



ARCHIVE

The AIR·BRITAIN Civil Aviation Historical Quarterly



One aircraft which managed to avoid impressment, Fox Moth G-ACEJ survived in the hands of Giro Aviation to give thousands of post-war joy rides from Southport's Birkdale Sands beach airfield. In this photo from the Editor's files it is to be seen with Norman Giroux at the controls about to start another circuit during the summer of 1960.



The AIR-BRITAIN Civil Aviation Historical Quarterly

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At the time of writing it is certain that this edition of ARCHIVE will appear before the last edition of 1980. To the long-suffering subscriber a word of apology and explanation is required. Although part of ARCHIVE 4/80 was already prepared, delays in the production of 3/80 set back the Editorial schedule still further and 4/80 came into conflict with illness and a heavy work load. Despite the loss of a newly-trained typist that edition was eventually completed and despatched to the printers. As readers will by now be aware it was stolen from the train on which it was being carried and eventually found in a badly damaged condition by the railway line in Surrey two weeks later.

Needless to say it has taken some time to obtain copies of the damaged photographs and to retype or redraw other parts of the manuscript. Thus the decision was taken to go ahead with printing and distribution of ARCHIVE 1/81 and we trust that further delays with 4/80 will be minimal. If contributors need reassurance about future safety of materials entrusted to ARCHIVE they may be certain that alternative means of transport will be employed in the future!

The next edition of ARCHIVE in chronological order should appear no more than two months after this one. There may be time to include correspondence or Feedback items from this edition's contents provided they reach the Editor promptly, otherwise they will of course be used later.

Subscribers who have been with ARCHIVE from the start will by now be noticing an increased variety of material in the contents. Inevitably the first few editions carried the series begun in 1/80 but as these items are of very different lengths it is now possible to ring the changes more frequently. Two new items starting in this issue are described later but because of the delays to 4/80 there is very little in the Feedback section this time.

New readers may find the following information about the sources and contributors to be of value. All readers are requested to search their records and photo collections for items of potential interest, no matter how small or unimportant it may seem. If we haven't published it - send it!

PUZZLE PICTURE 5

No prizes and no correspondence for this section which is intended to be merely diversionary!

Recent correspondence from Bob Ogden on the subject of Drones reminded the Editor of this example. Why was it painted in this manner? Whose Drone was it and what was the registration?

The answer to the Puzzle Picture number 4 is as follows. The six aircraft comprise the Jersey Airways fleet of about 1933 flying over St. Peter Port. The leading pair are Dragons G-ACMO and G-ACMP.

IN THIS ISSUE:

The start of the COMPLETE REGISTER OF NEW ZEALAND covers the civil fleet before the commencement of the present ZK- register. We believe that this is the first time that all available information about unregistered aircraft, Imperial Gift machines and the official registrations (albeit mostly not carried) has been put together in the same place. Thanks are due to Janic Geelen for his compilation and notes but recognition is also due to numerous NZ historians who have contributed to the whole and of course to the Aviation Historical Society of New Zealand.

Astute readers will note that in the article 21 Avro 504s are listed in the second batch of Imperial Gift aircraft rather than the normally accepted 20. The likelihood of one serial being incorrectly quoted (possibly H1968 for H1965 for example) would explain the discrepancy, otherwise one 504 may have found its way to New Zealand by alternative means.

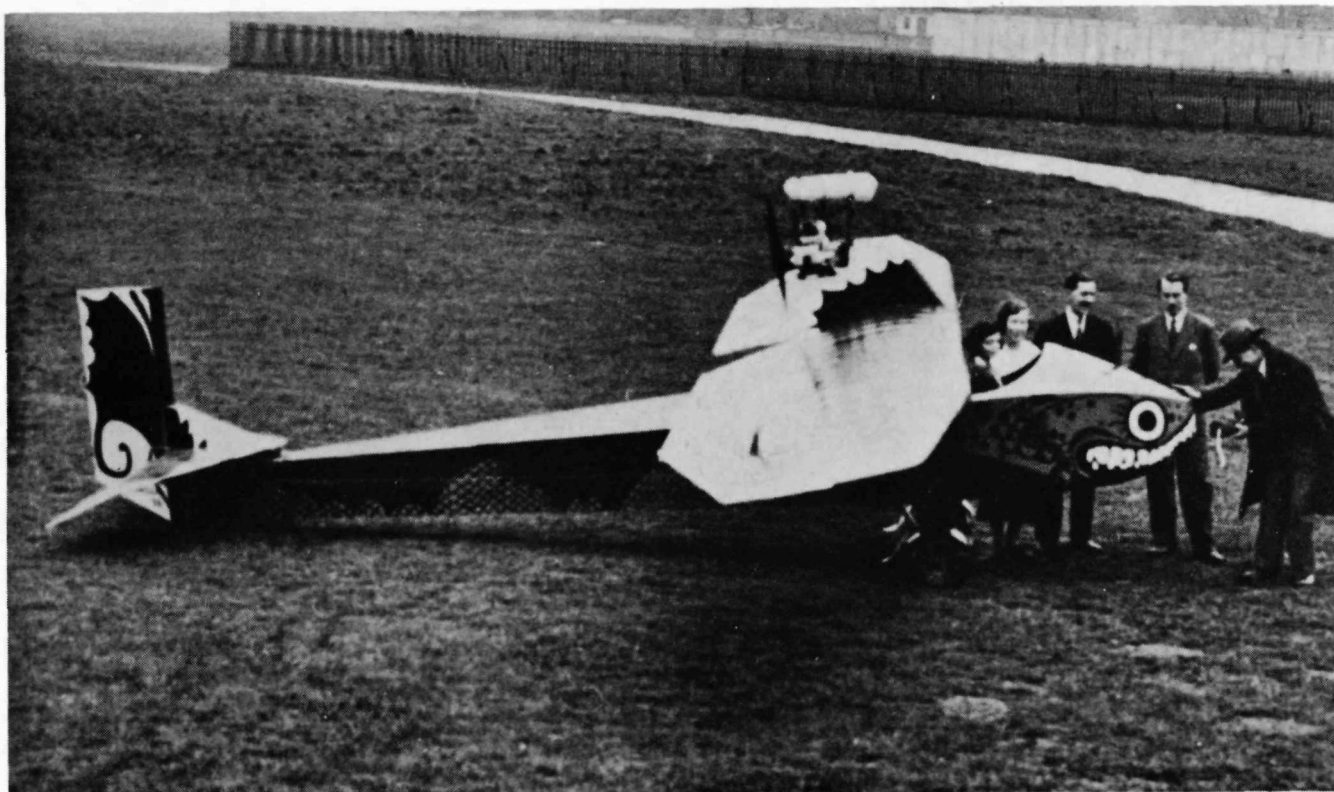
The saga of THE PIPER CUB IN WEST GERMANY comes to a close in this edition. Thanks are due to Colin Smith and Peter Gerhardt for their efforts though we doubt that we have heard the last of these contributors - or of the Cub!

Malcolm Fillmore's WHOLE TRUTH history of the DH MOTH is of course scheduled to run for some time yet. Readers are asked to note that contributions or additions to this section should be sent direct to Malcolm at North Gates, The Mount, Ifield, West Sussex RH11 0LF.

Next comes the COMPLETE BELGIAN REGISTER compiled by the Editor with particular assistance from Paul de Maeyer and Silvain Croes. The first post-war flush of registrations in 1946/7 can now clearly be seen to have passed and this edition takes us rapidly from late 1947 to early 1950. Several readers have raised the question of discrepancies between this version and that published last year as a monograph by Midland Counties. Basically the source must be the same, the official Belgian records, but interpretation of longhand Flemish script may lead to variations in spelling. Not un-naturally we feel that our product is better researched with the benefits of Air-Britain's long experience in this field. A comparison of items appearing in this edition should bear this out but that is not to say that the MCP register is a poor one - it is a most useful document for the serious historian.

The two British sections, IMPRESSMENTS REVIEW and UK C OF A APPLICATIONS are the fruits of research by Bernard Martin. Both are self-explanatory and introductory comments appear at the beginning of each article. Likewise Graham Slack's ARGENTINE DELIVERY REGISTRATIONS continues by completing the second series of LV-P marks and starting all over again for the third sequence.

A new item, the CASUALTY COMPENDIUM, makes use of Phil Butler's research into the Weekly Casualty Reports published by Lloyd's Shipping Publications to whom acknowledgement is due. Readers are invited to contribute additional facts to enlarge upon the items listed - which brings us to FEEDBACK which is your opportunity to set the record straight!



Complete

Civil

Registers : 3

New Zealand



PART ONE



H5240, an Imperial Gift Avro 504K in three-seater configuration during its service with the New Zealand Flying School, Kohimarama. The registration G-NZAB was allotted but not taken up, however the aircraft did carry the code letter 'N' of NZFS below the serial on the rudder.

Introduction:

The British Empire was collectively issued with the initial letter G- in 1919 for use with a four-letter registration group and the British government allotted the series G-NZxx to New Zealand. During World War I two commercial flying schools were set up; Henry Wigram's Canterbury Aviation Company at Sockburn and the Walsh Brothers' New Zealand Flying School at Kohimarama. Both used imported aircraft and New Zealand-built versions of American and French designs. In March 1919 the first four Imperial Gift Aircraft arrived, followed from 1920 by 29 more. These Imperial Gift machines were not registered initially but instead merely retained their former military serials. The assets of the two flying schools were taken over by the NZ Government and incorporated into the New Zealand Permanent Air Force founded on 14.6.23, thus a number of the Imperial Gift aircraft technically became military machines. Several were then loaned to civil companies and had registrations allocated to them.

The first registrations were therefore issued retrospectively in a series beginning at G-NZAA and most were not painted on the aircraft. After G-NZAZ was reached the series went on from G-NZEA, in line with the International Convention for Air Navigation which had decreed that there should be at least one vowel in the four letter group. The series had reached G-NZEF by the time the new prefix came into use. The International Radio Telegraph conference allocated five-letter blocks beginning with ZK, ZL and ZM to New Zealand in 1927 and all three were listed as the national marks in the revised ICAN allocations of June 1928. This was subsequently restricted to ZK only in December 1929, by which time a new series from ZK-AAA had begun to be issued alphabetically. Twelve surviving aircraft from the original series were incorporated into the first allocations, there being no tie-up with their earlier markings.

The series has always been predominantly in alphabetical order, having reached ZK-EV. by late 1980, but a number of airlines secured special blocks for their own use in recent years and there has also been increasing use of special or personalised registrations after the British pattern. Helicopters have a group starting at ZK-HAA with ZK-I available to follow, gliders begin at ZK-GAA and free balloons at ZK-FBA. Since ZK-AHR the letter R has not been used as the final letter of a registration, no doubt due to possible confusion with some radio telephony procedure, but since ZK-DZR this practice seems to have ceased. It has become common for aircraft that never leave New Zealand to have only the last three letters of the registration painted on without the national marks, indeed with gliders it is even more common to have only the last two letters painted on. After World War II the alternative marks ZL and ZM were restored by ICAO but the only known use has been for three Pou de Ciel ZM-AAA to 'C pre-war and probably unofficially.

Pre-1929 aircraft:

This listing incorporates all the aircraft operated in New Zealand up to the allocation of the permanent ZK- register but excludes any ordered by and delivered directly to the NZPAF or NZAF without any civil connections. Aircraft are listed alphabetically or in chronological order where no registration as such was issued.

- Bleriot XI monoplane - 1913
"Britannia". New Zealand Government, donated by Imperial Air Fleet Committee 1913, flown during 1914 but returned to UK at outbreak of WWI.
- Walsh 1916 Flying Boat (100hp Roberts) c/n 2 -
NZ Flying School, Kohimarama, "The Roberts", "A", f/f 12.6.16, wfu 10.2.18 Kohimarama, converted to 100hp Hall-Scott 19.5.18, wfu 10.18, to NZ Govt 1.9.24 and dbf, Kohimarama 9.24.

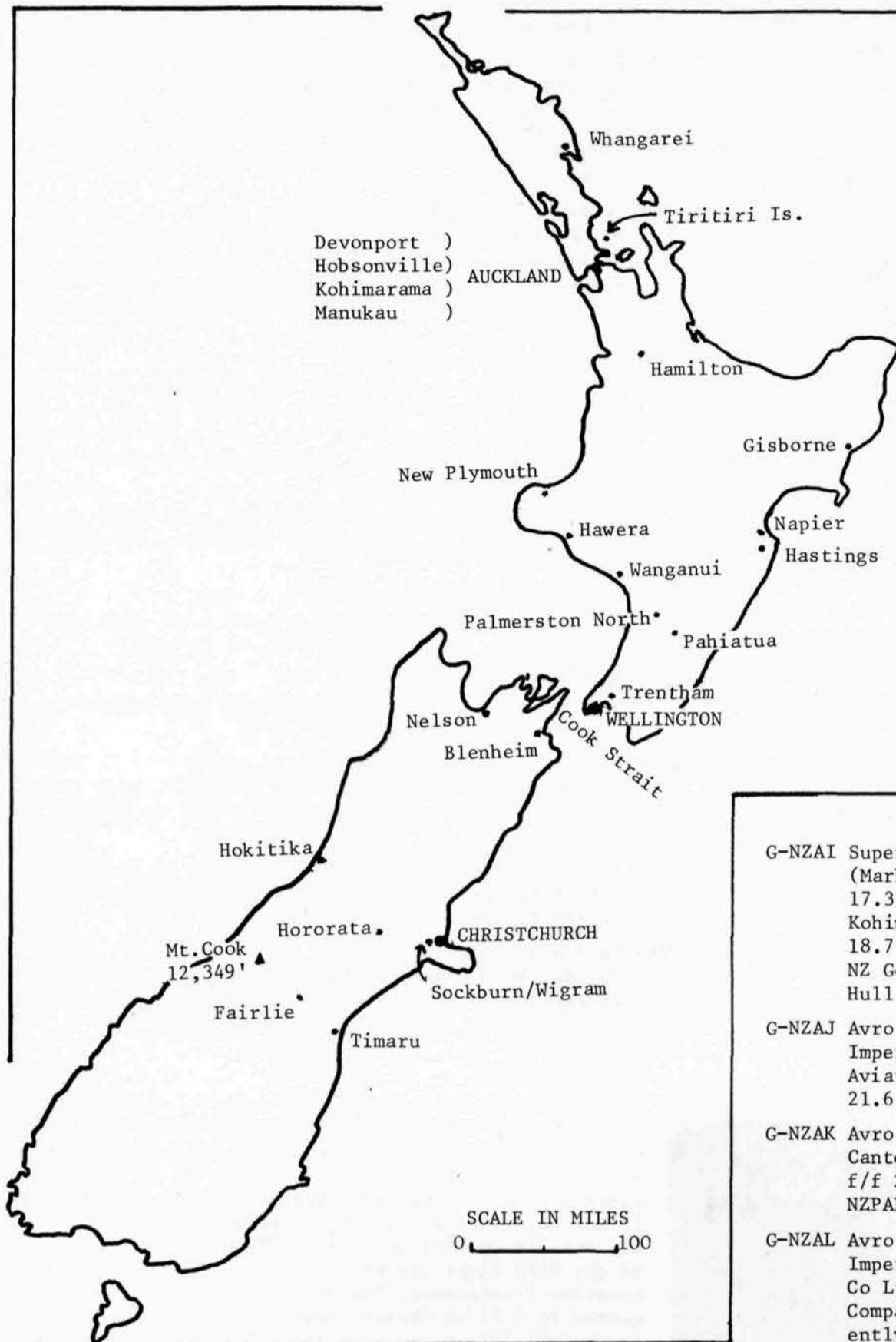
- Curtiss-Canada Flying Boat (90hp OX-5) - -
NZ Flying School, Kohimarama. Arrived NZ 1.5.16, f/f 6.5.16, "No.1 Bus", "B". Engine damaged 9.17, test flown 12.17, shipped to Napier 18.12.17, damaged at Napier 1.1.18, f/f 2.18. Wfu Kohimarama 1919/20, to NZ Govt 1.9.24 and dbf Kohimarama 9.24.
- Walsh (Curtiss) Flying Boat (90hp OX-5) c/n 3 -
NZ Flying School, Kohimarama, f/f 21.3.17, "No.2 Bus" "C". Damaged 24.3.18, f/f 4.5.18, converted to 100hp Hall-Scott and f/f 17.12.18. Wfu Kohimarama 1919/22 to NZ Govt 1.9.24 and dbf Kohimarama 9.24.
- Walsh Solo Flying Boat (80hp Anzani) c/n 4 -
NZ Flying School, Kohimarama, "E", f/f 6.18. Forced landing in sea off Tiritiri Is 1.19.
- Boeing & Westerveld Model 1 Biplane (125hp Hall-Scott A-5) c/n 1, formerly "Bluebird". NZ Flying School, Kohimarama, "F", arrived 12.10.18, f/f early '19. Wfu 30.8.24 Kohimarama, to NZ Govt 1.9.24, taken to North Head Fort, Devonport, Auckland & stored. Fate unkn.

- Boeing & Westerveld Model 1 Biplane (125hp Hall-Scott A-5) c/n 2, formerly "Mallard". NZ Flying School, Kohimarama, "G", arrived 12.10.18, f/f mid'19. Wfu 30.8.24 Kohimarama, to NZ Govt 1.9.24, taken to North Head Fort, Devonport, Auckland & stored. Fate unkn.
 - Caudron dual control (60hp Anzani) -
Canterbury (NZ) Aviation Co Ltd, Sockburn, "No.2". Arrived NZ 26.4.17, f/f 7.5.17, converted to 45hp Anzani 10.17, to 100hp Anzani .18, wfu .20 Sockburn.
 - CAC/Caudron (45hp Anzani) -
Canterbury (NZ) Aviation Co Ltd, Sockburn, "No.3", "White Wings". F/f 21.7.17, cr at Sockburn 7.10.17.
 - Caudron single-seater (45hp Anzani) -
Canterbury (NZ) Aviation Co Ltd, Sockburn, "No.4". Arrived NZ 10.17, f/f c.18.1.18, wfu Sockburn '20.
 - CAC/Caudron dual control (60hp Anzani) -
Canterbury (NZ) Aviation Co Ltd, Sockburn, "No.5". F/f 10.17, wfu Sockburn '20.
 - Caudron dual control (60hp Anzani) -
Canterbury (NZ) Aviation Co Ltd, Sockburn, "No.6". Date of arrival unkn, f/f 8.11.17, conv to 100hp Anzani '18, wfu Sockburn '20.
 - Caudron single-seater (45hp Anzani) -
Canterbury (NZ) Aviation Co Ltd, Sockburn, "No.7". Arrived NZ late '17, f/f c.18.1.18, wfu Sockburn '20.
 - Caudron single-seater (45hp Anzani) -
Canterbury (NZ) Aviation Co Ltd, Sockburn, "No.8". Arrived NZ '18, f/f .4.18, wfu Sockburn '20.
 - CAC/Caudron single-seater (45hp Anzani) -
Canterbury (NZ) Aviation Co Ltd, Sockburn, "No.9". F/f .5.18, wfu Sockburn '20.
 - Caudron dual control (60hp Anzani) -
Canterbury (NZ) Aviation Co Ltd, Sockburn, "No.10". Arrived NZ '18, f/f mid '18, wfu Sockburn '20.
 - Canterbury Avn Co Biplane (80hp Anzani) -
Canterbury (NZ) Aviation Co Ltd, Sockburn. F/f 17.1.19, crashed near Sockburn (1 killed) 1.10.19.
 - De Havilland DH.4 (Ex A7893) -
Imperial Gift. NZ Govt, arrived NZ 19.3.19, f/f .11.19. Performed first flight over Mt.Cook, 8.9.20. To NZPAF, Sockburn 14.6.23. Wfu Wigram '30 and dbf.
 - De Havilland DH.4 (Ex A7929) -
Imperial Gift. NZ Govt, arrived NZ 19.3.19, f/f .11.19. To NZPAF, Sockburn 14.6.23, "J". Wfu Wigram '30 and dbf.
 - Bristol F.2B (Ex H1557) c/n 5274 -
Imperial Gift. NZ Govt, arrived NZ 19.3.19, to NZPAF and f/f .25. Cr at Papanui, Christchurch 17.3.26.
 - Bristol F.2B (Ex H1558) c/n 5275 -
Imperial Gift. NZ Govt, arrived NZ 19.3.19, f/f 4.9.19, to NZPAF, Sockburn 14.6.23, crashed '29.
 - De Havilland DH.6 (Ex ?) -
Arrived NZ 2.20 for private owner, Auckland. F/f 22.2.20, to NZ Flying School, Kohimarama 3.20 "H". Destroyed in gale, Trentham, Wellington 25.8.20.
 - Avro 504K (Ex D6243) (110hp Le Rhone) -
Canterbury (NZ) Aviation Co Ltd, Sockburn. Arrived NZ 14.1.20, f/f 21.1.20. Performed first flight across Cook Strait 25.8.20 and return 28.8.20. To NZPAF 21.6.23, wfu Wigram.
 - Avro 504K (Ex E4153) (110hp Le Rhone) -
Canterbury (NZ) Aviation Co Ltd, Sockburn. Arrived NZ 14.1.20, f/f unkn but not in use by 5.20. Destroyed before 21.6.23 but one source suggests transfer to NZPAF did take place.
- (Note: two unidentified Avro 504Ks of Canterbury Avn Co were destroyed as follows: one to Blenheim 5.10.21 and cr there 6.11.21 (pilot Hawker), the other cr at Motunau 30.12.21 (pilot Grant).)
- Avro 504K (Ex E4237) (110hp Le Rhone) -
Canterbury (NZ) Aviation Co Ltd, Sockburn. Arrived NZ 14.1.20, f/f ?, to NZPAF 21.6.23, wfu Wigram.
 - Avro 504K (Ex E3137) (100hp Gnome) -
Imperial Gift. NZ Govt, arr '19, to NZPAF 14,6,23, crashed Wigram .1.25.
 - Avro 504K (Ex E9429) (100hp Gnome) GW.4573 -
Imperial Gift. Arrived NZ '19, to NZ Aero Transport Co Ltd, Timaru. First Wellington-Nelson flight 11.11.21.
 - Crashed at Hawe .2.22 (but this location unidentified, see comment under G-NZAR later).
 - Avro 504K (Ex F9745) (100hp Gnome) -
Imperial Gift. Arrived NZ 19.7.20 NZ Flying School, Kohimarama. F/f 29.8.20 as 3-seater. Crashed at New Plymouth (3 killed) 11.11.20.
 - Avro 504K (Ex H1952) (100hp Gnome) -
Imperial Gift. Arrival date unkn, to Canterbury (NZ) Aviation Co Ltd, to NZPAF 21.6.23, wfu Wigram.
 - Avro 504K (Ex H1958) (100hp Gnome) -
Imperial Gift. Arrival date unkn, to Canterbury (NZ) Aviation Co Ltd, destroyed prior to 21.6.23.
 - Avro 504K (Ex H1965) (100hp Gnome) -
Imperial Gift. Arrival date unkn, to NZPAF, crashed near Wigram 2.8.24, rebuilt as "1965-G".
 - Avro 504K (Ex H1968) (100hp Gnome) -
Imperial Gift. Arrival date unkn, to Canterbury (NZ) Aviation Co Ltd. Believed to have been destroyed by gale at Pahiatua 21.10.21.
 - Avro 504K (Ex H1970) (100hp Gnome) -
Imperial Gift. Arrival date unkn, to Canterbury (NZ) Aviation Co Ltd, destroyed prior to 21.6.23.
 - Avro 504K (Ex H2986) (100hp Gnome) -
Imperial Gift. Arrival date unkn, to NZ Flying School, Kohimarama "M", converted to 504L. Crashed at Kohimarama 21.2.23.
 - Avro 504K (Ex H2988) (100hp Gnome) -
Imperial Gift. Arrival date unkn, to NZ Flying School, Kohimarama "J", converted to 504L dual control. Crashed Onerahi, Whangarei 16.5.21, later repaired, to NZ Govt 1.9.24 but may never have been used by NZPAF, wfu.
 - De Havilland DH.9 (Ex F1252) -
Imperial Gift. Arrival date unkn, to NZ Flying School, Kohimarama "P" but never unpacked. To NZ Govt 1.9.24 and dbf at North Head Fort, Auckland '26.
 - De Havilland DH.9 (Ex H5546) -
Imperial Gift. Arrival date unkn, to NZ Flying School, Kohimarama but never unpacked. To NZ Govt 1.9.24 and dbf at North Head Fort, Auckland '26.
 - De Havilland DH.9 (Ex H5609) -
Imperial Gift. Arrival date unkn, to NZ Aero Transport Co Ltd, Timaru. Fate unknown but see note under G-NZAN.
 - De Havilland DH.9 (Ex H5641) -
Imperial Gift. Arrival date unkn, to NZ Flying School, Kohimarama but never unpacked. To NZ Govt 1.9.24 and dbf at North Head Fort, Auckland '26.
 - Avro 504K (possibly ex G-EAIX, c/n AAEC.3) -
(130hp Clerget) Shipped from Australia 21.12.20, to NZ Aerial Transport Co, Hastings. Crashed at Longlands, Hastings 12.6.21.
 - Austin Whippet c/n AU.4 ? -
R.A.Dexter, Auckland. Arrived NZ '21, f/f 27.5.21, to H.H.Shaw, Hamilton 5.21, to L.Brake, Wanganui and flown by Percy Coleman. Cr near Palmerston North 1.25, rebt by W.R.Bennett, Wanganui and regd ZK-ACR 3.31 (but this is also said to be ex G-EAPF c/n AU.2 which however had an active UK history until 1929).
 - Austin Whippet c/n AU.5 ? -
R.A.Dexter, Auckland. Arrived NZ '21, never flown. After storage sold prior to '24 to Circus as a prop. Believed taken overseas.
 - G-NZAA Avro 504K (Ex H2989) (100hp Gnome) - 21.12.21
Imperial Gift. Arrival date unkn, f/f .1.21 as three-seater, to NZ Flying School, Kohimarama "K", crashed Kohimarama .1.21, rebt as 504L, collided with steamer at Nelson '22, rebuilt. To NZ Government 1.9.24, may never have been used by NZPAF, wfu.
 - G-NZAB Avro 504K (Ex H5240) (100hp Gnome) - 28.2.22
Imperial Gift. Arrived NZ '20, to NZ Flying School, Kohimarama "N" as 3-seater. Converted to 130hp Clerget 12.21. To NZ Aerial Transport Co, Hastings, pre 5.22. Wfu Longlands, Hastings 1923/4.
 - G-NZAC Avro 504L (Ex H2990) (130hp Clerget) - 28.2.22
Imperial Gift. Arrival date unkn. To NZ Flying School, Kohimarama "L", to NZ Govt 1.9.24, may never have been used by NZPAF, wfu.
 - G-NZAD De Havilland DH.9 (Ex H5636) - 28.2.22
Imperial Gift. Arrival date unkn. To Canterbury (NZ)

NEW ZEALAND

This map covers only those locations named in this first part of the register.

