

# Christchurch Aerodrome 1926-1970

## Part 3.



This is an updated part 3 of Christchurch Aerodrome 1926-1970.  
All Civil Resident and visiting aircraft photos now appear in this volume.

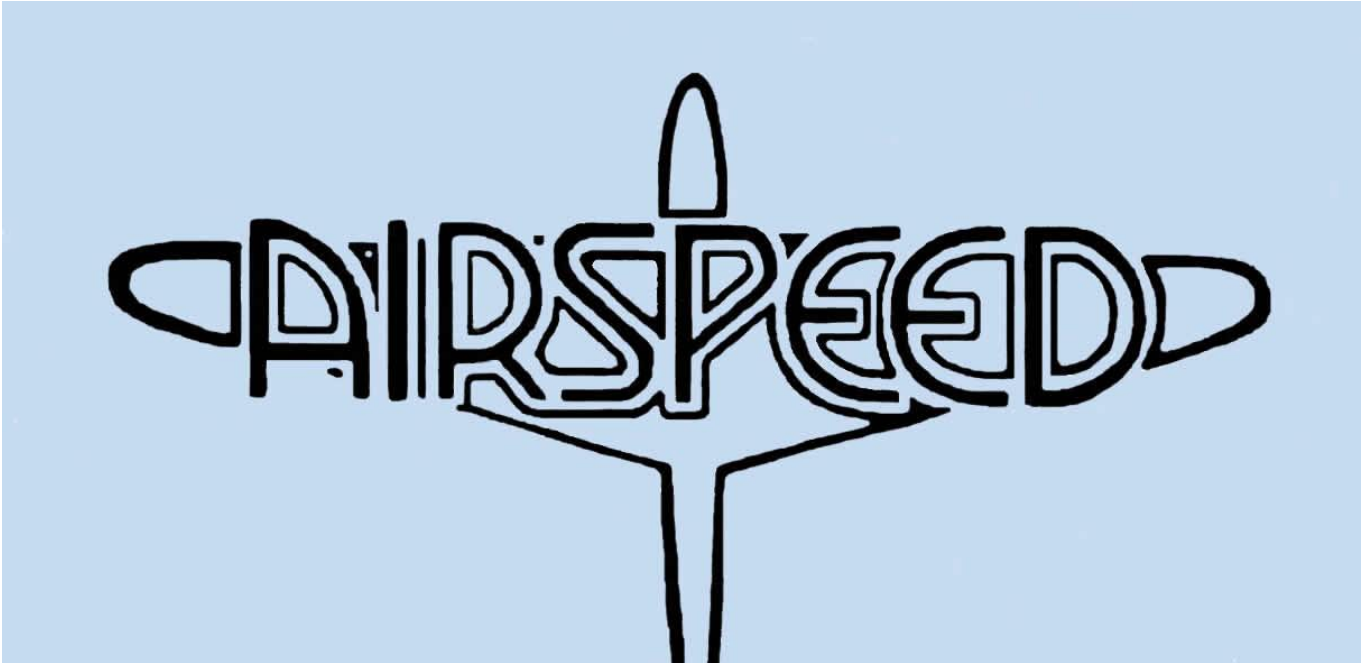
Includes a small section on hangars.

October 2019

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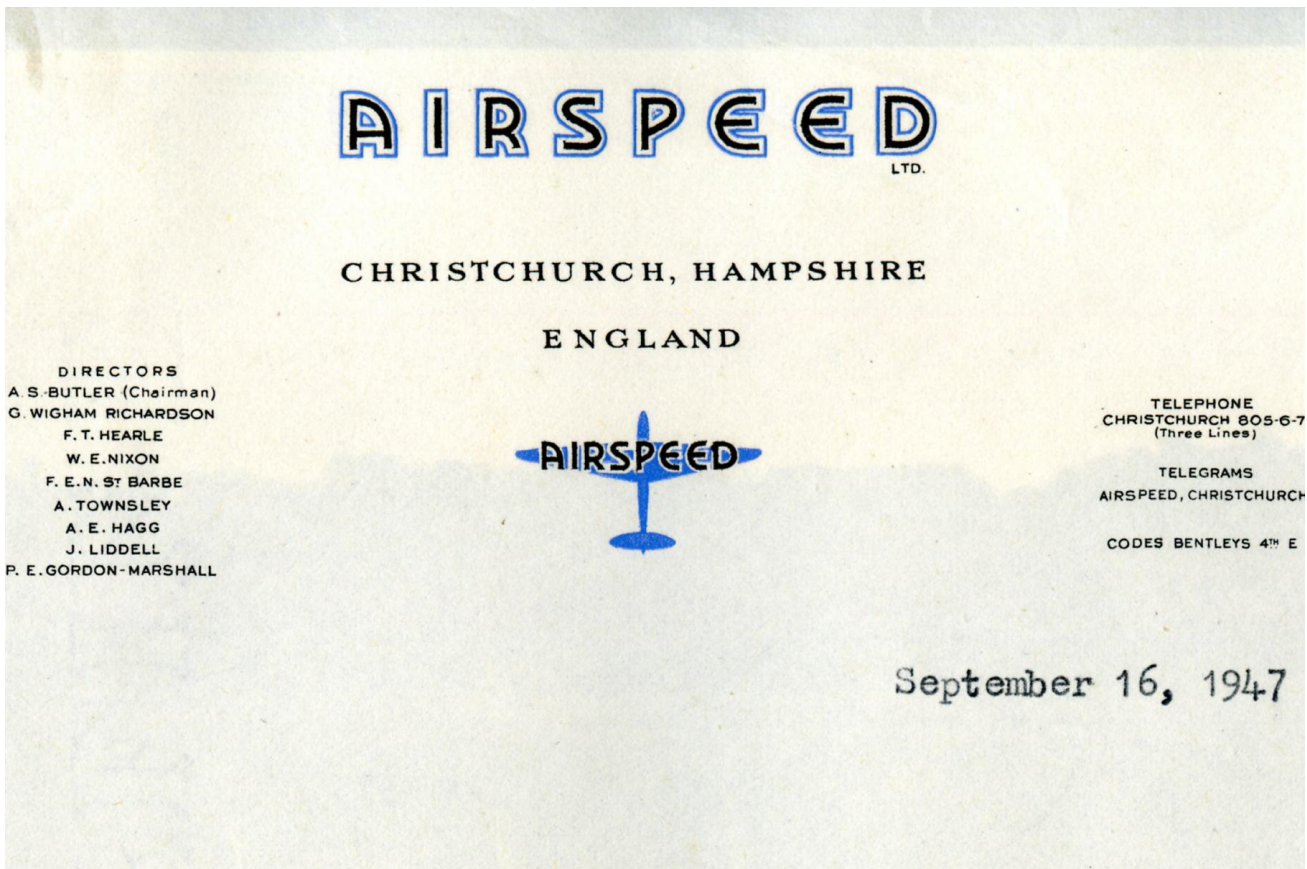
Airspeed & de Havilland	37
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The civil photos are in registration order.



Airspeed and De Havilland

Pictures via Mike Phipp unless stated otherwise.



1947 Airspeed letterhead.



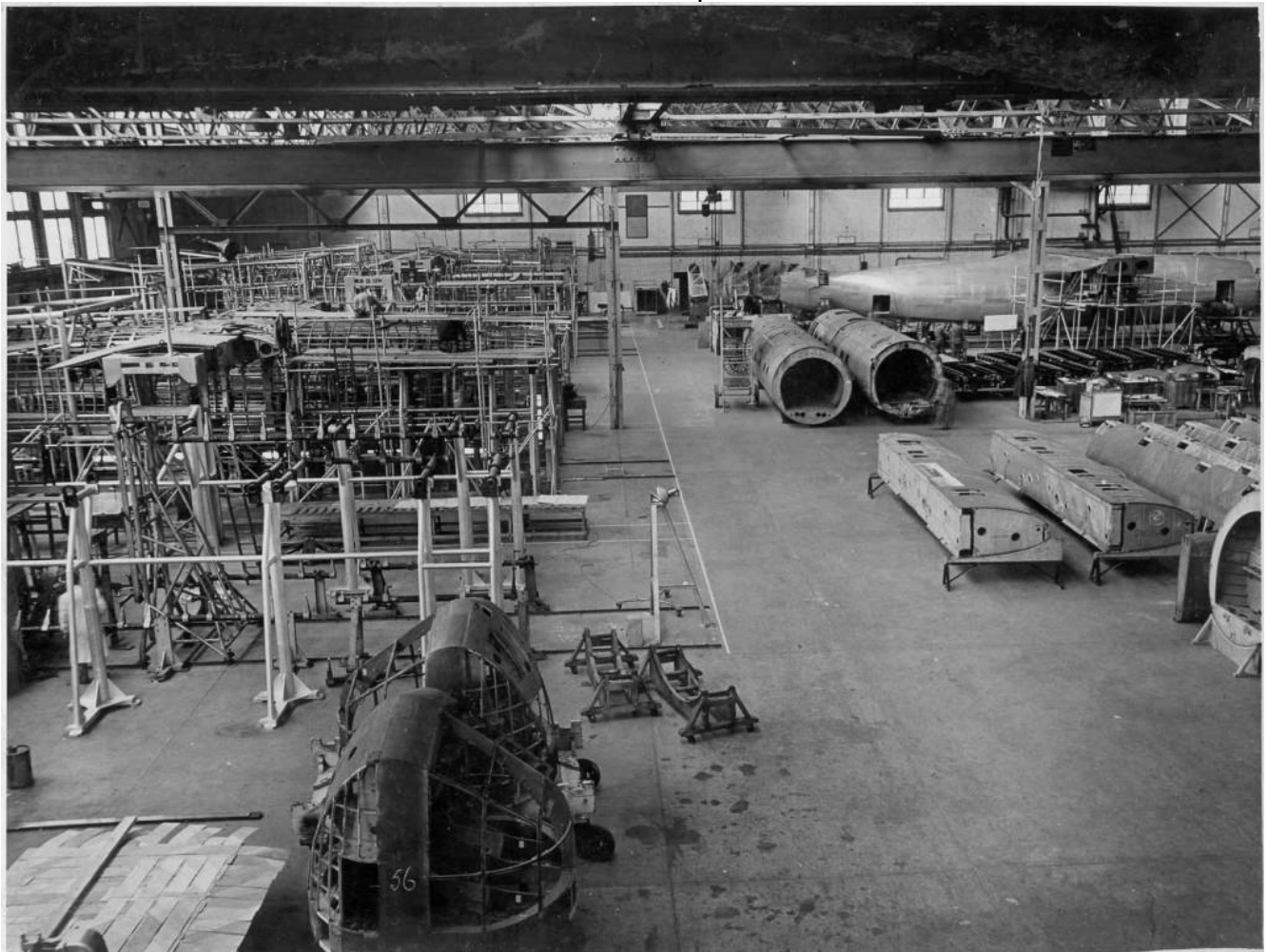
Postwar Horsa production aircraft outside Flight Shed.





