radio; France
 Forced down; (X) Seen to crash; or () Information not available.
5. **AIRPLANE WAS LOST OR IS BELIEVED TO HAVE BEEN LOST, AS RESULT OF:**
(Check only one) () Enemy aircraft; (X) Enemy anti-aircraft; ()
Other circumstances as follows:
6. **AIRPLANE:** Type, Model and Series P-47 D15; A.A.F. Serial No. 42-76151
7. **ENGINE:** Type, Model and Series R2600-63; A.A.F. Serial No. (a) 1-11276
(b) (c) (d)
8. **INSTALLED ENGINES** (furnish below Make, Type and Serial No.)
(a) 1022138 (b) 1021906 (c) 1021711 (d) 1021721
(e) 1022578 (f) 1021710 (g) 1021717 (h) 1021718
9. **THE PERSONS LISTED BELOW WERE REPORTED AS:** (a) Battle Casualty NA
or (b) Non Battle Casualty
10. **NUMBER OF PERSONS ABOARD AIRPLANE:** Crew 1 Passengers 1 Total 2
(Starting with pilot, furnish the following particulars: If more than 10 persons were aboard airplane, list similar particulars on separate sheet and attach original to this form.)

Camera
42-10671

	Crew Position	Name (in Full) (Last Name First)	Rank	Serial Number
1.	Pilot	Richard Howard J	1st Lt. AC	0751129
2.				
3.				
4.				
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CONFIDENTIAL

42-76444

Classification changed

~~CONFIDENTIAL~~

to RESTRICTED

by H. A. BRADY, Lt. Col., #2 THE DEPARTMENT
of P. M. MESSER, Capt., #0 HEADQUARTERS ARMY AIR FORCES
Date MAR 1 5 1948 WASHINGTON

6493

MISSING AIR CRAFT REPORT

REPORT: This report will be compiled in quadruplicate by each Army Air Forces organization within 48 hours of the time an aircraft is officially reported missing.

USAF

1. ORGANIZATION: Location Sta #416 Command or Air Force 3 TAC
Group 405th Fighter Squadron 405th Fwy Detachment 3 TAC
2. SPECIES: Point of departure Wheeler AFB #115 Course 1700
Intended destination Germany Species Type of Mission Alt Time
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED Visibility Good
4. GPH: (a) Date 22 Jan 48 Time 2015 and Location Detman Base and of last known whereabouts of missing airplane. France
(b) Spotted shortly (X) Last sighted; () Last contacted by Radio;
() Passed down; () Seen to crash; or () Information not available.
5. AIRLINE WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS RESULT OF:
(Check only one) (X) Enemy aircraft; () Enemy anti-aircraft; ()
Other circumstances as follows: _____
6. AIRPLANE: Type, Model and Series P-47N 25 A.A.F. Serial No. 42-73114
7. ENGINES: Type, Model and Series R-2800-25 A.A.F. Serial No. (a) 100300
(b) _____ (c) _____ (d) _____
8. IDENTIFIED PERSONS (furnish below Name, Type and Serial No.)
Camera-10-1100 (a) 100300 (b) 100300 (c) 100300 (d) 100300
Lens-1100 (a) 100300 (b) 100300 (c) 100300 (d) 100300
9. THE PERSONS LISTED WITH THE AIRCRAFT ARE: (a) 100300 Details Casualty _____
or (b) 100300 War Battle Casualty _____
10. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 1 Passengers 0 Total 1
(Starting with pilot, furnish the following particulars: If more than 10 persons were aboard airplane, list similar particulars on separate sheet and attach original to this form.)

	Crew Position	Name in Full (Last Name First)	Rank	Serial Number
1.	Pilot	John Lloyd G.	2nd Lt.	416002
2.				
3.				
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~~CONFIDENTIAL~~

785000
By John Lloyd G.
Date 22 Jan 48

42-76450

~~CONFIDENTIAL~~

Classification changed to **RESTRICTED**
 by W. A. BRADONIS, Lt. Col., AD
 by V. M. MURPHY, Capt., AD
 Date WAB 5/5/59

WAR DEPARTMENT
 HEADQUARTERS ARMY AIR FORCES
 WASHINGTON

MISSING AIR CREW REPORT

IMPORTANT: This report will be compiled in triplicate by each Army Air Forces organization within 48 hours of the time an airplane officially reported missing.

1. COMMENTS: Location AAF STA #116 Command or Air Force IX Tactical Group, 5th Air Bomber Group and 511th Air Bomber Department
2. SPECIFY: Name of Department AAF STA #116 Course 448 to 449th Intended Destination Monte-Cassino, France Type of Mission Drop
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF FLIGHT OR TIME LAST OBSERVED 10/10 Clouds 5000 to 7000 Ceiling
4. DATE (a) 26 April 1945 and Location France of last known whereabouts of missing airplane.
 (b) Specify whether () Last sighted; (X) Last contacted by Radio; () Last seen to crash; or () Information not available.
5. AIRPLANE WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS RESULT OF: (Check one) () Enemy Airplane; () Enemy Anti-Aircraft; (X) Other circumstance as follows: Possible lack of sufficient fuel to complete return flight to base station.
6. AIRPLANE: Type, Model and Serial No. C-47, Serial No. 42-76450
7. ENGINES: Type, Model and Serial No. (a) Pratt & Whitney
 (b) _____ (c) _____ (d) _____
8. DISCARDED PARTS (Furnish below Make, Type, and Serial No.)
 (a) 1100766 (b) 1100204 (c) 1077229 (d) 1077385
 (e) 1002873 (f) 1087635 (g) 1080013 (h) 1087137
9. THE PERSONS LISTED BELOW WERE INVOLVED OR (a) Directly (b) Indirectly (c) Indirectly (d) Indirectly
 or (b) How Battle Casualty
10. NUMBER OF PERSONS ABOARD AIRPLANE: Crew 1 Passengers 0 Total 1
 (Starting with pilot, furnish the following particulars: If more than 10 persons were aboard airplane, list similar particulars on separate sheet and attach original to this form.)

Crew Position	Name in Full		Rank	Serial Number
	(Last name first)	(First name last)		
1. Pilot	Williams, Harry H.		2nd Lt	0798719
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				

11. IDENTIFY EVERY OTHER PERSON WHO WAS BELIEVED TO HAVE BEEN ABOARD OR IN CONTACT WITH AIRPLANE, AND GIVE APPROXIMATE DATE OF CONTACT AND FULL NAME:

Name in Full (Last name first)	Rank	Serial Number	By (Last name first)	Last Sighted	Date	Where Located
1. Williams, John L.	1st Lt	0798719				

-1-
~~CONFIDENTIAL~~

ad 6

42-76479

~~CONFIDENTIAL~~

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

5708

Classification changed
to **RESTRICTED**
by P. M. ...
Date: 15.21

~~CONFIDENTIAL~~

REPORTING: This report will be classified in quadruplicate by each Army Air Force organization within 48 hours of the time an airplane is officially reported missing.

USARAF FORM

1. ORGANIZATION: Location #116 (Headquarters Air Force) II TAC
Group 105th Air Bomber Squadron 51st Air Detachment
2. SPECIFY: Point of Departure USARAF STA #116 Course 1080
Intended destination Amoy Base Type of Mission Forward Base
3. WEATHER CONDITIONS AT DEPARTURE IN VIEW OF CRASH OR LOSS: Clear
4. GIVE: (a) Date 11 Nov 1945 Time 0855 Location 15 miles SW of Nam
of last known whereabouts of missing airplane. France
(b) Specify whether () Last sighted; () Last contacted by Radio;
() Parachuted; () Seen by ground; or () Information not available.
5. AIRPLANE: WAS LOST OR IS BELIEVED TO HAVE BEEN LOST, AS RESULT OF:
(Check only one) () Flying accident; () Enemy Anti-Aircraft; (X)
Other circumstances as follows: Damage caused by explosion of aircraft's
own bomb.
6. AIRPLANE: Type, Model and Serial No. P-47 D20 Serial No. 42-75479
7. ENGINES: Type, Model and Serial No. R2800-63 Serial No. (a) 42-15397
(b) _____ (c) _____ (d) _____
8. ENGINE SERIAL NUMBERS (Indicate below table, Type and Serial No.)
(a) 100070 (b) 100095 (c) 100070 (d) 100050
(e) 100091 (f) 100051 (g) 100101 (h) 100015
9. THE PERSONS LISTED BELOW WERE ON BOARD OR: (a) Battle Casualty NA
or (b) Non Battle Casualty
10. NUMBER OF PERSONS ON BOARD: 1 Passengers 0 Total 1
(Starting with pilot, furnish the following particulars: If more
than 10 persons were aboard airplane; list similar particulars on
separate sheet and attach original to this form.)

Camera:
#12-31545
Lens:
#343097

No.	Crew Position	Name in Full		Serial Number
		(Last Name, First)	Rank	
1.	Pilot	Harr, Joseph P.	Capt. 40	056133
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				

~~CONFIDENTIAL~~

Nov 30

42-76496

Classification changes

to RESTRICTED
by E. A. SPANGLER, Lt. Col., AC
by F. W. WILSON, Lt. Col., AC
Date MAR 15 1954

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

MISSING AIR CRAFT REPORT

REPORT: This report will be compiled in quadruplicate by each Army Air Forces organization within 48 hours of the time an airplane is officially reported missing.