In some sources the name Mission Bay is used for Kohimarama. Sockburn was renamed Wigram after the founder of Canterbury Aviation Co on 14.5.23



- G-NZAI Supermarine Channel II "444" 28.2.22
(Mark II airframe with 160hp Beardmore) Arrived NZ on 17.3.21 with UK C of A AM448. To NZ Flying School, Kohimarama "O", shipped to Fiji 25.6.21 and returned 18.7.21, converted to 230hp Puma 9.21. Transferred to NZ Government 1.9.24 although wfu 31.8.24 Kohimarama. Hull sold for 5/- but dbf Auckland 1944/5.
- G-NZAJ Avro 504K (Ex H2987) (110hp Le Rhone) - 8.3.22
Imperial Gift. Arrival date unkn. To Canterbury (NZ) Aviation Co Ltd, transferred to NZPAF as "H2987" on 21.6.23. Wfu Wigram.
- G-NZAK Avro 504K (Ex E4242) (110hp Le Rhone) - 8.3.22
Canterbury (NZ) Aviation Co Ltd, arrived NZ 14.1.20, f/f 21.1.20, flew Sockburn-Fairlie-Mt.Cook 21.5.20. To NZPAF 21.6.23 as "E4242". Wfu Wigram.
- G-NZAL Avro 504K (Ex H1966) (100hp Gnome) - 28.3.22
Imperial Gift. Arrival date unkn. To NZ Aero Transport Co Ltd, Timaru and f/f c.1.22. Dual control model. Company ceased operations 27.3.23 and aircraft subsequently transferred to NZPAF as "H1966". Wfu Wigram after 1927.
- G-NZAM De Havilland DH.9 (Ex D3139) - 28.3.22
Imperial Gift. Arrival date unkn. To NZ Aero Transport Co Ltd and d/d Timaru 9.20. Performed first non-stop Timaru-Auckland flight 25.10.21. Company ceased operations 27.3.23 and aircraft to NZPAF as "3139" 14.6.23, wfu and dbf at Wigram c.27.
- G-NZAN Avro 504K (Ex E3142) (100hp Gnome) - 28.3.22
Imperial Gift. Arrival date unkn. To NZ Aero Transport Co Ltd, Timaru. Fate unknown.
(Note: Four of this company's aircraft are in this fate unknown category, Avro 504s E3142/NZAN, E9424/NZAP and DH.9s H5609, H5672/NZAQ. Four accidents are known which could account for them:
i) crashed at Lyall Bay, Wellington 6.1.22.
ii) crashed at Lyall Bay, Wellington 20.11.21.
iii) crashed near Manukau, Auckland, date unknown.
iv) crashed at Timaru, their last aircraft according to "Windspread".)
- G-NZAO Avro 504K (Ex H5241) (100hp Gnome) - 28.3.22
Imperial Gift. Arrival date unkn. To NZ Aero Transport Co Ltd, Timaru, rebuilt with 110hp Le Rhone 3.22. Wfu 27.3.23 when company ceased flying. To M.W.Buckley (t/a Arrow Aviation Co) "Blazing Arrow" d/d 12.23, taken to West Coast and f/f Hokitika 30.12.23. Flown to Wigram 3.6.24 but nothing more known of this aircraft so possibly wfu Wigram 3.6.24.

Aviation Co Ltd and f/f c.24.3.21 as three-seater cabin conversion. Transferred to NZPAF as "5636" 21.6.23 and wfu at Wigram about 1927. Dbf Wigram.

- G-NZAE De Havilland DH.9 (ex H5627) - 28.2.22
Imperial Gift. Arrival date unkn. To Canterbury (NZ) Aviation Co Ltd and f/f 10.21 as three-seater cabin conversion, actually painted as G-NZAE. Transferred to NZPAF 21.6.23 but exact use not known. Wfu.
- G-NZAF Avro 504K (Ex E9432) c/n GW.4576 28.2.22
(110hp Le Rhone) Imperial Gift. Arrival date unkn, to Canterbury (NZ) Aviation Co Ltd "High Jinks", flown Christchurch-Napier-Gisborne 23.12.21. Transferred to NZPAF 21.6.23 as "E9432". Wfu Wigram.
- G-NZAG Avro 504K (Ex H1964) (110hp Le Rhone) - 28.2.22
Imperial Gift. Arrival date unkn. To Canterbury (NZ) Aviation Co Ltd and f/f c.20.2.22. Transferred to NZPAF 21.6.23 as "H1964". Crash landed near Wigram 17.2.24.
- G-NZAH De Havilland DH.9 (Ex D3136) - 28.2.22
Imperial Gift. Arrival date unkn. To Canterbury (NZ) Aviation Co Ltd "Firefly" and f/f possibly 31.8.21 as three-seater cabin conversion. Flew Gisborne-Auckland 4.4.22 and return 7.4.22. Crashed at Pahiatua 13.4.22 wreck returned to Wigram and rebuilt (was painted as G-NZAH). To NZPAF 21.6.23 as "3136", wfu Wigram c.30 and dbf Wigram c.30.

G-NZAP Avro 504K (Ex E9424) c/n GW.4568 28.3.22
(100hp Gnome) Imperial Gift. Arrival date unkn. To NZ
Aero Transport Co Ltd, Timaru, f/f possibly 2.22.
Fate unknown but see note under G-NZAN.

G-NZAQ De Havilland DH.9 (Ex H5672) - 5.4.22
Imperial Gift. Arrival date in NZ unkn but d/d to NZ
Aero Transport Co Ltd, Timaru 9.20. Fate unknown but
see note under G-NZAN.

G-NZAR Avro 504K (Ex E9427) c/n GW.4571 5.4.22
(100hp Gnome) Imperial Gift. Arrival date unkn. To NZ
Aero Transport Co Ltd, Timaru and f/f possibly 7.2.22.
May have been cabin conversion. Crashed at Hawera on
5.1.22 (Note: this could be the answer to the problem
noted earlier with E9429 which crashed at Hawe 2.22.
If so then the fate of G-NZAR is unknown. It remains
possible that E9427 did crash as above, was rebuilt
as a cabin conversion and test flown 7.2.22. Its fate
however remains unknown.)

G-NZAS Walsh 1918 Flying Boat c/n 5 24.8.22
NZ Flying School, Kohimarama "D", f/f 1.19 (125hp
Hall-Scott), wfu Kohimarama 3.19 but rebuilt with
160hp Beardmore 9.21. Wfu '24 Kohimarama, transferred
to NZ Govt 1.9.24 and dbf Kohimarama 9.24.

G-NZAT De Havilland DH.60X Moth 500 1.5.28
(Cirrus II) F.D.Mill (t/a Air Survey & Transport Co
Ltd, Hobsonville, the DH agents in NZ), UK C of A
dated 29.12.27, arrived NZ 17.2.28. Re-regd ZK-AAB
1.1.29 and sold to Hawkes Bay Aero Club, Hastings.

G-NZAU De Havilland DH.60X Moth 591 4.7.28
(Cirrus III) UK C of A dated 9.5.28 to F.D.Mill,
Hobsonville, arrived NZ 25.6.28 and sold to K.W.J.Hall
of Hororata 4.7.28. Crashed at Waikari, near Hororata,
North Canterbury 9.7.28.

G-NZAV Avro 594 Avian IIIA R3/CN/174 17.12.28
Date of manufacture 23.7.28, delivered to Goodwin-
Chichester Aviation Co Ltd, Wellington, date unknown.
Sold to K.W.J.Hall, Hororata and re-regd ZK-AAC 4.1.29
but not repainted until after subsequent sale in 1930.

G-NZAW De Havilland DH.60G Moth 866 .29
NZ Government. Arrived NZ 1.29 and assembled by NZPAF
at Wigram, painted as "NZAW". Re-regd ZK-AAL and re-

painted as such late '29. To Auckland Aero Club.

G-NZAX De Havilland DH.60G Moth 867 19.2.29
NZ Government. Arrived NZ 1.29 and assembled by NZPAF
at Wigram, painted as "NZAX". Re-regd ZK-AAM and del-
ivered to Marlborough Aero Club, Blenheim. Cr Blenheim
18.7.30 still as "NZAX" and presumably repainted on
rebuild later.

G-NZAY De Havilland DH.60G Moth 868 1.5.29
NZ Government. Arrived NZ 1.29 and assembled by NZPAF
at Wigram, painted as "NZAY". Re-regd ZK-AAH and del-
ivered to Canterbury Aero Club, Christchurch. Crashed
Christchurch 13.10.29 still as "NZAY" and repainted
on repair.

G-NZAZ De Havilland DH.60G Moth 869 1.5.29
NZ Government. Arrived NZ 1.29 and assembled by NZPAF
at Wigram, painted as "NZAZ". Re-regd ZK-AAI and del-
ivered to Canterbury Aero Club, Christchurch. Crashed
Wigram 6.2.30 as "NZAZ", rebuilt and repainted ZK-AAI.

G-NZEA De Havilland DH.60G Moth 914 3.5.29
Air Survey & Transport Co Ltd, d/d 2.29. This regn
ntu, delivered to Marlborough Aero Club, Blenheim as
ZK-AAJ.

G-NZEB De Havilland DH.60G Moth 915 4.29
Air Survey & Transport Co Ltd, d/d 2.29. Regn ntu,
delivered to Auckland Aero Club as ZK-AAK.

G-NZEC De Havilland DH.60G Moth 927 15.3.29
Air Survey & Transport Co Ltd, d/d 2.29 Hobsonville.
Ntu, re-regd ZK-AAD.

G-NZED De Havilland DH.60G Moth 928 9.10.28
Air Survey & Transport Co Ltd, d/d 2.29. Regn ntu,
delivered to Auckland Aero Club 1.3.29 as ZK-AAE.

G-NZEE Avro 594 Avian IIIA 162 12.10.28
Date of manufacture 1.8.28, delivered to Goodwin-
Chichester Aviation Co Ltd, Wellington. Re-regd
ZK-AAF 1.1.29.

G-NZEF De Havilland DH.60G Moth 929 29.12.28
Air Survey & Transport Co Ltd. Regn ntu, re-regd
ZK-AAG 1.1.29 and delivered to Hamilton Airways Ltd.

REGISTER NOTES:

The only aircraft known to have actually carried G-NZxx registrations are G-NZAE, 'AH, 'AT, 'AU, 'AV and 'EE but G-NZAW, 'X, 'Y and 'Z used the last four without the G-prefix.

Dates quoted for Channel G-NZAI appear to confirm that it was this aircraft and not G-EAWP which visited Fiji, see article on Fiji in current "Digest".

Of the NZFS fleet aircraft coded F,G,J,K and L were sometime floatplanes. The DH.9s coded P and Q were quoted in 6.21 as 'being converted'.

Apart from G-NZAM the date 14.6.23 is quoted for transfer to NZPAF where the exact date is unknown.

Canterbury Aviation Co "No.1" was a Bleriot used only for ground instruction.

Another Walsh Flying Boat was noted in a fleet list in AHSNZ Journal of October 1968, as was a "Caudron on floats" used in 1917. Neither had NZFS code letters. Avro 504s with GW... c/ns were built by Grahame-White Aviation Co Ltd.



Above: Caudron "No.2" at Sockburn 1917/8. This photo, source unknown, appeared in AHSNZ Journal of 5,67.
Right: Gipsy Moth ZK-AAE (G-NZED ntu) in Auckland Aero Club colours but also inscribed 'Gift Machine'(?).
Below: Moth ZK-AAL formerly flew as "NZAW".



Aircraft of European Civil Registers : I

The Piper Cub in West Germany

PART FIVE



Externally almost indistinguishable from a PA-18, this modified Cub D-ECET (c/n 17628) was fitted with Super Cub cowlings when photographed during a visit to Kirchenheller on 27.9.72. (Martin Smith)

In this issue we bring the article to a close with an attempt to summarise in tabular form the aircraft bought from store in Norway and with an alphabetical index of all West German Cub registrations. This index covers marks allocated but not taken up in addition to the genuine registrations and in each case quotes the correct c/n under which the aircraft was listed earlier. Known errors are given in quotation marks and where a registration has been used more than once the c/ns are simply quoted in numerical order. For ease of reference the c/ns covered in each issue of Archive are as follows: No.1 1165 to 11005; No.2 11030 to 12261; No.3 12281 to 13136; No.4 13137 to end including J-4, J-5 and Cub Special.

ALPHABETICAL INDEX

Registration	C/n
D-EAXY	11905
D-EBAF	13197
D-EBAN	12878
D-EBAS	12998
D-EBEN	12566
D-EBER	13173
D-EBES	12833
D-EBIR	11578
D-EBIS	12513
	and 12933
D-EBIW	12874
D-EBOR	11843
	and 12933
D-EBUG	12324
D-EBUK	12593
D-EBUM	12078
D-EBUR	12408
	and 12620
D-EBUS	10506
D-EBYK	11680
D-EBYP	4-449
D-EBYR	12911
D-EBYS	12690
D-ECAP	13273
D-ECAS	12989
D-ECAT	10105
D-ECAV	12077
D-ECAX	12047
D-ECED	10263
D-ECEL	13019
D-ECET	17628
D-ECID	12953
D-ECIF	13243
D-ECIN	11818
D-ECIQ	18167
D-ECIR	13051
D-ECIS	20791
D-ECIV	11364

The fourteen Cubs known to have been purchased by J.C.Pracht of Frankfurt from the Norwegian Aero Klubb (NAK) in 1955 are still the subjects of some confusion. As readers of the earlier instalments will realise at least two of the aircraft are still not positively identified. This table is an attempt to clarify the situation and to suggest a possible solution to the outstanding problems.

Conversion order:	C/n	US serial	Original alloc'n of 1.10.55	Conversion date	Became	F/n	Remarks
1	12833	44-80537	D-EBES	11.55	D-EBES	12663	
2	10506	43-29215	D-EBUS	16.01.56	D-EBUS	10331	
3	12690	44-80394	D-EBYS	20.01.56	D-EBYS	12520	
4	12911	44-80615	D-EBYR	11.04.56	D-EBYR	12741	see note i
5	11954	44-79658	D-EDYS	12.04.56	D-EDYS	11782	
6	12513	44-80217	D-EDUS (ntu)	12.04.56	D-EBIS	12341	
7	13052	44-80756	D-EDYR (ntu)	.56	OE-AAR	12882	see note ii
8	12722	44-80426	D-EDIT	09.05.56	D-EDIT	12552	
9	12933	44-80637	D-EBIS (ntu)	15.06.56	D-EBOR	12763	see note iii
10	13021	44-80725	D-EDAT (ntu)	18.06.56	D-EDUS	12851	
11	11843	44-79547	D-EBOR (ntu)	27.07.56	D-EDOT	11671	
12	?	?	?	14.08.56	D-EDET	?	see note iv
13	?	?	?	15.11.56	D-EDAT	14644	see note iv
14	13384	45-4644	D-EDET (ntu)	06.12.56	D-EDYR	13214	

NOTES: i) Quoted by Pracht as c/n 12807 ex 44-80511 but incorrect as this became LN-RTM and later SE-CGY, LN-PAM.

ii) Later returned to Germany as D-EGPI, D-EFPE then OY-ANF.

iii) Due to paper-work mix-up is quoted as c/n 12760 ex 44-80464 which actually became OO-GEL.

iv) The 12th and 13th aircraft clearly became D-EDET and D-EDAT and there are only two possible identities available:
12620 44-80324 allocated D-EBUR (ntu)
11924 44-79682 allocated D-EDOT (ntu) but this c/n crashed as LN-OAB 28.04.48. Since f/n 14644 was a later one it must have been used to rebuild one of these for conversion as D-EDAT. C/n 11924 would seem to be the likeliest candidate as it is known to have been written off. This leaves D-EDET to take up the false identity "49215" using the paperwork of c/n 10506 D-EBUS after it was sold to Austria in 5.56. Of course the reverse situation may be the correct solution so readers who can confirm or clarify any of the above details are invited to contact the Editor forthwith!

D-ECIZ	8391	D-EGVS	12769
D-ECOL	12079	D-EGWH	EN-1
D-ECSA	12138	D-EGYM	13276
D-ECUD	13134	D-EGYS	12769
D-ECWC	6679	D-EGZA	10086
D-ECYB	10946	D-EGZG	11295
D-ECYC	12987	D-EHAC	12837
D-ECYF	11805	D-EHAL	10993
D-ECZI	20488	D-EHEC	19861
D-EDAP	22617	D-EHER	15549
D-EDAT	13021	D-EHES	2491
	and "14644"	D-EHID	12047
D-EDDO	12110	D-EHIL	12558
D-EDDU	12244	D-EHIP	19092
D-EDED	4-441	D-EHIT	10675
D-EDET	13384	D-EHOB	20687
	and "49215"	D-EHTU	12602
D-EDID	11665	D-EHXA	8910
D-EDIF	10776	D-EHYG	4-880
D-EDIP	16879	D-EHYM	10776
D-EDIT	12722	D-EJAF	8437
D-EDIX	1165	D-EJAX	12261
D-EDMA	12987	D-EJGI	13204
D-EDMU	5082	D-EJIB	12522
D-EDOH	"79321"	D-EJIQ	15733
D-EDOT	11843	D-EJIS	"3706"
	and 11924	D-EJIX	11714
D-EDOZ	10486	D-EJUM	1165
D-EDUH	12640	D-EJUQ	18321
D-EDUS	12513	D-EJUR	12945
	and 13012	D-EJYD	11658
D-EDUT	8962	D-EJYP	3042
D-EDUX	13367	D-EKAB	12047
D-EDYC	5-360	D-EKAB	10953
D-EDYR	13052	D-EKEB	14430
	and 13384	D-EKEF	12512
D-EDYS	11954	D-EKEG	10972
D-EDYT	11771	D-EKEP	9086
D-EFAM	13136	D-EKIP	6298
D-EFBP	12847	D-EKKA	13260
D-EFCM	15326	D-EKQE	11210
D-EFER	10793	D-EKWU	11535
D-EFIB	15179	D-EKYR	16687
D-EFIL	12320	D-ELAB	12281
D-EFIX	12233	D-ELAT	11587
D-EFOG	10568	D-ELEM	12612
D-EFPE	13052	D-ELIC	16885
D-EFQK	12308	D-ELID	"8622"
D-EFRI	12941	D-ELLY	10875
D-EFUL	11313	D-ELOL	12144
D-EGAF	12943	D-ELRO	9059
D-EGAR	12591	D-ELSU	12908
D-EGEF	17017	D-ELUG	13156
D-EGEL	12838	D-ELUL	11005
D-EGIS	11030	D-ELUM	15081
D-EGOL	15326	D-ELWE	13058
D-EGOR	10668	D-ELWY	20015
D-EGOT	22699	D-ELYF	12621
D-EGOV	10263	D-ELYN	11968
D-EGOZ	23175	D-EMAC	12484
D-EGPI	13052	D-EMAT	13210
	and 13367	D-EMER	20395
D-EGPL	13367	D-EMET	20541
D-EGUH	12893	D-EMEZ	11-914
D-EGUL	12193	D-EMIX	12837
D-EGUM	12859	D-EMMV	12013
		D-EMOD	



D-EMOG	8766
D-EMOT	16842
D-EMUG	G-1
D-EMUR	12914
D-EMUX	11496
	and 11698
D-EMWA	17100
D-EMYL	11740
D-EMYM	11299
D-EMYR	13137
D-EMYT	12611
D-ENAC	12802
D-ENAK	11450
D-ENAS	12033
D-ENEF	6347
D-ENEL	11191
D-ENEX	5-679
D-ENIF	16506
D-ENIX	11379
D-ENUL	23165
D-ENYK	6648
D-EOMA	12622

One of the ex-Norwegian Cubs with an incorrectly quoted identity, D-EBYR (12911) outside the Roder Prazision premises at Egelsbach on 16.6.59. (P.M.Gerhardt)

A total of 174 Piper Cubs are included in the individual aircraft histories and a total of 192 German registrations allocated or used, 10 of them twice.

Finally, three German Cubs in a variety of other European guises:
Below: After a lengthy civil career in USA and Germany, D-EJIQ became OH-PCZ and is seen here at Jyvaskyla, Finland on 22.6.74 before being officially registered 4.75. (J.Ritaranta) Bottom left: LX-ABO was allocated D-EFBP 7.73 but ntu although displayed statically as such - see Archive p.67. (R.W.Simpson) Bottom right: Formerly D-EBER, OY-DHC was a Sywell '76 visitor.