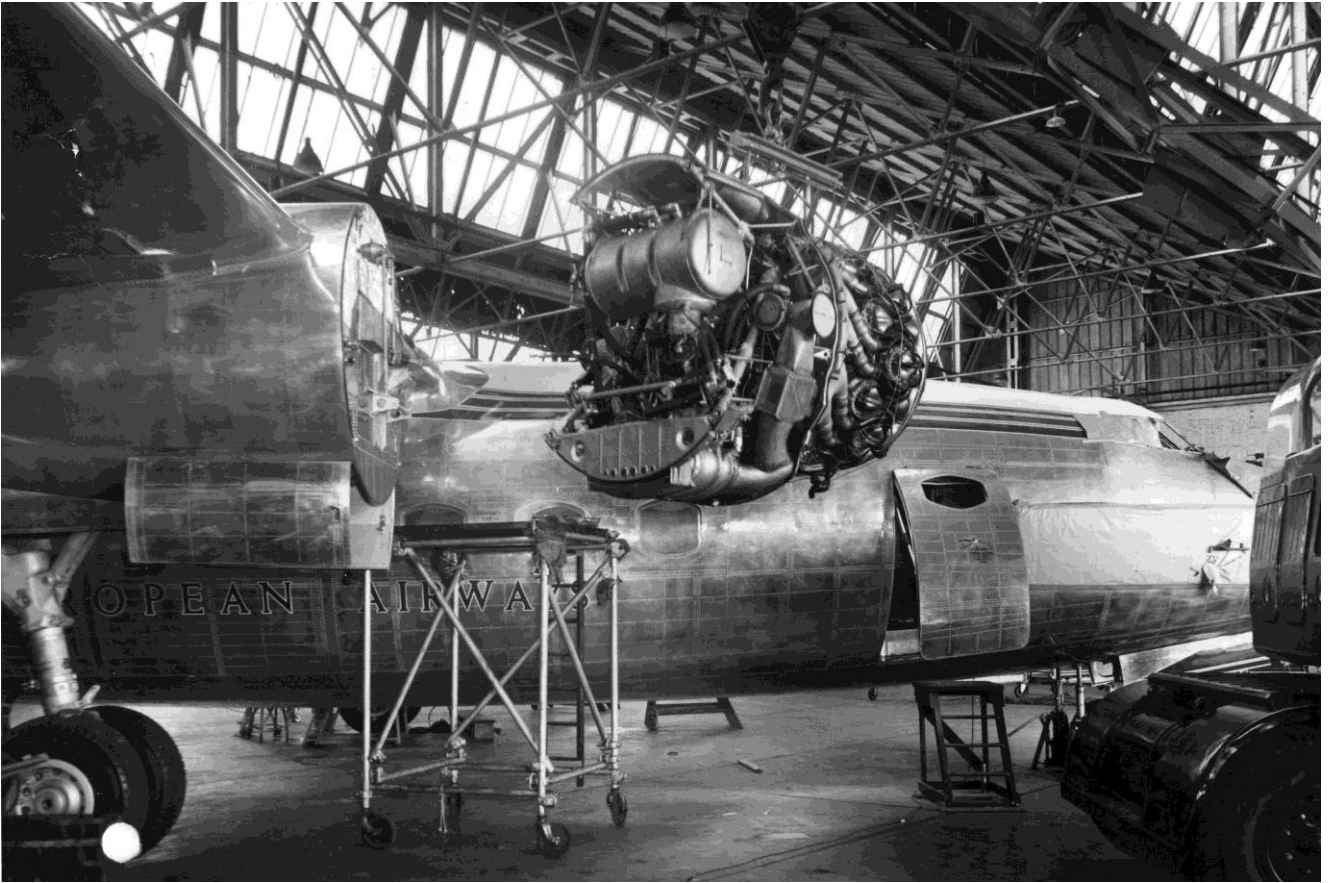
ABOVE: Mosquito B.35 production at Christchurch.

BELOW: The factory circa 1949 with Ambassador (possibly G-ALFR) under construction and various Horsa parts





Ambassador production at Christchurch.



TOP: Ambassador production. LOWER: Outside the flight shed. The Consul is G-AIKR.

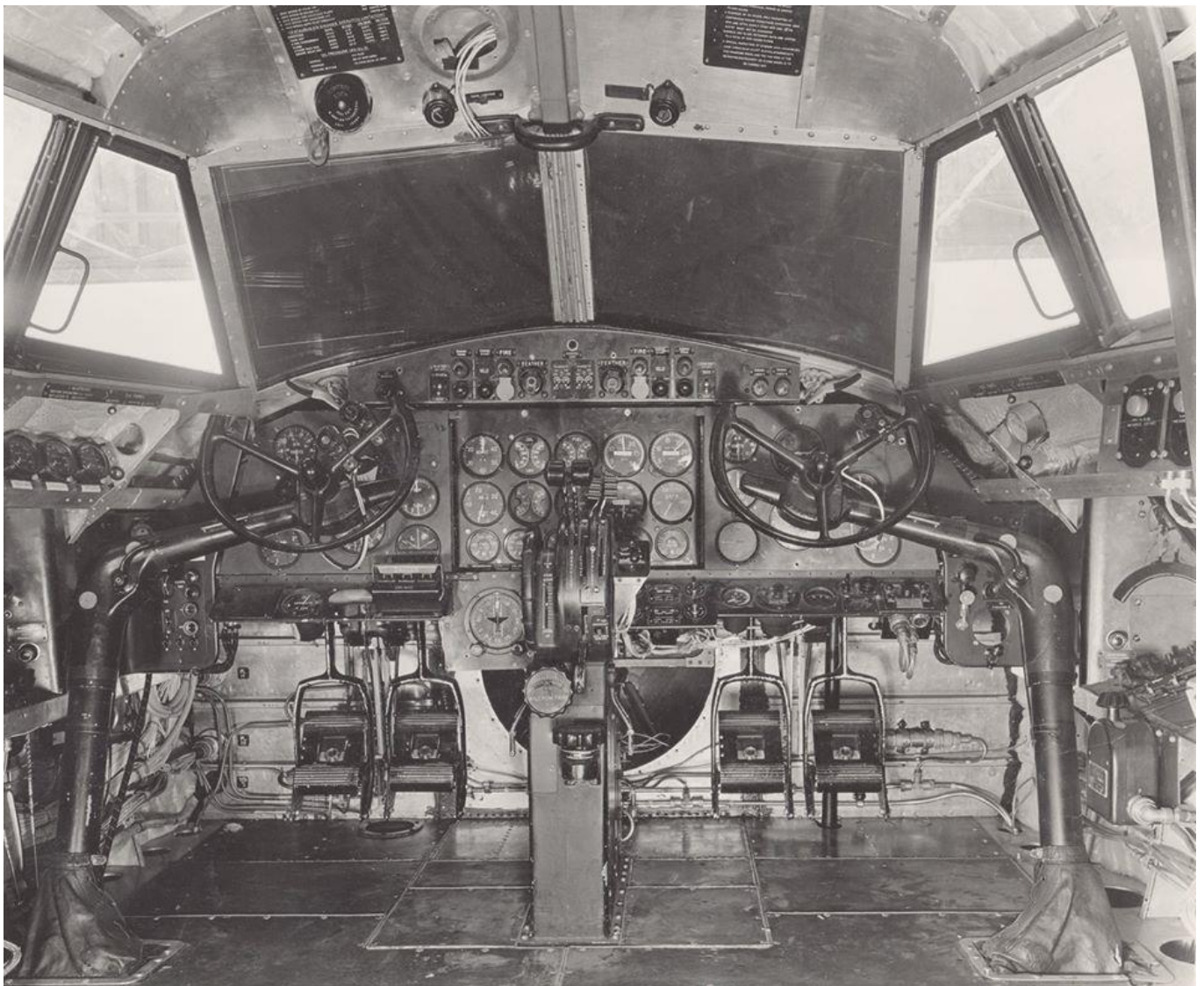


The prototype Vampire T.11 G-5-7 and Ambassador prototype G-AGUA.





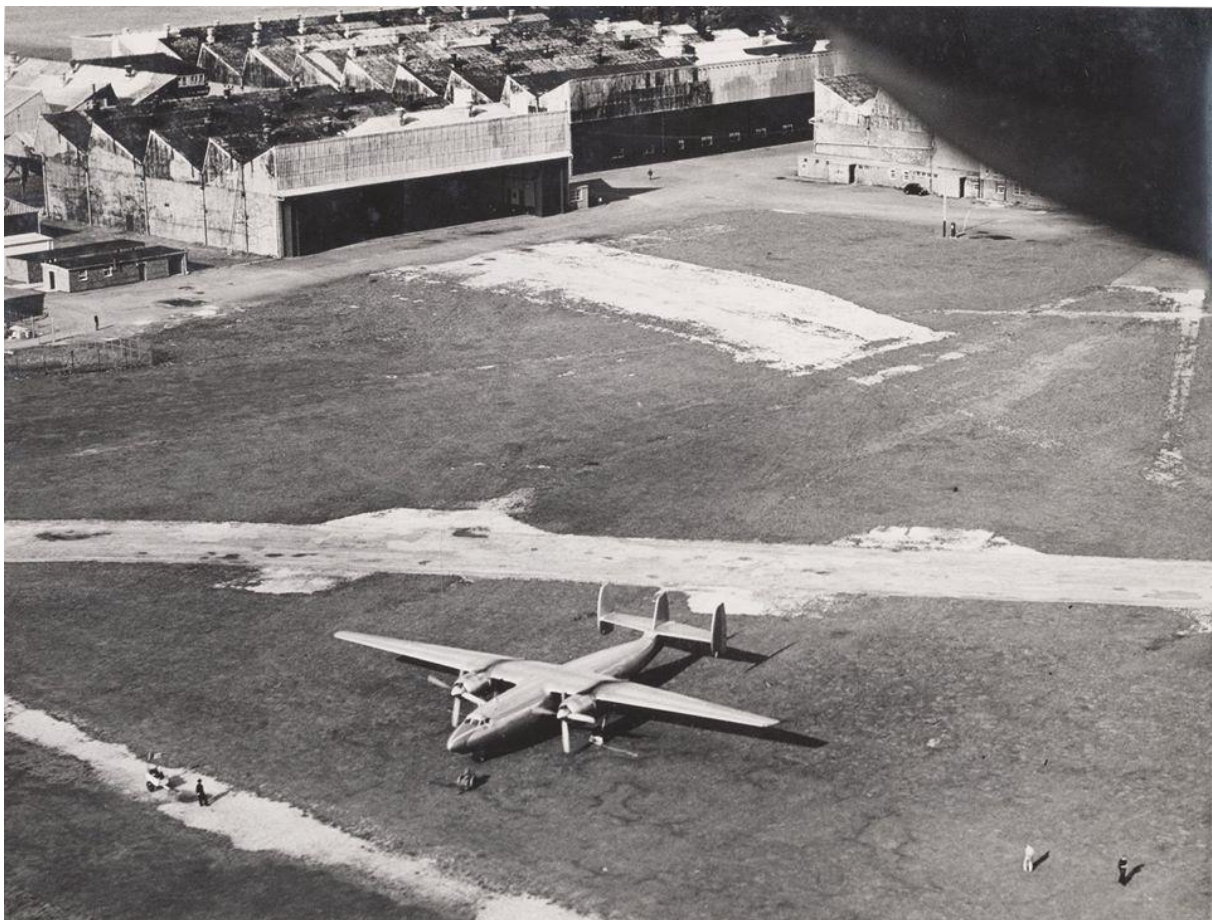
G-ALZN Ambassador (Photo R A Woodcock)



Previous page - cockpit of G-AKRD.