USAF

- ORGANIZATION: Location Sgt. 435 Command or Air Force II TAC
Crew 435th Fighter Squadron 510th Fgt Detachment
- SPECIFY: Point of Departure USAF Sta 435 Course 155
Intended Destination Algeria Type of Mission Supply (a/c)
- WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED: Visibility Good
- GIVE: (a) Date 23 Jun 54 Time 2230 and Location Algeria, France
of last known whereabouts of missing airplane.
(b) Specify whether () last sighted; () last contacted by radio;
() Parachuted down; () Seen to crash; or () Information not available.
- AIRCRAFT: 1st LOSS, OR IS IT REPORTED TO HAVE BEEN LOST, AS RESULT OF:
(Check only one) () Enemy air-raid; () Enemy anti-aircraft; ()
Other circumstances as follows: _____
- AIRCRAFT: Type, Model and Serial A7 D 20 A.A.F. Serial No. 43-34106
- ENGINE: Type, Model and Serial 22000 A.A.F. Serial No. (a) 43-074122
(b) _____ (c) _____ (d) _____
- INSTALLED MAPS (Furnish below Name, Type and Serial No.)
Crew - 43-34106 (a) 110362 (b) 110362 (c) 110362 (d) 110362
Load - 43-34106 (e) 110362 (f) 110362 (g) 110362 (h) 110362
- IF PERSONS LISTED BELOW ARE REPORTED AS: (a) Battle Casualty NA
or (b) Non Battle Casualty
- NAME OF PERSONS ABOARD AIRCRAFT: Crew 1 Passengers 0 Total 1
(Starting with pilot, furnish the following particulars: If more than 10 persons were aboard airplane, list similar particulars on separate sheet and attach original to this form.)

DAP	Crew Position	Name in Full		Serial Number
		(Last Name First)	Rank	
1.	Pilot	Konieczki, Polkalan (511)	2nd Lt.	0910346
2.				
3.				
4.				
5.				
6.				
7.				
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REMARKS:
E. A. SPANGLER
78672
2728100

~~CONFIDENTIAL~~

Civil Visiting Aircraft 1926-1972

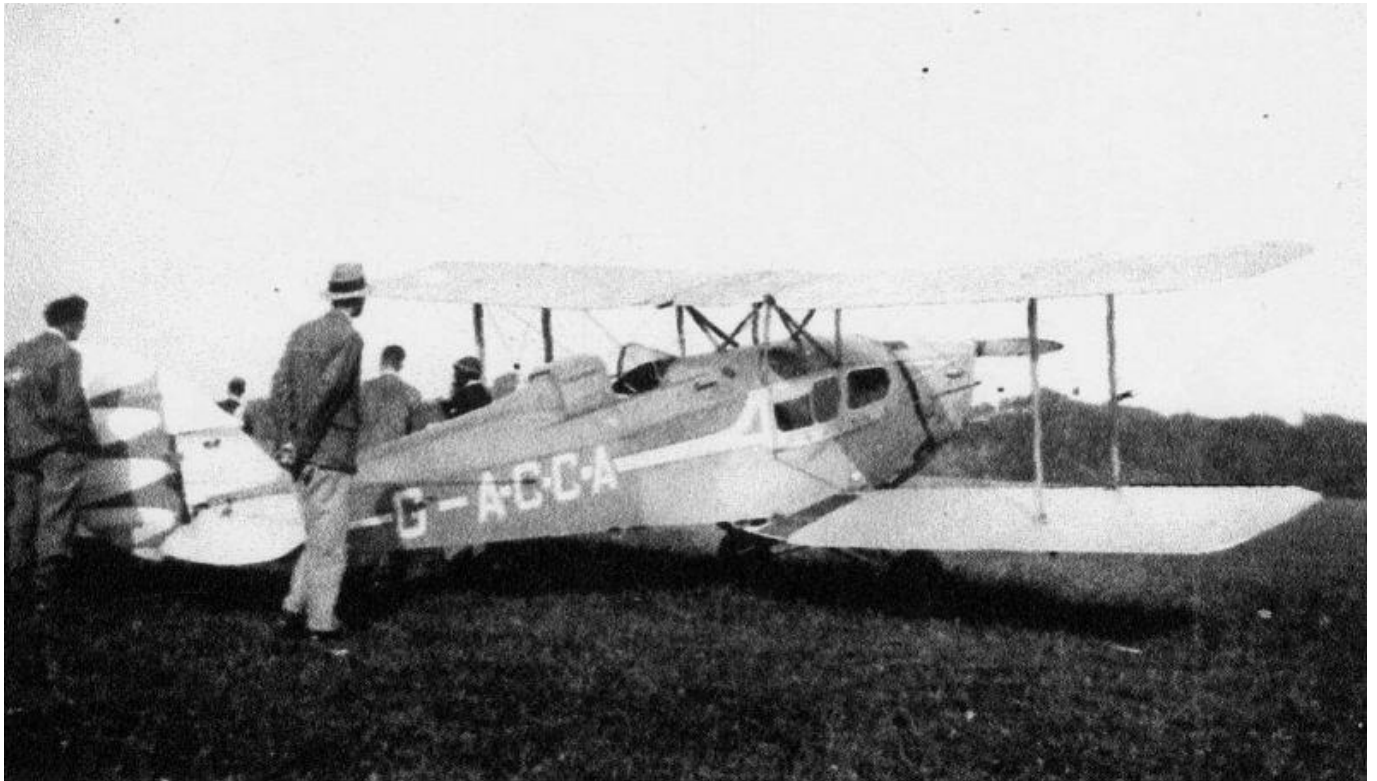
Christchurch was not a place that was noted for receiving large numbers of visitors - in fact a visit by foreign registered aircraft was very much a rarity. I have no doubt however that the listing below is very far from complete but it serves to give some idea of the type of traffic that used Christchurch.

Pre WW2

G-EAKJ Avro 504 of Surrey Flying Services operated from Burry's Field in July 1926 giving pleasure flights at 5 shillings per head.
G-EBYU the prototype Simmonds Spartan visited on 22nd Aug 1928
G-EBYU the prototype Simmonds Spartan visited on 28th Aug 1928 piloted by Lt Webster.

During the summer of 1929 DH60 Gipsy Moths G-AAFL/AFY/AIW were operated by Thomas Mills for pleasure flights....
G-AAFL ditched of Bournemouth Pier on 11-08-29.
G-ABWZ Puss Moth, Fry's Chocolate visited on 12-12-32 from Bristol with a consignment for Beales of Bournemouth
G-ACCA Fox Moth visited on May 13th 1934 for the initial opening of "Bournemouth Airport", photo below on that occasion.

(Photo via Christopher Balfour).



G-ACTE Speed Hawk 6 visited in May 1935.
????? DH-34 also in May 1935
G-ABSI Airspeed Ferry, Cobhams National Aviation Display, August 10 1935
G-ABSJ Airspeed Ferry, Cobhams National Aviation Display, August 10 1935
G-EBYX HP Clive, Cobhams National Aviation Display, August 10 1935
????? Avro Tutor, Cobhams National Aviation Display, August 10 1935
????? Avro/Cierva Autogyro, Cobhams National Aviation Display, August 10 1935
????? DH Moth, Cobhams National Aviation Display, August 10 1935
TOTAL MOVEMENTS 1935 :3,573. (6,170 passengers)
22-02-36 G-ADMH Pou-de-Ciel, Stephen Appleby, Heston, for demonstrations
??-07-36 G-A??? Stinson Reliant, Gilbert Miller
??-08-36 C W A Scott's Flying Display.
16-11-36 G-ADYX Luton Buzzard, crashed into trees following engine failure, departed by road for repair



Airspeed Courier G-ACZL. 1936.

31-08-37 G-EBLV DH.60 E L Donner , cr into tree at Christchurch
 23-04-37 G-AE?? Aeronca 100 demonstrator.
 31-08-37 G-ABLV Cirrus Moth , cr into tree on arrival
 Summer 37 G-ACAW Avro 552 advertising flights over beaches ,Plane Advertising Co.

July 38 G-A??? BAC Drone
 18-4-39 G-AELH BA Swallow From/to Witney
 30-7-39 G-AFHC BA Swallow from Bembridge to Brooklands
 Sept 39 G-AAIN Parnell Elf - for overhaul.

1940 Airspeed company "hacks".....

G-ADLI Falcon
 G-ADUR Hornet Moth
 G-AEZM Swallow

08-02-41 G-AGBB Dc-3 KLM- to Lisbon with US VIP.

07-06-41 G-AFMB Cunliffe Owen Burnelli OAl departed on delivery to Free French Forces.
 Pilot was Jim Mollison

5-9-41 G-AFAZ Wicko
 13-9-41 G-AFAZ Wicko
 1943 G-AEZM Swallow used as runabout by George Errington (Airspeed test pilot)

All civilian flying ceased on the outbreak of WW2 and when civilian flying restarted in 1946 all airline activities were to Hurn rather than Christchurch. However there were civil visitors (what we would now call GA) - although they were rare- those that are known are listed below

1946: Leopard Moths G-ACMA and G-ACMN and Hornet Moth G-ADUR were frequent visitors to the DH factory.

10-07-47 G-AJIS Autocrat

10-07-47 V320 AS65 Consul (Class B registration)

??-08-47 G-AJPM Dc-4 Skyways...seen below departing -possibly the biggest passenger aircraft to land at Christchurch- it brought Skyways executives to see the new Ambassador.



09-06-48 N5506M Goodyear GA-2 Duck...demonstrator

23-4-48 G-AFRE Hornet Moth from/to Thame



N5506M photo from Gordon Marle collection via Everett Jones.