The Whole Truth:

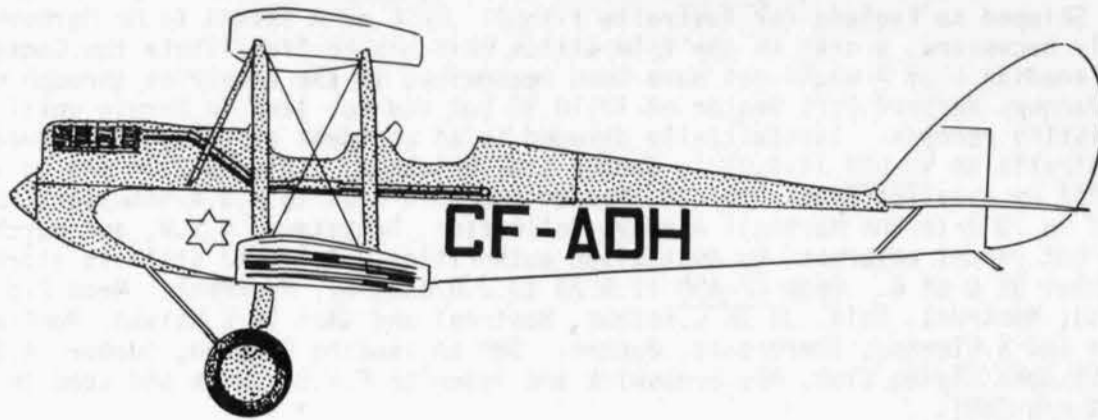


DH.60 MOTH

PART FIVE

- 715 Gipsy I As 713 but with no C of A. Toc by RCAF as 65 7.2.29. Regd CF-CFN 2.10.39 to Winnipeg Flying Club. Returned to RCAF as instructional airframe AT19 4.12.40. Soc 9.9.44 and civilianised again 11.12.45 as CF-CFN to E.S.Richards, Sioux Lookout, Ontario. Regd 23.3.46 to H.J.Evans, Fort William, Ont. Regn lapsed 5.2.47.
- 716 Gipsy I To Canadian Govt. without UK C of A. Taken on strength of RCAF as 67 10.2.29. Regd 2.8.39 as CF-CFR to Hamilton Aero Club. Briefly returned to RCAF as instructional airframe A123 14.12.40. Restored as CF-CFR 13.2.41 to Leavens Bros Air Services, Toronto. Sold to S.E.Misener, Welland, Ontario 11.2.43. Regd 11.6.46 to E.L.Baxter, Toronto. Regd 15.7.46 to Rocky Point Airways Ltd., Dorset, Ontario. DBR following forced landing near Dorset 18.9.46.
- 717 Gipsy I To Canadian Govt. without UK C of A and taken on strength of RCAF as 68 11.2.29. Exchanged by de Havilland Aircraft of Canada with c/n DHC-133 and took up that aircraft's marks of CF-AVF 12.35 (officially struck off RCAF strength 4.10.35). Regd 30.6.36 to C.R.S.Mackenzie, Montreal. Regd 5.11.37 to G.Ste.Marie Hull, Quebec. Regd 2.1.40 to A.J.Smith, Lambeth, Ontario. Regd 9.8.40 to Leavens Bros. Air Service, Toronto. Traded back to RCAF 12.2.41 in exchange for c/n 716 and to Galt Aircraft School, Galt Ontario 17.9.41. Transferred to War Assets Corp., Ottawa for disposal 13.9.46. Fate not known.
- 718 Gipsy I To Canadian Govt. without UK C of A and taken on strength of RCAF as 69 8.3.29. To University of Toronto as instructional airframe 17.11.38.
- 719 Gipsy I To Canadian Govt. without UK C of A and taken on strength of RCAF as 70 7.3.29. Used by 19 (B) Squadron. Regd CF-CFM 3.8.39 to Toronto Flying Club. Returned to RCAF 11.10.40 as instructional airframe A.111. Struck off charge 13.9.46.
- 720 Gipsy I To Canadian Govt. without UK C of A and taken on strength of RCAF as 71 7.3.29. Badly damaged Borden 4.6.36 and struck off charge 27.11.36.
- 721 Gipsy I To Canadian Govt. without UK C of A and taken on strength of RCAF as 72 7.3.29. Used by 15 Squadron. Regd CF-CFS 27.7.39 to Calgary Aero Club. Returned to RCAF 11.10.40 as instructional airframe A.107. Struck off charge 12.4.45.
- 722 Gipsy I To Canadian Govt. without UK C of A and taken on strength of RCAF as 74 2.3.29. Used by 10 (AC) Squadron. Regd CF-CGC 11.7.39 to Halifax Aero Club. For sale 3.41 but fate not known.
- 723 Gipsy I To Canadian Govt. without UK C of A and taken on strength of RCAF as 73 7.3.29. Struck off charge 31.3.36.
- 724 Gipsy I To Canadian Govt. without UK C of A and taken on strength of RCAF as 75 9.3.29. Used by 110 (AC) Squadron. Regd CF-CFZ 14.8.39 to Calgary Aero Club. Returned to RCAF 11.10.40 as instructional airframe A.108. Struck off charge 15.5.48.
- 725 Gipsy I To Canadian Govt. without UK C of A and taken on strength of RCAF as 76 28.2.29. Crashed Borden 31.5.29 and Soc 17.7.29.
- 726 Gipsy I To Canadian Govt. without UK C of A and taken on strength of RCAF as 77 13.2.29. Used by 10 (AC) Squadron. To instructional airframe A.16 10.1.38. Struck off charge 24.1.42.
- 727 Gipsy I To Canadian Govt. without UK C of A and taken on strength of RCAF as 78 1.3.29. Crashed Borden 14.8.29 and Soc 26.9.29.
- 728 Gipsy I To Canadian Govt. without UK C of A and taken on strength of RCAF as 79 13.3.29. Crashed Borden 28.9.31 and Soc 23.11.31.
- 729 Gipsy I To Canadian Govt. with UK C of A issued 29.1.29. Regd CF-CAA 8.5.29 to Dept. of National Defence (DND) for loan to Toronto Flying Club. Regd to Club 2.10.36. DBR on landing Toronto 23.10.40.
- 730 Gipsy I To Canadian Govt. without UK C of A. Regd CF-CAB 19.4.29 to DND for loan to Montreal Light Aeroplane Club. Crashed Montreal 8.7.29.
- 731 Gipsy I To Canadian Govt. without UK C of A. Regd CF-CAH 14.5.29 to DND for loan to Calgary Aero Club. DBR Calgary 24.4.29 prior to formal registration.
- 732 Gipsy I To Canadian Govt. without UK C of A. Regd CF-CAD 19.4.29 to DND for loan to Hamilton Aero Club. Overtaken on night landing and dbf Hamilton, Ontario 15.6.33.
- 733 Gipsy I To Canadian Govt. without UK C of A. Regd CF-CAE 16.5.29 to DND for Regina Flying Club. DBR Regina, Saskatchewan 18.10.31.
- 734 Cirrus III To Canadian Govt. with UK C of A issued 6.2.29. Taken on charge by RCAF as 80 20.3.29. Sold 27.1.36. Regd CF-CEU 24.5.36 to Regina Flying Club. Crashed on take off Regina 1.5.36 prior to formal registration. Used for spares.
- 735 Cirrus III To Canadian Govt. with UK C of A issued 6.2.29. Taken on strength by RCAF as 81 20.3.29. Used by 15 Squadron. Struck off charge 21.10.38.
- 736 Cirrus III To Canadian Govt. without UK C of A. Taken on strength by RCAF as 82 5.3.29. Crashed Borden 6.4.29.
- 737 Cirrus III To Canadian Govt. without UK C of A. Taken on strength by RCAF as 83 16.4.29. Used at Borden and Soc 26.9.30.
- 738 Cirrus III To Canadian Govt. without UK C of A. Taken on strength by RCAF as 84 22.4.29. Sold 10.10.35 and regd CF-CEL 21.10.35 to St.Catherines Flying Club, Ontario. Regd 28.4.38 to H.Halliday and partner, St.Catherines. Regd 30.6.39 to C.L.E.Gordon, Sherbrooke, Quebec. Crashed on take off Compton, Quebec 20.7.39.
- 739 Cirrus III To Canadian Govt. without UK C of A. Taken on strength by RCAF as 85 16.4.29. Sold 18.8.34 and regd CF-CDO 1.8.34 to DND for use of Fort William Aero Club. Regd to Club 8.10.36 (having in 6.35 been re-engined with Gipsy I). Regd 11.12.38 to Lakehead Flying Club, Fort William. Regd 17.2.41 to W.Collins and S.J.Seagel, Fort William. Regn lapsed 11.3.42.
- 740 Cirrus III To Canadian Govt. without UK C of A. Taken on strength by RCAF as 102 23.5.29. Used by 12 (AC) Squadron. To instructional airframe A.4 3.9.36 and Soc 13.9.46.
- 741 Cirrus III To Canadian Govt. without UK C of A. Taken on strength by RCAF as 103 12.3.29. Crashed Vancouver 29.8.29 and Soc 8.10.29.
- 742 Cirrus III To Canadian Govt. without UK C of A. Taken on strength by RCAF as 104 23.5.29. Crashed Vancouver 23.7.31 and Soc 30.9.31.

- 743 Cirrus III To Canadian Govt. without UK C of A. Taken on strength by RCAF as 105 23.5.29. Used by 80 Squadron. To instructional airframe A.19 25.11.39 and Soc 22.7.46.
- 744 Cirrus III To Canadian Govt. without UK C of A. Taken on strength by RCAF as 106 23.5.29. Used by 20 (B) Squadron. To instructional airframe A.7 26.4.37 and Soc 27.2.41.
- 745 Cirrus III To Canadian Govt. without UK C of A. Taken on strength by RCAF as 107 27.5.29. Used by 8 (GP) Squadron. Soc 29.12.38.
- 746 Cirrus III To Canadian Govt. without UK C of A. Taken on strength by RCAF as 86 16.4.29. Sold 3.8.34 and regd CF-CDP 1.8.34 to DND for use of Brant-Norfolk Aero Club, Ontario. Spun in and dbr Brantford Ontario 21.7.35.
- 747 Cirrus III To Canadian Govt. without UK C of A. Taken on strength by RCAF as 87 15.4.29. Sold 25.10.34 and regd CF-CEH 17.10.34 to DND for use of Halifax Aero Club. Regd to Club 15.4.37 after being re-engined with Gipsy I 7.36. Collided with DH.60 G-CALE on landing Halifax, N.S. 19.1.38.
- 748 Cirrus III To Canadian Govt. without UK C of A. Taken on strength by RCAF as 88 29.3.29. Crashed Everett 5.7.29 and Soc 13.9.29.
- 749 Cirrus III To Canadian Govt. without UK C of A. Taken on strength by RCAF as 89 15.4.29. Sold 17.10.34 and regd CF-CEI 20.10.34 to DND for use of Kingston Flying Club. Regd to Club 18.9.36. Hit trees on landing Kingston, Ontario 27.2.39.
- 750 Cirrus III To Canadian Govt. without UK C of A. Taken on strength by RCAF as 90 31.3.29. Sold 28.5.35 and regd CF-CEJ 25.5.35 to DND for use of London Flying Club. Crashed in snowstorm Port Burwell, Ontario 12.2.36.
- 751 Cirrus III To Canadian Govt. without UK C of A. Taken on strength by RCAF as 91 15.4.29. Soc 1.10.35 and regd CF-CEK to Brant-Norfolk Flying Club 12.10.35. Re-engined with Gipsy I 12.39. Destroyed in hangar fire Brantford, Ontario 10.3.41.
- 752 Gipsy I To Canadian Govt. without UK C of A. Regd CF-CAC 20.5.29 to Dept. of National Defence for use of Winnipeg Flying Club. Damaged beyond repair Winnipeg 18.8.30.
(Note: c/n's 752 to 755 are all shown by DH records to be Cirrus III powered but Canadian records indicate all were Gipsy I - the latter is believed correct but the engine may have been substituted on arrival in Canada.)
- 753 Gipsy I To Canadian Govt. without UK C of A. Regd CF-CAF 16.5.29 to DND for use of Saskatoon Flying Club. Spun in on landing Saskatoon 29.12.29.
- 754 Gipsy I To Canadian Govt. without UK C of A. Regd CF-CAG 16.5.29 to DND for use of Moose Jaw Flying Club. Spun in on landing Moose Jaw, Saskatchewan 26.6.37.
- 755 Gipsy I To Canadian Govt. without UK C of A. Regd CF-CAI 10.5.29 to DND for use of Granby Flying Club. DBR at Granby, Quebec 12.5.29.
- 756 Cirrus III To Canadian Govt. without UK C of A. Taken on strength by RCAF as G-CYXH 24.4.29 at Winnipeg. Struck off charge 9.12.29.
- 757 Cirrus III To Canadian Govt. without UK C of A. Taken on strength by RCAF as G-CYXE 23.4.29. Survived a "Cat A" accident (w/o) at Demaine, Saskatchewan 21.1.30. Soc 4.10.34 on transfer to DND. Regd CF-CEG 5.10.34 for use of Hamilton Aero Club and regd to them 9.10.36. Re-engined with Gipsy I 3.39. Regd 1.6.40 to Leavens Bros Air Services, Toronto. Sold 13.6.43 (but not regd) to W.Steele, Strathroy, Ontario and precise fate not known.
- 758 Cirrus III To Canadian Govt. without UK C of A. Taken on strength by RCAF as G-CYXG 5.3.29. Soc 21.7.32, after sale to DH Aircraft of Canada Ltd in 1931. Re-engined with Gipsy I in 1932 and regd CF-APC 21.7.32 to K.G.Southam, Toronto. Regd 22.2.34 to G.A.R.Cowan, Toronto. Crashed in lake at Jellicoe, Ontario 14.1.35 and although salvaged and subsequently sold 14.7.35 to F.R.Kenney, Barrie, Ontario, its fate is not recorded.
- 759 Cirrus III To Canadian Govt. without UK C of A. Taken on strength by RCAF as G-CYXF 19.4.29 at Ladder Lake. Soc 5.5.31.
- 760 Cirrus III To Canadian Govt. without UK C of A. Taken on strength by RCAF as G-CYYY 9.4.29. Soc 18.11.36 after transfer to DND for use of Winnipeg Flying Club. Regd as CF-CEC 26.10.34 and re-engined Gipsy I 5.36. Regd to Club 20.11.36 and DBR Winnipeg 22.11.36.
- 761 (Cirrus III) To DHC for Ontario Provincial Govt. and used to rebuild CF-OAA (c/n 535).
- 762 Gipsy I Supplied without UK C of A to DHC. Regd CF-OAC 10.6.29 to Ontario Provincial Air Service, Sault Sainte Marie. DBR at Fort William, Ontario 8.6.36.
- 763 Gipsy I To DHC and used to rebuild G-CAOU (c/n 400) in March 1929.
- 764 Gipsy I To DHC without UK C of A. Regd CF-AAF 29.4.29 to Northwestern Airways Ltd, Winnipeg. Regd 7.6.30 to Northwest Aero Marine Ltd, Winnipeg. Crashed whilst low-flying at fair at Prince Albert, Saskatchewan 2.7.30.
- 765 Gipsy I To DHC without UK C of A. Regd CF-OAD 17.7.29 to Ontario Provincial Air Service, Sault Sainte Marie. Capsized taxiing after landing in high wind Cross Lake, Ontario 4.5.44.
- 766 Gipsy I To DHC without UK C of A. Regd CF-CAP 13.5.29 to Border Cities Aero Club, Walkerville, Ontario. Regd 13.5.39 to A.F.Elmhirst, Keene, Ontario. Regd 13.3.40 to A.B.Johnston, Toronto. Regd 27.1.41 to C.E.Roper, Windermere, Ontario. Hit shoal on landing on lake near Torrance, Ontario 15.8.41 and DBR.
- 767 Gipsy I To Yarrow Ltd as CF-AAB with UK C of A issued 21.3.29. Regd to N.A.Yarrow, Victoria B.C. 18.4.29 and to Yarrow Aircraft Corp. Ltd, Vancouver 7.6.29. Regd 28.2.31 to Northern BC Airways, Prince Rupert. Regd 26.6.33 to T.Jones, Vancouver. Regd 15.2.34 to Mrs. B.A.Jones, Vancouver. Regd 26.1.35 to Columbia Aviation Ltd, Vancouver. Regd 29.8.36 to Mrs.B.A.Jones (again). Sale reported to L.A.Prosser, Hazelton B.C. 3.12.36 but NTU. Regd 9.4.41 to W.E.Brett, Chilliwack B.C. Regn lapsed 18.6.42. Sold 31.7.45 to P.Jorgenson, Vancouver and RTS.
- 768 Gipsy I To DHC without UK C of A. Regd CF-AAG 2.5.29 to International Airways of Canada, Montreal. Name changed 19.6.34 to Canadian Airways and based Summerside, PEI. DBR 30.7.34 at Moncton, N.B. Sold as spares to F.W.Hartwick, St.John, N.B. and used in rebuild in 1936 with CF-ADD (c/n 784). This rebuild was regd CF-AYZ 30.8.37 (with c/n 001) to F.W.Hartwick. Regd 8.10.38 to C.E.Keating, Moncton, N.B. Regd 23.10.39 to Moncton Flying Club. Regd 29.9.41 to Mrs.R.B.McClure, Moncton. Regd 3.12.45 to D.S.McClure, Edgett's Landing, N.B. Regd 13.12.47 to A.B.MacDonald, Moncton. Regn lapsed 12.12.48.
- 769 Gipsy I To DHC without UK C of A. Regd CF-AAH 2.5.29 to International Airways of Canada Ltd, Montreal. Name changed 31.7.31 to Canadian Airways Ltd and based Summerside PEI. Regd 12.3.37 to G.R.Pope, Summerside. Regd 6.6.38 to C.F.Burke, Charlottetown, PEI. Regd 5.7.39 to C.E.Keating, Moncton, N.B. Regd 23.10.39 to Moncton Flying Club. Regn lapsed 4.6.41 and aircraft donated to Moncton Air Cadet Squadron.
- 770 Gipsy I To DHC without UK C of A. Regd CF-AAE 25.4.29 to F.L.Tretheway, Toronto. Capsized and abandoned Albany River, Ontario 21.6.30.



Wing and tail surfaces of CF-ADH were silver but the actual fuselage colour is not known. Drawing by Cliff Minney.

- 771 Gipsy I To DHC without UK C of A (earmarked for F.Farwell). Regd CF-ADH 5.7.29 to DH Aircraft of Canada Ltd. Regd 24.4.30 to D.D.Findlay, Carleton Place, Ontario. Regd 25.10.34 to H.P.Parsons, Fort William, Ontario. Suffered damage and sold 3.10.38 for rebuild to E.Brett, Chilliwack, B.C. Regd 30.3.39 to I.L.Clarke, Chilliwack. Regn lapsed 4.8.42 and aircraft stored. Sold 16.8.45 to P.O.Jorgenson, Vancouver and crashed on take-off from Fraser River, B.C. 21.10.45 (apparently without official registration).
- 772 Gipsy I To DHC for W.L.Archibald without UK C of A. Regd CF-ADF 13.5.29 to W.L.Archibald, Rossland, B.C. Suffered engine failure and crashed Trail BC. 4.10.29. Wreck sold to Yarrow Aircraft Ltd, Vancouver. Application for re-registration to Northern BC Airways Ltd, Prince Rupert, B.C. on 20.5.31 was not progressed and regn cld.
- 773 Gipsy I To DHC without UK C of A. Regd CF-CAL 15.5.29 to Moose Jaw Flying Club. Regd 11.8.37 to W.C.Betts and H.G.T.Mann, Moose Jaw. Regd 11.8.38 to Moose Jaw Flying Club (again). Regn lapsed 11.8.39 and sold to G.Burroughs, Chaplin, Saskatchewan. Donated to local technical school as instructional airframe in 1941.
- 774 Gipsy I To DHC without UK C of A. Regd CF-CAM 16.5.29 to Regina Flying Club. Crashed on landing Regina, Saskatchewan 16.12.29.
- 775 Gipsy I To DHC without UK C of A. Regd CF-CAN 16.5.29 to Saskatoon Flying Club. Collided with car after landing Saskatoon Airport and DBR 5.7.29.
- 776 Gipsy I To DHC without UK C of A. Regd CF-CAO 15.5.29 to Calgary Aero Club. Regd to DND for use of club between 17.8.29 and 23.11.36. Damaged at Calgary 4.6.39 and stored during WWII. Restored 6.7.45 to A.M.Berry, Edmonton and re-engined with Gipsy II. Regd 30.11.45 to Beaulieu Yellowknife Mines Ltd, Yellowknife, N.W.T. Regn lapsed 6.2.47 after aircraft WFU at Yellowknife.
- 777 Gipsy I To DHC without UK C of A. Regd CF-ADG 3.5.29 to Prospectors Airways Ltd, Haileybury, Ontario. Sold (but not regd) to DH Aircraft of Canada 8.4.33. Regd 6.2.35 to A.F.Elmhirst, Keene, Ontario. Regd 25.1.36 to Toronto Flying Club. DBR when overturned on landing Toronto 2.7.41.
- 778 Gipsy I To DHC without UK C of A. Regd CF-ADJ 16.5.29 to Southern Alberta Airlines Ltd, Lethbridge. Stalled and spun in Lethbridge, Alberta 1.2.31.
- 779 Gipsy I To DHC without UK C of A. Regd CF-ADA 3.5.29 to H.G.Marpole, Montreal. Regd 19.3.30 to Flying & Services Ltd, Montreal. Sold 5.10.31 to Leavens Bros, Belleville, Ontario. Regd 19.12.31 to E.LeFebvre, Montreal. Regd 18.9.32 to H.Ball, Montreal. Regd 1.8.34 to A.Racicot, Montreal. Regd 6.12.35 to P.P.White, Rouyn, Quebec. Crashed into trees on take-off Ravine Lake, Quebec 7.38. Donated by Mr.White to RCAF at 5 SFTS, Brantford, Ontario and used as Instructional Airframe A.114 from 11.11.40. RTS 15.6.42.
- 780 Gipsy I To DHC without UK C of A. Regd CF-ADV 5.7.29 to Atlantic & Pacific Airways Ltd, Sarnia, Ontario. Regn lapsed 28.2.32, presumably after accident.
- 781 Gipsy I To DHC without UK C of A. Regd CF-ADI 10.5.29 to J.R.Paget, Assiniboia, Saskatchewan. Sold 5.30 to Northwest Aero Marine Ltd, Winnipeg. Regd 22.9.30 to J.K.Herriot, Winnipeg. Regd 16.5.31 to Northwest Aero Marine Ltd. Regd 22.4.35 to H.C.Karels, Regina, Saskatchewan. Regd 8.9.36 to Prairie Airways Ltd, Moose Jaw. Regd 21.12.36 to A.R.Herron, Coderre, Saskatchewan. Regd 21.7.37 to Moose Jaw Flying Club. Sold 9.41 to G.Burroughs, Chaplin, Saskatchewan and regn lapsed 17.10.41. Subsequent history not known but currently under restoration at Western Development Museum, Moose Jaw.
- 782 Gipsy I To DHC without UK C of A. Regd CF-ADB 7.5.29 to G.W.Gooderham, Toronto. Regd 4.5.31 to H.S.Jones, Apohaqui, N.B. Regd 24.8.32 to K.M.McKinley, Truro, Nova Scotia. DBR following forced landing at Lower Onslow, N.S. 10.4.36.