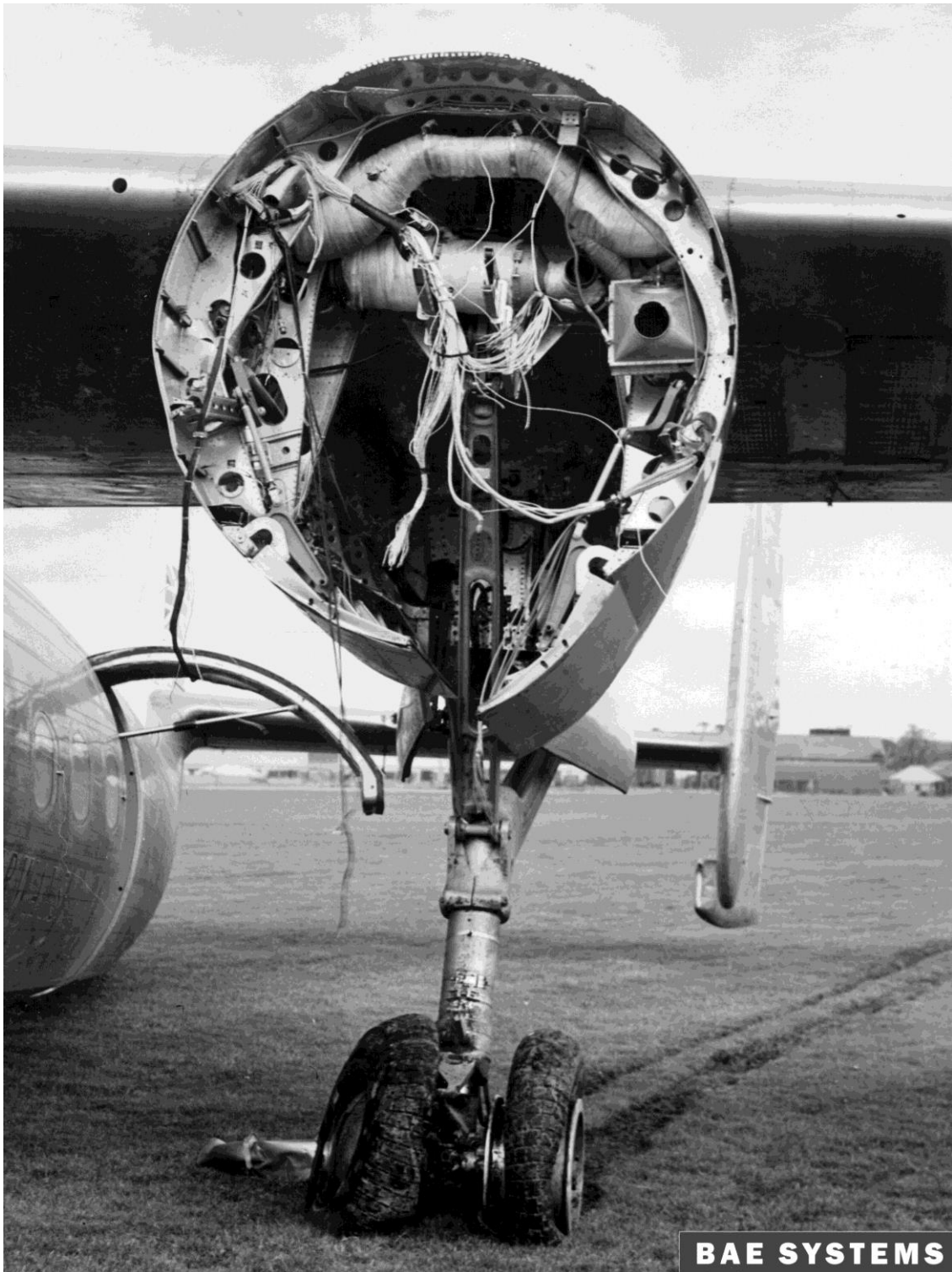
The 13 November 1950 hard landing at Christchurch by G-ALFR. The buildings top left are those of SRDE(Signals Research and Development Establishment)...(Photos - Mike Phipp)  
Below: Probably G-AKRD outside Flight shed.





G-ALFR 13-11-50





G-ALFR 13-11-50

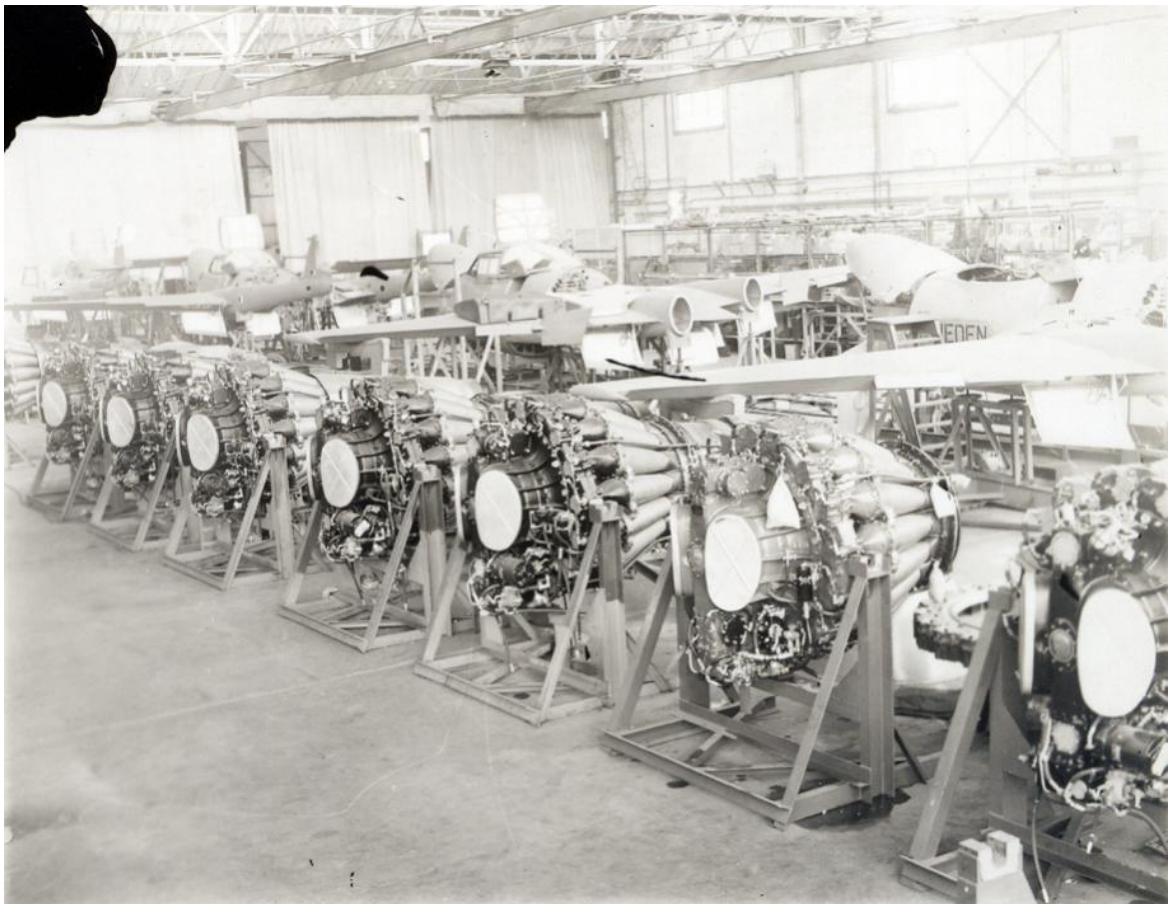


These two photos show an earlier incident at Christchurch on 12 July 1950 with G-ALFR.(Starboard undercarriage failure?)  
(Photos - Mike Phipp)

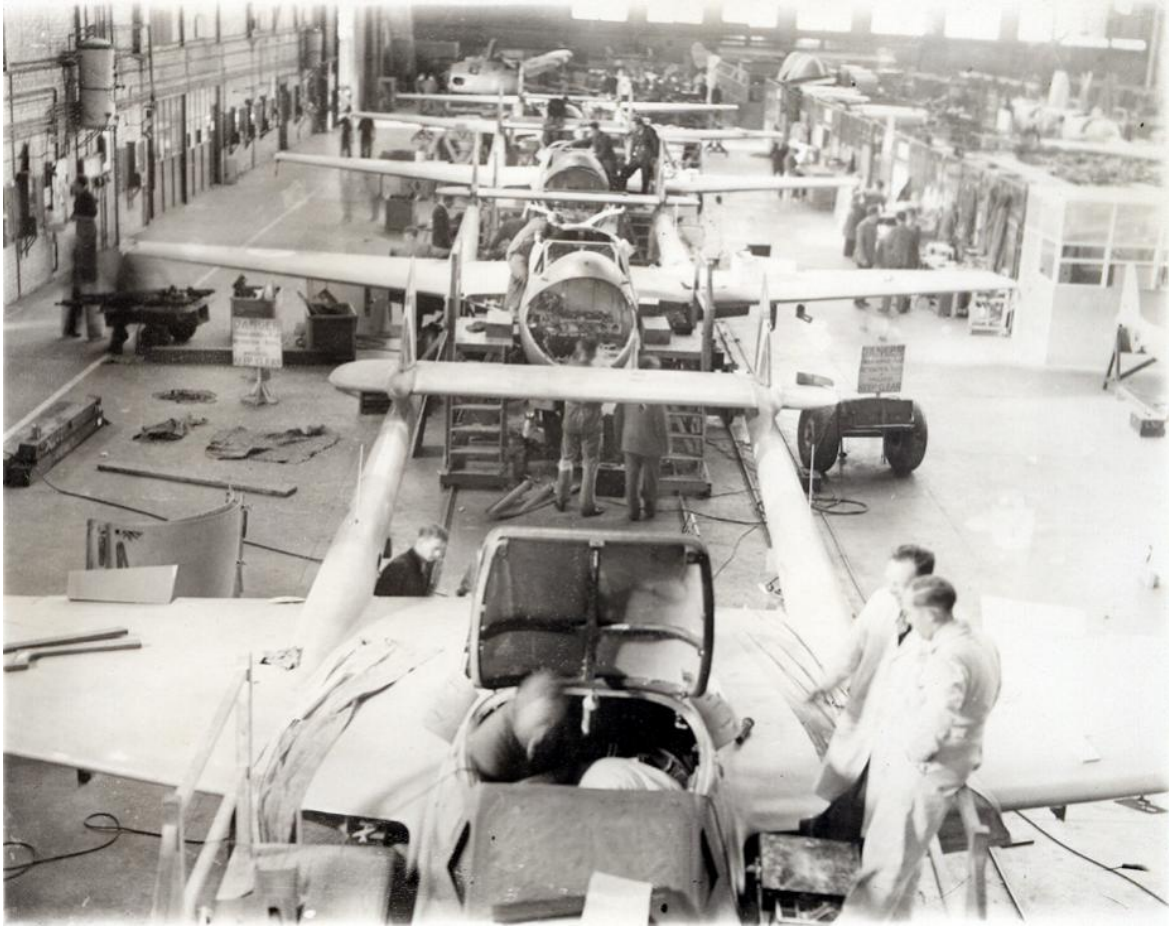




G-AKRD interior.