23-08-48 SE-BCA SAAB ScandiaDemonstrator(photo via Mike Phipp)



09-48 OO-TIT Fairey Jr.(see photos in Christchurch Display section)

16-03-49 G-AGYO Auster, from Denham
16-03-49 G-AKKV Miles Hawk Trainer, Airways Aero Assoc.from/to Hurn
16-03-49 G-AKKW Miles Hawk Trainer, Airways Aero Assoc.from/to Hurn
16-03-49 G-AKKX Miles Hawk Trainer, Airways Aero Assoc.from/to Hurn
16-03-49 G-AFFJ Piper J3 , Airways Aero Assoc.from/to Hurn
16-03-49 G-AESP Aeronca , nosed over prior to take off
16-03-49 G-ADUR Hornet Moth, D H Co,f/t Portsmouth. Ron Clear (Airspeed pilot)
18-04-49 G-AJPC Argus 2
13-08-49 G-AHZY Proctor 5
17-08-49 G-ADFH Miles Falcon
09-49 OO-TIA Topsy Belfair
03-09-49 G-ALUA Zaunkonig (Pilot Tommy Thompson)
16-11-49 G-AJST Argus 2

1950s- till closure of DH:Frequent visitors were.....

G-ACMN Leopard Moth
G-AMVU DHC2 Beaver
G-ANAR DHC2 Beaver
G-AJLW Dove 2
G-ALBM Dove 1
G-AHEF AS65 Consul
G-AJWS AS65 Consul.
G-AOYX Otter
G-APEV Heron 2D

20-04-51 G-AKKG Messenger(Shell-Mex and BP)...to Haddenham
04-06-52 G-AMNB J/5b Autocar. Wilt SF. f/to Thruxton

21-06-52 G-AIGC J/1 Autocrat. Wilt SF. f/to Thruxton
 24-06-52 G-AGVP J/1 Autocrat . Wilt SF. f/to Thruxton
 13-09-52 G-AMNB J/5b Autocar. Wilt SF. f/to Thruxton
 15-12-52 G-AMNB J/5b Autocar. Wilt SF. f/to Thruxton
 07-01-53 G-AMVU Beaver
 19-01-53 G-ALWF Viscount 701 Hurn diversion
 22-01-53 G-AMVI Aiglet Tr.f/to Thruxton
 29-01-53 G-AKZZ Tiger Moth.. f/to Thruxton
 04-54 F-WFKU HD-31
 20-12-54 G-AGAI Taylorcraft +D, to Haddenham

 21-07-55 G-AKJD Motor Tutor

 14-03-56 G-ALYT Comet 2X
 10-08-56 D-EFUP RW3 Multoplan
 21-09-56 WV477 Provost T1 f/t RAF South Cerney



24-02-57 N9866F Bonanza
 10-06-57 G-AAHW Klemm L25
 29-09-57 N2512 Cessna 170

 12-08-58 D-EFUP Multoplan
 21-08-58 G-ACEZ Tiger Moth
 02-10-58 VR-NCT Apache
 06-10-58 G-5-24 Heron -to De Havillands.

On 23rd September 1958 a small display(not public) of STOL/VTOL aircraft was held on the airfield for NATO representatives.

Among those aircraft known to have been present were.....

G-AHXW Rapide
 G-AKTW Westland WS51-2 (Widgeon)
 G-ANAR DHC2 Beaver
 G-AOCZ Westland WS55 Whirlwind
 G-AOYX DHC-3 Otter
 G-AMWI Sycamore
 G-APPLE Westland Westminster
 G-AOUJ Fairey Ultra-Light
 G-APNU Saro P531
 G-APLK Miles Student
 G-AOZO EP.9
 XM797 EP.9

XK409 Auster AOP9
XK411 Auster AOP9
XK418 Auster AOP9
XL762 Skeeter
XL727 Wessex
XG447 Bristol 192
XE521 Rotodyne
EP-AIM Auster Aiglet J/5L
XL555 Pioneer
XM289 Twin Pioneer
WP928 Chipmunk
G-AHXW Rapide (Fairey Aircraft)

June 59 - Oct 59. The Experimental Flying Group was based for the Summer before moving on to Biggin Hill .

They used.....

G-AKAS Hawk Trainer
G-AITN Hawk Trainer
G-APBE Auster 5

01-04-59 HB-ERE Argus
13-06-59 G-APBE Auster 5
 07-59 HB-EPI Whitney Straight
08-09-59 G-AJYT Auster J/1B Skegness Air Taxi Services
26-10-59 G-APSJ Piaggio P166
 Oct 59 EI-AKW Comanche

29-01-60 G-AJWS Consul, de Havilands
04-02-60 G-APWT Currie Wot
16-02-60 G-ALMR Dove English Electric
14-03-60 G-AHXX Avro 19 Hawker Co.
24-04-60 G-APYI Tri-Pacer
04-07-60 G-AFZI Taylorcraft +D
16-7-60 G-AGAG Dragon rapide
03-08-60 G-ANLW Westland Widgeon
15-12-60 G-ANSZ Heron 1 Jersey A/L

22-04-61 N70536 Cub
12-05-61 G-AGPG Avro 19 Avro Co.
??-05-61 N78572 Super Cruiser
07-07-61 G-ANOK Safir
23-07-61 G-AIUE Hawk Trainer
27-09-61 G-APSB Chipmunk
20-11-61 N22C Cosmic Wind

04-03-62 G-AOLP Prentice
26-04-62 G-AREA Dove 8 DH
19-05-62 G-APLY Super Cub
30-05-62 G-ARWF C310G
02-06-62 D-EDLT C172
19-07-62 OY-GAG CP301S
21-07-62 F-BKGO Jodel
24-07-62 D-ENAB C172
29-07-62 G-AOIE Jackaroo
23-09-62 G-ABUU Comper Swift
10-12-62 G-AJSL Dragon Rapide

09-05-63 G-AEML Dragon Rapide
01-06-63 G-ARIA Bell 47
02-06-63 HB-SUU Jodel 112
06-06-63 N9188B C180
06-08-63 D-ENZU Colt,F-BJJP Jodel
13-08-63 G-ASFO Bolkow Jr.
17-08-63 F-BJJP DR1050

22-03-64 G-AAWO Gipsy Moth

21-04-64 G-ARXM Beagle 206 Beagle A/c Co

07- 64 D-EAAR Dr1050

64 HB-SVT Jodel U2V

03-05-64 G-ASMC Provost , Jersey Rally

04-09-64 G-ABLE Cessna 170



17-03-65 G-APTW Widgeon

25-03-65 G-ASRT Jodel D150

20-08-65 G-ASXD Brantly B2

12-09-65 G-ATHL Wa116

12-09-65 G-ATHM Wa116

16-09-65 G-ATCT Islander

1964-65 G-AEML Rapide was still a regular visitor.

G-ARYI C172C was a regular visitor from Portsmouth (Photo next page from Keith Cheesman)



- 15-08-67 G-AJAE Auster J 1/N
- 26-08-67 G-AILL Messenger
- G-AJAE Auster J1/N
- G-ASIB F172D
- G-ASVZ Pa-28-140
- 18-09-67 G-ASAK Terrier
- Oct 67 G-ATFD DR1051(photo by Colin Richards)
- Oct 67 G-ARCU Piper Caribbean 150
- Oct 67 G-AVHH Cessna F172(photo by Colin Richards)
- 20-10-67 G-ATSR Bonanza



- 21-09-68 G-ATJP Apache
- 09-07-69 G-AVTV MS Rallye

?? G-AHVA Proctor 1
?? G-AKHC Gemini 3A
22-03-69 G-ABNX Redwing f/t New Milton
24-03-69 G-ANIS Auster 5, Shoreham-Rochester.
G-ADKM Hornet Moth f/t New Milton
09-07-69 G-AVTV Rallye Commodore Norfolk-Hurn



Photo by Geoff Kingman-Sugars



Photo by Geoff Kingman-Sugars

G-ASEY A61 Terrier possibly the last fixed wing visitor before total closure. (Photos by Colin Richards.)



12-05-73 G-BBJE Allouette II
30-11-73 G-ASTL Hughes500 (to SRDE)
10-09-81 G-HELY A-190 Barretts

There were obviously many other aircraft ,both residents and visitors that are not listed here.

If you can fill some gaps please contact me at daveg4otu@aol.com.



Military Visiting Aircraft 1935-1972



- 01-06-35 "A squadron of RAF fighters for Empire Air Day"
 23-05-36 Empire Air Day ,participants included....
 3 x Audax , Army Co-operation Unit,Old Sarum
 3 x Audax , 13 Sq
 9 x Nimrod ,800 Sq,Eastleigh.
 Aug 1936 Audaxes 16Sq (Old Sarum) for 2 weeks summer camp.
 02-03-37 5 x Anson 1, RAF Coastal Cmd 51 Sq , Diversions due weather .
 1937 605SQ Summer camp using Hawker Hinds (eg;K5431).
 28-05-38 Empire Air Day ,participants included...
 Battles (12 Sq) from Andover.
 Gladiators from Digby
 Shark from Lee-on-Solent
 3 x Hind
 Ansons from Thorney Is
 Hind from Warmwell
 Wallace TT from Warmwell
 Avro 621
 1940 X9346 Airspeed Courier - company hack
 01-05-40 N22 Spitfire 1a(ex P9566),on delivery to Turkish AF
 01-05-40 N23 Spitfire 1a(ex P9567),on delivery to Turkish AF
 NB:above identities are British Class"B" registrations
 24-06-40 838 Potez 63-11 of GR1/14 Bordeaux. 2nd Lieutenant Daniel Neumann,
 (pilot) his observer-navigator Lieutenant André Jacob and
 Sergeant Marcel Morel, the radio operator-machine gunner serving
 with Group de Reconnaissance GR 1/14, based at Bergerac flew
 their Potez aircraft to Christchurch airfield.
 The aircraft was later flown to RAF Andover and eventually
 to RAF Odiham as the basis of a Free French Training Unit.
 Some sources say 26th June not 24th.
 27-06-40 Beaufighter for installation of A1 radar
 15-06-40 P6687 Battle I,Stn Flt Baginton, damaged landing Christchurch .
 16-08-40 W6669 Hurricane1 213Sq(Exeter) emergency landing
 15-09-40 R6600 Spitfire 602SQ,Emergency landing, mistaken for enemy and rammed by army
 truck
 28-11-40 P4321 Hampden I,Forced landing 49 Sq
 17-12-40 N3552 Blenheim emergency landing
 23-04-41 werke Nr4477/GD+EG Bul31B.Stolen from Luftwaffe aerodrome at Caen
 by two ex-Armee de l'Air pilots, Heberd and Boudard,It was
 flown across the Channel, intercepted by the RAF and landed at
 Christchurch.It was repainted in RAF camouflage
 and markings and flown ('unofficially') by pilots from
 the Special Duties Flight (TRE).
 Shortly after, orders came for the aircraft to be shown in
 London as an exhibit for 'War Weapons Week', so it was
 hastily repainted in Luftwaffe markings and sent to London
 on 22nd May, where it was vandalised by souvenir hunters.
 It was returned to TRE later and serial no. DR626 was
 allocated, but there were too many parts missing for it to
 be flown again. Struck off charge at TRE on 1.8.41
 and presumed scrapped.
 A copy of the original signal from the Commanding Officer
 of RAF Christchurch to the various authorities may be seen
 on the next pages. (Additional info via BIA Yahoo group)