Gipsy Moth VH-UQV enjoys the sunlight at Camden, NSW on 12.12.59. It began its career in Canada and almost ended it at Strathallan - for full details see c/n 783 overleaf. (via D.M.Hannah)

- 783 Gipsy I To DHC without UK C of A. Regd CF-ADC 14.5.29 to D.Cushing, Montreal. Regd 27.6.32 to J.R.Herbert, Montreal. Shipped to England for Australia flight. UK C of A issued to Mr.Herbert 7.10.32 (although not strictly necessary, a note in the file states this was to "facilitate the Canadian C of A". More likely, a Canadian C of A would not have been recognised in the countries through which Herbert was flying). Jacques Herbert left Heston on 12.10.32 but did not land in Darwin until 6.12.32, well outside existing records. Substantially damaged in an accident at Cloncurry, Queensland in 12.32. Regd in Australia as VH-UQV 15.3.33 to Qantas Ltd, Brisbane. Sold 19.3.34 and to various owners. Owned in 1957 by Aviation Sales Pty Ltd, Mascot and sold 6.60 to M.J.A.Honeysett, Lithgow, N.S.W. Transferred in 70's to the Marshall Airways Collection, Bankstown, N.S.W. and purchased by Strathallan Collection but export embargoed by Australian authorities. Believed still in store at Bankstown.
- 784 Gipsy I To DHC without UK C of A. Regd CF-ADD 11.5.29 to J.B.Badgley, Montreal. Regd 2.6.30 to Flying & Services Ltd, Montreal. Sold .30 to L.Knight, Montreal and then to E.Watson, Montreal. Regd 1.12.30 to R.McCrea and W.Fleming, Sherbrooke, Quebec. DBR on landing Compton, Quebec 14.8.32. Sold as spares to St.John Flying Club, New Brunswick and later to F.W.Hartwick and used in rebuild as CF-AYZ (see CF-AAG c/n 768).
- 785 Gipsy I To DHC without UK C of A. Regd CF-ADE 11.5.29 to M.L.Williams, Montreal. Regd 15.11.29 to National Air Transport Ltd, Toronto. DBR after sinking at Rollo Lake, Ontario 22.10.32.
- 786 Gipsy I To DHC without UK C of A. Taken on strength by RCAF 22.5.29 as 118 and operated by 15 (F) Squadron. To Instructional Airframe A.13 7.10.37 and Soc 4.4.41.
- 787 Gipsy I To DHC without UK C of A. Taken on strength by RCAF 22.5.29 as 119 and operated by 12 (AC) Squadron. Relegated to Instructional Airframe A.20 18.12.39 and Soc 14.2.45.
- 788 Gipsy I To DHC without UK C of A. Taken on strength by RCAF 22.5.29 as 120. Released to Hamilton Aero Club and regd CF-CFW 12.3.40. Returned to RCAF as Instructional Airframe A.124 14.12.40 and then to Patterson & Hill Aircraft Ltd, Toronto as CF-CFW 18.1.41. Returned again to RCAF 2.8.41 as Instructional Airframe A.136 and Soc 16.6.42.
- 789 Gipsy I To DHC without UK C of A. Taken on strength by RCAF 29.5.29 as 121. Crashed Ottawa 6.10.34 and Soc 15.1.35.
- 790 Gipsy I To DHC without UK C of A. Taken on strength by RCAF 29.5.29 as 122 and operated by 10 (AC) Squadron. Relegated to Instructional Airframe A.12 28.8.37 and Soc 13.9.46.
- 791 Gipsy I To DHC without UK C of A. Regd CF-ADK 13.5.29 to R.Cockeram, Toronto and named "Miss Ruth I". Re-engined with Gipsy II 4.31. Regd 6.6.33 to Prospectors Airways Ltd, Haileybury, Ontario. Sold 18.8.37 to W.A.Gamble, Rouyn, Quebec. Regd 12.11.37 to Speculations Ltd, Rouyn. Regd 11.9.39 to Leavens Bros Air Services, Toronto. Crashed on take-off Toronto 2.2.41.
- 792 Gipsy I To DHC without UK C of A. Regd CF-AAI 18.5.29 to Consolidated Mining & Smelting Ltd, Trail, B.C. Hit tree in down draught in canyon near Sinclair Hot Springs, B.C. and Dbf 17.7.34.
- 793 Gipsy I To DHC without UK C of A. Regd CF-AAJ 18.5.29 to Consolidated Mining & Smelting Ltd, Trail, B.C. Swamped at moorings, Dawson's Landing, Great Slave Lake, N.W.T. 23.8.29.
- 794 Gipsy I To DHC without UK C of A. Regd CF-CAV 6.6.29 to DND for use of Saint John Flying Club. DBR at Saint John, N.B. 14.6.31.
- 795 Gipsy I To DHC without UK C of A. Regd CF-ADL 20.5.29 to Dominion Explorers Ltd, Toronto. Regd 25.2.31 to Spence-McDonough Air Transport Ltd, Toronto. Regd 4.3.33 to Canadian Airways Ltd, Montreal. Regd 1.5.33 to H.R.McConachie, Vancouver. Regd 22.5.33 to R.L.Coote and N.Evans, Bridge River, B.C. Regd 19.5.34 to Bridge River & Cariboo Airways Ltd, Vancouver. Regd 29.9.36 to E.Brett, Chilliwack, B.C. Sold 17.6.43 to Brisbane Aviation Ltd, Vancouver and used as instructional airframe.
- 796 Gipsy I To DHC without UK C of A. Regd CF-ADM 31.5.29 to A.E.McLean, Bathurst, N.B. Regd 7.8.29 to Atlantic Airways Ltd, St.John. Regd 31.3.32 to G.B.R.Grant, Vancouver. Hit runway marker and overturned on take-off Fernie, B.C. 6.6.35. Subsequently Dbf.
- 797 Gipsy I To DHC without UK C of A. Regd CF-ADQ 4.6.29 to J.B.Frosst, Montreal. Regn lapsed 3.6.30 and fate not traced.
- 798 Gipsy I To DHC without UK C of A. Regd CF-ADR 5.6.29 to General Airways Ltd, Rouyn, Quebec. Regd 10.5.34 to G.S.Burns and A.R.West. Crashed following engine failure at Victoria, B.C. 16.7.35.
- 799 Gipsy I To DHC without UK C of A. Regd CF-ADN 23.5.29 to Northwestern Airways Ltd, Winnipeg. Regd 25.10.29 to E.S.Hough, Winnipeg. Regd 22.5.30 to Northwest Aero Marine Ltd, Winnipeg. Regd 7.8.36 to R.E.Hadfield, Winnipeg. Regd 15.10.36 to Winnipeg Flying Club. Destroyed in hangar fire Winnipeg 21.3.38.
- 800 Gipsy I To DHC without UK C of A. Regd CF-ADO 3.7.29 to DH Aircraft of Canada Ltd. Regd 25.7.29 to C.H. Ackerman, Peterborough, Ontario. Regd 3.7.30 to Tom Montgomery Prospecting Syndicate, New Liskeard, Ontario. Regd 22.6.34 to D.Pickering, Hamilton, Ontario. Regd 28.6.35 to C.K.Berry, Toronto. Regd 25.1.37 to G.T.Record, Long Branch, Ontario. Regd 15.5.39 to H.J.Parsons, Fort William, Ontario. Sold 20.5.44 to G.B.Flinders, Fort Frances, Ontario. WFU 5.45 after damaged by high winds and livestock when tied down in field.

We now revert to the main DH.60G wooden fuselage production line from c/n 801 which picks up the story in mid-1928. This batch continues through to c/n 1299 and late 1930 when the next sequence of DH.60M's return.

- 801 Gipsy I Regd 7.28 as G-EBYZ to Air Taxis Ltd, Stag Lane with C of A issued 18.7.28. Winner of the King's Cup Air Race three days later flown by Managing Director, W.L.Hope. Regd 1.1.30 to Marshall's Automobile Engineers Ltd, Cambridge (t/a Marshall's Flying School). Crashed 4 miles from Cambridge 20.9.32. Regn cld 12.32.
- 802 Gipsy I Regd 14.9.28 as G-AABN to The Hon.Lady Mary Bailey, Stag Lane. Not delivered and probably replaced by Coupe version G-AAEE (c/n 981). Regd 5.3.29 to London Aeroplane Club, Stag Lane and C of A issued 5.4.29. Crashed Stanmore, Middlesex 3.6.31 and regn cld 10.31.
- 803 Gipsy I Regd 8.28 as G-AAAJ to Lt.Cdr.Glen Kidston. C of A issued 2.10.28 and immediately re-sold to Capt. Malcolm Campbell to whom regd. 19.10.28. Named 'Blue Bird' and used 11.28 for survey flight to Africa by Campbell and Flt.Lt.D.Don. Forced landed in sea off Morocco on return flight 18.11.28. Salvaged and repaired by DeHavillands. Regn cld as sold 27.8.29. Regd ZS-ABN 13.8.29 to Richard Humble, Johannesburg (still carrying name 'Blue Bird'). Crashed Steynsburg 6.10.31.
- 804 Gipsy I Regd 30.8.28 as G-AAAH to Capt.Walter L.Hope t/a Air Taxis Ltd, Stag Lane. Built as special single-seat long range version and flown with temporary C of A to Kenya 9/10.28 by W.L.Hope to obtain royalty photographs for Daily Mirror. Returned to UK 10.28. Full C of A issued 11.12.28. Regd to Miss Amy Johnson, Stag Lane 30.4.30 and named 'Jason'. Departed Croydon 5.5.30 and arrived Darwin, Australia 24.5.30. Damaged on landing Eagle Farm, Brisbane 29.5.30 and shipped to UK for repair on board SS 'Naldera'. Repaired and re-flown 8.30 on various exhibition flights prior to final flight to Stag Lane 4.9.30. Withdrawn from use prior to C of A expiry 23.12.30 and donated to Science Museum, London by Daily Mail 21.1.31. Regn cld 12.31. Aircraft remains on permanent display at South Kensington.
- 805 Gipsy I Regd 7.28 as G-AAAA as special coupe version to Capt.Geoffrey de Havilland, Stag Lane. C of A issued 12.9.28. Achieved height record of 19,980 ft. on 25.7.28 flown by de Havilland. Sold 4.30 to Ivor H.McClure, Stag Lane, for use of Automobile Association Aviation Dept. Sold . . . to E.J.Bush. Regd 9.12.38 to Yorkshire Aeroplane Club, Yeadon. Impressed 6.2.40 as X5038 and delivered to 24 MU Ternhill. To Sound City Films Ltd 19.12.40 for use as decoy aircraft.

Complete Civil Registers : I

BELGIUM



Post-war series: OO-...

PART 5

C of R number	Type	c/n	Reg.date
Regn.	Identity, owner and cancellation details		

721 OO-PUS	Erco 415CD Ercoupe Ex NC3876H. De Weirdt, Menen; to Club National d' Aviation; to W.Gregoir, Berchem. Wfu Antwerp.	4577	5.9.47
722 OO-WAG	Erco 415CD Ercoupe M.Good, Antwerp. Re-regd OO-CMJ 3.11.50 with C of R no.1020 and transferred to Congo register with C of R no.C.136 on 19.1.51. Sold as CR-LCU 8.56.	4700	9.9.47
723 OO-AWB	Douglas DC-6B SABENA, Brussels. H/o 24.8.47 and d/d Brussels 3.9.47. Re-regd OO-SDB 24.10.51. Cr on Mount Terminillo, Italy, 13.2.55 and canc 28.2.55.	43063	15.9.47
724 OO-AAB	Kramme & Zeuthen SAI KZ-III Air Union, Het Zoute; to C.Bultiauw, Kortrijk; to Ghent Aero Club. Sold as D-EBTO.	149	15.9.47
725 OO-PIE	Piper L-4H Cub Ex 44-80034. E.Longree, Liege. Canc 1.9.49 on sale as F-BFQE (12.49) and later EI-BCN 26.11.76.	12335	25.9.47
726 OO-KAI	Erco 415CD Ercoupe Ex NC94662(?). Intair, Antwerp. Canc 18.1.49 and sold as F-BBPA.	4773	7.10.47
727 OO-AIR	Piper L-4H Cub Ex 43-30100, OO-AAM (C of R 535). De Coster, Kortrijk; to Intair, Antwerp; to A.de Weerd. Canc 28.4.50 on sale to F-OAHQ (2.50), CN-TTJ.	11391	8.10.47
728 OO-JAK	PA-12 Super Cruiser Cogea SA, Keerbergen. Re-regd OO-SCH 6.4.49 with C of R no.807; to 90-CGH 30.3.62, 9Q-CGH .65.	12-3540	.10.47
729 OO-EAF	Piper L-4H Cub Ex 43-30196, OO-RAL (C of R no.588). E.Emants Pool, Verviers; to Cogea Nouvelle, Oostende. Canc 8.1.58 as sold in USA but believed cr on 27.2.58.	11487	10.10.47
730 OO-YAN	PA-12 Super Cruiser Ex NC2249M, OO-SCF (C of R no.673). Dierckx, Brussels; to Aero Para Club Spa; to Farnier Air Service, Wevelgem; to Publi Sky, Antwerp; to D.Cabooter, Brasschaat. Cr at Hoevenen 15.1.77 and canc 17.1.77.	12-2174	10.10.47

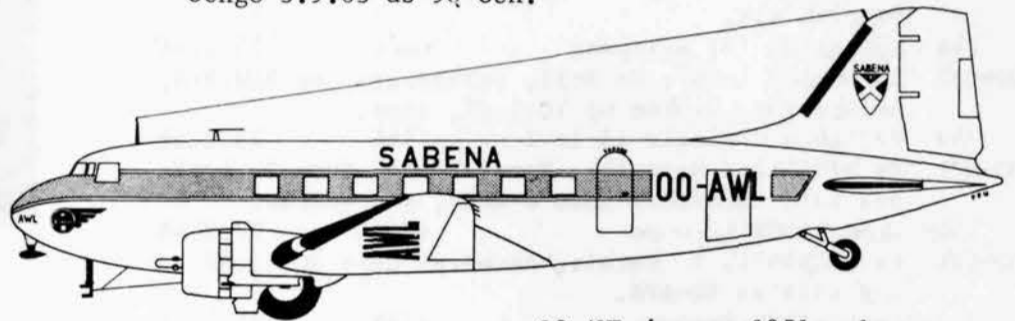


OO-YAN, probably during its days with Publi Sky at Antwerp in the late fifties/early sixties.

(R.W.Simpson)

731 OO-AWJ	Douglas C-47A-30-DL Ex 42-23764, FD904. SABENA, Brussels. Regd in the Congo 8.12.48 with C of R no.C.125, transferred to Libya .59 and operated by Linair c.62. Sold to B.I.A.S. 24.11.66 and broken up for spares in Libya. Canc 1.4.70.	9626	13.10.47
732 OO-AWC	Douglas DC-6B SABENA, Brussels. H/o 9.9.47 and d/d Brussels 2.10.47. Re-regd OO-SDC 29.11.51, leased to Lebanese International as OD-ACY 13.6.58, restored as OO-SDC 21.6.60, leased Sobelair 1.61 to 9.61 and to B.I.A.S. 3.63 to 9.63. Sold as EC-AZX 3.5.65.	43064	17.10.47

733 OO-POL	Cessna UC-78 Bobcat Ex 43-31807. La Mutuelle Mobilere, to A.Hellebaut, Elisabethville, Congo but no Congolese C of R no. known. Canc 7.7.59 and sold as F-OBIN.	5745	21.10.47
734 OO-UIM	Piper L-4H Cub Ex 43-30343, OO-LIM (C of R no.496). De Lamine de Bex, Rotheux. Re-regd OO-AVF 30.1.51, w/o 27.7.58.	11634	21.10.47
735 OO-KAR	Luscombe 8A Silvaire A.Cartigny, Verviers. Cr at Spa either 7.47 or 11.47 and canc 8.6.48.	4251	21.10.47
736 OO-AWL	Douglas C-47A-80-DL Ex 43-15085, TS427. SABENA, Brussels. Transferred to Congo 27.3.53 with C of R no.C.234, to Air Katanga, allocated 90-CUH 3.61 but probably ntu. Restored to Belgian register 13.6.61, sold to Air Congo 3.9.63 as 9Q-CUH.	19551	24.10.47



OO-AWL in pre-1951 colours

737 OO-TIC	Tipsy Belfair E.O.Tips, Brussels; to Carol Air, Lodelinsart; to Agence Air Presse; to Avions Fairey SA. Canc, details unknown.	533	28.10.47
738 OO-XAE	Short S.29 Stirling 5 Ex PK181. Air Transport, Brussels. Canc 2.10.48 and sold to Tangiers Air Charters Co Ltd.	unkn	3.11.47
739 OO-ADI	Piper L-4H Cub Ex 43-29187. A.Delhaigne, Bois de Breux. Canc 25.4.50 on sale as F-BFQP (8.50), G-BGPD 18.4.79.	10478	10.11.47
740 OO-ADH	Fairchild F.24W-41A Argus 2 Ex 43-14427, FS510, NC74125. A.Guelot, Brussels. Re-regd OO-WAL (C of R no.848) 3.8.50.	391	4.12.47
741 OO-RIK	Erco 415CD Ercoupe Ex NC94640 ntu, OO-LGN. Ste.Belge de Demonstrations Aeronautiques. Cr Gouy-les-Pieton 2.7.50 and canc 20.7.50.	4747	12.12.47
742 OO-SIX	Miles M.38 Messenger 2A G.Loix, Brussels. Sold as CN-TTL 11.58.	6708	5.1.48
743 OO-TWZ	North American Navion 4 Ex N8671H. COCA SA. Sold as F-OAFZ 19.1.50 and later F-BAFZ.	NAV-4-671	12.1.48
744 OO-TBA	Douglas C-47A-1-DK Ex 42-92378, FZ617, (PH-AZT), G-AGJT, PH-TBA. Sobelair, Brussels. Canc 8.6.48 and sold as PH-TFB (though some sources quote PH-TBA 6.48, PH-TFB 7.48) later N94530 1.51.	12172	26.1.48
745 OO-RAK	Erco 415CD Ercoupe Ex N94678. Ste.Belge des Demonstrations Aeronautiques; to Club National d'Aviation; to Ets Van Pelt, Grimbergen. Current.	4789	29.1.48





A pair of Navions -but with a difference. Illustrating the change-over in production from North American to Ryan which took place in 1947, we have (Left) the earlier model OO-ABY C of R no.776 parked at Brussels (Ian Burnett) and (Below) a Ryan version without tip tanks OO-EXX C of R no.761 probably taken at Ghent (R.W.Simpson).

746	Piper L-4J Cub	12379	.2.48
OO-LIL	Ex 44-80083. L.Jansens, Brussels. Canc 11.58 and (2) re-regd OO-AED with C of R no.1232.		
747	Douglas C-47A-1-DK	12050	20.2.48
OO-SBF	Ex 42-92268, FL626. Sobelair, Brussels. Leased to SABENA 1.6.53 to 1.7.53. Canc 27.10.55 on sale as OH-LCJ, ntu, regd OH-LCK 21.4.56, later DO-10 with Finnish A.F.		
748	Bücker Bü 181 Bestmann	unkn	23.2.48
OO-GAN	Ex OO-ANH (ntu). De Beil, Grimbergen; to RLW/RVA, Grimbergen. Broken up 10.5.49, canc.		
749	Bellanca Cruisair 14-13-2	1564	23.2.48
OO-DVL	Ex N74451. A.Delmelle, Foret-Trooz. Canc 23.9.52 and sold as N9962F then G-AREY. W/o 8.8.69.		
750	Erco 415CD Ercoupe	4782	27.2.48
OO-EXL	Ex (NC94671) ? Intair, Antwerp. Canc 30.11.48 and sold as SU-AFA.		
751	Erco 415CD Ercoupe	4769	27.2.48
OO-EXM	Ex (NC94658) ? Intair, Antwerp. Cr in Congo 3.48 and canc 18.8.48.		
752	Erco 415CD Ercoupe	4772	27.2.48
OO-EXN	Ex (NC94661) ? Intair, Antwerp; to P.Scharff, Costermansville, Congo as OO-CEE 8.8.48 with C of R no.C.118. Destroyed at Usumbura 24.8.50.		
753	Douglas C-47A-15-DK	12734	9.3.48
OO-SBE	Ex 42-92884, NL-210, PH-TCC. Sobelair, Brussels; leased to SABENA .53, purchased by them and regd in Congo 29.11.54; leased to Air Congo and canc 7.4.61 on sale as 90-CUK, later 90-CUK.		
754	Tipsy Junior	J-111	11.3.48
OO-ULA	E.O.Tips, Brussels. Canc 6.9.52 and regd G-AMVP 5.3.53.		
755	Douglas C-47A-1-DK	11923	11.3.48
OO-APB	Ex 42-92154, FL562, HB-ATO. J.Mahieu, Brussels; to Cie.Belge de Transports Aeriens. Canc 15.10.48 to N27 and then 4X-AES.		
756	Douglas C-47A	4930	11.3.48
OO-APC	Ex 42-6478, TJ170, G-AJLC, NC74139. J.Mahieu, Brussels; to Cie.Belge de Transports Aeriens, sold as NC74139 and canc 10.8.50.		
757	Beech D.18S	A.480	11.3.48
OO-APO	J.Mahieu, Brussels. Sold as N483B and canc 8.9.51.		
758	North American Navion 4	NAV-4-277	12.3.48
OO-DEN	Ex OO-TWX (C of R no.687). Vliegschool De Coninck, Ghent; to R.Gillon, Ghent. Canc 12.3.58 on sale as F-BIPP regd 8.58.		
759	Piper L-4J Cub	12593	.3.48
OO-AHP	Ex 44-80297. Air Union, Het Zoute; to Pauwels, Antwerp; retnd to Air Union 27.6.53; sold to Aero-Lux OHG, Frankfurt 20.12.54, D-EBUK allocated 23.8.55, Belgian regn canc 22.11.55 and regd in Germany 9.3.56.		
760	Piper J-3C-65 Cub	25349	.3.48
OO-FRP	Centre Aeronautique Carolingien; to Bouchez, Brussels. Canc 11.7.52 and sold as F-OANA, to TZ-ABP 9.65.		
761	Ryan Navion 4	NAV-4-1117	25.3.48
OO-EXK	Ex N4117K. R.de Smet, Kortrijk; to J.Steverlinck; to G.Leersnyder, C.Babort & Felte, Amougies.		
762	Tipsy Junior	J-110	9.4.48
OO-TIT	E.O.Tips, Brussels; to G.Mathieu, Pailseur; to Tips again and canc, details unknown.		



763	PA-12 Super Cruiser	12-540	15.4.48
OO-PDO	Ex OO-PDC (C of R no.591). R.Swaenen, Antwerp. Canc 10.3.50 and sold as F-BFQZ (9.50), to HB-OVC 4.67.		
764	PA-12 Super Cruiser	12-188	17.4.48
OO-ZIM	Ex OO-SCA (C of R no.552). Th.Moncarey, Brussels. Sold as N9982F 26.2.52, HB-OOM 25.8.52, D-EMAL 8.6.56 and OE-AHU 3.72.		
765	Morane Saulnier MS.502 Criquet "502"		22.4.48
OO-RVB	C/n as quoted is type number or could apply to F-BCML. RLW/RVA, Grimbergen. Canc and donated to Luchtvaartmuseum, Brussels.		
766	Lockheed 14H-2 Hudson	1476	28.4.48
OO-APM	Ex CF-TCM. J.Mahieu, Brussels; to Cie.Belge de Transports Aeriens. Sold as SE-BTW 23.8.51 and w/o 30.11.51.		
767	Short S.29 Stirling 5	unkn	3.5.48
OO-XAK	Ex PK136 (?). Air Transport, Brussels. Canc 2.10.48 on sale to Tangiers Air Charter Co Ltd.		
768	Erco 415CD Ercoupe	4833	.5.48
OO-JDN	Ex NC94722. De Neeker, Veurne; to Gheysen, Kortrijk, sold as D-EBRA 7.64.		
769	Piper L-4H Cub	12193	15.5.48
OO-ADJ	Ex 44-79897. A.Mertens, Brussels; to C.Devleminck, Grimbergen. Suffered damage 16.8.71 Waalrachtegem and 11.6.77 Grimbergen but repaired.		
770	Short S.29 Stirling 5	unkn	1.6.48
OO-XAL	Ex PK135 (?). Air Transport, Brussels. Canc 29.10.48 as sold to Czechoslovakia.		
771	Auster J/2 Arrow	2369	22.6.48
OO-AXH	Ghent Aero Club. Cr Ghent 17.1.54, canc 16.3.54.		
772	Cierva C.30A (Avro 671)	R3/CA/41	6.7.48
OO-ADK	Ex K4233, G-AHXI. Heraldis SA, Brussels. Badly damaged in f/1 Beigem, near Grimbergen 5.8.48. Said to have used parts of G-ACWO in rebuild but canc 16.6.49.		
773	Erco 415CD Ercoupe	4828	7.7.48
OO-EXO	Ex NC94717. Intair, Antwerp; to Royal Antwerp Aviation Club. Canc 20.10.48 on sale as SU-AFB.		
774	Ryan Navion 4	NAV-4-1335	.7.48
OO-VHK	De Kerckhove de Denterghem, Brussels. Damaged at Bordeaux 31.1.49 but apparently rebuilt and re-regd OO-MVG (C of R no.886) 31.12.51.		
775	Erco 415CD Ercoupe	4837	30.8.48
OO-EXP	Ex NC94726. Intair, Antwerp. Sold as F-BEDF 10.9.48.		
776	North American Navion 4	NAV-4-159	3.8.48
OO-JPR	Ex OO-TWY (C of R no.695). Petzer, Brussels; to Comagri (later Agribel), Brussels; to Aubry, Deurne		

and re-regd OO-ABY(2) with same C of R, 5.59; to Van De Berghe, Lockeren; to D.van Oostveldt, Tremelo; to Air Training & Taxi Center, Grimbergen; to G.Dutordoir & R.Thierry, Gosselies. Current.

777 Erco 415CD Ercoupe 4838 18.8.48
OO-EXQ Ex NC94727. Intair, Antwerp. Canc 10.9.48 on sale as F-BEXQ.

778 Auster J/2 Arrow 2380 .9.48
OO-ABX W.Guinsberg, Berchem; to Ansiau, St.Lambrechts-Woluwe; to T.Stersteven, Namur. Canc 2.9.57 on sale as D-EKYS.

779 Piper L-4J Cub 12845 1.9.48
OO-GEH Ex 44-80549. Cogea SA, Keerbergen. W/o Keerbergen 23.2.53, broken up, canc 24.3.53.

780 Cessna 170 18254 8.9.48
OO-PEC D.C.B.F. SA, Anderlecht; to Everaert, Kortrijk; to Ritwege, Usumbura, Congo but no Congolese C of R known; to Cogea SA and dbr 29.4.50 St.Jacobs.

781 Piper L-4J Cub "12682" .9.48
OO-GEL Ex 44-80386, OO-AVP (C of R no.620). Royal Motor Union Liege; to Cogea SA 8.54; to Royal Motor Union Liege; to J.van der Heyden, Liege; to Aero Club des Riezes et des Sarts. Current. (Has fuselage number 12590 which should be c/n 12760 although this is quoted for OO-GEK)



OO-GEL, whose identity is still a source of some confusion, at Liege in Royal Motor Union colours. (R.W.Simpson)

782 Globe GC.1B Swift 3535 16.9.48
OO-LXS F.Sheid, Antwerp. Cr at Punta del Este, Uruguay, 7.3.49. Canc.

783 Piper L-4J Cub 12684 16.9.48
OO-GAJ Ex 44-80388, OO-GAI(C of R no.608). R.Vercautere, Ghent. Canc, details unknown.

784 Globe GC.1B Swift 3538 .9.48
OO-GAI Ex NC77766. R.Vercautere, Ghent replacing Cub (2) now OO-GAJ above. Sold as LX-AIS 2.2.55, cr 13.10.58.