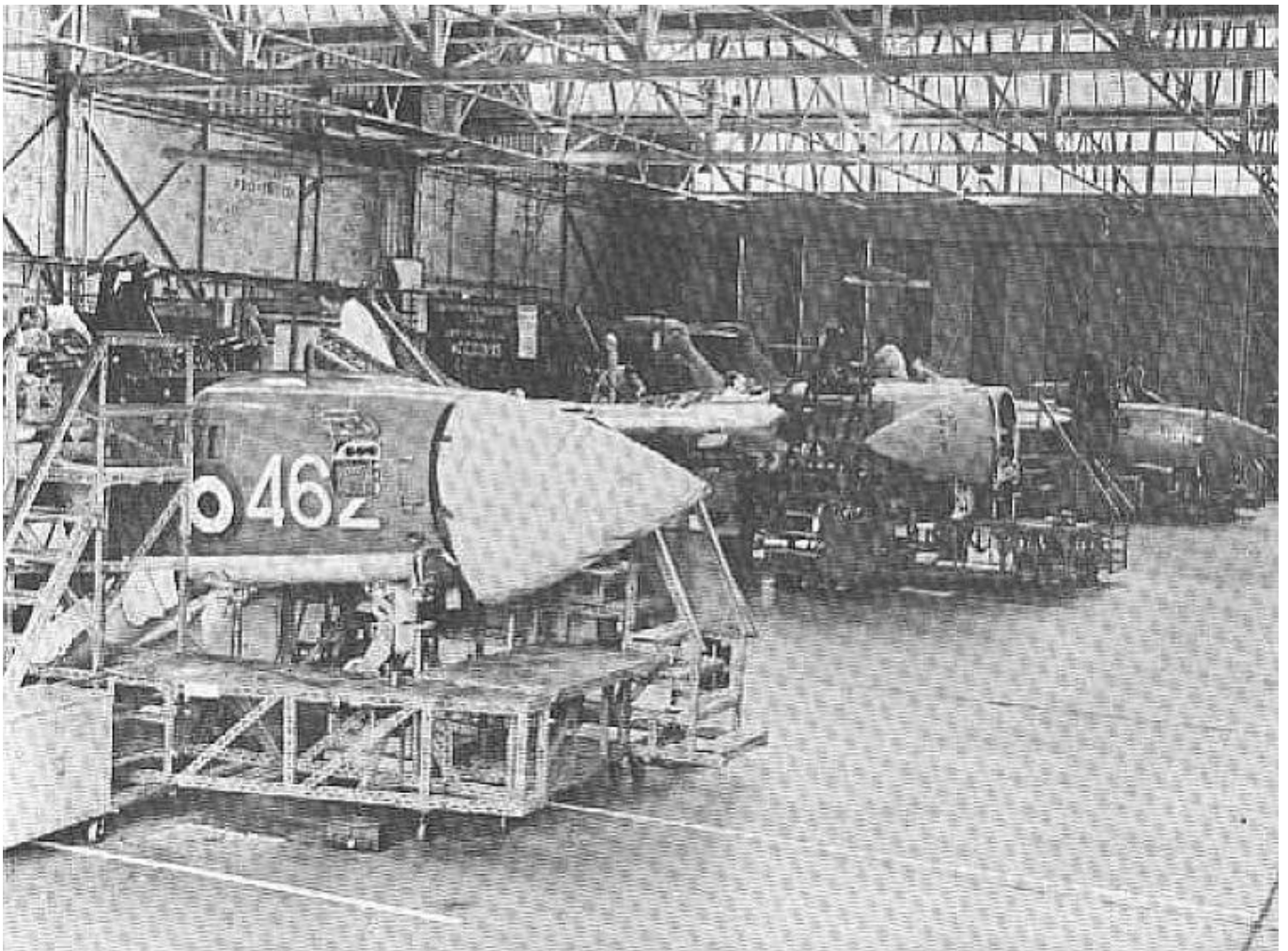
Vampire T.11 production at Christchurch. The righthand aircraft above is marked "SWEDEN".



The two pictures above were taken by Wilfred Spiller who worked at de Havilland at that time.



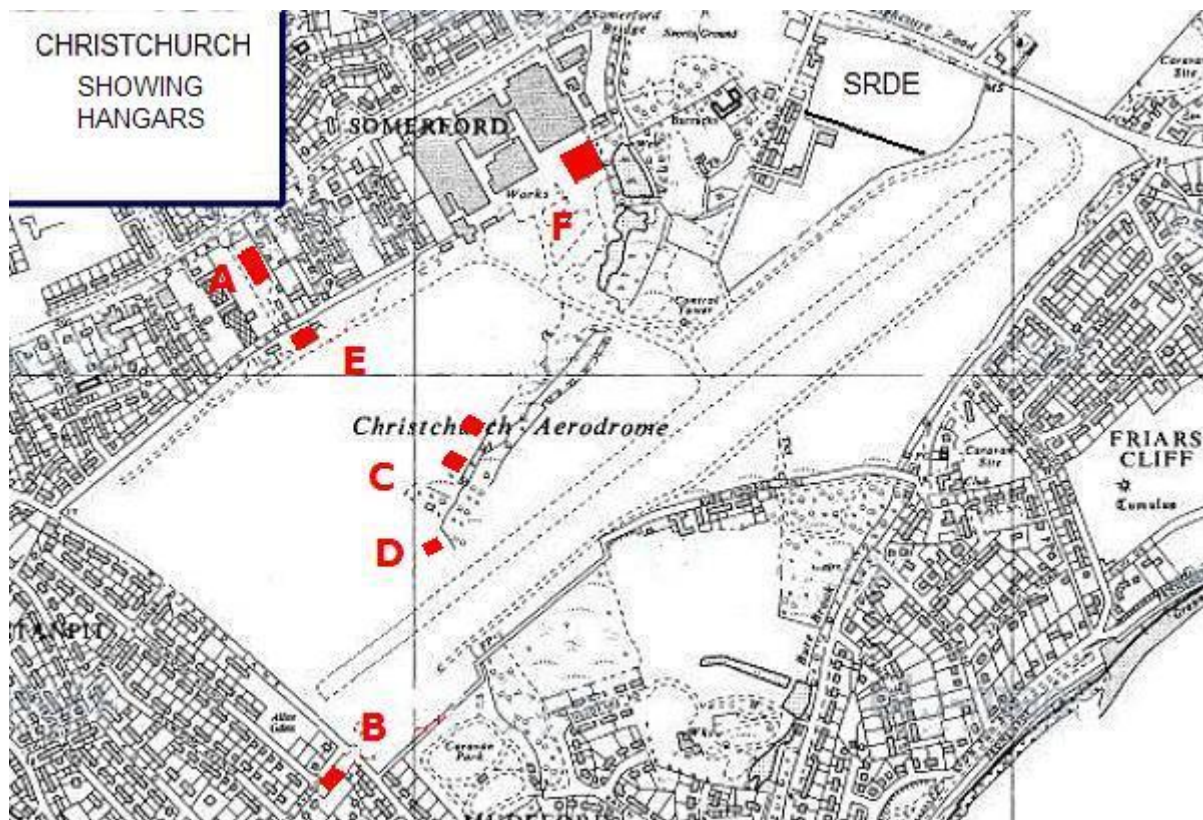
Above: G-AGUA Ambassador prototype. Below: The Airspeed factory at Christchurch after WW2. Note the defensive pillbox on the far side of Somerford Rd. and the access taxiway through Mudford Wood. (Photo via N Jedrzejewski).



XJ572/462V undergoing overhaul at Christchurch.(dH photo)



## HANGARS



During the early days of the aerodrome(1926-1934) no details of any hangars are known and it seems likely that there were none as most of the use of the site was on an ad hoc basis.

Once the rather more formal Bournemouth Airport started operating in 1935, more permanent buildings appeared, and a 1936 photo of the terminal area shows what appears to be a hangar to the north of the huts used as airline offices etc. It would probably have been in almost the same position as the 1950s Christchurch Aero Club hangar at "E".

With the coming of World War Two, the military built several hangars .....

- A:** Bellman Hangar erected in the spring of 1940. Used by RAF. Removed late 50s.
- B:** Large corrugated steel clad hangar erected off the airfield at the junction of Warren Mudeford Lane. Date uncertain but possibly as early as Autumn of 1942. Used by Portsmouth Aviation (servicing/repair of Oxfords) till at least 1945. Thereafter used by 89 Gliding School (later became 622GS). Removed late 60s.
- C:** Two blister hangars built circa 1941. Removed prior to 1955.
- D:** Blister Hangar built circa 1941. Used post war by the South Hants Ultra Light Aero Club . 1948 to 1950. Removed by 1955.
- E:** Blister hangar built in 1955 (or 56) by the Christchurch Aero Club using components from (possibly) Warmwell and/or one of the Lymington Strips (Pylewell House and Needs Oar Point).
- F:** Airspeed/De Havilland Flight Shed...constructed (as was the rest of the factory ) 1939-40. A Bessoneau Hangar stood, it is believed, between the Bellman and the airfield. By the end of the war it was badly damaged and was removed sometime before the new Club hangar was built.



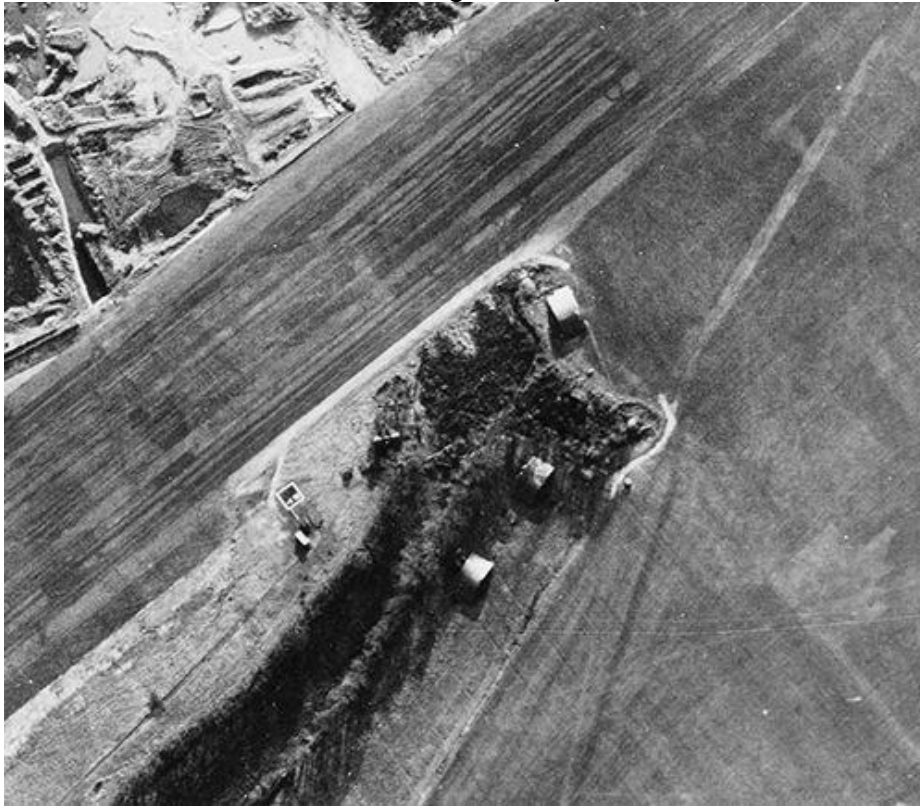
The Bellman hangar which was located to the north of Stroud Lane and Dennistoun Avenue.  
(Photo R. A. Woodcock)

Photos are still needed of the Bessoneau hangar and of the three Blister hangars that stood on the edge of Mudeford Wood.