SECRET

Royal Air Force Stat

Christchurch,

Hants.

Ref:-

SDF/S.12/2/Air.

1st. May, 1941.

Sir,

German Bucker Aircraft.

I have the honour to refer to our Signal A.229 dated 30th. April, 1941, regarding the arrival at Christchurch of a German Bucker aircraft on 30th. April, 1941.

2. At 1115 hours on the 30th. April, 1941, a German Bucker aircraft arrived at this aerodrome from the enemy aerodrome at Caen, France, having left there at approximately 0945 hours (B.S.T). Its occupants were two Frenchmen who were previously under training as pilots in the French Air Force. They had last flown on the 17th. June, 1940, after which, owing to the capitulation of France, they appear to have been in Algeria from whence later they returned to the neighbourhood of Caen. Apparently their exploit was premeditated; they had noticed that a Bucker aircraft was in constant use at Caen aerodrome and had decided to attempt to appropriate it and fly to England at the first opportunity.

3. On the morning of the 30th. April, 1941, they effected an entry into Caen aerodrome in the costume of French workmen who apparently are employed on general ground work. They started the aircraft up in the hangar and actually took off from inside the hangar without undue interference from German personnel. They carried with them a white silk handkerchief as their means of "identification" should they be intercepted by our fighters; luckily they escaped observation and eventually arrived safely at Christchurch at the time stated. The weather no doubt assisted them, since from what they say conditions at the time were dull and rainy, with low cloud. It appears that the Bucker aircraft which they had purloined was a communications aircraft belonging to the Commandant of that Unit. Soon after their arrival, the Intelligence Officer, Middle Wallop, was informed, who communicated the general information to Air Ministry; also the Military Command Headquarters, Southampton Sub-Area was informed, who undertook to pass the information to M.I.5. This procedure was adopted since there appeared no policy for forwarding an incident of this kind through recognised channels.

4. The two Frenchmen, Messieurs Boudard and Hebert (who were in possession of satisfactory Identity Papers) were retained at this Unit under supervision, and also generally entertained until their departure this morning at 0900 hours, with escort, to the Headquarters of the Free French Forces, on instructions received from the Intelligence Officer, Middle Wallop. Their Identity Papers and documents accompanied them.

5. The aircraft remains at Christchurch, where it is understood experts from Air Ministry are due to inspect it today.

I have the honour to be,

Sir,

Your obedient Servant,



Wing Commander,
Commanding Royal Air Force Station,
Christchurch, Hants.

The Under-Secretary of State,
Air Ministry (P.D.D.O),
London.

Photo below via John Potheary shows 4477 outside the Bellman hangar



Another photo of 4477 at Christchurch

22-06-41 X4776 Spitfire , damaged when Whitley N1370 undershot and ran into it.
 18-08-41 X8937 Beaufort swung on landing hit parked Wellington
 1942 K1783 Tomtit ,for overhaul, became G-AGEF
 Feb 42 DG604 Horsa.
 18-07-42 BD955 Hurricane IIC overshoot & crashed
 July 42 S101 Horsa , First Production,
 1942 BD443 Whitley , towing Horsas out to MUs
 1942 LA821 Whitley , as above
 14-11-42 DP806 Horsa, overshoot & cr into hangar
 30-01-43 HG985 Horsa, cr landing at Somerford
 08-03-43 BP788 Fulmar II from White Waltham
 25-05-43 From Christchurch ORB: On instructions from the Home Office a DH86
 landed at 1315 from Ronaldsway, IoM, with 6 men and 2 women ,
 German diplomats en-route for Lisbon.
 06-43 AL296 Chesapeake FAA
 13-07-43 JA851 Lancaster III, 49Sq at Fiskerton,P/O Tomlin, out of fuel
 05-08-43 Whitley (from Wroughton) u/c collapsed on landing
 06-08-03 Seafire IIC cr after test flight

 03-02-44 DE943 Tiger Moth II, to Harrowbeer.
 05-05-44 KX409 Hurricane IV ,193Sq
 05-06-44 P-51D.48 a/c from 354FG arr for overnight stop.
 04-07-44 LA689 Whitley, HGTU from Brize Norton , dep with Horsa in tow but
 cr on mudflats at Poole Harbour after engine failure ..
 the Horsa landed on the mud in Christchurch Harbour.
 14-07-44 JZ303 Avenger II , from Worthy Down.
 03-09-44 B-17 emergency landing
 14-09-44 From Christchurch ORB:A Douglas A20 force landed 1730(Lt. Miller and 2 crew)
 en-route from a mission over Le Havre to Weathersfield having been hit by
 flak. Landed safely but with one tyre deflated.
 The last two entries extracted from the ORB by John Havers).
 *09-10-44 NK398 Anson Christchurch to Pershore
 *02-11-44 EV748 Argus II Christchurch to Yeovilton to Charlton Horethorne
 *14-01-45 PM818 Barracuda II Wroughton to Christchurch
 1945 LA933 Whitley ground collision with Swordfish NR946, w/o
 02-45 R2438 Beaufighter II FAA
 *03-02-45 EV748 Argus II Gosport to Christchurch to Hamble
 18-02-45 NF327 Swordfish III from RAE.
 *25-02-45 PM713 Barracuda II Christchurch to Hamble
 08-03-45 R9548 Dominie
 03-45 AZ590 Master II FAA
 *19-04-45 AX233 Anson Christchurch to Cardiff
 *12-06-45 MP474 Oxford Christchurch to Hawarden
 *26-06-45 EV782 Argus II Hamble to Christchurch to Cardiff
 *06-07-45 LX738 Oxford Christchurch to Hawarden
 15-07-45 44-8866 B-17G.USAAF 306BG cr landing
 25-07-45 MN311 Typhoon 181Sq,e/r Warmwell, cr on emergency landing
 07-09-45 DK393 Firebrand TFIII C Sq AAEE,Forced landing
 Oct 45 HN127/U1YY Oxford I noted
 Oct 45 PH248/U2JJ Oxford I noted
 Oct 45 Vengeance TT noted
 Oct 45 Defiant TT noted
 Oct 45 Martinet TT noted

 01-03-47 K3880 Hawker Hart , noted.

 22-09-48 Hoverfly

 16-03-49 RM340 Horsa, departed,aerotow by Halifax RT935 to Wroughton.
 21-02-49 KF524 Harvard 2B FAA
 19-09-49 VL247 Viking C1 Kings Flight
 08-10-49 T6168 Tiger Moth
 April 52 VL275 Bogie u/c Valetta - landing trials
 15-10-52 VX220 AW Apollo From Boscombe Down

27-03-53 Lincoln
 13-05-53 6 x Sea Hornets 809 Sq
 16-09-53 VR38? Br. Freighter, Radar Nose

 05-54 BB790 Tiger Moth (ex G-ACEZ)
 Sep 54 2 x Canberra
 Sep 54 Meteor NF11
 Sep 54 Venom
 Sep 54 Wyvern