785 Globe GC.1B Swift 3539 .9.48
OO-GAZ Ex NC77767. R.De Weirdt, Ghent replacing Cub now OO-GAS below. Re-regd OO-AJB 1.6.56 to A. Buisseret, Brussels, with same C of R. Cr 6.6.56 at Grimbergen.

786 Piper L-4H Cub 12052 17.9.48
OO-GAS Ex 44-79756, OO-GAZ(1)C of R no.609. R.De Weirdt, Ghent. Canc 10.6.49 on sale as F-BFQV.

787 Globe GC.1B Swift 3537 .9.48
OO-ALI Ex NC77765. A.Goethals, Ghent. Sold as D-EJID 8.58 and dbr 6.61.

788 PA-14 Family Cruiser 14-136 .9.48
OO-FCA Cogea SA, Keerbergen. Sold as F-BEPI 7.56.

789 Globe GC.1B Swift 3536 .9.48
OO-KAY Ex NC77764. L.De Beil, Roeselaere; to Cogea Nouvelle, Oostende. Cr Barcelona 7.4.49 and remains sold locally to be registered EC-AJK 2.4.54.

790 DH.82A Tiger Moth 85754 .11.48
OO-TMA Ex DE856, G-AKXB. Cogea SA, Keerbergen. Wfu at Keerbergen 19.5.53.

791 DH.82A Tiger Moth 3739 .11.48
OO-TMB Ex N5471, G-AKWX. Cogea SA, Keerbergen. Believed cr 29.7.52 (location?) and canc .55.

792 Piper L-4A Cub 8342 .12.48
OO-HAP Ex 42-15223. A.Pauwels, Berchem. Cr Borsbeek, Antwerp, 7.10.50 and rebuilt as OO-DON 7.52 with C of R no.894.

793 Douglas C-47A-30-DK 13847/25292 2.10.48
OO-APB Ex 43-48031, KG748, G-AIOD, LX-LAB, G-AIOD. Cie Belge de Transports Aeriens, to SABENA 13.4.50 and re-regd OO-AWZ with C of R no.839. Later sold

as EC-ASM 30.4.62, restored as OO-AWZ 19.12.62 with C of R no.1446 and sold to Nigeria as NAF30? 6.69.

794 Erco 415CD Ercoupe 4834 .12.48
OO-AIA Ex NC94723, PH-ND0. J.Cassart, Brussels; to J.Garnier, Brussels; to Royal Antwerp Aviation Club; to R.Claes, Boom, cr in France .70 but repaired; to Kaffe Rom-bauts, Antwerp .71; to W.Felicitas, Antwerp. Current.

795 PA-14 Family Cruiser 14-177 .12.48
OO-ARY Royal Motor Union Liege. Sold as F-BLXZ 10.64, later EC-BGX.

796 Aeronca 7AC Champion 7AC-3924 10.12.48
OO-TWO COCA SA; to Ste Belge de Demonstrations Aeronautiques. Sold as D-EMIR 7.62.

797 Erco 415CD Ercoupe 4969 1.49
OO-EXO Owner unknown but possibly Intair, Antwerp. Cr Meer (2) near Turnhout 14.6.51.

798 Percival Proctor V Ae.46 .2.49
OO-RSP Ex OO-CCH (ntu). F.Bouillon, St.Jans-Molenbeek. Canc 6.6.51 on sale as F-BFXU.

799 Aeronca 11CC Super Chief 11CC-215 .3.49
OO-ADL A.Van Voorst (Garage Rex), Meknes, Morocco. Canc 2.9.53 fate unknown.

800 Avro 652A Nineteen Srs I unkn 12.3.49
OO-SRA Ex NK242, G-ALEK. Belgian Air Services, Grimbergen. Cr Schiphol, Holland, 14.8.49. Canc 11.9.50.

801 Miles M.14A Hawk Trainer III 2042 .3.49
OO-PAB Ex T9805, G-AKRL. Club des Aviateurs de Bruxelles. Cr Villers-Perwyn 1.1.50.

802 Convair 240-12 128 24.3.49
OO-AWO SABENA, Brussels. H/o 27.2.49, d/d Brussels 7.3.49. Cr at Zurich-Kloten airport 19.12.53, canc 25.5.54.

803 Stinson 108 Voyager 3 4272 .3.49
OO-EXS Ex NC6272M. Intair, Antwerp; to SOCOGA, Leopoldville, Congo and transferred to Congo register with C of R no.C222. Cr Kimpese 23.6.52.

804 Piper L-4H Cub 11933 .3.49
OO-GEM Ex 44-79637, OO-JDB (C of R no.598). Cogea SA, Keerbergen. Cr Heystopdenberg 17.11.49 but also reported as canc .52 as sold abroad - possibly as spares ?

805 PA-12 Super Cruiser 12-2405 26.3.49
OO-DBJ Ex NC2289M, OO-SCG (C of A no.674). De Bry, Diest; to Aero Club Kivu, Congo, with C of R no.C.133 c.3.49; possibly to Cogea later. Canc 23.1.59 in Congo.

806 Junkers Ju 52/3m unkn 24.3.49
OO-SND Ex Luftwaffe (?). Belgian Government, Ministry of Works. Wfu and canc 31.5.51.

807 PA-12 Super Cruiser 12-3540 6.4.49
OO-SCH Ex OO-JAK (C of R no.728). Cogea SA, Keerbergen. Sold to Congo 30.3.62 as 90-CGH, to 9Q-CGH .65.

808 Convair 240-12 153 8.4.49
OO-AWP SABENA, Brussels. H/o 19.3.49, d/d Brussels 27.3.49. Canc 7.10.57 and sold as SP-LPA, later N653W and LN-KAP.

809 Convair 240-12 154 15.4.49
OO-AWQ SABENA, Brussels. H/o 24.3.49, d/d Brussels 1.4.49. Cr Kelsterbach, Frankfurt 14.10.53, canc 14.1.54.

810 Convair 240-12 156 15.4.49
OO-AWS SABENA, Brussels. H/o 30.3.49, d/d Brussels 5.4.49. Canc 14.10.57 and sold as SP-LPC.

811 Aeronca 11AC Chief 11AC-1605 .4.49
OO-ESM Union Motor entre Sambre et Meuse; to AC de l'Hainault, La Hulpe; to G.Delforge, La Hulpe 12.2.68 and erroneously painted as OO-DEL 1.68 in anticipation but corrected. Current.

812 Convair 240-12 155 28.4.49
OO-AWR SABENA, Brussels. H/o 25.3.49, d/d Brussels 2.4.49. Canc 2.10.57 on sale as SP-LPB. Cr Warsaw 11.4.58.

813 Convair 240-12 157 4.5.49
OO-AWT SABENA, Brussels. H/o 5.4.49, d/d Brussels 4.5.49. Canc 23.4.57 on sale as N27C, later N27OL.

814 PA-14 Family Cruiser 14-201 .5.49
OO-JAK De Fierlant, Dormer; to Mutsaert, Namur; to Royal Antwerp Aviation Club; to Ruscart; to Publi Sky, Antwerp. Dbr Oud-Turnhout .72 and presented to Luchtvaartmuseum, Brussels.

815 Stinson 108 Voyager 3 5243 .5.49
OO-JAC J.Cousin, Antwerp. Re-regd OO-IAC 26.8.55 with same owner and C of R. Current.

816 Piper L-4H Cub 11327 .49
OO-AJL Ex 43-30036, OO-JOE (C of R no.554). Club National d'Aviation; to G.Bertrand, Grimbergen; to C.Devlem-inck, Grimbergen. Cr Grimbergen 24.11.54. (Regn date unkn but OO-JOE was canc 19.8.48)

Right: Piper Family Cruiser
OO-JAK at Antwerp (R.W.Simpson)
After an accident it was handed
over to the Brussels Aviation
Museum.



Below left: One of the earliest
Cessna singles to be registered
in Belgium was this 170A OO-GAY
seen here in the famous round
hangar at Grimbergen. (R.W.S.)



Below right: Another aircraft
with a long active career is
Aeronca Chief OO-RDC with only
two owners in 30 years! (R.W.S.)



817	Stampe & Renard SR.6	SR.6-1	.6.49
OO-SRX	Stampe & Renard, Evere. Canc 8.4.54, details unkn.		
818	Nord 1203 Norecrin II	183	.7.49
OO-TRI	Ex F-BFJD. Triffaut, Marchienne. Canc 26.6.70,		
(2)	reasons unknown.		
819	Aeronca 11AC Chief	11AC-1603	.7.49
OO-USG	Boussie, Het Zoute; to Troisfontaines, Liege; re- regd OO-GUS 21.10.53 with C of R no.932. Sold as D-EJUN .56.		
820	Piper L-4 Cub	unkn	.7.49
OO-LAO	Royal Motor Union Liege. Destroyed, Hotton-Melreux 25.10.50 and possibly canc c.52. (The identity 42-36442 has been quoted for this Cub which could be in error for 42-36642 which was OO-AAH later D-EMOG. Any other suggestions ?)		
821	Aeronca 7AC Champion	7AC-3624	3.8.49
OO-TWP	COCA SA; to Ghent University Flying Club; to G. Toreele, Hamme; to W.Buysse, Ertveloe. Current.		
822	Aeronca 7AC Champion	7AC-4082	12.8.49
OO-TWR	COCA SA; to Club National d'Aviation; to Van Pelt 6.63; to Nolens & Hofman, Hasselt; to Grizaco NV, Hasselt and re-regd OO-GRI 23.8.66 with same C of R no.; to R.Jochems, Tielt. Canc 28.8.79 on sale as G-BGWV.		
823	Aeronca 11AC Chief	11AC-1599	12.8.49
OO-TWS	COCA SA; to Guinsberg, Berchem; canc 30.4.51 and sold as F-BFXS.		
824	Aeronca 7AC Champion	7AC-1791	1.9.49
OO-PVS	Ex OO-TWA, OO-AEB (C of R no.694). Van Strijdonck, Berchem; to A.Sibille, Esneux and re-regd OO-KYM 24.7.53 with C of R no.925. Sold as D-EJOP 8.57.		
825	Piper L-4H Cub	11947	.9.49
OO-RAZ	Ex 44-79651, OO-RAF (C of R no.558). West Aviation Club, Veurne. Wfu on C of A expiry 21.12.71.		
826	Fairchild UC-61K Argus 3	946	13.9.49
OO-PET	Ex 43-14982, HB708. Petermans, Brussels (see also (2) C of R no.704). Sold as EC-AEN regd 3.53.		
827	Aeronca 7AC Champion	7AC-4458	10.49
OO-GIO	Zurstrassen, Verviers; to AC du Hainaut, Casteau, cr Casteau 16.4.52, rebuilt; to Van Pelt, Brussels; to F.Claes, Brussels. Current.		
828	Aeronca 11AC Chief	11AC-1611	10.49
OO-RDC	P.De Coster, Kortrijk; to G.Van de Weghe & ptrn, Ghent. Current.		
829	Aeronca 11AC Chief	11AC-1600	10.49
OO-VRV	Royal Verviers Aviation Club; to Club National d'Aviation. Canc 24.1.56 and sold as D-EHIC.		

830	Globe GC.1B Swift	3708	10.49
OO-KAY	Ownership details unknown; believed cr 7.9.57 and (2) definitely canc prior to 1.1.58.		
831	Bücker Bü 181 Bestmann	021-969	25.10.49
OO-RVD	Ex German military (?), OO-SNE ntu. RLW/RVA, Grimbergen; to L.Jansen, Grimbergen. Wfu and now at Luchtvaartmuseum, Brussels.		
832	PA-16 Clipper	16-632	.11.49
OO-ADM	Gebr.Fredericq, Morocco; to W.Van Voorst, Morocco; canc 31.3.52 on sale as F-DADD, later F-OAXP.		
833	Cessna 140	9213	16.12.49
OO-GAX	Ex OO-GAY (C of R no.601). Ghent Aviation Club. Cr at Ghent 22.5.52.		
834	Cessna 170A	19135	.12.49
OO-GAY	Ex N9574A. Dierman, Ghent; to Sauveniere, Brussels; (2) to R.Collet & C.W.Diddens, Grimbergen. Current.		
835	Aero 45	4919	31.12.49
OO-LDS	Ex OK-DOK. Louis de San, Wezembeek-Oppem; to Ruscart, Antwerp. Canc 16.5.67 reasons unknown.		
836	Beech A35 Bonanza	D-2163	.1.50
OO-FUN	Cogea SA, Keerbergen; to Burniat, Keerbergen. Cr Keerbergen 1.10.61 and canc 24.10.61.		
837	Percival Proctor I	H.195	.3.50
OO-INT	Ex HM288, G-AJWN. Duganquier, St.Pieters-Woluwe; to Delvaux, Leuven; to Imextraco SA, Brussels. Canc 28.12.54, restored 3.2.55; broken up at Southend 1959 and finally canc 18.2.60.		
838	DH.82A Tiger Moth	3848	.2.50
OO-RMU	Ex N6525, G-AKTE. Royal Motor Union Liege. Cr at Namur, 7.11.52. Canc.		
839	Douglas C-47A-30-DK	13847/25292	13.4.50
OO-AWZ	Ex 43-48031, KG748, G-AIOD, LX-LAB, G-AIOD, OO- APB (C of R no.793). SABENA, Brussels; transferred to Congo 8.8.50, C of R not known. Returned to Belgian register .51; operated by Air Katanga; leased as EC-ASM 30.4.62, restored as OO-AWZ with C of R no.1446, 19.12.62. Sold to Nigerian AF as NAF303, 24.6.69.		
840	Erco 415CD Ercoupe	4830	.4.50
OO-JPD	Ex NC94719. Pierard, Ghent; to Intercontinental Aeronautique, Antwerp; to Van de Berghe, Lokeren, and re-regd OO-FAN 18.10.61 with new C of R no. 1490 (which must be dated c.2.64); to C.Berlo, Aalst; cr Tielt 11.1.68 and canc 31.12.68.		
841	Aeronca 7AC Champion	7AC-3889	.5.50
OO-SPA	Aero Para Club Spa. Canc 10.4.58 and sold as (2) D-ECUC.		

To be continued....

Impressment Review

PART FIVE

For new subscribers in 1981 we should perhaps explain what this section aims to cover. Basically it is nothing more or less than a transcription of the handwritten record maintained by the Authorities at the outbreak of WWII surveying all aircraft then current on the Civil Aircraft Register. As recorded in the unique IMPRESSMENT LOG by the late Peter Moss, a team of Air Ministry officials physically surveyed aircraft likely to be of use for Communications, Training or Spares use. This record shows the date on which a survey report was made and reveals the actual location of the aircraft at that time. The Air Ministry then allocated each machine to a particular Category indicated by the Air Ministry Department (E, T and NAC signify the Directorates of Equipment, Training, and the National Air Communications. The latter also featured a numerical suffix indicating the state of the aircraft at the time). ARCHIVE 4/80 left us at G-ABTR so without more ado onwards we go

Regn.	Type	C of A No. & Expiry date	Air Min Alloc'n	Owner and base shown
G-ABTS	DH.60G Moth	3363 5.4.40	T	Brooklands Flying Club Ltd., Shoreham 29.8.39. Imp. 23.6.40. Owner notified 8.7.40.
G-ABTV	DH.80A Puss Moth	3352 11.10.39	NAC1	J.C.Hyland, Broxbourne 1.9.39. Imp. 25.3.41. Owner notified 7.4.41.
G-ABTX	Avro 504K	- -	E	J.MacKay, Aberdeen. No other entries. Never converted ex-RAF.
G-ABTZ	Stinson Junior S	V.58 11.4.38	NAC1	C.Pernetta, Broxbourne.
G-ABUB	DH.60G Moth	3431 23.11.39	T	Norfolk & Norwich Aero Club Ltd., Norwich 31.8.39. Imp. 12.2.40. Owner notified 2.4.40.
G-ABUL	DH.82 Tiger Moth	3384 11.10.39	ERT	Brooklands Aviation Ltd., Sywell 29.8.39. Taken over under AM Contract No. A.113015/40 dated 17.9.40. C of A extended to 30.11.40.
G-ABUN	Avro 594 Avian IVM	3378 3.9.39	E	Southend-on-Sea Flying Services Ltd., Southend 31.8.39.
G-ABUS	Comper Swift	- -	-	G.M.le Champion, Sywell. This entry deleted and note entered that it was cancelled as Sold at the Census of 1938. As is well-known it survived storage during WW2.



The well-known Comper Swift G-ABUS "Black Magic" which was frequently raced during the 1950s by David Ogilvy and others. It is shown here at Rhoose on 4.6.60 at the Air League Challenge Trophy meeting following the London-Cardiff Race at which time it was owned by A.J.Linnell. (D.Partington)

G-ABUT	DH.83 Fox Moth	3516 5.5.40	NAC	Surrey Flying Services Ltd., Croydon. Imp. 10.5.40. Owner notified 12.6.40.
G-ABUU	Comper Swift	3409 24.5.40	E	Constance R.Leathart, Heston 31.8.39. To No.131 Tyneside Squadron, Air Defence Cadet Corps, Newcastle 22.6.40. Later pencil entry gives Fl.Lt.T.F.W.Gunton, Spalding, Lincs.
G-ABUW	Blackburn B.2	3509 20.12.39	ERT	Blackburn Aircraft Ltd., Brough 1.9.39. C of A extended to 17.12.40.
G-ABUX	DH.80A Puss Moth	3387 19.3.40	NAC1	H.C.D.Hayter, Rotherwick, Basingstoke 1.9.39 (at owner's home). Imp. 15.12.40. Owner notified 26.12.40.
G-ABUZ	G.A.L.4	3546 5.7.36	NAC1	P.Bailey, Croydon.
G-ABVC	Avro 504K	3911 25.5.35	E	H.Chater, Canterbury Aerodrome 31.8.39.
G-ABVE	Arrow Active II	3519 27.6.34	E	Arrow Aircraft (Leeds) Ltd., Yeadon 31.8.39.
G-ABVI	DH.83 Fox Moth	3495 11.7.40	NAC1	Romford Flying Club Ltd., Romford 1.9.39. Destroyed by fire 6.2.40.
G-ABVK	DH.83 Fox Moth	3456 3.2.40	NAC1	Pines Airways Ltd., Porthcawl, Glamorgan 1.9.39. Imp. 12.2.40. Owner notified 26.3.40. C of A extended to 6.3.41.
G-ABVN	G.A.L.4	3560 16.12.37	NAC1	C.Kilman, Heston.
G-ABVP	G.A.L.4	3557 17.3.40	NAC1	Ace Air Services, Speke 1.9.39. Imp. 10.5.40. Owner notified 8.7.40.
G-ABVU	Avro 631 Cadet	3410 7.9.38	T	Light Planes (Lancashire) Ltd., Woodford 31.8.39.
G-ABVV	Avro 631 Cadet	3411 4.12.39	T	Major J.E.D.Shaw, Welburn Hall, Kirkbymoorside, Yorks.
G-ABVX	DH.80A Puss Moth	3423 24.2.40	NAC1	The Horton Kirby Flying Club Ltd., Horton Kirby, Kent 1.9.39. Imp. 2.3.40. Owner notified 2.4.40.
G-ABWG	DH.80A Puss Moth	3432 4.8.40	NAC1	The Newcastle-upon-Tyne Aero Club Ltd., Newcastle 1.9.39. Imp. 10.5.40. Owner notified 12.6.40.
G-ABWN	DH.60G Moth	3457 6.10.39	T	Malling Aviation Ltd., West Malling.
G-ABWO	Spartan	3469 16.6.39	E	Romford Flying Club Ltd., Romford 31.8.39. Destroyed by fire 6.2.40.



The sole remaining British-registered Spartan Arrow G-ABWP in blue and silver colours at Denham 21.9.62. (D.P.)

G-ABWP	Spartan Arrow	3535	8.11.38	E	R.O.Shuttleworth, Old Warden 31.8.39.
G-ABWS	Avro 631 Cadet	3472	27.6.40	ERT	Air Service Training Ltd., Hamble. To ATC 6.9.41. C of A was extended to 2.9.41.
G-ABWU	Spartan 3-seater	3468	1.6.40	E	J.F.Winstanley, Coventry Welding Service, Quarry Street, Blackburn 31.8.39.
G-ABWW	Comper Swift	3514	7.7.40	E	H.O.Winter, Gravesend 31.8.39.
G-ABWY	DH.60G Moth	3470	3.6.35	T	Surrey Flying Services Ltd., Croydon.
G-ABXB	DH.60G Moth	3477	20.3.40	T	Brooklands Flying Club Ltd., Sywell 29.8.39. Imp. 20.10.40. Owner notified 22.10.40.
G-ABXL	Granger	-	-	E	R.F.T. & R.J.T.Granger, Cloud House, Attenborough, Nottinghamshire 31.8.39 in unserviceable condition.
G-ABXN	Airspeed AS.5 Courier	4001	10.8.40	NAC5	Miss J.M.Parsons c/o Rollasons, Hanworth 31.8.39. Imp. 7.7.40. Owner notified 12.7.40.
G-ABXO	Spartan 1	4651	23.7.38	E	H.G.Hubbard, Gatwick 12.9.39.
G-ABXR	DH.60G Moth	3507	9.3.40	T	R.C.G.Slazenger, "Somewhere in France" 1.9.39 to which a pencil note added "Germany". Imp. 9.6.40. Owner notified 8.7.40.
G-ABXU	Avro 631 Cadet	3490	3.10.39	ERT	Air Service Training Ltd., Hamble. C of A extended to 27.8.41. Handed to ATC 11.1.42.
G-ABXZ	DH.60G Moth	3518	17.3.40	T	Malling Aviation Ltd., West Malling 31.8.39. Imp. 12.2.40. Owner notified 2.4.40.
G-ABYA	DH.60G Moth	3527	14.6.40	T	M.C.Harley, Heston. Pencil entry gives Biggleswade ?
G-ABYC	Avro 631 Cadet	3537	4.8.39	T	Light Planes (Lancashire) Ltd., c/o Essex Aero Ltd., Gravesend 31.8.39.
G-ABYF	Bristol Fighter Mk.IV	3692	12.8.35	E	Airmidia Ltd., Redhill.
G-ABYG	Spartan	3547	26.8.38	E	W.Catton, Grimsby Airport 29.8.39. Later entry gives Broxbourne.
G-ABYP	DH.80A Puss Moth	3549	16.2.40	NAC1	R.S.L.Boote, Hatfield 29.8.39. Imp. 27.10.40. Owner notified 5.11.40.
G-ABYT	Bristol Fighter Mk.IV	3922	29.12.39	E	J.P.W.Topham, Lympe.
G-ABZE	DH.60G Moth	3572	12.3.40	T	Redhill Flying Club Ltd., Redhill 31.8.39. Imp. 18.2.41. Owner notified 7.3.41.
G-ABZK	DH.60G Mk.III	3591	16.5.40	T	The Midland Aero Club Ltd., Wolverhampton 31.8.39.
G-ABZP	Avro 621 Tutor	3634	13.7.39	T	The Portsmouth, Southsea & IOW Aviation Ltd., Portsmouth.
G-ABZS	DH.60G Mk.III	3604	24.10.39	T	The Scottish Flying Club Ltd., Renfrew 31.8.39. Imp. 29.8.40. Owner notified.
G-ABZU	DH.60G Mk.III	3606	8.3.40	T	As for G-ABZS.
G-ABZV	DH.60G Mk.III	3607	16.11.39	T	As for G-ABZS.
G-ACAA	Bristol Fighter	3732	30.10.36	E	A.E.Green & A.O.Fraser, Aldenham.
G-ACAB	DH.80A Puss Moth	3647	5.2.40	NAC1	Utility A/W Ltd., Hooton. Destroyed by fire 8.7.40.
G-ACAD	Spartan Mk.III	3756	12.5.39	E	D.B.Prentice, Portsmouth 31.8.39. To B.G.Heron, Bournemouth Air Park.
G-ACAE	Ford 5-AT-D	V.65	31.1.40	NAC6	The Hon.A.E.Guinness, Southampton. Imp. 28.4.40. Owner notified 12.6.40.
G-ACAH	Blackburn B.2	3799	2.3.39	ERT	Blackburn Aircraft Ltd., Brough 1.9.39. C of A extended to 13.2.41. Cld 14.7.42.
G-ACAN	DH.84 Dragon	3689	9.5.40	NAC3	Allied A/W (Gandar Dower) Ltd., Dyce 31.8.39. C of A extended progressively to 9.6.40, 30.6.40, 31.7.40 and 28.9.40 and 28.9.41. Allocation amended from NAC3 to Appendix C to List 4 and then just NAC Fleet.
G-ACAO	DH.84 Dragon	3742	11.5.40	NAC	Western A/W Ltd., Weston-super-Mare. Imp. 10.5.40. Owner notified 12.6.40.
G-ACAY	Avro 638	3926	11.8.39	E	Southend Flying Club Ltd., Gravesend 31.8.39.
G-ACBA	DH.82 Tiger Moth	3744	23.2.40	ERT	The Bristol Aeroplane Co.Ltd., Filton.
G-ACBC	DH.82 Tiger Moth	3762	23.3.40	ERT	As for G-ACBA 1.9.39. Note gives WFU 10.7.40.
G-ACBD	DH.82 Tiger Moth	3764	23.3.40	ERT	As for G-ACBA. Imp. against AM Contract No.A.109869/40. C of A extended to 1.4.41.