However here are some clips from a 1946 RAF aerial photo.  
This one shows the Bellman Hangar (A) in the centre with the Bessoneau immediately adjacent, at an angle to the left



Below are the three Blister hangars adjacent to Mudford Wood.



This one shows the Mudford Lane/Warren Ave hangar used by Portsmouth Aviation, and later by the Gliding School



**Civil Aircraft, Foreign.**



D-EFUP Multiplan. August 1956. Photo R A Woodcock.



N2512C Cessna 170 .circa 1961. Photo R A Woodcock



N6183P Pa-24 Comanche (M Phipp)

## **Military Aircraft**

Unless otherwise stated , these photos are from R. A. Woodcock.



Auster T.7, Date unknown.



Cadet TX.3 of 622GS outside the Warren Avenue hangar.



The following photos of Percival Provost T.1s are all undated.



WV426/R-C of 3 FTS Feltwell



WV477/X-L of CFS(Possibly between Sep 21 and Sep 23<sup>rd</sup> 1956)



WV605/Q-H of 3 FTS Feltwell



WV681 of CFS



WV683/M-F of 3 FTS Feltwell



WW389/M-C of 3FTS Feltwell



WW390 /M-D Provost T.1 3FTS Feltwell



WW397/N-E Provost T.1 3FTS Feltwell



WW420/P-A Provost T.1 FTS Feltwell



Provost T.1, XF542/P-P CFS.



XF606/P-K Provost T.1 CFS



XF913/P-X Provost T.1 CFS

Also visiting on date unknown was WV673/M-G



Auster AOP.9 XK406



Gull '180'(RAFGSA180, BGA380/G-ALLC). On 21<sup>st</sup> April 1939 this aircraft , piloted by Mr.G. H. Stephenson made the first cross- channel glider flight following a winch launch from Dunstable. The crossed flags commemorate the event.  
In the background are parts of an Ambassador (Test/mockup?) and a Vampire.

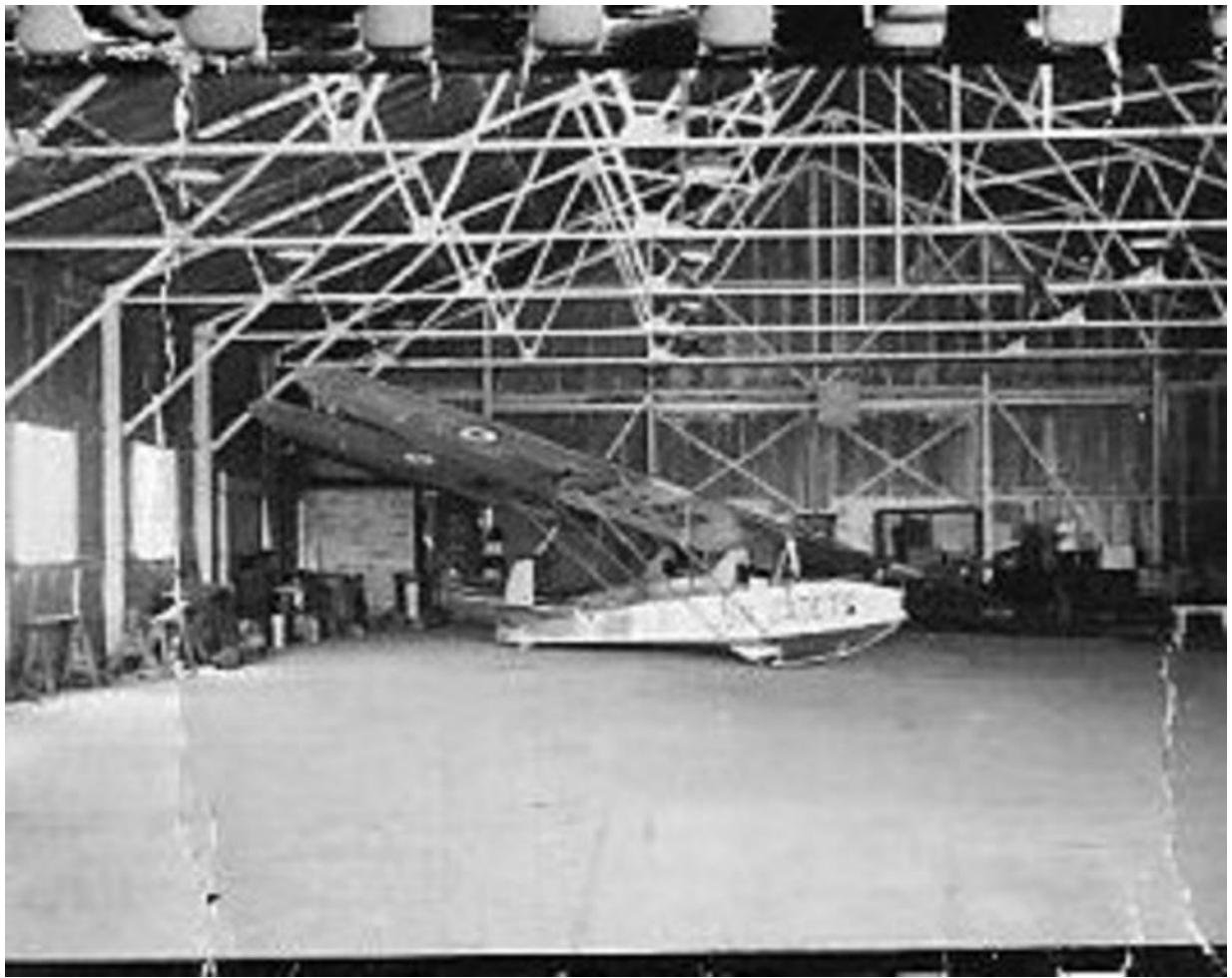


Slingsby WB990 T-21B of 622GS in the Warren Avenue hangar in 1961(photo:Phil Butler).



1956 photo of WB990 T-21B.SRDE buildings and water tower in background.





From Doug Revell, a shot of one of the Gliding School's aircraft in the Warren Avenue Hangar.  
Below :Cadet TX.3 XE 800 ...photo by G.Bolton 1962/3.





This undated photo from the DH Museum via Mike Phipp shows three Sea Hornets at Christchurch. The nearest is VW958.

## Christchurch Civil Residents and Visitors

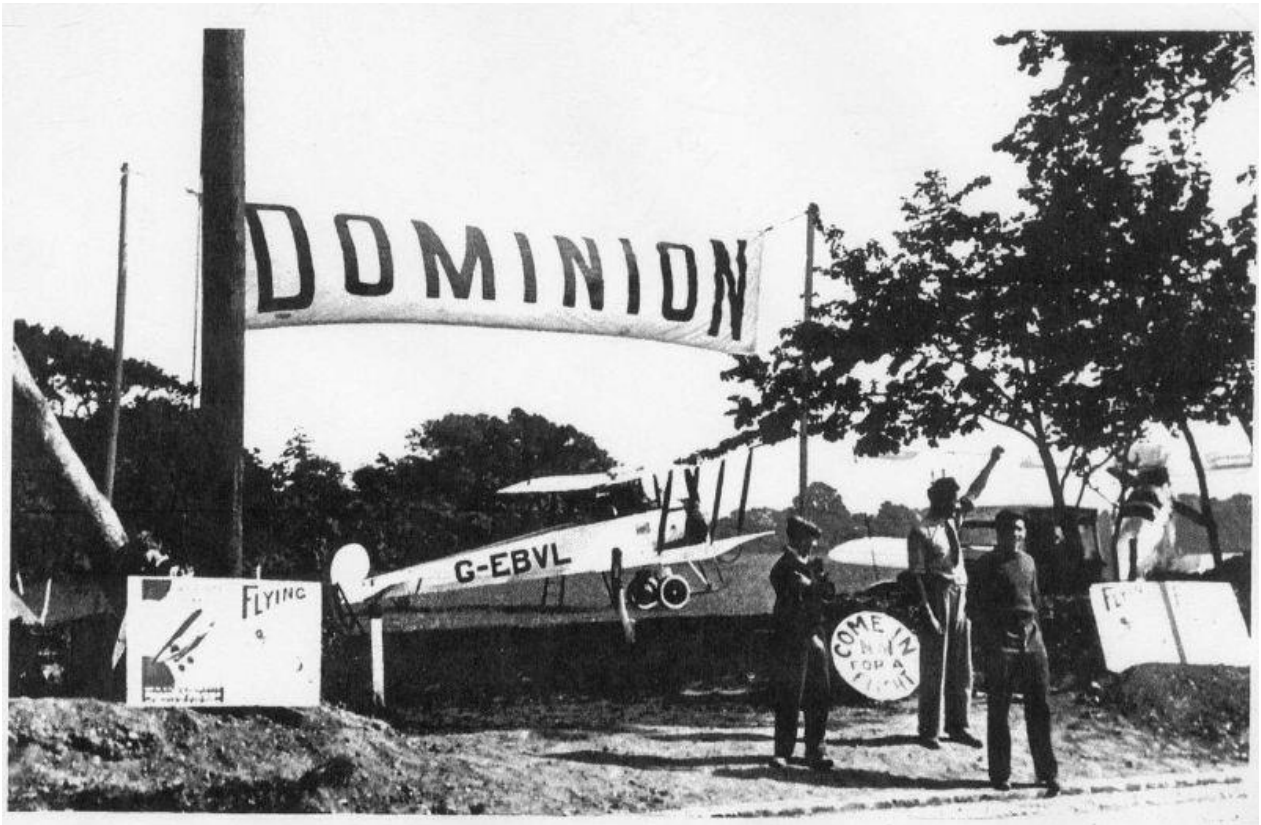


Photo from John Potheary showing the Somerford Bridge airfield entrance and G-EBVL.(above)



G-AAGO Simmonds Spartan ..visitor in the early 30s.





Klemm L25 G-AAHW, visited 10 June 1957.  
The building on the extreme right is the de Havilland flight shed.



G-AAWO DH.60G Gipsy Moth, resident in the 1950s.(Photo above R A Woodcock. Below from Geoff Kingman Sugars)



G-AAWO again (above and below) photo by Wilf Spicer.





John Potheary kept Redwing G-ABNX in a shed on the airfield, see photos below ....



Photo :Colin Richards







Top photo Colin Richards, Lower by Keith Cheeseman (1967)



Auster G-AKPI 5 flying over Swift G-ABUU and the Redwing G-ABNX (from Geoff Kingman-Sugars).



This photo shows G-ACDI(Tiger Moth) in a somewhat undignified pose, is thanks to John Potheary.

Take off was aborted due to engine failure on July 10th 1954.

The pilot, Miss E McCulloch and one passenger survived the accident.

Here is Miss McCulloch's report.....

*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 at 1310 hrs.*

*(Sgd.) Betty McCulloch*

*Title: Re: Tiger Moth (G-ACDI) crash, Christchurch Aerodrome, July 1954*



G-ACDI Tiger Moth in happier times.

Photo below shows Comper Swift G-ACTF [parked under the wing of one of the prototype Ambassadors at Christchurch in 1949.

CTF was at that time owned by Ron Clear, an Airspeed test pilot.



Below:G-ADBM Avro504N which was impressed in June 1940 and joined the Special Duties Flight as AX871 (serial possibly not carried).



Below : Photo from John Potheary: Falcon G-ADFH in the remains of the Bessoneau hangar in 1947





G-ADIA Tiger Moth. Visitor.