 05-04-55 EE337 Meteor F3 FAA
 25-09-55 MB723 Firefly
 02-11-55 VR211 Prentice A&AEE
 30-04-56 XG663 Sea Venom F.21
 08-05-56 Brigand
 09-05-56 WM564 Sea Venom NF.20
 06-10-56 WW439 Provost T1 RAFC Cranwell
 06-10-56 XF907 Provost T1 RAFC Cranwell
 08-11-56 WL377 Meteor T7 ETPS
 12-03-57 XK582 Vampire T.11 'NB'
 30-04-57 WZ516 Vampire T.11 'NK'
 03-05-57 XG657 Sea Venom F.21 'VL737'
 XG663 Sea Venom F.21 'VL736'
 XG675 Sea Venom F.21 'VL737'
 20-05-57 WW281 Sea Venom FAW.21 arr dismantled on 60ft trailer Suez markings
 27-05-57 XD627 Vampire T.11
 05-06-57 XE997 Vampire T.11
 01-07-57 XG638 Sea Venom F.21
 04-07-57 XG613 Sea Venom F.21
 14-11-57 WZ657 Vampire T.11
 04-02-58 WD402 Anson T21 A&AEE
 11-02-58 XD547 Vampire T.11
 XD627 Vampire T.11
 26-02-58 CA+002 Heron 2D Luftwaffe
 07-03-58 WL734 Sea Balliol
 08-04-58 XD457 Vampire T.11
 14-05-58 WL730 Sea Balliol FAA
 05-06-58 WJ679 Canberra B2 RAE
 18-06-58 XG662 Sea Venom F.21
 08-07-58 WX969 Meteor FR9
 02-07-58 WW201 Sea Venom FAW.21
 15-07-58 XK939 Whirlwind HAS7 "715"
 17-07-58 XB364 Avenger AS6 "380"
 24-07-58 XG632 Sea Venom F.21
 22-08-58 XG603 Sea Venom F.21
 22-09-58 XK411 Auster AOP9
 10-11-58 XG613 Sea Venom F.21
 08-12-58 XD431 Vampire T.11
 XD610 Vampire T.11
 25-01-59 XF911 Provost T1 "PS"
 02-03-59 XM819 Percival EP9
 02-03-59 VR599 Sea Balliol Prototype
 06-04-59 XE997 Vampire T.11
 04-05-59 KF314 Harvard
 07-05-59 WV179 Skyraider AEW "423"
 08-05-59 XG878 Gannet T2
 07-07-59 XE863 Vampire T.11
 15-08-59 XD610 Vampire T11 to De Haviland
 25-01-60 XE937 Vampire T.11
 18-02-60 XA169 Sea Vampire T22 to De Haviland
 25-03-60 WP333 Sea Balliol
 14-04-60 WW220 Sea Venom FAW.21
 20-04-60 VP965 Devon C2
 06-05-60 WP333 Sea Balliol
 13-06-60 PH788 Anson C12 RAF Gaydon

21-06-60 WZ425 Vampire T11
 04-07-60 WW220 Sea Venom FAW22
 07-07-60 WZ425 Vampire T.11
 27-07-60 WF370 Varsity T1
 22-08-60 VW162 Valetta C1
 XK624 Vampire T.11 '44'
 15-09-60 XG767 Sea Vampire T22 "943VL"
 16-10-60 WL113 Meteor F(TT)8
 22-11-60 WM994 Sea Hawk FB5
 02-12-60 WV735 Pembroke C1

 19-01-61 WV199 Whirlwind 22
 21-04-61 VV328 Anson C21 RAF Stradishall
 15-05-61 WE551 Auster AOP6
 18-05-61 WJ491 Valetta
 24-05-61 XN595 Jet Provost T3
 19-06-61 XM529 Skeeter AOP12 to SRDE
 07-07-61 XP770 Beaver AL1
 20-07-61 XF685 Provost T1 ETPS "20"
 02-11-61 XG677 Sea Venom FAW22 "VL" FONFET
 14-11-61 WM756 Sea Prince

 07-05-62 WG308 Chipmunk T10"C"

 25-03-63 WT925 Sycamore HR14 to SRDE

 17-01-64 XR270 Auster AOP9
 17-01-64 XR271 Auster AOP9

 27-04-66 XP908 Scout AH1
 08-08-66 XS679 Wessex HC2 A&AEE

 12-07-67 XJ445 Whirlwind RAE

 25-03-68 XP908 Scout AH1

 21-08-70 XV131 Scout AAC , to SRDE

 08-06-72 Wessex HU5 "XG" 846 SQ
 21-06-72 XN299 Whirlwind HAS7 "08"

- Items with an asterisk were extracted by Peter Graham from the log of ATA pilot Pamela Tulk-Hart.

Christchurch photos from John Potheary.



John Potheary seated in the glider in 1947 for his first glider flight. The car is being driven by John Allen who later became a flight engineer on Concorde.



A line of aircraft at Christchurch on 16th March 1949



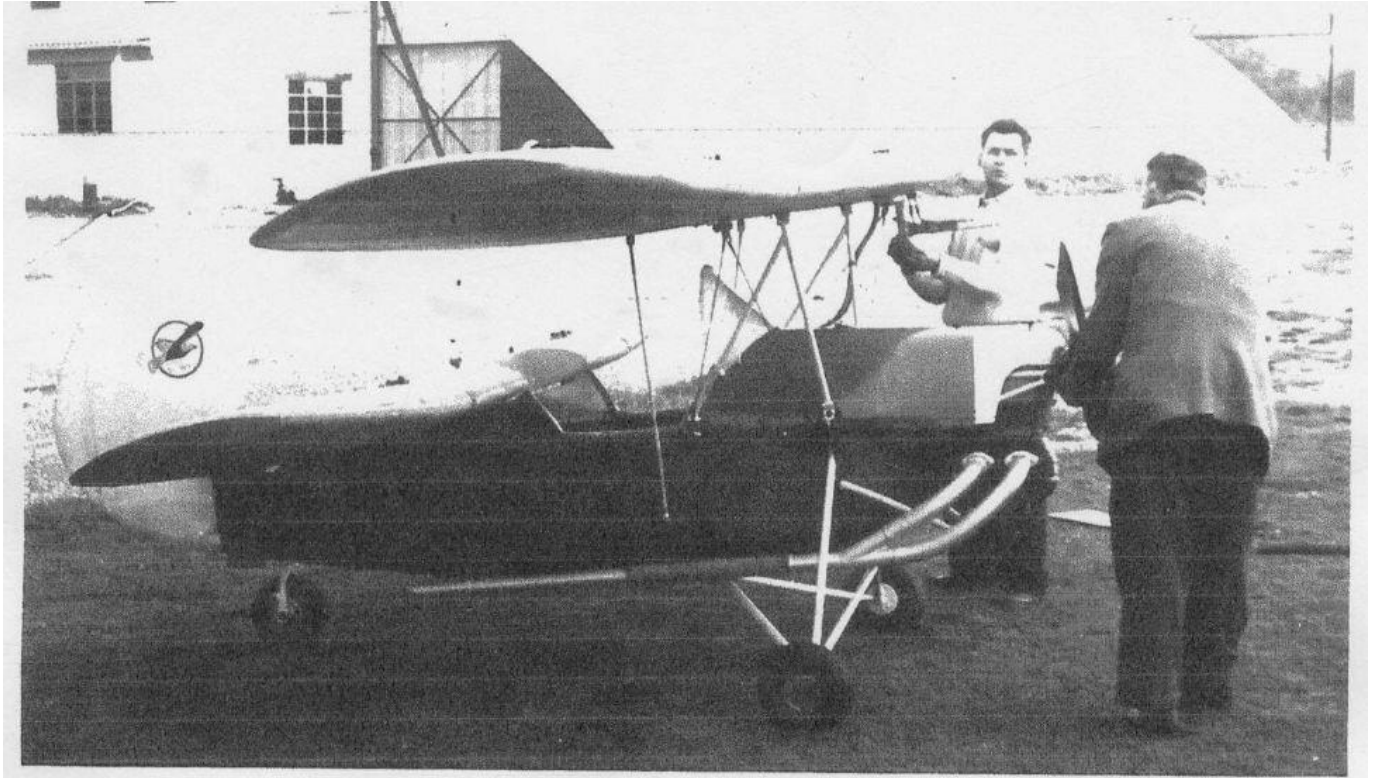
On the same day Aeronca 100 G-AESP overturned whilst taxiing to take off for Hurn.



HEATH PARASOL
 BUILT BY
 SOUTH HANTS
 ULTRA LIGHT
 AIRPLANE CLUB
 CHRISTCHURCH
 1949.

The Heath Parasol G-AJCK was owned by Roger Mann. He was a "Bevan boy" in WW2 - working down the coal mines, who later flew Canberras in the RAF and thereafter flew as captain with airlines.

The 5 pictures below are of an unidentified Pou-de-Ciel which was flown at Christchurch by both Francis Fisher and John Potheary (neither of which were the owner) presumably sometime in the 50s. The aircraft was "wrecked when it hit the arrester gear"- presumably that which was installed to deal with the DH110/Sea Vixens. Any more information on this aircraft would be very welcome. It seems possible that it was the same Pou that was built by a Mr W Whattley of Sholing Rd. Southampton which crashed at Eastleigh airport in 1956.







G-AKJD Slingsby Motor Tutor at Christchurch in 1954.



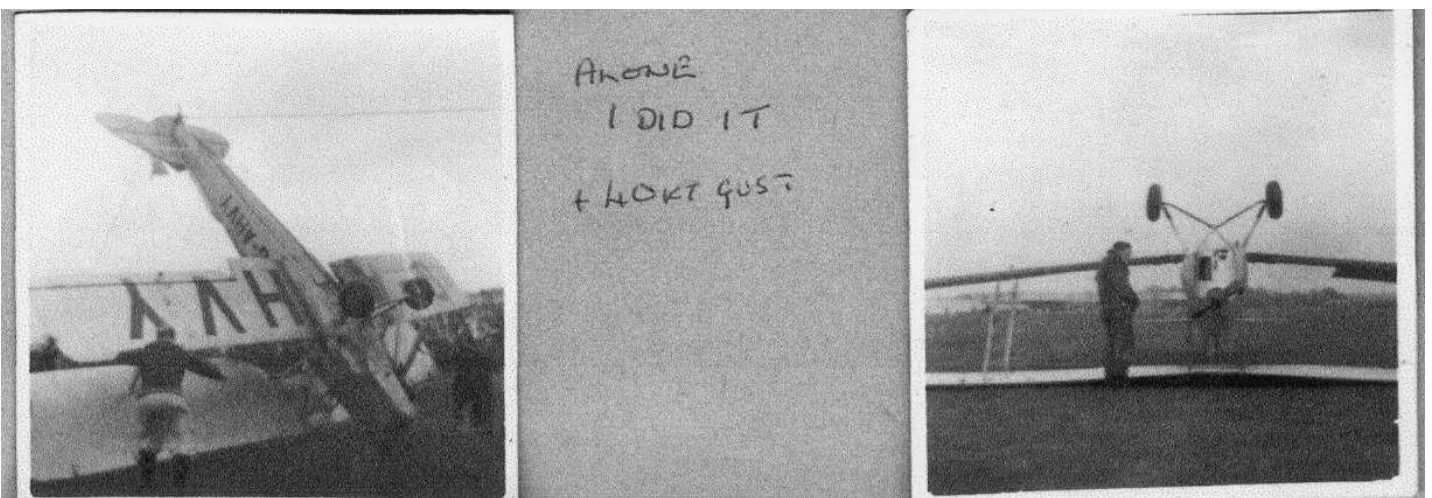
Tiger Moth BB790 which visited in 1954- flown by Roger Mann .