G-ACBF	DH.82 Tiger Moth	3778	16.2.40	ERT	As for G-ACBD. C of A extended to 26.2.41.
G-ACBG	DH.82 Tiger Moth	3785	30.3.40	ERT	As for G-ACBD. C of A extended to 7.4.41.
G-ACBH	Blackburn B.2	3770	30.10.40	ERT	Blackburn Aircraft Ltd., Brough 1.9.39. C of A extended to 27.11.41.
G-ACBJ	Blackburn B.2	3772	14.3.40	ERT	As for G-ACBH. C of A extended to 27.2.41.
G-ACBK	Blackburn B.2	3773	29.8.40	ERT	As for G-ACBH. C of A extended to 4.9.41.
G-ACBT	Airspeed AS.4 Ferry	3747	17.2.35	NAC5	J.Sword, Renfrew 31.8.39.
G-ACBV	Avro Avian Mk.IV	3999	30.4.37	E	H.H.G.Hughes, Aldenham.
G-ACBW	DH.84 Dragon	3856	2.11.40	NAC	Anglo-European A/W Ltd., Cardiff 11.12.39. Imp. 27.10.40. Owner notified 5.11.40.
G-ACBX	DH.60G Mk.III	3725	3.8.40	T	London Transport (Central Buses) Sports Association Flying Club Ltd., Broxbourne 1.9.39. Imp. 12.2.40. Owner notified 2.4.40.
G-ACCB	DH.83 Fox Moth	3734	4.4.40	NAC1	The Giro Aviation Co., Hesketh Park, Southport 1.9.39.



Above left: Tiger Moth G-ACDJ lives on at present and may see the light of day more actively in 1981. It is shown here at Ipswich during 1959 wearing Surrey Flying Club titles. (C.Coote)

Above right: The other half of Giro Aviation's famous Fox Moth duo, G-ACCB was not repaired after its watery landing of 25.9.56 and was in a sorry state at Hesketh Park on 22.7.64. (Phil Dale)

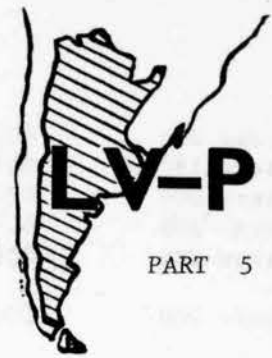
Right: Blackburn B-2 G-ACBH continues to linger, still showing traces of its Impression as ATC airframe 2895M at Dixon's car scrapyards at Ramsden Heath near Billericay. This photo taken on 26.1.64 is however labelled 'Downham' which would seem to be a different location to the present one. (Paul A.Tomlin)



G-ACCC	Vickers Viciastra	3903	10.6.36	NAC6	Secretary of State for Air, Croydon. Note says Crashed. It was in fact used by the Air Ministry using Imperial A/W crews on Radio test work and probably never flew after the C of A expired although nominally allocated RAF serial L6102. It was scrapped at Croydon still as G-ACCC about a year after.
G-ACCF	DH.83 Fox Moth	3746	16.7.40	NAC1	Redhill Flying Club Ltd., Croydon 29.8.39. Gatwick 12.9.39. Pencil note gives subsequent owner as H.G. Aitchison of Bexhill. Imp. 31.8.41 and owner notified 23.9.41.
G-ACCH	Avro 631 Cadet	3749	18.4.40	ERT	Air Service Training Ltd., Hamble. Note stating "Handed to ATC 14.11.41" deleted and "Reduced to Produce".
G-ACCI	Avro 631 Cadet	3750	20.3.40	ERT	Air Service Training Ltd., Hamble. Handed to ATC 25.7.41 after C of A extended to 31.5.41.
G-ACCJ	Avro 631 Cadet	3751	18.10.39	ERT	As for G-ACCI. C of A extended to 8.1.40 and 7.1.41.
G-ACCK	Avro 631 Cadet	3752	9.2.40	ERT	As for G-ACCI but to ATC 31.8.41 and C of A extended to 3.6.41.
G-ACCL	Avro 631 Cadet	3753	4.1.40	ERT	As for G-ACCI but Reduced to Produce and Cld 4.3.42.
G-ACCN	Avro 631 Cadet	3755	9.6.40	ERT	As for G-ACCI but to ATC 23.7.41 and C of A extended to 22.9.41.
G-ACCO	G.A.L.4	3788	29.6.40	NAC1	G.H.Ambler, RAF Yeadon 29.8.39. Imp. 31.3.40. Owner notified 12.6.40.
G-ACCP	G.A.L.4	3807	10.8.39	NAC1	Lundy & Atlantic Coasts Air Lines Ltd., Barnstaple 1.9.39.
G-ACCW	DH.60G III	3783	8.6.40	T	The Blackpool & Fylde Aero Club, Stanley Park 31.8.39. To R.H.Ridley & H.V.Armstrong 10.10.39. Imp.2.3.40.
G-ACCZ	DH.84 Dragon	3872	4.5.40	NAC	Air Despatch Ltd., Cardiff 25.1.40. C of A extended to 18.6.41. Imp. 7.7.40. Owner notified 16.7.40.
G-ACDA	DH.82 Tiger Moth	3793	21.2.40	ERT	The de Havilland Aircraft Co.Ltd., Hatfield 1.9.39. Taken over under AM Contract No.A.113012/40 dated 30.10.40. C of A extended to 3.4.41.
G-ACDB	DH.82 Tiger Moth	3795	21.9.40	ERT	As for G-ACDA. C of A extended to 14.1.42.

G-ACDC	DH.82 Tiger Moth	3794	30.4.40	ERT	As for G-ACDA. C of A extended to 14.6.41.
G-ACDE	DH.82 Tiger Moth	3800	31.3.40	ERT	As for G-ACDA. C of A extended to 15.4.41.
G-ACDF	DH.82 Tiger Moth	3802	30.3.40	ERT	As for G-ACDA except at White Waltham 1.9.39 and C of A extended to 28.2.41.
G-ACDG	DH.82 Tiger Moth	3818	31.5.40	ERT	As for G-ACDA. C of A extended to 1.7.41. Special MAP Permit No. 21 (second issue - first was to Gull G-ADOE) issued 22.6.44 for use by Vosper Ltd. at Portsmouth. Valid until 21.6.45 and eventually replaced by full C of A from 17.12.45.
G-ACDH	DH.82 Tiger Moth	-	-	NAC1	The de Havilland Aircraft Co.Ltd., Hatfield 1.9.39. But a note states that it was written-off in July 1938!
G-ACDI	DH.82 Tiger Moth	3832	25.4.40	ERT	As for G-ACDA except at White Waltham 1.9.39 and C of A extended to 9.4.41.
G-ACDJ	DH.82 Tiger Moth	3840	26.8.39	ERT	As for G-ACDA. C of A extended to 3.12.40.
G-ACDK	DH.82 Tiger Moth	3841	2.11.39	ERT	As for G-ACDA. C of A extended to 20.12.40.
G-ACDN	DH.84 Dragon	3907	15.11.39	NAC	Commercial Air Hire Ltd., Croydon. Imp. 7.7.40. Owner notified 16.7.40. C of A extended to 17.12.40.
G-ACDP	Cutty Sark	3857	10.4.39	NAC1	Air Service Training Ltd., Hamble.
G-ACDV	DH.60G Mk.III	3786	21.12.39	T	The Scottish Flying Club Ltd., Renfrew 31.8.39. Imp. 29.8.40. Owner notified 10.9.40.
G-ACDZ	DH.83 Fox Moth	3808	30.3.40	NAC1	Border Flying Club Ltd., Carlisle 1.9.39. Imp. 2.3.40. Owner notified 2.4.40. C of A extended to 13.4.40 and 30.4.40.
G-ACEA	DH.83 Fox Moth	3809	16.8.40	NAC1	Isle of Wight Flying Club Ltd., Lea 1.9.39. Imp. 23.6.40. Owner notified 8.7.40.
G-ACEF	Spartan Mk.III	5696	13.4.39	E	Malling Aviation Ltd., West Malling.
G-ACEG	Spartan Clipper	3965	9.7.40	NAC1	Saunders-Roe Ltd., Somerton Aerodrome, Cowes 1.9.39. C of A extended to 16.4.42.
G-ACEJ	DH.83 Fox Moth	3916	4.4.40	NAC1	Giro Aviation Co., Hesketh Park 1.9.39.
G-ACEK	DH.84 Dragon	3890	17.4.40	NAC	Anglo-European A/W Ltd., Croydon. To Commercial Air Hire Ltd., Cardiff. Imp. 21.7.40. Owner notified 30.7.40. C of A extended to 17.5.40 and 16.7.41.
G-ACEM	Blackburn B.2	3804	12.1.40	ERT	Blackburn Aircraft Ltd., Brough 1.9.39. C of A extended to 7.1.41. Cld 14.7.42.
G-ACEN	Blackburn B.2	3805	4.1.40	ERT	As for G-ACEM. C of A extended to 20.12.40 and 31.12.40.
G-ACEO	Blackburn B.2	3806	1.12.39	ERT	Flying Training Ltd., Feltham 1.9.39. C of A extended to 29.11.39, 29.11.40 and 10.2.42. Cld 3.11.42.
G-ACEP	Blackburn B.2	3829	1.10.40	ERT	Blackburn Aircraft Ltd., Brough 1.9.39. C of A extended to 1.10.41. Cld 11.9.42.
G-ACER	Blackburn B.2	3830	12.4.40	ERT	As for G-ACEP. C of A extended to 19.3.41.
G-ACES	Blackburn B.2	3831	27.7.40	ERT	As for G-ACEP. C of A extended to 24.7.41. Cld 14.7.42.
G-ACET	DH.84 Dragon	3922	29.12.39	NAC	Air Dispatch Ltd., Cardiff 25.1.40. Imp. 7.7.40. Owner notified 16.7.40. C of A extended to 12.2.41.
G-ACEX	DH.83 Fox Moth	3820	30.3.40	NAC1	Pines A/W Ltd., Porthcawl, Glamorgan 1.9.39. Imp. 2.3.40. Owner notified 26.3.40. C of A extended to 1.4.41.
G-ACEY	DH.83 Fox Moth	3821	19.5.40	NAC1	Utility A/W Ltd., Hooton. Destroyed by fire 8.7.40.
G-ACEZ	DH.82 Tiger Moth	3813	11.10.39	ERT	Brooklands Aviation Ltd., Sywell 29.8.39. Taken over under AM Contract No.A 113015/40 dated 17.9.40. C of A extended to 30.11.39.
G-ACFB	Airspeed AS.4 Ferry	3927	21.11.38	NAC5	Air Publicity Ltd., Heston. Imp. 18.2.41. Owner notified 7.3.41.
G-ACFC	DH.83 Fox Moth	3823	13.9.39	NAC	Great Western & Southern Air Lines Ltd., Shoreham. To Speke under Permit No.DX/406/15.3.40. Imp. 10.5.40. Owner notified 12.6.40.
G-ACFF	DH.83 Fox Moth	3865	11.7.40	NAC	As for G-ACFC but base was Lands End Airport. Imp. 10.5.40. Owner notified 19.7.40.
G-ACFH	Avro 640 Cadet	3883	27.7.40	T	J.L.Bebb, Hooton 12.9.39.
G-ACFS	Avro 640 Cadet	3894	27.3.40	T	Utility A/W Ltd., Hooton 31.8.39. Destroyed by fire 8.7.40.
G-ACFT	Avro 640 Cadet	3895	29.6.40	T	Altigraph Ltd., Hooton and entered as Destroyed by fire 8.7.40. However, a further note indicates a change to Mrs E.J.Davison c/o Portsmouth, Southsea & IOW Aviation Ltd. and a base of Cardiff on 4.10.39. Whoever was the owner it was lost in the fire at the Racecourse with 16 other aircraft.
G-ACFU	Avro 640 Cadet	3896	26.5.39	T	J.E.M.Williams, Hayling Island.
G-ACFW	Avro 626 Tutor	3847	1.7.38	T	A.V.Roe & Co.Ltd., Woodford. Dismantled condition 2.9.39.
G-ACGF	Avro 618 X	3258	5.4.35	E	Midland & Scottish Air Ferries Ltd., Renfrew 1.9.39.
G-ACGI	G.A.L.4	3969	19.4.39	NAC1	Southern A/W Ltd., Southampton 1.9.39. Imp. 5.5.40. Owner notified 12.6.40.
G-ACGL	Comper Swift	3943	22.3.40	E	E.Bradley, High Street, Kinver, South Staffs 20.8.39. The previous owner is worth noting since most other records show P.G.Leeson as the last owner at Braunstone, Leicester: on 5.4.39 it passed to The Chamber of Commerce Club, Cheyne Walk, Northampton before passing to Bradley on 27.7.39.
G-ACGO	Percival Gull	3919	21.5.38	NAC1	C.T.F.Aviation Ltd., Hamsey Green Aerodrome, Warlingham, Surrey 29.8.39.
G-ACGS	DH.85 Leopard Moth	3985	22.3.40	NAC1	Allflights Ltd., Heston 29.8.39. Imp. 10.5.40. Owner notified 12.6.40.
G-ACGT	Avro Avian IIIA	1583	21.7.39	E	J.R.Ellis, Hedon Airport, Hull 2.9.39.
G-ACGV	Avro Avian IVM	3932	25.5.40	E	J.W.A.Hunter, Woodford 4.10.39. Imp. 10.11.40. Owner notified 16.11.40. C of A extended to 11.6.41.
G-ACGX	DH.60G III	3909	6.2.40	T	London Transport (Central Buses) Sports Association Flying Club, Broxbourne 31.8.39. Imp. 12.2.40. Owner notified 2.4.40.
G-ACHB	DH.85 Leopard Moth	3963	24.3.40	NAC1	R.E.O.Velten, Mrs E.D.Velten & S.P.Tyzack, Brooklands 1.9.39. Imp. 28.7.40. Owner notified 1.8.40.

Argentine delivery registrations



SECOND SERIES (Continued)....

LV-PUF HS.748 srs 105	1543	6.62		to LV-HHE, G-BEJD.
LV-PUG Cessna 182E	54025	4.62	N3025Y	to LV-HOH
LV-PUH				
LV-PUI Cessna 310G	0111	5.62	N2911R	to LV-HSP
LV-PUJ Beech P35	D-6960	5.62		to LV-HPU
LV-PUK Cessna 185A	0434	6.62	N1634Z	to LV-HNS
LV-PUL				
LV-PUM HS.748 srs 105	1544	6.62		to LV-HHF, G-BEKD.
LV-PUN				
LV-PUO				
LV-PUP HS.748 srs 105	1545	7.62		to LV-HHG, G-BEKE.
LV-PUQ to LV-PUT unknown				
LV-PUU Beech A55	TC-299	6.62		to LV-IAP
LV-PUV				
LV-PUW				
LV-PUX Beech N35	D-6748	6.62	ntu ?	to N574T
LV-PUY				
LV-PUZ Beech N35	D-6590	6.62	ntu ?	to N376T
LV-PVA Mooney M.20C	2145	.62		to LV-HNW
LV-PVB Cessna 310G	0147	10.62	N2947R	to LV-HRS
LV-PVC				
LV-PVD Cessna 185A	0485	8.62	N1685Z	to LQ-HPV, LV-HPV.
LV-PVE Cessna 185A	0484	8.62	N1684Z	to LQ-HPY, N101LL.
LV-PVF				
LV-PVG				
LV-PVH HS.748 srs 105	1546	8.62		to LV-HHH, w/o 31.7.71
LV-PVI HS.748 srs 105	1547	8.62		to LV-HHI, w/o 27.11.69
(also quoted as LV-PVF)				
LV-PVJ Cessna 185A	0475	9.62	N1675Z	to LV-HTX
LV-PVK				
LV-PVL Cessna 205	0026	.62	N1826Z	to LV-HRH
LV-PVM Cessna 172D	49553	.62	N2053Y	to LV-IDT
LV-PVN Cessna 205	0080	10.62	N1880Z	
LV-PVO Cessna 205	0093	11.62	N1893Z	to LV-HXU
LV-PVP Cessna 210B	57986	10.62	N9686X	
LV-PVQ				
LV-PVR Cessna 310H	0012	12.62	N1012Q	to LV-HXR
LV-PVS Douglas DC-6B	43518	10.62	N6518C	to LV-HRC, N6518C.
LV-PVT SE210 Caravelle	127	6.62	F-W...	to LV-HGY, w/o 3.7.63.
LV-PVU SE210 Caravelle	149	10.62	F-W...	to LV-HGZ, later T-92, LV-HGZ, (N46SB), F-GBMJ.
LV-PVV Beech 23	M-54	10.62		to LV-IBU
LV-PVW Cessna 182F	54527	12.62	N3127U	to LV-ICI
LV-PVX				
LV-PVY Cessna 210C	58123	1.63	N3623Y	to LV-IAY
LV-PVZ Cessna 310H	0035	1.63	N1035Q	to LV-IDR
LV-PWA Cessna 185B	0534	1.63	N2534Z	to LV-IFF
LV-PWB Cessna 205	0179	1.63	N8179Z	to LV-IEF
LV-PWC Cessna 205	0260	2.63	N8260Z	to LV-HZV
LV-PWD				
LV-PWE Beech P35	D-7128	2.63		to LV-IAH
LV-PWF				
LV-PWG				
LV-PWH Cessna 182F	54686	6.63	N3286U	to LV-IFB
LV-PWI Cessna 310H	0069	9.63	N1069Q	to GN-13E
LV-PWJ Cessna 205	0349	4.63	N8349Z	to LV-ICY
LV-PWK				
LV-PWL Aero Com'der 500B	1299-114	4.63		to LQ-IAM
LV-PWM Cessna 172D	50143	4.63	N2543U	to LV-INA
LV-PWN Beech A55	TC-422	3.63		to LV-HZD
LV-PWO				
LV-PWP				
LV-PWQ Piper PA-27-250B	27-2318	.63		to LV-HZY
LV-PWR Cessna 205	0382	4.63	N8382Z	to LV-ILV
LV-PWS Cessna 182F	54874	6.63	N3474U	to LV-IEO
LV-PWT Cessna 182F	54896	7.63	N3496U	to LV-IDO

LV-PWU Cessna 185B	0600	6.63	N2600Z	to LV-ICS
LV-PWV Cessna 205	0434	7.63	N8434Z	to LV-IFI
LV-PWW				
LV-PWX Cessna 182F	54911	6.63	N3511U	to LV-IES
LV-PWY Cessna 205	0372	6.63	N8372Z	to LV-IDB
LV-PWZ Cessna 336	0052	9.63	N1752Z	to LV-IFS
LV-PXA Piper PA-25-235	25-2386	.63		to LV-IEG
LV-PXB Cessna 182F	54936	7.63	N3536U	to LV-IDZ
LV-PXC Cessna 205	0455	8.63	N8455Z	to LV-IET
LV-PXD HS.748 srs 105	1556	8.63		to LV-IDV, G-BEJE.
LV-PXE Cessna 336	0044	9.63	N1744Z	to LV-IHR
LV-PXF Cessna 310H	0120	7.63	N1120Q	to LV-ICZ
LV-PXG Cessna 182F	55001	9.63	N3601U	to LV-IHD
LV-PXH HS.748 srs 105	1557	10.63		to LV-IEE, G-BEKG.
LV-PXI				
LV-PXJ Piper PA-28-180B	28-1319	9.63	N7431W	
LV-PXK Cessna 172E	50632	9.63	N3032U	to LV-IJT
LV-PXL Cessna 182F	55035	9.63	N3635U	to LV-IFL
LV-PXM Cessna 320B	0028	11.63	N9828L	to LV-IFO
LV-PXN Cessna 210C	58220	9.63	N3720Y	to LV-IEP
LV-PXO Cessna 205	0479	10.63	N8479Z	to LV-IFP
LV-PXP HS.748 srs 105	1558	11.63		to LV-IEV w/o 15.7.69
LV-PXQ				
LV-PXR Douglas DC-6B	43521	11.63	N6521C	to LV-IEN, HP-360 N6521C
LV-PXS				
LV-PXT Cessna 206	0023	10.63	N5023U	to LV-IFW
LV-PXU Cessna 206	0032	11.63	N5032U	to LV-IHG
LV-PXV Grumman G.164	230	10.63		to LV-IFG
LV-PXW Aero Com'der 500B	1350-132	10.63		to LQ-IFH, LV-IFH.
LV-PXX				
LV-PXY Cessna 206	0024	12.63	N5024U	to LV-IGJ
LV-PXZ Cessna 336	0137	11.63	N3837U	to LQ-IGP



Photo: N.Mendiburu

LV-PYA				
LV-PYB Cessna 206	0051	12.63	N5051U	to LV-IID
LV-PYC Cessna 210D	58271	12.63	N3771Y	to LV-IHF
LV-PYD				
LV-PYE Cessna 182G	55138	12.63	N3738U	to LV-IFZ
LV-PYF Cessna 182G	55141	12.63	N3741U	to LV-IFY
LV-PYG Cessna 182G	55144	12.63	N3744U	to LV-IHE
LV-PYH				
LV-PYI Cessna 336	0103	11.63	N3803U	to LV-IFJ
LV-PYJ Piper PA-24	24-3566	.63		to LV-IGU
LV-PYK				
LV-PYL Cessna 205A	0517	12.63	N4817U	to LV-ILH
LV-PYM to LV-PYP unknown				
LV-PYQ Cessna 182G	55150	12.63	N3750U	to LV-IGE
LV-PYR Cessna 182G	55168	12.63	N3768U	to LV-IFU
LV-PYS Cessna 182G	55166	12.63	N3766U	to LV-IGL
LV-PYT				
LV-PYU Cessna 182G	55164	12.63	N3764U	to LV-IGC
LV-PYV Cessna 320B	0037	12.63	N9837L	to LV-IFX
LV-PYW Cessna 320B	0038	12.63	N9838L	to LV-IFV
LV-PYX Cessna 206	0070	12.63	N5070U	to LV-IFM

LV-PYY Cessna 206 0074 12.63 N5074U to LV-IFM
 LV-PYZ Cessna 182G 55167 12.63 N3767U to LV-IGG
 LV-PZA Cessna 206 0077 12.63 N5077U to LV-IGF
 LV-PZB Cessna 206 0078 12.63 N5078U to LV-ILM
 LV-PZC Cessna 206 0082 12.63 N5082U
 LV-PZD
 LV-PZE Cessna 206 0083 12.63 N5083U to LV-IHL
 LV-PZF
 LV-PZG Cessna 206 0079 12.63 N5079U to LV-IHO
 LV-PZH
 LV-PZI
 LV-PZJ Cessna 336 0141 12.63 N3841U to LV-IGO
 LV-PZK Cessna 182G 55267 2.64 N2067R to LV-IHC
 LV-PZL Cessna 206 0098 4.64 N5098U to LV-IMP
 LV-PZM Cessna 206 0099 4.64 N5099U to LV-IHZ
 LV-PZN Cessna 206 0101 2.64 N5101U to LV-IHM
 LV-PZO Cessna 182G 55271 2.64 N2071R to LV-IGW
 LV-PZP
 LV-PZQ Piper PA-30-160 30-179 .64 to LV-IFR
 LV-PZR Piper PA-28-180B 28-1484 2.64 to LV-IGZ
 LV-PZS
 LV-PZT Cessna 182G 55249 1.64 N2049R to LV-IGR
 LV-PZU Cessna 182G 55262 2.64 N2062R to LV-IHY
 LV-PZV Cessna 172E 51039 2.64 N3839S
 LV-PZW
 LV-PZX Lockheed L.749 2540 5.3.64 TI-1044P to
 PH-LDR LV-IGS
 PH-TEP 4.64
 LV-PZY Cessna 336 0153 2.64 N3853U to LV-ILT
 LV-PZZ