G-ADLY & G-ADMT, DH.87B Hornet Moths, both were visitors.



G-ADWO DH.82A Tiger Moth. Resident from 1951 to 1958 (Above and next page top)





(Above: Colin Richards.)



G-AEET DH.87B Hornet Moth, Visitor.



G-AEET Hornet Moth . Photo by Wilf Spicer.

Below:G-AEKV Kronfeld Drone,resident 1956-1960





Above and below. next page:  
G-AEKV Kronfeld Drone, resident 1956-1960  
(Pictures from R A Woodcock, Geoff Kingman-Sugars and Peter Marson( in 1956).





G-AELG BA Swallow II at Christchurch 2<sup>nd</sup> Sept 1957 (photo Phil Butler)



M.11A Whitney Straight G-AERV



M.17 Monarch G-AFCR



Taylorcraft A G-AFJP of SHULAC parked in the remains of the Blister hangar that stood at the western end of Mudeford Woods



DH.89A Dragon Rapide G-AFRK ,T H Marshall, circa 1959.The Bellman hangar visible over the tail of RK.



G-AFRK in the Aero Club hangar in February 1959.Photo by Peter Marson.



Taylorcraft Plus D in 1953 or 54 (Geoff Kingman Sugars)



Hirtenberg HS.9A G-AGAK , visitor.



Photo above shows G-AGEF at Christchurch in 1942. Note the nationality markings.  
Photo by Douglas Jones via John Havers Collection





G-AGJG DH.89A Dragon Rapide, resident with T H Marshall (1960), and later (1962 onwards) Gerry Dommett of Matchams Park Stadium.



G-AGJG DH Rapide.



G-AGLK Auster 5D, resident 1957-64



G-AGLK Auster V5D (Photo: Peter Marson)



Desford Trainer G-AGOS with Oxfords G-AIAT and G-AIAX in the background in August 1961(photo Phil Butler)



Photo by Dave Smith shows G-AGOS at Christchurch on 30th August 1962.



G-AGVL Auster J/1 Autocrat.Visitor.





G-AGVM Auster J/1N Alpha , visitor.





G-AGYI Auster J/1N Alpha, resident 1950-1958(Photos: Geoff Kingman-Sugars and R A Woodcock)



G-AGZV Stinson SR100 Reliant, outside the Gliding School hangar. Resident 1952-53.



G-AHAO Auster J/1 Autocrat. Visitor.





Auster J/1 G-AHAT( photos R A Woodcock & Geoff Kingman-Sugars.)



G-AHAT Auster J/1N Alpha, T H Marshall, resident 1953-65





G-AHCN Auster J/1 Autocrat (top) and as Alpha (lower) ,visitor.



G-AHHP Auster J/1 Autocrat, visitor.





Two Autocrats, G-AHHS (visitor) and G-AHHW outside the 622 GS Hangar



G-AHRM DH.82A Tiger Moth ,visitor.



G-AHSD Taylorcraft Plus D, visitor.



G-AHSO Auster J/1N Alpha, visitor.



G-AHTV,Proctor 1, T H Marshall, resident 1953....below on 20 Dec.1952





G-AHUM Taylorcraft Plus D, visitor.



G-AHVV DH.82A Tiger Moth , T H Marshall, resident 1953-58.  
Photos RA Woodcock(top), Geoff Kingman- Sugars.(lower).



G-AHWE DH.82A Tiger Moth,visitor.



G-AHWJ Taylorcraft Plus





G-AHXE Taylorcraft Plus D,visitor.



G-AIAE Proctor V,visitor.



Photo of burnt remains(G-AIAT) from Colin Richards, then a picture in a slightly more complete state





This photo from R B Hughes shows G-AIAT outside the Aero club hangar.



G-AIAX dismantled - photo via R B Hughes.



Remains of G-AICD Hawk Trainer - photo via John Potheary



G-AICE, M14a Hawk Trainer, resident 1946-53



G-AIDE M.17 Monarch, resident 1946-56. Outside the Gliding School hangar.



Miles Messenger G-AIEK.



G-AIGU Auster J/1N Alpha,visitor.



G-AIIH,Piper L-4H,visitor.



G-AIKE Taylorcraft Auster 5, temporary resident 1958.



G-AIKJ Proctor III, visitor.



Photo G-AIPX, Autocrat from John Potheary







G-AITN Hawk Trainer .Resident 1959.



G-AIUF Hawk Trainer .Stored at Christchurch postwar – departed 1952.



G-AIZA Proctor V. Resident 1957-58



G-AJAC Auster J/1 resident 1952-58.(above: R A Woodcock, below:Geoff Kingman-Sugars)



G-AJAE Auster J/1N, resident 1955-64.



G-AJCK , Heath Parasol, resident 1951-54. Photographed outside the Warren Avenue hangar looking towards the airfield entrance across Mudeford Lane.



G-AJCK.



G-AJDW Auster J/1  
Autocrat.visitor.



G-AJEH,Auster J/1N Alpha,resident 1961-64



G-AJEP Auster J/1N Alpha, resident 1954-64.  
(above: R A Woodcock, below:Geoff Kingman-Sugars)





G-AJHU Tiger Moth ,Resident.(Picture from Stewart Lanham)



G-AJJB Taylorcraft Auster 5, visitor.



G-AJOA DH.82A Tiger Moth, Visitor



G-AJOC Messenger 2A, Resident. Photo by Geoff Kingman-Sugars





G-AJWB Miles Messenger 2A.Visitor.



G-AJWB on 5 -5 1957 (Lawrence Hole)



G-AJWE Miles Gemini 1A. Resident 1959. Note the pillbox at the western end of Mudeford Woods clearly visible.



G-AJXC Taylorcraft Auster 5, visitor.



G-AJYB Auster J/1N, resident 1960-62



G-AKAS Hawk Trainer resident 1959.



G-AKEL M.65 Gemini 1A,visitor.

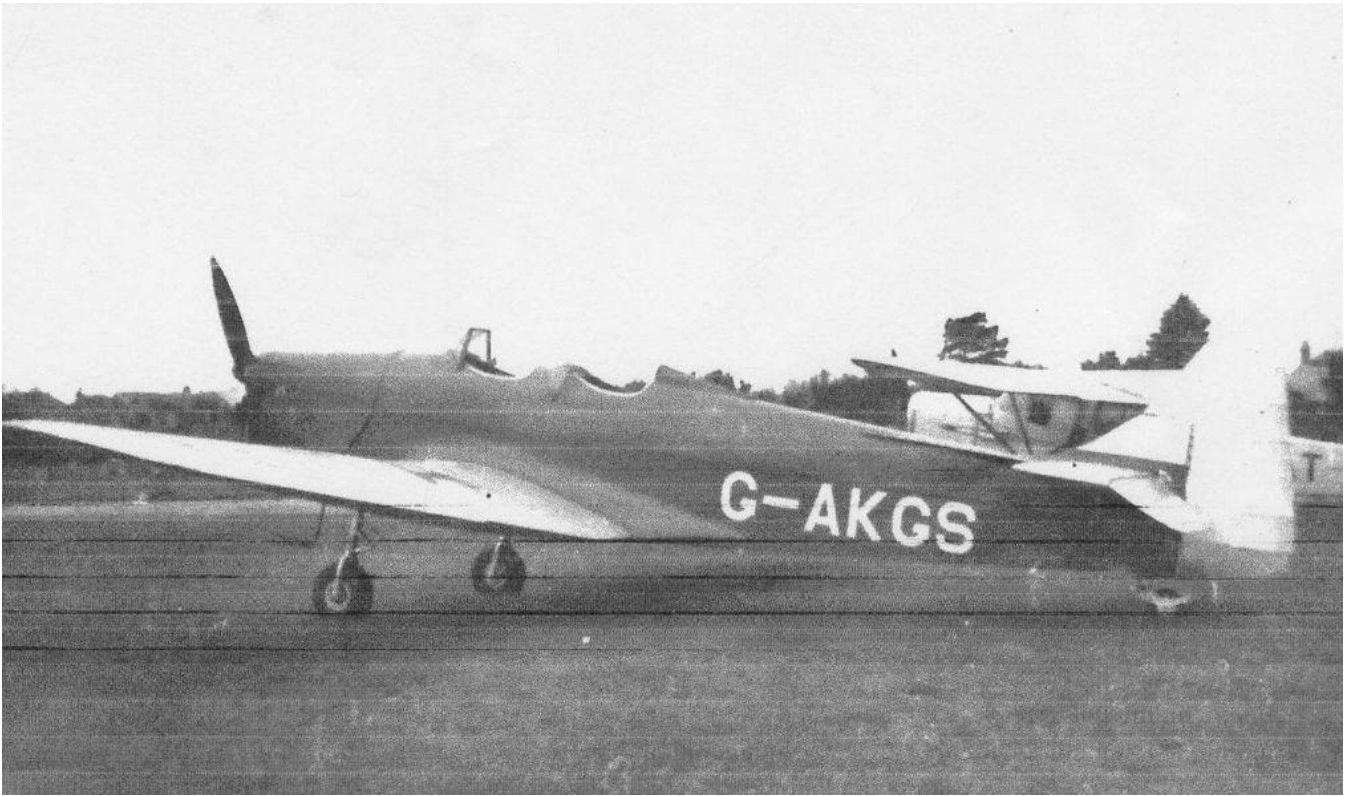


G-AKFU M.65 Gemini 1A,resident 1956-57

G-AKFU Photo Below from Geoff Kingman-Sugars



G-AKGR Miles Hawk Trainer. Stored at Christchurch 1946-54



G-AKGS: Photo from John Potheary.



G-AKHJ M.65 Gemini 1A, visitor.



G-AKHV M.65 Gemini 1A,visitor.



G-AKHZ M.65 Gemini 1A,visitor.