The Royal Artillery Aero Club Auster G-AGYI came to a sticky end on the South Downs on 14-10-58.



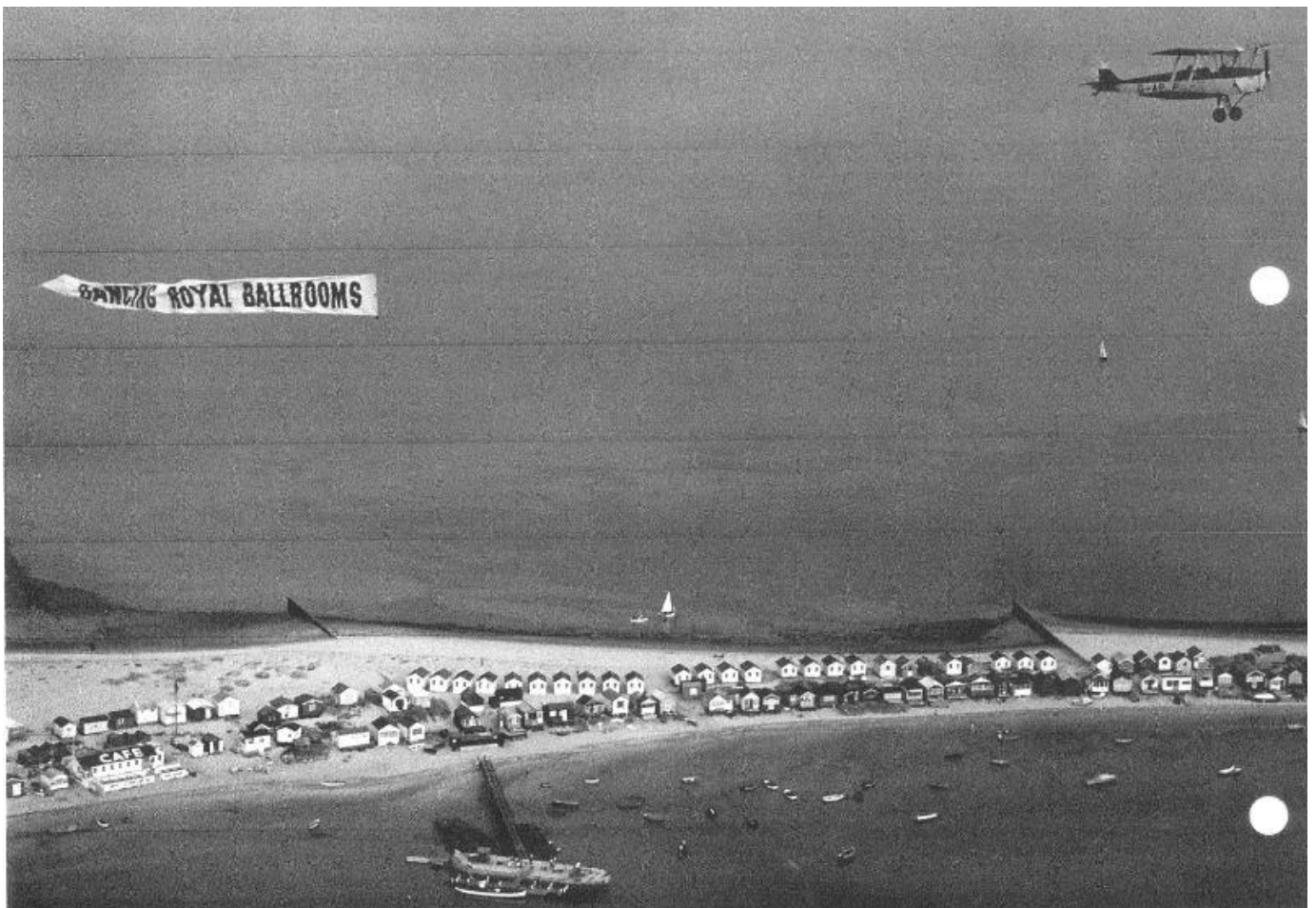
G-AHVV following the fatal crash on 12-11-58 . The rear seat occupant knelt on the seat facing the rear to take a photo and unfortunately became entangled with the control column causing loss of control.



The same aircraft in an earlier incident when it was blown over by a 40 knot gust.



G-AFRK in it's BEA colour scheme prior to it's arrival at Christchurch in March 1959 .



John in G-APJP, banner towing over Hengistbury Head on 22nd July 1959.



John in G-APJP, banner towing on 22nd July 1959.



G-ABUU Comper Swift and G-ABNX Redwing - both owned by John Potheary.

John Pothecary in 1965, with Gerald Hardy, the last student pilot he taught at Christchurch .

A contemporary Bournemouth Echo report below (thanks to Keith Cheesman) gives the details...



THE last pilot has flown from Christchurch Airfield, a flying field used for 40 years which is soon to be developed for housing. He is 18-year-old Gerald Hardy, of 8 Braemar-avenue, Southbourne. To gain his private pilot's licence he obtained special dispensation from the Ministry of Aviation to carry out his training flights from the airfield, after it had been officially closed to flying training.

A former pupil of Bournemouth School and a member of the Combined Cadet Force there, he goes to Dartmouth to train as a helicopter pilot

The airfield was used before the war as a local airport. Since Christchurch Aero Club was formed in 1948, 250 pilots have gained their wings, among them the two sons of Sir Alan Cobham.

Gerald Hardy was taught to fly by Mr John Pothecary, a pilot

with British United Air Ferries at Hurn Airport, and formerly chief flying instructor to Christchurch Aero Club, who trained between 70 and 80 of the student pilots.

Gerald Hardy learned to fly in a Tiger Moth he and another young man helped to rebuild.

He paid for his flying lessons out of money he earned in his spare time, and gained his licence last week.



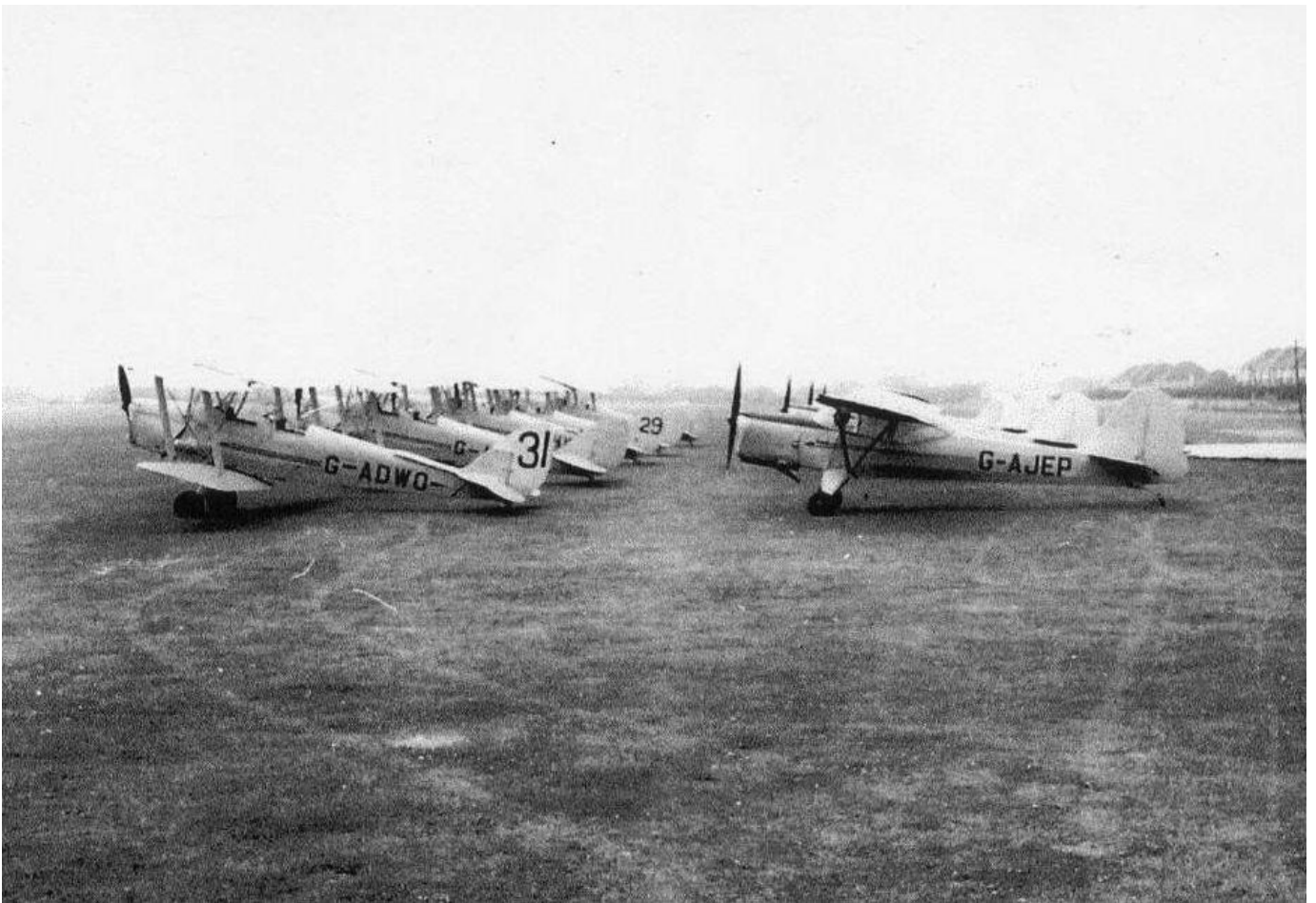
Undated group photo with several well known Christchurch incumbents.