THIRD SERIES 1964-1978

LV-PAA
 LV-PAB Cessna 210D 58368 3.64 N3868Y to LV-IHI
 LV-PAC to LV-PAE unknown
 LV-PAF Cessna 182G 55374 3.64 N2174R to LV-IHB
 LV-PAG Beech P35 D-7260 2.64 to LQ-INE
 LV-PAH
 LV-PAI
 LV-PAJ Piper PA-28-235 28-10336 3.64 to LV-IHH
 LV-PAK Piper PA-27-235 27-597 .64 to LV-IIH
 LV-PAL Piper PA-30-160 30-388 4.64 to LV-IHV
 LV-PAM Cessna 182G 55483 5.64 N2383R to LV-IHS
 LV-PAN
 LV-PAO Cessna 182G 55484 5.64 N2384R to LV-IHT
 LV-PAP
 LV-PAQ Cessna 210D 58400 8.64 N3900Y to LV-INT
 LV-PAR Cessna 210D 58398 6.64 N3898Y to LV-IJV
 LV-PAS
 LV-PAT Cessna 310I 0105 6.64 N8105M to LV-ILB
 LV-PAU Cessna 182G 55509 5.64 N2409R to LV-IHX
 LV-PAV Piper PA-30-160 30-461
 Alternatively this is quoted as LV-PAY, to LV-IHJ
 and w/o 29.7.71.
 LV-PAW
 LV-PAX Cessna 180G 51417 6.64 N4717U to LV-IIF
 LV-PAY Douglas DC-6B 44428 6.64 N5028K to LV-HRC
 ntu, to
 N5028K,
 EP-AEV,
 LV-PAZ Piper PA-30-160 30-496 .64 to LV-IJX
 LV-PBA
 LV-PBB Cessna 182G 55589 6.64 N2489R to LV-IHU
 LV-PBC
 LV-PBD Cessna 182G 55609 6.64 N3109S to LV-IHW
 LV-PBE Cessna 182G 55625 6.64 N3125S to LV-IIG
 LV-PBF Piper PA-30-160 30-481 .64 to LV-IHP,
 w/o 21.7.71
 LV-PBG Beech B55 TC-732 7.64 to LV-IJY
 LV-PBH Lockheed L.749 2619 7.64 N5596A to LV-IIC
 XA-MEW 9.64
 VT-DAR
 LV-PBI Cessna 310I 0149 7.64 N8149M
 (but see note under LV-PBT)
 LV-PBJ SE210 Caravelle 180 9.64 F-W... to LV-III,
 later T-93, LV-III, (N49SB), F-GBMK.
 LV-PBK Cessna 182G 55725 10.64 N3225S to LV-IMH
 LV-PBL
 LV-PBM Cessna 180G 51442 10.64 N4742U to LV-IND,
 w/o 21.11.69
 LV-PBN Beech S35 D-7556 8.64

LV-PBO Callair A-9 1099 9.64 to LV-ILF
 LV-PBP Piper PA-27-250 27-2578 .64 to LQ-IMG
 LV-PBQ Cessna 310I 0183 .64 N8183M to LV-ILD
 LV-PBR Cessna 182G 55720 9.64 N3220S to LV-ILE
 LV-PBS
 LV-PBT Cessna 310I 0193 10.64 N8193M to LV-IIL ?
 (Note: above version from FAA export list but also
 quoted by some sources is:
 PBM Cessna 310I 0193 ex N8193M to LV-ILX
 PBT Cessna 310I 0149 ex N8149M to LV-IIL
 see also LV-PBI)
 LV-PBU Cessna 206 0255 9.64 N5255U to LV-ILA
 LV-PBV Cessna 206 0221 9.64 N5221U to LV-ILU
 LV-PBW Callair A-9 1102 9.64 to LV-ILJ
 LV-PBX Callair A-9 1103 9.64 to LV-ILI
 LV-PBY Cessna 210D 58509 10.64 N2309F to LV-ILP
 LV-PBZ
 LV-PCA to LV-PCC unknown
 LV-PCD Douglas DC-6B 42888 10.64 N90721 to LV-IJU,
 b/u 12.70.
 LV-PCE Douglas DC-6B 43051 10.64 N90746 to LV-ILL,
 b/u 12.70.
 LV-PCF Cessna 206 0254 10.64 N5254U to LV-IMC
 LV-PCG Cessna 180H 51462 10.64 N4762U to LV-IOD
 LV-PCH
 LV-PCI Piper PA-30-160 30-406 .64 to LV-ILR
 LV-PCJ
 LV-PCK Piper PA-30-160 30-657 .64
 LV-PCL
 LV-PCM Piper PA-27-250 27-2786 .64 to LV-IMU,
 w/o 5.9.70
 LV-PCN Cessna 182G 55679 11.64 N3179S to LV-IMR
 LV-PCO Cessna 206 0257 11.64 N5257U to LV-INR,
 w/o 20.10.70
 LV-PCP Douglas DC-6 42886 11.64 N2326A to LV-ILZ,
 OY-AOD b/u
 N90719 12.70
 LV-PCQ Lockheed L.1049H 4166 12.64 N6504C to LV-ILW,
 w/o .68
 LV-PCR
 LV-PCS Piper PA-27-250 27-2717 . to LV-IMV
 LV-PCT Cessna 210E 58590 . N2390F to LV-INB
 LV-PCU Cessna 172F 52536 . N8634U
 LV-PCV Cessna 182H 55985 . N1855X
 LV-PCW Piper PA-25-235B 25-3097 . to LV-INP
 LV-PCX Piper PA-25-235B 25-3099 . to LV-INO
 LV-PCY Cessna 310J 0045 2.65 N3045L to LV-IMY
 LV-PCZ Cessna 172F 52213 . N8313U to LV-INU
 LV-PDA to LV-PDC unknown
 LV-PDD Cessna 337 0051 .65 N2151X to LV-INH
 LV-PDE Cessna 411 0026 4.65 N7326U to LV-INM
 LV-PDF Cessna 206 0263 .65 N5263U to LV-INW
 LV-PDG Cessna U206 0349 .65 N2149F to LV-IMZ
 LV-PDH
 LV-PDI Cessna 182H 56065 .65 N1965X to LV-INS
 LV-PDJ
 LV-PDK Aero Com'der 680FL 1467-90 3.65 N1160Z to LQ-INC
 LV-PDL Cessna U206 0363 .65 N2163F to LV-INX
 LV-PDM
 LV-PDN Cessna U206 0362 .65 N2162F to LQ-INY
 LV-PDO Beech B55 TC-917 6.65 to LV-INV
 LV-PDP Beech S35 D-7873 6.65 to LV-IPH
 LV-PDQ Cessna 310J 0160 .65 N3160L to LV-IOI
 LV-PDR Callair A-9 1201 9.65 pos. to LV-IOG?
 LV-PDS to LV-PDV unknown
 LV-PDW Beech B55 TC-929 10.65 to LV-IOF
 LV-PDX Beech S35 D-7926 11.65 to LV-IPA
 LV-PDY Piper PA-32-260 32-179 11.65 to LV-IOL
 LV-PDZ Piper PA-32-260 32-195 .65 to LV-IOO
 LV-PEA
 LV-PEB Douglas DC-6 42890 11.65 N90723 to LV-IOH
 LV-PEC Douglas DC-6 43053 12.65 N90748 to LV-IOM,
 CP-927.
 LV-PEE Callair A-9 1220 1.66 to LV-IPF
 LV-PEE Beech D95A TD-643 11.65
 LV-PEF Cessna 182J 56836 . N2736F to LV-IOZ
 LV-PEG
 LV-PEH
 LV-PEI Piper PA-25-235C 25-3606 . to LV-IOP
 LV-PEJ

To be continued....

U.K. C of A Applications

PART FIVE

This installment begins with Application No. 6453 dated 19.2.37 and readers are again reminded that entries are as shown in the official hand-written records. Where the Applicant and Recipient are the same no ownership details are shown in the right hand column. Most abbreviations of manufacturer's names will be obvious. Airspeed for Airspeed (1934) Ltd; Avro for A.V.Roe & Co.Ltd.; BA for British Aircraft Manufacturing Co Ltd.; de H for The de Havilland Aircraft Co.Ltd.; P & P for Phillips & Powis Aircraft Ltd. and Percival for Percival Aircraft Co.

Type	Applicant	Regn	c/n	C of A No., Validity Date, Recipient and Remarks
Whitney Straight	P & P	G-AEIJ	313	5797 24.2.37
Aeronca II Srs.500	Aeronca of GB Ltd	G-AEVE	AB.120	- (TM) Application dated 11.2.37 Cancelled.
New Application made 26.10.38 by Peterborough Aircraft Co.Ltd. giving type as Ely 700. C of A 6458 issued 8.12.38 (TRF) to Aircraft Exchange & Mart Ltd. This is interesting since the Ely 700 designation is normally regarded as only for G-AFLT/U. The TRF Category of the C of A is interesting and casts doubt on the theory, however plausible, floated on Page 55 of ARCHIVE No.2. The Compiler of this section wishes to float another alternative that it means Type-Restricted Flight rather like an Experimental or Permit authorisation.				
Hillson Praga	F.Hills & Sons Ltd	G-AEPK	HA.26	5829 16.3.37 Midland Aircraft Repair
Scion Junior	Pobjoy Airmotors & A/C Ltd.	G-AETT	1005	5878 15.4.37 (TM). The c/n initially inscribed on the C of A was S.834, but this was S.22 Scion Senior G-AECU later impressed as HK868. Presumably this was merely a paper error rather than anything significant ?
Whitney Straight	P & P	G-AEUX	314	5798 2.3.37 J.Bayly
		G-AEUY	315	5799 3.3.37 R.E.Gardner
		G-AEUZ	316	5810 24.3.37 Rolls-Royce Ltd.
		G-AEVA	318	5811 9.3.37 G.Cohen
		G-AEVF	317	5805 10.3.37 L.J.Lillingston
		G-AEVG	319	5812 15.3.37 W.A.Norman
		G-AEVH	321	5813 24.3.37 Capt.A.V.Harvey
Hawk Trainer III	P & P	VR-SAY	365	5985 21.7.37 (TM) Royal Singapore Flying Club
On 5.5.37 the c/n was amended to 479. Comments on the significance of this would be welcomed.				
Avro 626 Trainer	Avro	G-AEVI	982	5807 13.4.37
		G-AEVJ	983	5808 20.4.37
		G-AEVK	984	5809 26.4.37
BA Eagle II	BA	CF-BBF	139	5889 28.4.37 (TM) A.S.Graydon
DH.82 Tiger Moth	de H	G-AETO	3561	5824 22.4.37 Leicestershire Aero Club Ltd.
Whitney Straight	P & P	G-AEVL	322	5821 7.4.37 Major R.H.Thornton
		ZK-AFG	323	5859 1.4.37 H.Edwards
DH.89A Dragon Rapide	de H	G-AEVM	324	5831 14.4.37 J.A.H.Parker
		G-AEPF	6353	5822 17.4.37 Air Commerce Ltd.
		G-AERZ	6356	5823 7.5.37 Air Commerce Ltd.
		G-AESR	6363	5954 25.6.37 Iraq Petroleum Transport Co.Ltd.
		G-AERE	6355	5903 11.5.37 (TM) LHC Ltd.
Monospar ST.25	General A/C Ltd	G-AEVN	77	5833 15.3.37 D.Corrigan
Whitney Straight	P & P	G-AEWA	320	5830 19.3.37 Earl of Ronaldshay
Scion Junior	Pobjoy Airmotors & A/C Ltd	VQ-PAB	PA/1002	5844 17.3.37) Palestine A/W Ltd
		VQ-PAA	PA/1001	5843 17.3.37)
BA Swallow II	BA	G-AEWB	476	5879 15.4.37 Mrs L.Rhodes-Moorhouse
		G-AEWH	477	5852 23.3.37 Midland Bank Flying Club
		G-AEWI	478	5853 23.3.37 Midland Bank Flying Club
		G-AEXH	479	5881 24.4.37 P.R.Burton & V.M.Desmond
		G-AEYV	480	5935 4.6.37 Cinque Ports Flying Club Ltd
DH.86B	de H	G-AETM	2353	5962 29.6.37 (TM) Allied A/W (Gandar Dower) Ltd.
DH.82	de H	G-AETP	3574	5839 15.4.37 Bristol Aeroplane Co.Ltd.
		G-AESM	3582	5836 15.4.37 Bristol Aeroplane Co.Ltd.
		G-AEUV	3599	5840 2.7.37 Airwork Ltd.
		G-AESN	3586	5837 19.4.37 Bristol Aeroplane Co.Ltd.
		G-AESO	3587	5838 16.4.37 Bristol Aeroplane Co.Ltd.
Hillson Praga	F.Hills & Sons Ltd	G-AEUK	HA.27	5841 23.3.37 Northern School of Aviation Ltd.
		G-AEUL	HA.28	5842 8.4.37 Northern School of Aviation Ltd.
DH.87B	de H	G-AEUV	8112	5845 20.3.37 J.Ellison
Hillson Praga	F.Hills & Sons Ltd	G-AEUN	HA.30	5914 18.5.37 (TM)
		G-AEUO	HA.31	5937 3.6.37
DH.89A	de H	CR-AAD	6361	5941 9.6.37 (TM)) Dept. of Railways,Portuguese East Africa.
		CR-AAE	6362	5942 9.6.37)
DH.90A	de H	-	7550	5940 9.6.37 Swedish AF
Miles M.11A	P & P	G-AEWK	325	5855 22.4.37 E.J.Jobling-Purser
Vega Gull	Percival	G-AEWP	K.51	5847 25.3.37
		-	K.49	5863 3.4.37 Pino Pedrolini. Originally allocated G-AEWO. Became HB-UTU.
		G-AEWS	K.52	5873 14.4.37 European Air Communications
Aeronca 100	Aeronca Corpn. of GB Ltd.	G-AETR	AB.112	5910 18.5.37
		G-AEXA	AB.113	5908 18.5.37
		G-AEVS	AB.114	5909 18.5.37
		G-AEVT	AB.115	Appln. Cld. Later issued as No.6370 5.8.38 to A/C Exchange & Mart Ltd.
Hillson Praga	F.Hills & Sons Ltd	G-AEUM	HA.29	5891 28.4.37 Northern School of Aviation Ltd. (TM)
Miles M.11A	P & P	G-AEWT	326	5858 5.5.37 Whitney Straight
Monospar Ambulance	General A/C Ltd	G-AEWN	78	5886 28.4.37 D.Corrigan
DH.87B	de H	ZS-AKA	8113	5866 8.4.37 de H of South Africa
		G-AEWM	8114	5856 30.4.37 Major C.Cooper



U.K. C of A Applications

Left: Looking a little worse for wear, Vega Gull G-AEYC was seen at Baginton on 9.7.60 wearing the name "Gertie II" and carrying an Australian flag on the fin. Only a month later it suffered fire damage starting up at Gatwick and after an abortive attempt to rebuild it at Barton it was scrapped in May 1961. (Ian O'Neill)

Below left: Dragonfly G-AEWZ of Silver City Airways at an event at Kidlington, probably in the late fifties. It too was scrapped in 1961, following a take-off accident at Elmdon on 3.3.61. (L.G.Smith)

Below right: The all-red Whitney Straight G-AEWA also at Baginton on 9.7.60 for the King's Cup meeting. By the greatest of coincidences the Straight was also written off on 3.3.61 in a forced landing at Neufchatel, France. Parts were later used to rebuild Falcon G-AEEG. (Ian O'Neill)



Right: One of two surviving Whitney Straights in Britain, G-AEUJ served with Hawker Aircraft during the War. This colour original shot at Baginton c.1960 shows it to have been blue/white with dayglo trim! (D.P.)

Below: A pair of Aeronca 100s, on the left G-AEXD at Luton in pre-modern Terminal days (K.Hyde), on the right the all-red G-AEVS at Denham in the sixties. (B.Martin)



DH.82	de H	G-AEWG	3589	5857	24.4.37	Newcastle Aero Club
DH.89A	de H	VP-KCG	6357	5902	7.5.37	Wilson A/W
Vega Gull	Percival	-	K.54	5918	14.5.37	(TM) Okura & Co., Japan.
DH.87B	de H	OY-DIL	8115	5861	2.4.37	C.Thielst
		G-AEWY	8116	5865	5.5.37	R.Miesegeaes
DH.82	de H	-	3590	5890	24.4.37	} All for de H Co. of South Africa. } Later became ZS-AKC ZS-ANR and ZS-ANS. } Last example untraced.
		-	3594	5950	15.6.37	
		-	3595	5947	14.6.37	
		-	3596	5952	21.6.37	
		-	3596	5952	21.6.37	
C.30A Autogyro	Avro	M2	985	5864	27.7.37	Haerens Flyvertropper. This Danish Army example has hitherto been shown as c/n 819 in respectable sources.
DH.90A	de H	S.23	7551	5882	24.4.37	} Haerens Flyvertropper.
		S.24	7552	5888	27.4.37	
Airspeed Envoy	Airspeed	G-AEEX	66	5901	6.5.37	(TM) Secretary of State for Air (used by King's Flight)
DH.87B	de H	ZS-AKG	8117	5871	20.4.37	Mrs W.Carrick
		-	8118	5877	20.4.37	de H Aircraft Co. of South Africa. Later ZS-AKF.
DH.90A	de H	G-AEWZ	7555	5971	9.7.37	(TRF) Air Service Training.
DH.82	de H	SU-ABX	3597	5957	23.6.37	Misr-Airwork
DH.87B	de H	F-APZA	8119	5907	14.5.37	} Kuala Lumpur Flying Club
DH.82	de H	VR-RAN	3591	5883	22.4.37	
		VR-RAO	3592	5884	22.4.37	
Miles M.5A Falcon Major	P & P	G-AETN	226	5874	22.4.37	
DH.87B	de H	EI-ABO	8120	5869	10.4.37	Ruth Hallinan
Aeronca 100	Aeronca etc	G-AEXB	AB.134	5911	20.4.37	
Hillson Praga	F.Hills & Sons Ltd	G-AEUS	HA.34	6053	21.9.37	(TRF)
Hawker Tomtit	L.J.Anderson	G-AEXC	"K9781"	6247	5.4.38	c/n 26481
Airspeed Envoy	Airspeed	G-AEXE	67	5931	31.5.37.	Appln. as TM, issue as normal C of A.
Miles M.11A	P & P	YR-MZM	327	5897	26.5.37	(TM) Mikail Marinesco.
		G-AEXJ	501	5880	3.7.37	Air Service Training Ltd. On both the Appln. and final issue of the C of A the original c/n entry was 341. This latter became the M.11C G-AEYI featured later in these columns. In fact when G-AEYI was applied for the c/n 500 was entered, which had already been applied for and issued against G-AEYB. Obviously there was some shuffling of orders by Miles at the time!
DH.82	de H	G-AEXG	3584	5887	5.5.37	Merseyside Aero & Sports Co. Ltd.
DH.87B	de H	-	8121	5904	5.5.37	de H Aircraft Co. of South Africa. Later ZS-ALA.
DH.89A	de H	VR-SAV	6360	5930	28.5.37	} Wearne Bros. Ltd.
		VR-SAW	6364	5970	7.7.37	
DH.90A	de H	G-AEXN	7559	5892	16.6.37	
DH.87B	de H	ZS-AKH	8123	5927	25.5.37	Van den Heeven
		G-AEXM	8122	5885	21.5.37	
BA Swallow II	BA	G-AFGE	470	6237	31.3.38	} Sir D.H.Caine & D.H.Clayton
		G-AFGD	469	6236	31.3.38	
BA Eagle II	BA	VP-KCI	140	5905	11.5.37	Wm.G.Drummond Hay Nicol
DH.82	de H	VH-UYJ	3593	5949	15.6.37	
		VH-UYK	3598	5958	28.6.37	de H A/C Pty.
		VH-UYL	3600	5969	5.7.37	
DH.86B Srs.1	de H	G-AEWR	2354	5900	29.6.37	Railway Air Services
DH.89A	de H	G-AEWL	6367	5926	18.6.37	Highland A/W
Vega Gull	Percival	VP-KCH	K.55	5899	6.5.37	G.Prudhomme
		G-AEXV	K.57	5906	14.5.37	Air Commerce
		-	K.58	5932	27.5.37	Goldfields A/W as VH-UZH
		F-APXA	K.53	5896	3.5.37	A.Bailly
Aeronca Srs.100	Aeronca etc	G-AEXD	AB.124	5895	15.4.37	
DH.89A	de H	VP-KCJ	6366	5965	2.7.37	Wilson A/W
DH.90A	de H	SU-ABW	7553	5981	22.7.37	Misr-Airwork Ltd (TM)
Vega Gull	Percival	G-AEXU	K.56	5917	21.5.37	W.L.Runciman
DH.90A	de H	G-AFAN	7556	6008	5.8.37	
DH.87B	de H	F-AQZV	8124	5943	10.6.37	H.Germain
DH.82	de H	VT-AIS	3601	5972	10.7.37	Bombay Flying Club
		G-AFAI	3602	6001	29.7.37	
		-	3603	5975	12.7.37	} de H Aircraft Co. of South Africa (Later VP-YBO } (Later ZS-AJA)
		-	3604	5978	17.7.37	
		-	3605	5979	19.7.37	de H Aircraft Co. of South Africa
		-	3606	5995	24.7.37	de H Aircraft Co. of South Africa (Later CR-AAG)
		-	3607	5998	26.7.37	de H Aircraft Co. of South Africa
DH.89A	de H	G-AEXO	6368	5915	19.7.37	North Eastern A/W
		G-AEXP	6369	5916	19.7.37	(TRF) North Eastern A/W
		G-AFAO	6372	6007	4.8.37	Appln. as TM issue as TRF.
DH.90A	de H	G-AEXI	7554	5929	27.5.37	Lt.Col.E.T.Peel
Application dated 13.5.37 entered here for DH.87B		F-APZA				but cancelled when realised already issued under Appln. No.6530.
Avro 643 Cadet II	Avro	-	986	6177	15.12.37	
		-	987	6178	24.12.37	
		-	988	6179	24.12.37	
		-	989	6180	24.12.37	
		-	990	6181	24.12.37	} The Air Board, Commonwealth of Australia } as A6-13 to A6-22.
		-	991	6189	13.1.38	
		-	992	6190	13.1.38	
		-	993	6206	3.2.38	
		-	994	6207	3.2.38	
		-	995	6208	3.2.38	
DH.86B Srs.1	de H	G-AFAJ	2355	6018	18.8.37	
		G-AFAK	2356	6043	8.9.37	
		G-AFAL	2357	6068	30.9.37	
		G-AFAM	2358	6109	29.10.37.	Marks TC-HEP also shown on C of A.
Miles M.11A	P & P	G-AEYA	342	5963	13.7.37	(TM) W.Headlarr
		G-AEYB	500	5946	2.7.37	Whitney Straight Ltd.
DH.82	de H	-	3609	6012	9.8.37	} de H Aircraft Co. of South Africa.
		-	3610	6016	16.8.37	
		S.15	3611	6027	23.8.37		Haerens Flyvertropper