G-AKIF DH.89a Dragon Rapide, resident 1959-62



G-AKIF: Photo by John Potheary





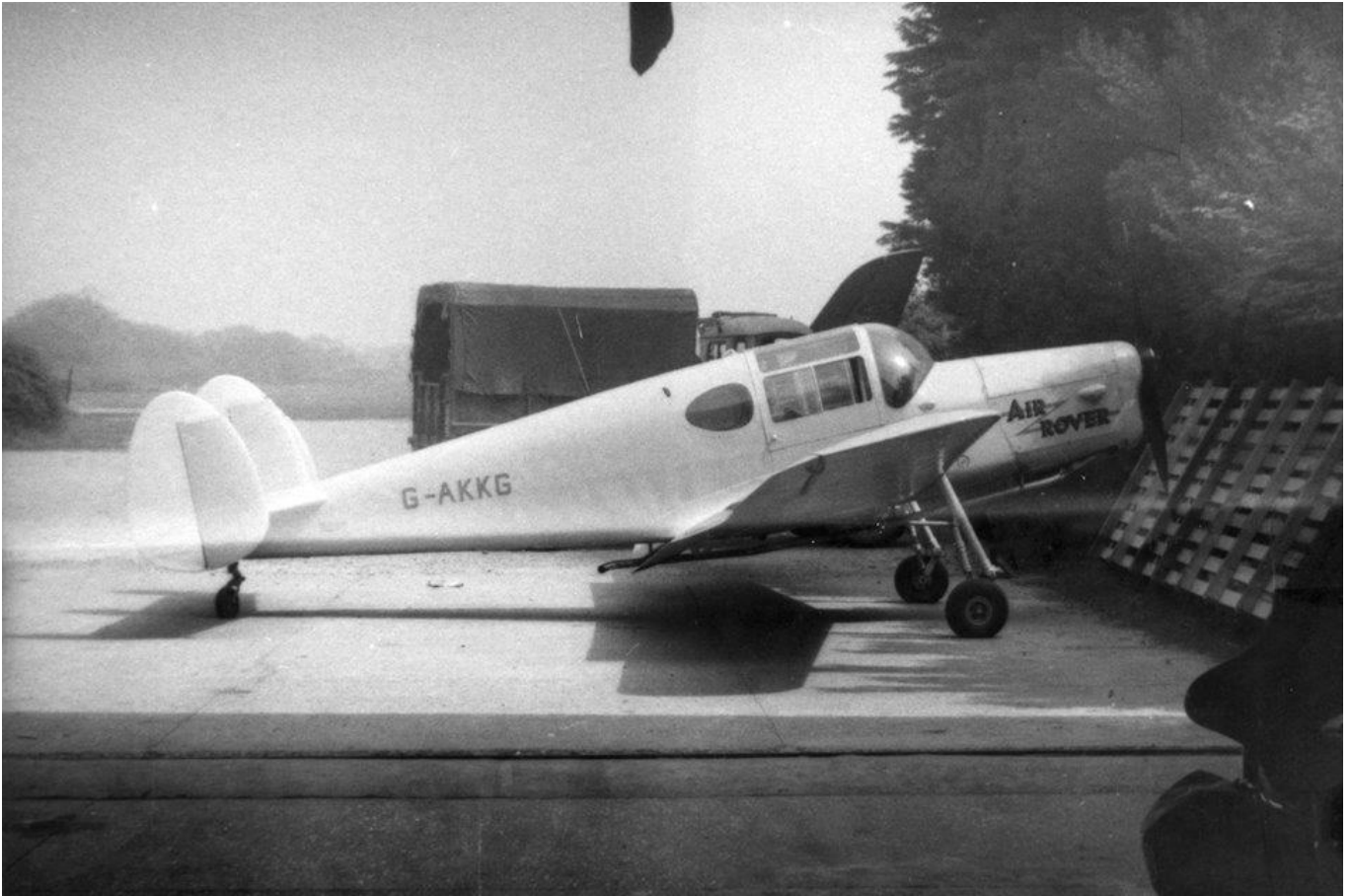
G-AKKG Miles Messenger 4, resident 1958-63



G-AKKG Photo from Ian O'Neill .Outside the Mudeford Lane hangar.



Above : G-AKKG outside the Mudeford Lane hangar, looking towards the airfield entrance.



G-AKKG (photo- Mike Phipp)



G-AKKM, Miles Messenger 2A ,visitor.



G-AKPI Auster 5. Resident 1963-65. Photo from John Potheary



G-AKRV Hawk Trainer 3 , visitor.



G-AKXR Taylorcraft Auster 5,visitor.



G-AKZZ DH.82A Tiger Moth, resident 1951-53(cr in sea off Bournemouth Pier 30-05-53)  
G-AKZZ :Photo below from Colin Richards



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The two photos above and below are from Chris Evans whose father, Stanley Fuller flew from Christchurch in the early 50s. As 'ZZ' crashed in 1953 these pictures are possibly around 1952.



G-ALAI Miles Messenger 4A,visitor.



G-ALAJ. DBR in gale 29 July 56,scrapped 20-02-57(photo J Potheary)

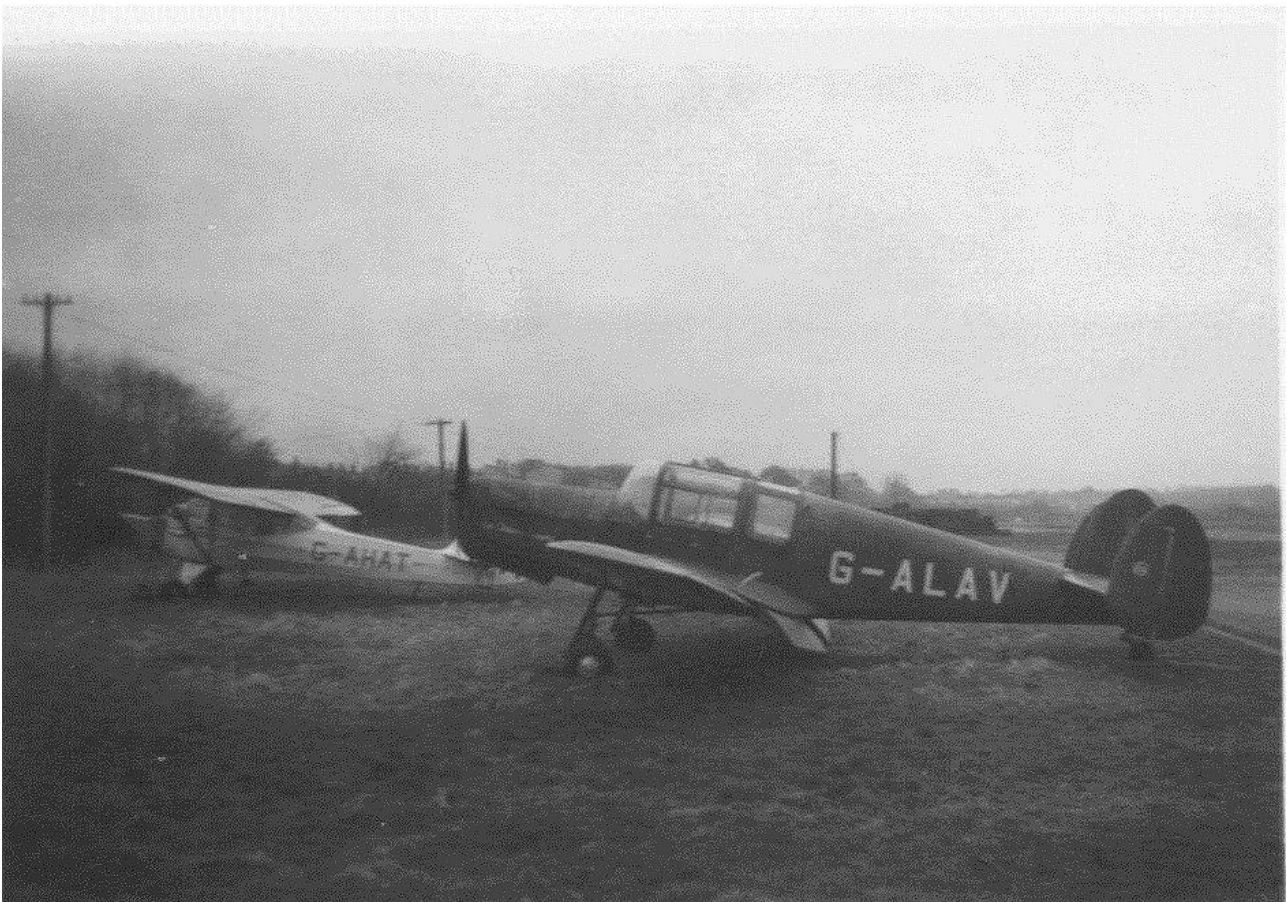


G-ALAP Miles Messenger 4A,visitor.





Photo showing Messenger G-ALAV(Resident 1955-56) behind 'EKV is from John Potheary



G-ALAV and G-AHAT in 1955.



Oxford G-ALTP at Christchurch on 10<sup>th</sup> August 1961 (Photo: Phil Butler)



G-ALTP Oxford(Resident) .Photo Stewart  
Lanham



Oxford G-ALTR at Christchurch on 10<sup>th</sup> August 1961(Photo:Phil Butler)



G-ALTR (Resident) Photo Stewart Lanham.



G-ALUA Brunswick Zaunkoenig V2, resident 1949-51.





G-ALYD Taylorcraft Auster 5 Visitor



G-AMCV Airspeed Oxford 1, Stored at Christchurch 1950-54.



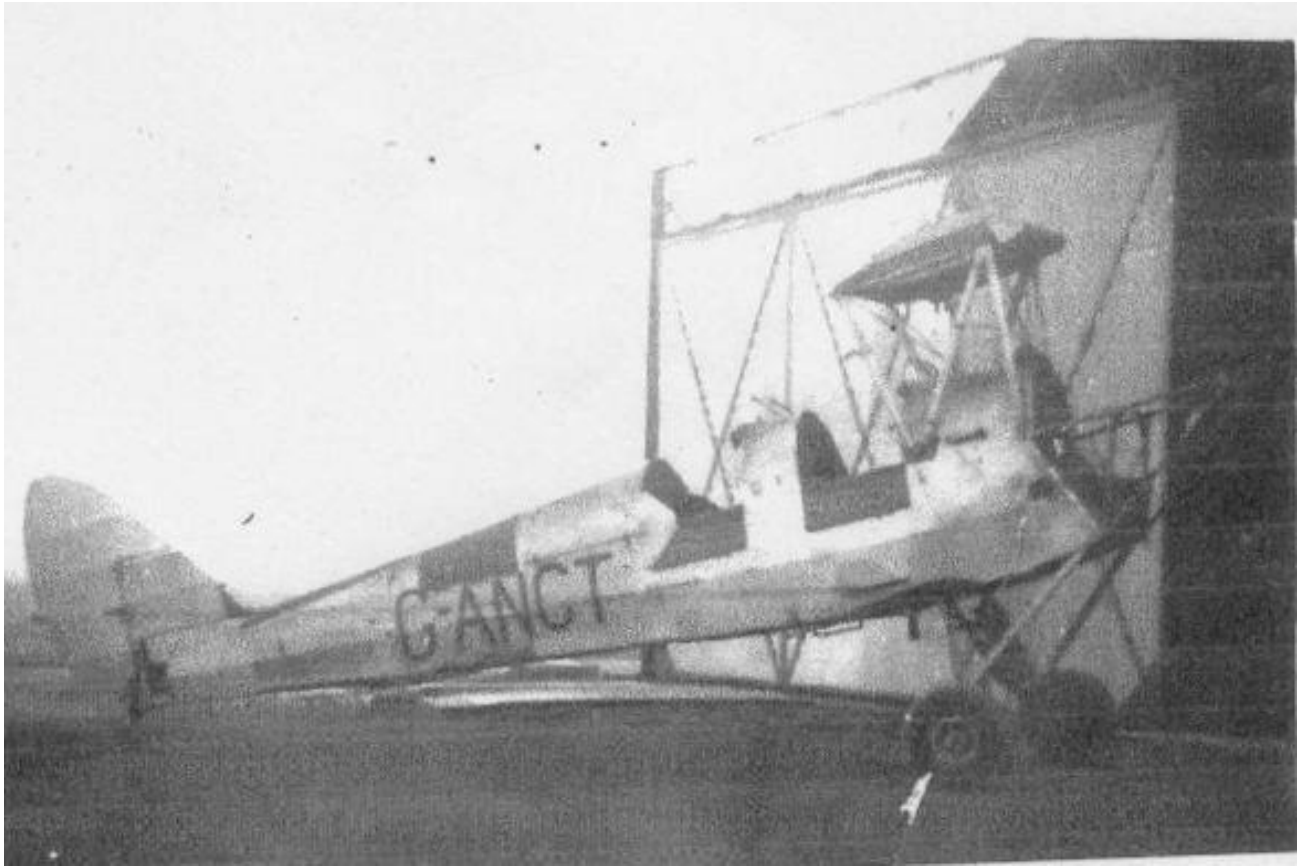
G-AMTA Auster J/5 Aiglet Trainer. Resident 1967-68.