Undated group photo. In the photo are Colin Clark (seated on aircraft), also John Potheary, John Stone, Bert Hawkins. Note the fuel pump behind Austers.



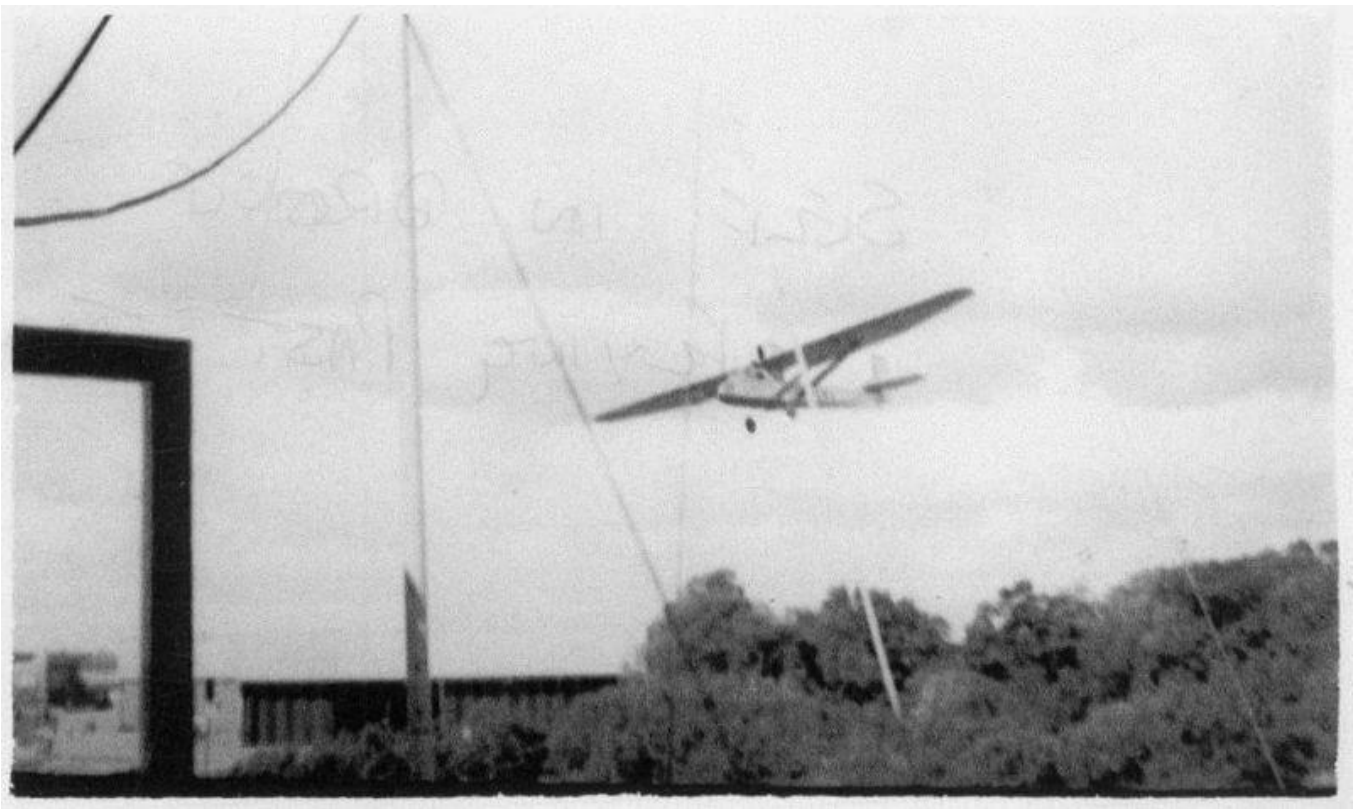
Same day showing C.A.C's advertising vehicle .



Same day again- fleet lineup Christchurch Aero Club.



Another view..



John Potheary passing the Christchurch Control tower where his first wife
, Iris, worked..



Christchurch Control tower.



A postcard produced by John Potheary.

**PLEASURE
FLIGHTS**

FROM 10/-

SEE BOURNEMOUTH FROM THE AIR !

CHRISTCHURCH AERO CLUB.
HOURS FOR FLIGHTS—10 A.M. to 1 P.M. 2 P.M. to SUNSET

Dennistoun Avenue, (by Henlys Garage) Somerford. Phone : Christchurch 1689.
No. 1 bus from Square.

The Club house is in pleasant surroundings, near the beautiful Avon Beach.
Flights are in comfortable cabin aircraft.
Charter flights can be arranged.

A advertising card for the Christchurch Aero Club - 1950s.

★  ★

CHRISTCHURCH AERO CLUB

◀ PLEASURE ▶

◀ FLIGHTS ▶ from 12/6

SEE BEAUTIFUL BOURNEMOUTH FROM THE AIR.

Flights are in comfortable Single and Twin Engine Cabin Aircraft.
Reduced rate for Parties of Eight.

CHARTER FLIGHTS :—United Kingdom and Europe, up to Eight
Passengers approx. 6d. per passenger mile. Please write or phone
for full details.

WHY NOT
LEARN TO
FLY YOURSELF



This is a Ministry Approved Flying School, and 30 Hours Instruction will obtain you a
FULL PILOTS LICENCE. WHY NOT BOOK NOW FOR A 30/- TRIAL LESSON

AT THE
CHRISTCHURCH AERO CLUB
DENNISTOWN AVENUE SOMERFORD



Advert for the Christchurch Aero Club. Ron Hayter is seated in the Tiger Moth.



A view of the Christchurch Aero Club looking west. As there is a Rapide and two Oxfords in the photo it is probably 1961 or later.



A summer scene at Christchurch sometime in the 50s.



John flying the Drone.



G-ADWO with John and the legendary A J Jackson on board.

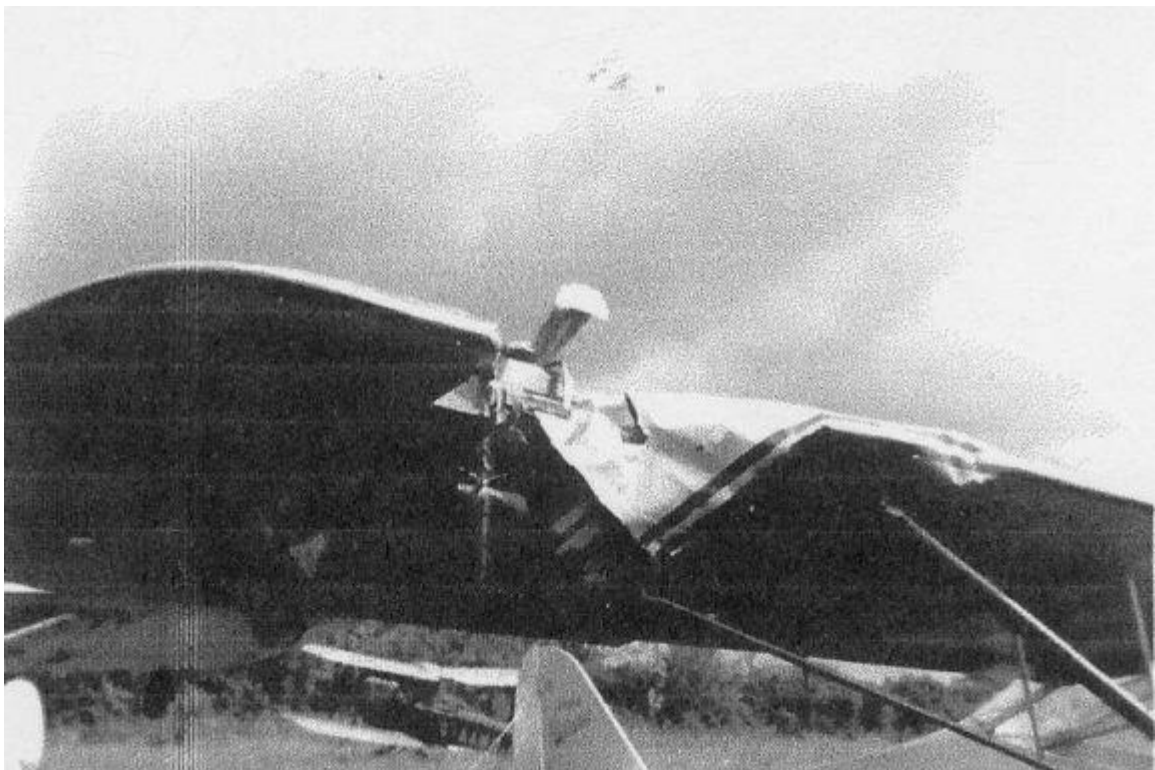




The pictures above :G-AJEP after a lees than perfect landing 22-11-1959.



A very young Andrew Marshall (nephew of Tom Marshall) trying on G-AKFU..



Damage to G- AGYI.



G-APJP, first engine run. John Potheary at the controls, Geoff Kingman-Sugars holding down the tail.



Heath Parasol G-AJCK with ABC engine at Christchurch. The Heath Parasol is an American single-seat, open-cockpit, parasol winged, homebuilt monoplane. During the late 1920s and early 1930s it was the only airplane in the USA that could be constructed at home from a factory-built kit and be licensed by the FAA. Seen below with Ron Clear in cockpit prior to first flight SHULAC secretary Bob Haigh on right.





Ron Clear with G-AJCK..



The Somerford estate before the building of the Christchurch Bypass.



On approach from the east over Hoburne Caravan Park.



Close-up Hoburne Caravan Park.



The Control Tower.

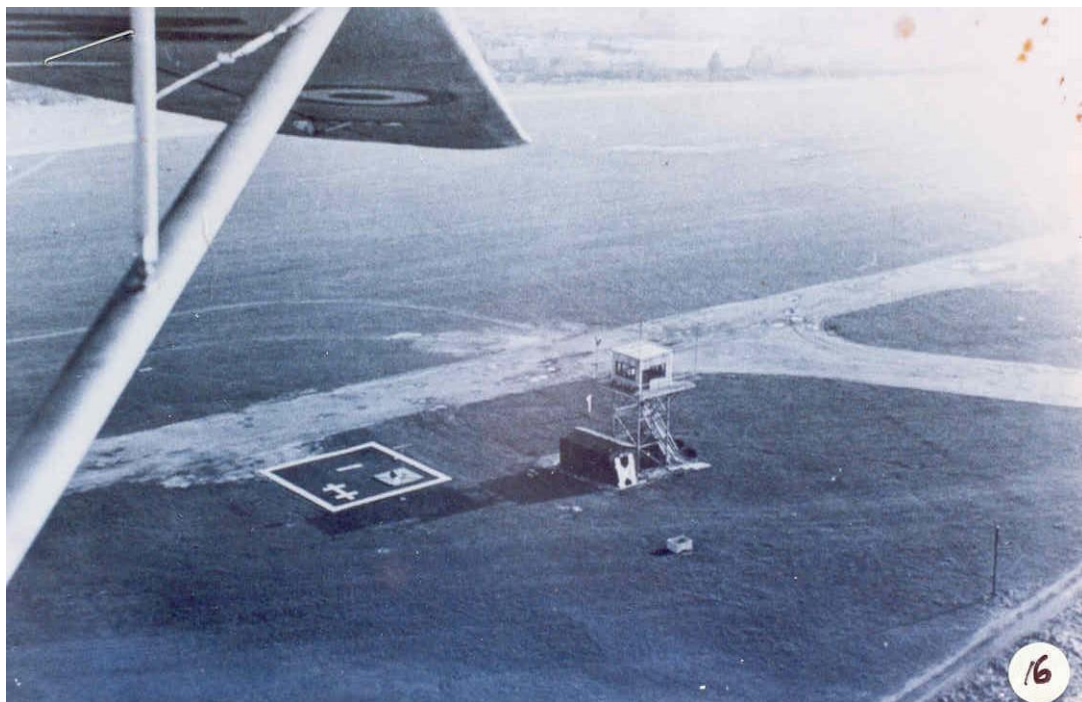


Photo from the Freeman collection showing the control tower and signal square at Christchurch aerodrome taken from a glider of 89 gliding school



Photo taken at the eastern end of the main runway (later concreted by MEXE). Looking at the runway end. Lymington Road is beyond the checkerboard markers. The run-up area and holding point is to the left.

NEXT :Two photos by John Pears (Airspeed flight test engineer) of Tiger Moths at Christchurch Aero Club.



*Tigers and Daisies.
Christchurch 1952*



*Tigers and Daisies.
Christchurch 1952.*

This undated cutting from one of the local papers (either the Bournemouth Echo or the Christchurch Times) tells of an adventurous flight by a local pilot.

FLEW TO ASSAM

Adventurous journey by Walkford pilot

AFTER 150 hours flying experience, a 22-years-old Walkford man, Derrick Goddard, of 118, Ringwood Road, undertook a 7,000 mile flight in a two-seater Auster 5, 125 h.p., to Assam, on the borders of China and Burma.

The owner of the plane, Mr. Edward Kenney, of Southampton, accompanied him on the journey across Europe, North Africa, Egypt, Trans-Jordan and Pakistan. It took them three weeks with 95 actual flying hours to reach their destination.

Derrick was formerly an instructor at the A.T.C.'s Christchurch Gliding School, and was assistant flight controller at the airfield.

Although he intended to hitch-hike on from India to Australia, he was offered a job as pilot engineer by a tea company, and was engaged in flying an Aiglet between their estates in the Brahmaputra valley.

After a brief holiday at home in Walkford, Derrick left for India by air on Thursday to continue his life of adventure in the air.



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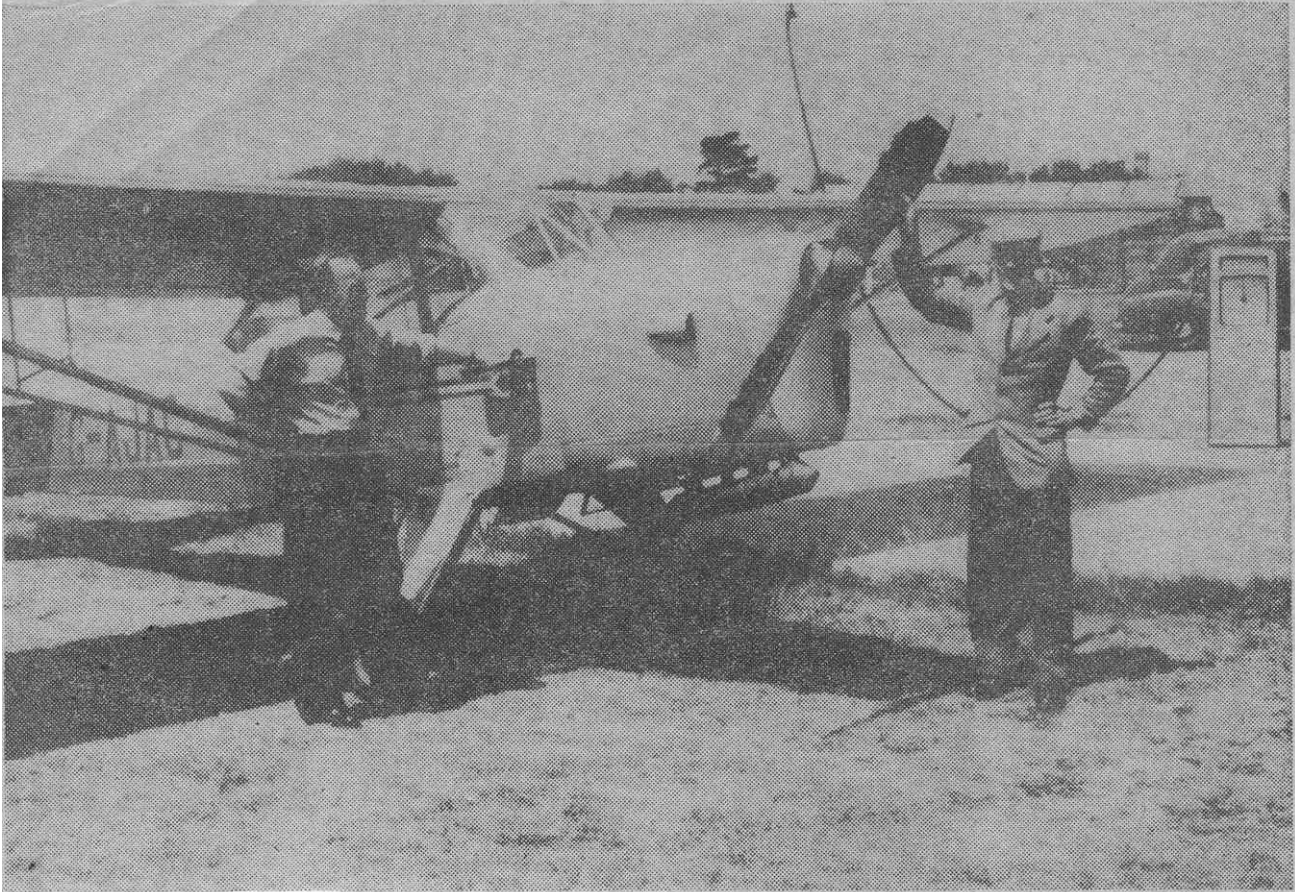
And finally an echo of days gone by.

A common scene at Christchurch when I was a small boy watching the aeroplanes.

Tuesday, January 17, 1984

Evening Echo, Bournemouth 21

ECHOES · ECHOES by Richmond



HERE'S a nostalgic sight for those who used to fly at the old Christchurch Aero Club, which has been closed for more years than I care to remember but there are many still in this area who have happy memories of their days at Somerford.

Among them is Fred Coleman, seen on the right with chief flying instructor Squadron Leader Hayter, after a lesson some 30 years ago.

The club's "joy rides", he recalls, used to be given in Tiger Moths, an aircraft which gave him a problem or two because, sitting in the open cockpit when under instruction, he be-

came breathless at a certain height.

He then moved on to the famous closed-in Austers, which were widely used in the last war, and fell in love with them. That's one seen here.

In retrospect Fred, now living at 25 Fairway Court, Bedford Road, Weymouth, tells me he doesn't regret the spending of one penny on the instruction he received at Christchurch Aero Club.

FIN