Photo from Colin Richards shows 'MTA after a landing accident on 26th April 1966 when it clipped the boundary fence shortly before the fields final closure. The pilot, Tommy Marshall, was unhurt. The second photo shows 'MTA in happier times.





G-AMZI Auster J/5 Aiglet Trainer,visitor.



G-ANCT(resident) Photo thanks to John Potheary.



G-ANIE Taylorcraft Auster 5,visitor.





G-ANKT DH.82A Tiger Moth,visitor.



G-ANOD Tiger Moth(Resident 1961-63).Photo Anthony Doyle.



G-ANPK DH.82A Tiger Moth, Resident 1954-61



G-ANPK ( photo - Mike Phipp)



G-ANPK, Photo from Peter Marson.



G-ANPL DH.82A Tiger Moth, Resident 1954-60



Photos Geoff Kingman-Sugars-lower one showing 'NPL in an embarrassing situation.

The cause of this is explained in the following (extracted from an eMail from David Townend).

"The chap holding his flying helmet hiding under the wing is me!

I had taxied out to take off and had stopped cross wind to do checks, but unfortunately I had gone into the rough on the edge of the field and when I opened up to turn into wind the Tiger gently nosed over much to my

acute embarrassment. One wheel had gone into a hole covered by the long grass which prevented the Aircraft from moving except nosing over.

What made it worse was the fact that some people in the houses rushed out shouting that an aircraft had crashed!

Tom Marshall was not amused but said that if I slipped him 25 quid then all would be forgotten.

This I promptly did then selected another Tiger and carried on flying."



G-ANRP Auster 5( Mike Phipp)



G-ANSM DH.82A Tiger Moth, Visitor.



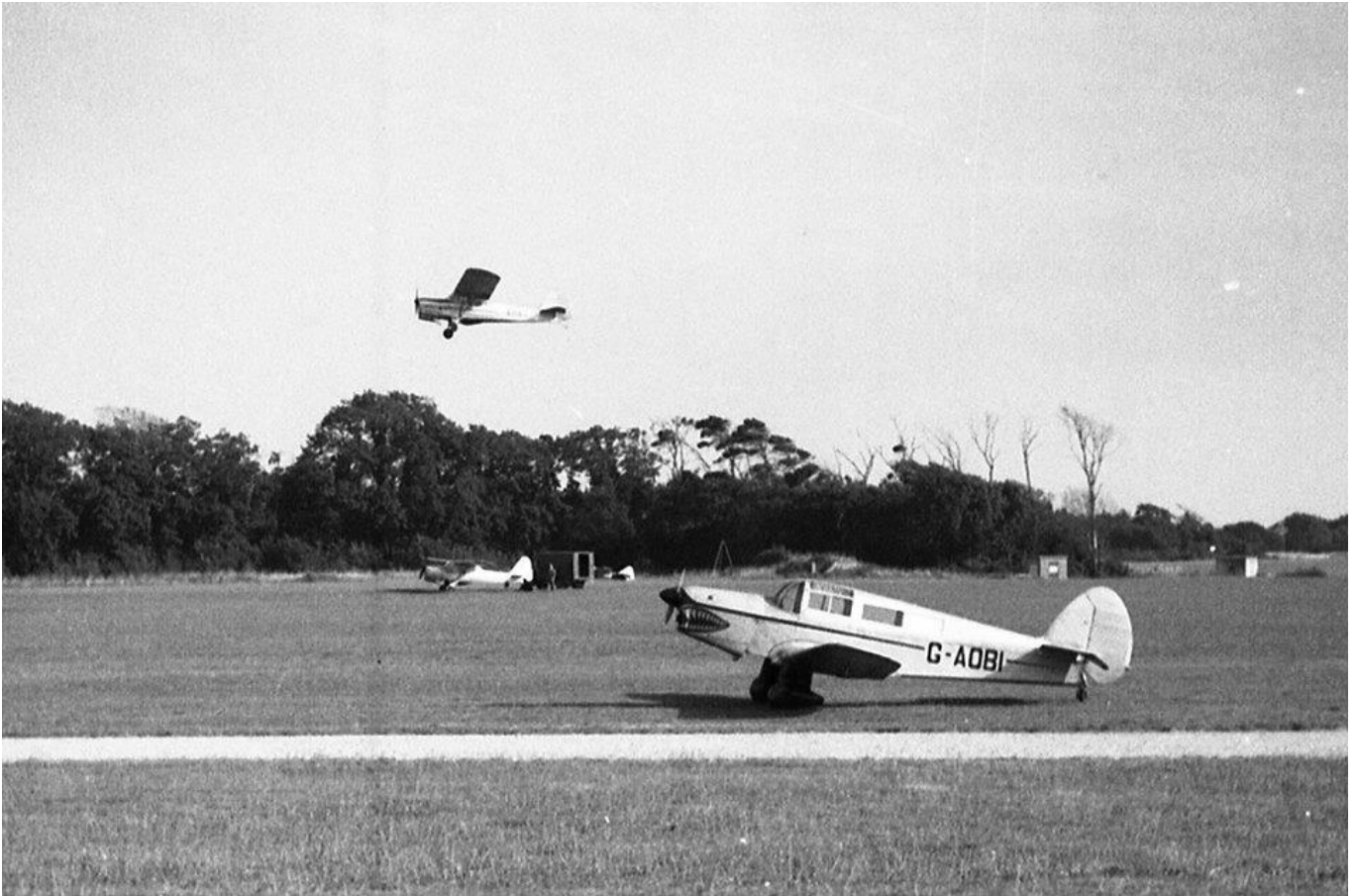
G-ANYV Proctor IV , visitor.



G-ANZZ DH.82A Tiger Moth,visitor.



G-AOAA DH.82A Tiger Moth,visitor.



G-AOBI Proctor 4 (Visitor - photo Mike Phipp)



G-AOCV DH.82A Tiger Moth, resident 1957-64  
Two more of G-AOCV from Peter Marson and Keith Cheeseman.







G-AODU DH.82A Tiger Moth,visitor.



G-AODX DH.82A Tiger Moth,visitor.



G-AOIR DH.82A Thruxton Jackaroo,visitor.



G-AOJJ DH.82A Tiger Moth ,resident 1956-60

Photo below from Peter Marson.





G-AOJK DH.82A Tiger Moth, Resident 1956-60. Top picture before conversion.



G-AORF DHC.1 Chipmunk 22, visitor.



G-AORL DHC.1 Chipmunk 22, Visitor.



G-AOSU DHC.1 Chipmunk 22, resident 1956-59



G-AOTM DHC.1 Chipmunk 22, visitor



G-AOUL Taylorcraft Auster 5D, visitor



G-APBE Auster 5 , resident 1959.



G-APFW Auster J/5R Alpine , visitor





G-APJL DH.82A Tiger Moth, resident 1959.



G-APJL(Photo from Stewart Lanham)



G-APJP DH.82A Tiger Moth, resident 1957-60.



G-APRG DH.82A Tiger Moth, resident 1958-60.

Photo below of G-APRG and Mr S F Cargill thanks to John Potheary



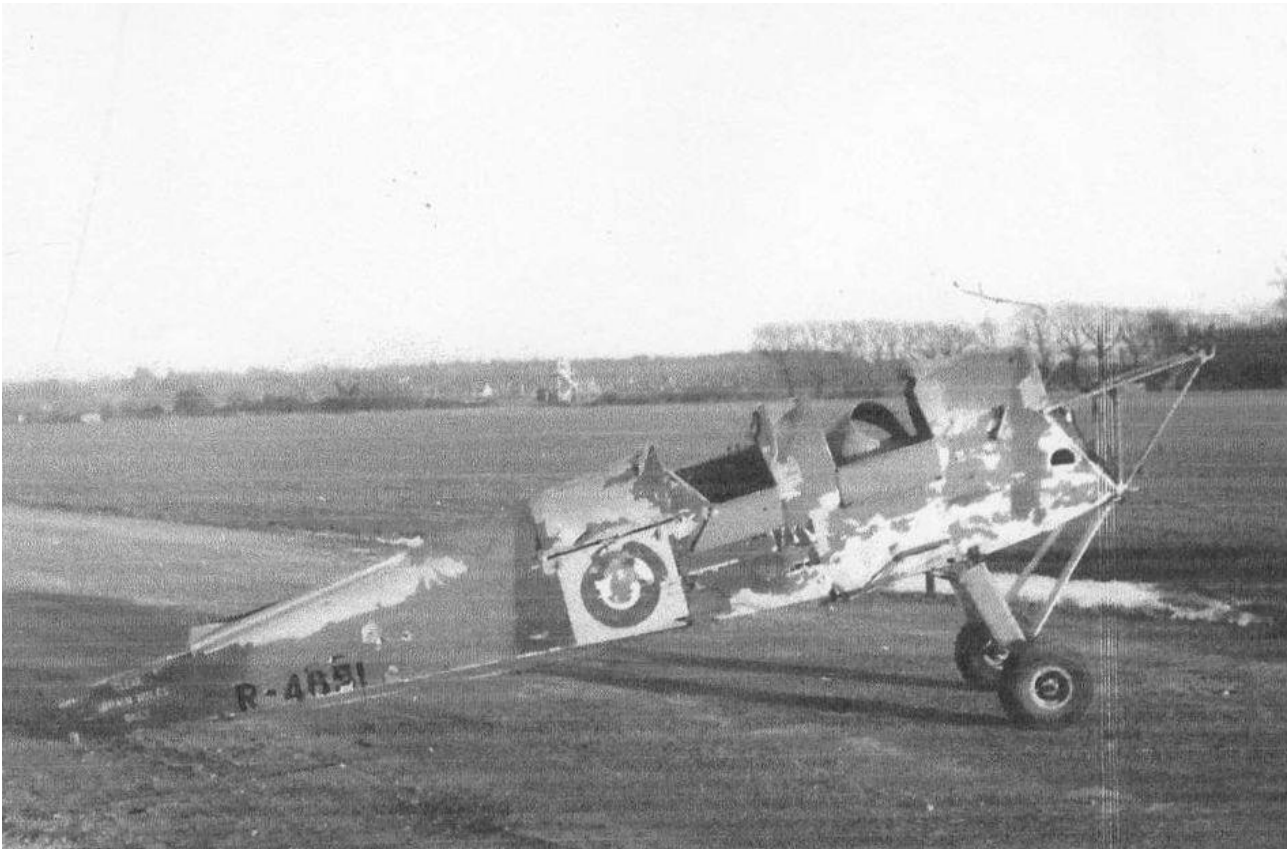


Photo (thanks to John Potheary) shows G-APTI Tiger Moth before conversion.(Resident 1959/60)



G-APXP Tri-Pacer (photo M Phipp)



Tri Pacer G-APYI in April 1960 (photo:Mike Phipp)



Piper Caribbean 150 on 10th August 1961 (photo:Phil Butler).



G-ARKO PA-22 Colt 108, resident 1962.

Photo below by Stewart Lanham





N6183P Pa24-250. B J Heron, Purchased 6/ 62(eventually became G-ASRA on 10-03-64), left mid 64

Photo by Stewart Lanham shows N6183P outside the Mudford Lane hangar.



This photo taken by Wilf Spicer sometime in the 50s shows a line-up of aircraft parked by the Flying Club ...not a nosewheel in sight!

FIN