DH.82	de H	-	3612	6020 19.8.37	) Uruguayan Ministry of War.
			3613	6021 20.8.37	) Later Serials 10 and 11.
Hillson Praga	F.Hills & Sons Ltd	G-AEUP	HA.32	6002 31.7.37	(TRF)
		G-AEUR	HA.33	6014 12.8.37	
Percival Q.6	Percival	G-AEYE	Q.20	6203 27.1.38	(T)
DH.90A	de H	YR-FLY	7547	6051 20.9.37	(TM on Appln, TRF on issue)
		YR-FLO	7548	6066 27.9.37	} L'Aviation Civile Roumaine
		YR-FLU	7549	6083 14.10.37	
		ZK-AFB	7560	5989 22.7.37	Air Travel (New Zealand) Ltd.
DH89A	de H	ZS-AKT	6380	6047 13.9.37	de H Aircraft Co. of South Africa
Vega Gull	Percival	G-AEYC	K.59	5933 1.6.37	
		G-AEYD	K.60	5948 15.6.37	
		-	K.61	5945 10.6.37	C.D'Andigne as F-AQBV
		VT-AIQ	K.62	6017 13.8.37	(TM) Romtas Industries Ltd.
		HB-OMO	K.64	5961 30.6.37	M.Weber.
		ZK-AFI	K.63	5967 1.7.37	L.E.Clarke.
DH.82	de H	SU-ABY	3608	6010 6.8.37	Misr-Airwork Ltd.
DH.87B	de H	VT-AIU	8125	5944 9.6.37	Sinclair Murray Ltd.
DH.82	de H	-	3614	6022 21.8.37	} Uruguayan Ministry of War. } Later Serials 12 to 14.
		-	3615	6026 23.8.37	
		-	3616	6049 17.9.37	
Marendaz Monoplane III	Intl.A/C Eng'g Ltd	-	297	Appln. Cancelled 12.12.38. The Application was made on 27.4.37	
but in June the Cordwallis Works at Maidenhead was destroyed by fire. No Registration was applied for and the c/n is usually quoted as just "1" and we cannot explain the significance of the c/n 297 quoted on the Application. Any offers ?					
DH.82	de H	-	3617	6050 18.9.37	} Uruguayan Ministry of War. } Later serials 15 to 18.
		-	3618	6052 20.9.37	
		-	3619	6054 21.9.37	
		-	3620	6055 22.9.37	
Monospar ST.25	General A/C Ltd.	G-AEYF	95	5939 8.6.37	(TM)
Miles M.11C	P & P	G-AEYI	341	6036 8.9.37	(TM) See comments against M.11A G-AEXJ.
Miles M.11A	P & P	G-AEYJ	343	5938 14.7.37	J.B.Turnbull.
Airspeed Envoy	Airspeed	F-AQAA	70	5936 7.6.37	Auguste Amestoy
DH.82	de H	VH-UYO	3621	6067 29.9.37	} Royal Victorian Aero Club
		VH-UYP	3622	6069 30.9.37	
		VH-UYQ	3623	6078 6.10.37	
BA Swallow II	BA	G-AEYW	481	5934 9.6.37	Cinque Ports Flying Club
Heston Phoenix	The Heston A/C Co.	G-AEYX	1/6	5955 25.6.37	
DH.87B	de H	VT-AIT	8128	5956 25.6.37	H.Grubb
		VR-HCW	8129	5968 5.7.37	Far East Aviation Co.
Application No.6634 dated 12.6.37 was for DH.60X Moth G-EBST c/n 427 in the name of Airwork Ltd. but this was cancelled. The only explanation seems to be that it was up for C of A renewal and was entered in error.					
DH.89A	de H	VT-AIZ	6378	6039 8.9.37	(TM on Appln. TRF on issue)
		VT-AJA	6379	6040 8.9.37	} Tata Sons Ltd.
		VT-AJB	6381	6041 8.9.37	
Chrislea LC.1	Chrislea A/C Co.	-	1	Appln. No.6638 made 24.6.37 but none issued. The LC.1 designation matches that of the Airguard which became G-AFIN and must have been an early application for that machine which appeared in 1938.	
Avro C.30A Autoqiro	Avro	1	1029	6160 15.12.37	} Ministry of War & Marine, Zemun, Yugoslavia.
		2	1030	6161 15.12.37	
DH.87B	de H	F-AQBZ	8130	5999 30.7.37	H.de Runqs
		G-AEZG	8131	5959 22.7.37	D.Stewart-Clark
		G-AEZH	8132	5960 31.7.37	E.D.Fawcett
DH.90A Srs.1	de H	OO-JFN	7561	6011 6.8.37	L.J.Mahieu
Vega Gull	Percival	F-AQIR	K.68	5991 29.7.37	Baron de Foncancourt
		G-AEZJ	K.65	5976 14.7.37	D.Schreiber
		G-AEZK	K.66	5974 15.7.37	M.Tonqe
		G-AEZL	K.67	5990 23.7.37	F.C.J.Butler
Airspeed Envoy	Airspeed	F-AQAB	71	5973 8.5.37	Auguste Amestoy (C of A as recorded but probably meant to be 8.7.37 or 5.8.37.
Short Scion Junior	Shorts	G-AENX	S.835	6003 11.9.37	West of Scotland A/W
Miles M.11A	P & P	HB-URO	344	5986 23.7.37	(TM) Dr. Rene Clavel
		G-AEZO	347	5980 21.8.37	A.C.Lewin
Miles Hawk Tr.	P & P	G-AEZP	494	6035 6.9.37	(TM) Blackburn Aircraft
		G-AEZR	495	6000 31.7.37	Yorkshire Aviation Country Club
		G-AEZR	495	5984 21.7.37	
		G-AEZR	538	5984 21.7.37	
Mew Gull	Percival	G-AFAA	E.24	6033 2.9.37	(TM)
DH.87B	de H	G-AEZT	8133	5977 5.8.37	R.Dundas
Airspeed Envoy	Airspeed	F-AQCR	72	5997 26.7.37	Auguste Amestoy
Miles M.11A	P & P	F-AQMA	345	5982 29.7.37	Capt. Roques
		G-AFAB	346	5983 18.8.37	P.P.S.Pratt
Vega Gull	Percival	G-AFAU	K.69	5996 12.8.37	
		VT-AJD	K.72	6031 31.8.37	Indian National A/W
		VT-AIV	K.73	6044 9.9.37	} Air Services of India Ltd.
		VT-AIW	K.74	6045 9.9.37	
		G-AFBC	K.75	6061 22.9.37	A.R.Colman
		G-AFAV	K.76	6046 11.9.37	Air Hire Ltd.
		G-AFBO	K.70	6038 3.9.37	Secretary of State for Air.
DH.82	de H	G-AEZC	3624	5993 13.10.37	Brooklands Flying Club
DH.87B	de H	SE-AGE	8136	6034 4.9.37	Novickopenqe Automobil Och Flying Club
		G-AEZY	8138	5992 23.9.37	W.Cunningham
		VH-UYX	8139	6065 27.9.37	de H Aircraft Pty.
Miles Hawk Tr.III	P & P	ZK-AEZ	486	6060 30.9.37	Royal New Zealand AF
DH.90A Srs.1	de H	VH-UTJ	7562	6105 28.10.37	de H Aircraft Pty.

To be continued...

Casualty Compendium

This listing takes the form of a selection of entries from the Aircraft Casualties section of "Lloyd's Weekly Casualty Reports" - for further information and credits see page 2. It is not intended to be complete, the selection is almost exclusively of civil aircraft and mainly of overseas origin, and the aim is to present items of potential interest some of which will already be familiar but others may help to solve long-standing problems for readers. The list begins in 1927 and each entry is an abbreviated version of the Lloyd's report without amendment or addition unless that information was found to be in some way incorrect. Readers are invited to identify the aircraft involved or to add relevant comments for future publication and if this proves to be a popular feature further extracts will be incorporated in future Archives.



A visual problem to begin with - and earlier than the extracts below! The photograph must have been taken on or shortly after 23.2.20, but where and of what ?

1927 Dates marked * are approximate.

- 26.2.27 US flying boats 'Detroit' and 'New York' collided near Palomar aerodrome, Buenos Aires.
- 24.3.27 QANTAS aircraft crashed at Tambo, 1 crew, 2 passengers killed.
- 15.3.27* Goliath No.310 flying St.Raphael - Bizerta force-landed and sank between France and Corsica.
- 6.4.27 Portuguese seaplane 'Argus' on round-the-world flight (pilot Major S.Beiresi) crashed near Pernambuco.
- 6.4.27 Italian seaplane 'Santa Maria' (Marquis of Pinedo) destroyed by fire at Roosevelt Dam, Arizona. Replacement (?) to be flown out from Italy.
- 16.4.27 Fokker 'America', with A.Fokker and Commander Byrd on board, crashed at Hackensack, NJ.
- 26.4.27 'The American Legion' intended for New York - Paris flight (by N.Davis) crashed near Messick, Newport News.
- 24.5.27 Savoia 'Santa Maria II' forced landing in South Atlantic (see 6.4.27 above).
- 28.5.27 Air mail aircraft of the Finnish Aeronautical Company crashed at Reval, five passengers killed.
- 12.7.27 KLM airliner crashed at Boisdingham, Pas de Calais.
- 15.7.27 'City of Oakland' on record flight from Oakland to Honolulu crashed off Honolulu.
- 15.7.27 Rohrbach fighter crashed in sea off Copenhagen while on test. Built for Turkey.
- 27.7.27 D-206 of Deutsche Luft Hansa crashed at Amonenburg between Kassel and Giessen on Kassel - Frankfurt service. Two crew, three passengers killed.
- 14.8.27 Junkers W.33L 'Europa' and 'Bremen' left Dessau on transAtlantic flight attempt (which failed).
- 15.8.27 Balloon 'Zodiac Un' blew up over Alsemberg, Brussels.
- 22.8.27 Fokker H-NADU crashed 1½ miles from Sevenoaks after tail came off.
- 6.9.27 Fokker 'Old Glory', call sign WRHP, crashed in North Atlantic on flight from Old Orchard to Rome.
- 17.9.27 Fokker crashed near Plainfield, NJ, five passengers killed.
- 19.9.27 Danish Fokker crashed on take-off at Kastrup, destroyed by fire. Bound for Frankfurt.
- 23.9.27 Merkur D-585 of DLH crashed between Leipzig and Bayreuth on Berlin - Munich service. Baron von Arnim of DLH among those killed.
- 25.9.27 British touring aircraft crashed at Cazeux-sur-Mer, 26 miles North of Dieppe.
- 28.9.27 Rohrbach aircraft intended for transAtlantic flight crashed off Copenhagen.
- 29.9.27 Focke-Wulf Ente crashed at Bremen. Wulf killed.
- 5.10.27 Fokker of DLH on Munich - Stuttgart service, damaged at Reutlingen.
- 5.10.27 DLH aircraft operating Berlin - Frankfurt service crashed near Hanau.
- 13.10.27 NX-1384 crashed in North Atlantic during attempted New York - Paris flight. Pilots Capt.Haldeman, Miss R.Elder.
- 17.10.27 Seaplane 'Pelican' crashed at Kisumu. An earlier entry dated 30.12.26 refers to a DH biplane seaplane 'Pelican' on Kisumu - Khartoum service suffering damage in an accident on the Blue Nile. It was replaced in service by a Fairey seaplane.
- 24.10.27 N-3 airship of Japanese Navy destroyed by fire at Kamitsushima.
- 5.11.27 Caspar 'Germania' damaged in forced landing at Allahabad flying by East_rn route to America.
- 11.11.27 'La Reine Elisabeth' crashed at Chaumont, France, on Brussels - Leopoldville flight.
- 24.11.27 Farman Goliath of Air Union damaged in forced landing at Yaldham Manor, Kent.
- 12.12.27 French seaplane flying from Tunis to Ajaccio force landed in Mediterranean.
- 30.12.27 Aircraft intended for record flight from Madrid to Spanish Guinea by Barberan and Gil crashed at Madrid/Getafe.
- 31.12.27 Flying boat of Latecoere company crashed near Marignane on test flight, five killed. Intended for use on route between Marseilles and Algiers.

1928

- 16.1.28 Latecoere crashed in Minas province, Brazil. Identified as "AIKG 633".
- 19.1.28 One of two British aircraft being delivered in formation to Spain crashed near Burgos.
- 20.1.28 Farman aircraft on Paris - Berlin service crashed and destroyed near Tecklenburg, Prussia.
- 23.1.28 French commercial aircraft crashed and destroyed by fire at Tarragona. Two passengers killed.
- 27.1.28 French commercial aircraft on Toulouse - Rabat service crashed at Morgonera, Spain.
- 15.2.28 Imperial Airways aircraft crashed at Abbeville, France.

To be continued....

FEED BACK

Inevitably due to the publication delays there has been a corresponding shortage of Feedback items from readers. We do have however, a number of items from Malcolm Fillmore on Fiji together with some additional illustrations of the VQ-F register.

COMPLETE REGISTER OF FIJI

G-EBZY The post-Fijian history is slightly more involved: after shipment to NZ and repair it was flown briefly as G-EBZY by Bryant House Airways, Te Rapa. On 21.5.30 it crashed at Te Awamutu and thus did not take up ZK-ABV until rebuilt later with Gipsy III engine believed from DH.80A ZK-ABR. Officially regd 23.3.33.

VQ-FAN The fate of this Rapide may be different. It was damaged in an accident 10.8.56 at Matei, Taveuni, and was shipped to Transpac in Noumea. French records indicate that the C of A was suspended 11.3.58, probably after an accident.

U.K. C of A APPLICATIONS

G-AFDI (page 55) the theory about abbreviation 'TRF' seems unlikely to be correct as several other types also received this notification during 1937 (see comment under Aeronca G-AEVE in this edition).



From Dave Sparrow in Australia come some illustrations of earlier entries in the C of A Applications section.

Top: Page 74 of Archive No.3 included BA Swallow VT-AIG. This is now VH-AAB and visited the Sun 'n Fun Fly-In at Kingaroy, Queensland, on 5.10.80.

Above: In Archive No.4 the BA Eagle II G-AFAX was featured and this is now VH-ACN with the Chewing Gum Field Air Museum at Tallebudgera, Queensland where Dave photographed it in September 1980.

Left: Another BA Eagle II rare enough for inclusion here but too early for attention in the Archive listing. VH-UTI is c/n 109 and was originally exported to the Hannan Bros and registered in April 1935. Photographed also at Kingaroy on 5.10.80.

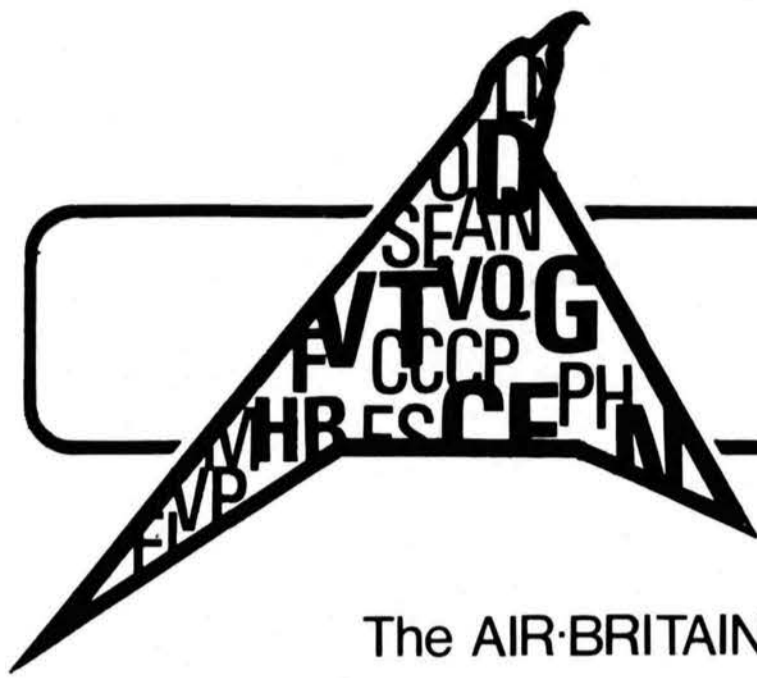


Above left: From M.W.Prime's collection comes this shot of VQ-FAH undergoing a major check, presumably on return to NZNAC 10.67 and before reverting to ZK-APK since the Fiji regn is partly removed and the airline titles masked for spraying out.

Above right: Replacing VQ-FAH on lease in October 1967 was ZK-AZA which became VQ-FBF and is seen here wearing the final version of livery with Fiji titles and the sunfish on the tail. On some aircraft (chiefly Herons?) the dots above the 'i's were outlined rather than solid. (Photo: M.W.Prime)

Right: A rare photo of Cub Special Floatplane VQ-FAI which only stayed in Fiji for about one year. (Photo via M.Fillmore)





ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly



The Gipsy II engined Southern Martlet G-AAYZ at Brooklands on 8.7.32 for the King's Cup Race in which it was flown by its owner F/O Edwards.
(Flight 8884)



The AIR-BRITAIN Civil Aviation Historical Quarterly

Edited by David Partington

Editorial address: 8 Rochester Drive, Timperley,
Altrincham, Cheshire WA14 5BQ.

Subscribers who have been patiently awaiting the long-delayed ARCHIVE 4/80 should have their patience rewarded at last since it is planned to distribute that issue at the same time as this one. To all those who took the trouble to express their support in letters and comments to the Editor, my grateful thanks! The next edition should follow hard on the heels of this one as the Editor will be changing address during August and will be completing the manuscript first. For the time being please continue to send all items of feedback and any other contributions as promptly as possible to the address above.

The contents of this edition include a number of points that are worthy of further comment:

The COMPLETE BELGIAN REGISTER has now moved into the 1950s and it is at once noticeable that the rate of growth has slowed. There are approximately one hundred entries in this episode and yet they represent a period of two and a half years. Of interest are the first DC-6s for SABENA, a number of helicopters and the first gliders to be registered post-war. Readers may like to know that it is intended to publish an interim index of registrations to aid cross referencing. This will probably be inserted when the convenient date of 1.1.60 is reached.

To those who had written earlier and pointed out that the list of pre-war balloons in ARCHIVE 2/80 p.42 was much too short - we are aware of the problem. It seems that one page of the Editor's records is missing but a list is being compiled and will appear in due course.

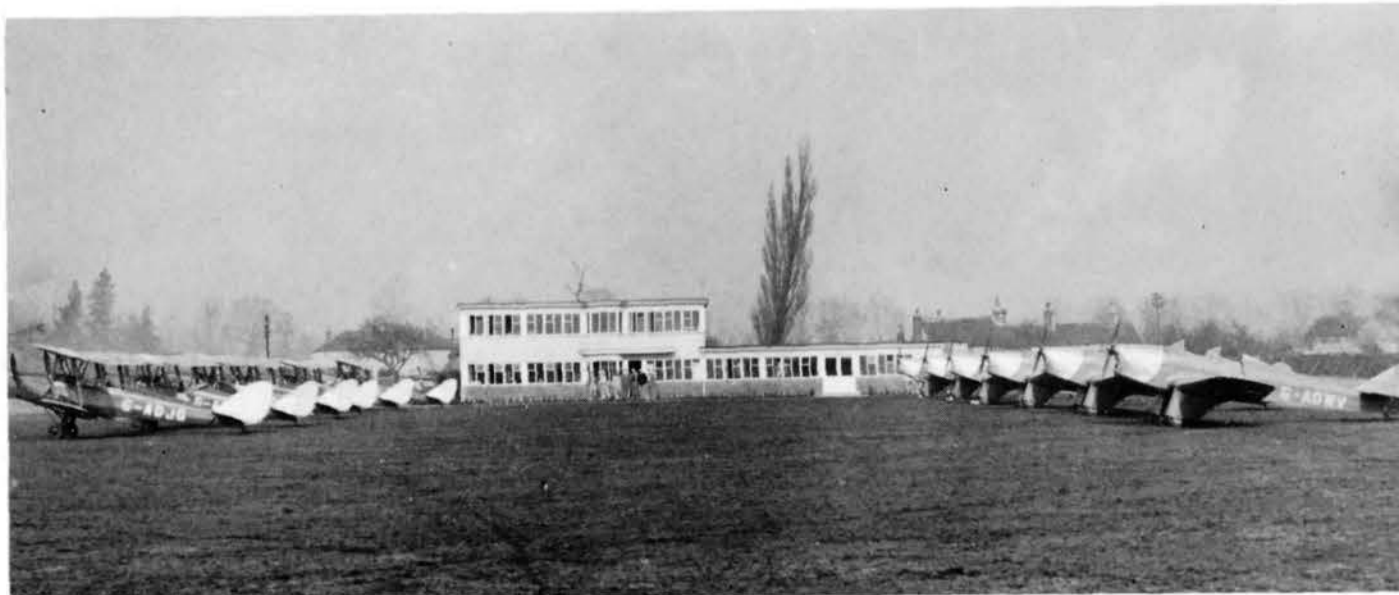
IMPRESSMENT REVIEW moves along its regular course once more with little additional comment necessary. Bernard Martin, who compiles this section, has set one poser this month concerning the NAC colour codes. The problem for the Editor however, is one of illustrations. This is the most predictable section yet very few photos are submitted for it. There must be hundreds of you sitting out there surrounded by lots of 1930s photos which we can use, so come on, starting at G-ACPY make it your resolution to put the editorial enlarger out of work!

Reaction to the first part of the COMPLETE NEW ZEALAND REGISTER was very pleasing and we take up the story in this edition with the permanent ZK- register. While

PUZZLE PICTURE 6

A slightly different sort of problem this time, but still incredibly easy! For amusement only, do not send in answers, all you have to do is to identify the location in this photograph.

The answer to number 5 was by pure coincidence to be found in DIGEST page 38, 1981. It was of course the Drone G-ADSB flown by Bernard Collins in British Hospitals Air Pageants.



the format is generally the same as in the Belgian register we are not attempting to make ownership data as detailed, preferring at this distance to concentrate on the aircraft themselves and on plentiful illustrations. Once more pictorial contributions in advance of future editions will be most welcome.

Malcolm Fillmore's DH60 MOTH continues to make progress but it is interesting to note that there are detailed differences between the Whole Truth version and that sometimes found in other sections. The Editor feels that it would be wrong to try to resolve such problems before publication and that the correct solution will only be found by airing all the ideas. Having said that I should remind readers to send any Moth material and Feedback to Malcolm directly at the address given in 1/80 and 1/81 editions.

In this edition we bring to a close the ARGENTINE DELIVERY REGISTRATIONS with a slightly longer section than has been the case in the past. This is quite simply because more extensive photo coverage of the period is available and because very few registrations would have been left over after two pages anyway. There are many more gaps in the later parts of the third series than in earlier sections, so once again if you can fill any of them please write in now. A new series on South American registers is due to start soon in order to maintain the regional balance of ARCHIVE.

Bernard Martin's other contribution - the UK C of A APPLICATIONS - covers such a multitude of types that it is perhaps the least predictable. We do still need photos from the relevant period (now mid 1938) and particularly of non-British registered aeroplanes.

Much extended this time after a short introductory experiment in 1/81, CASUALTY COMPENDIUM has been a resounding success with the readership! The response has been so good that this will remain a feature for some time to come, so please keep up the good work and if you can also illustrate any of the featured accidents or provide a pictorial poser then send those photos in too. Do remember that the lists are highly selective, chosen for interest value, and that the Editor does not know the answers in advance.

And now a brief word about future plans. ARCHIVE 3/81 will contain a Seabee production list and plans are already under way to develop a series on the designs of Stelio Frati in the Aircraft of European Civil Registers section beginning in 4/81. All contributions to the latter idea will be gratefully received of course!

By now we hope that you have got the message - the theme is contribution and original photos are particularly welcome.

STOP PRESS STOP PRESS STOP PRESS STOP PRESS

New editorial address now confirmed
AFTER SEPTEMBER 1st ONLY please use:

The Haven, Nympsfield Road,
Nailsworth, Gloucestershire.

Complete Civil Registers : I

BELGIUM



Post-war series: OO-...

PART 6

C of R number	Type	c/n	Reg.date
Regn. Identity, owner and cancellation details			

842 OO-AJM	DH.82A Tiger Moth Ex T6368, G-AKXF. Owner unknown. Cr at Villers-Perwijn 6.7.50.	85767	.6.50
843 OO-AWU	Douglas DC-b SABENA, Brussels; h/o 27.5.50 and d/d Brussels 12.6.50. Re-regd OO-SDD 23.7.51. To Aerofina Luxembourg 18.1.58 and regd in Congo with C of R no. C.286, lsd to SABENA who lsd to Transair Sweden 12.60 - 1.62. Restored to Belgian register (C of R no.1346) 5.3.62 as OO-SDD SABRNA. Canc 31.1.66 on sale to Air Congo as 9Q-CLA, later to Congolese Air Force as 9T-TLA.	43148	12.6.50
844 OO-DFA	Avro 652A Nineteen Srs II Ex OO-CFA (regd in Congo 21.8.46). SABENA, to Coastal Air Transport, Het Zoute 2.10.53, to Van der Noot d'Assche, Brussels 9.5.60 and re-regd OO-VIT(2), to Plouvier, Kortrijk 13.12.63 and to Ets.E.Maes, Tielt 8.8.64. Canc 6.2.71 and sold as G-AYWA, canc 22.8.73.	1361	14.6.50
845 OO-UCT	DH.82A Tiger Moth Ex DE882, VP-RAK, OO-CCT. SABENA, Grimbergen. Cr at Beigem 16.6.52 and canc 31.12.52. Fuselage used to rebuild OO-SOE (C of R no.898).	85767	14.6.50
846 OO-AWW	Douglas DC-6 SABENA, Brussels; h/o 9.6.50 and d/d Brussels 17.6.50. Re-regd OO-SDE 6.9.51. To Aerofina Luxembourg 18.1.58 and regd in Congo with C of R no C.285 on 27.1.58; leased to SABENA and sub-ldd to Transair Sweden 12.60. Restored to Belgian register 9.4.62, with C of R no.1347 as OO-SDE SABENA. Sold to Air Congo 7.65 as 9Q-CLB.	43149	17.6.50
847 OO-MOA	Piper L-4A Cub Ex 42-36357, LX-REX. Aero Club Hainaut. Canc, details unknown.	8481	.7.50
848 OO-WAL	Fairchild F.24W-41A Argus 2 Ex 43-14427, FS510, NC14427, OO-ADH (740). Club National d'Aviation, Grimbergen. Dismantled and canc 26.2.64.	391	3.8.50
849 OO-MAT	Hiller UH-12A Ex N8148H. Ets Bekaert, Zwevezele. Sold as G-AMMY 23.10.51, cr 20.11.56.	148	.8.50
850 OO-UBA	Bell 47D-1 SABENA, Brussels. Arr Brussels 28.7.50. Re-regd OO-SHX 2.7.53 and sold as SE-HAI 5.2.54.	179	17.8.50
851 OO-UBB	Bell 47D-1 SABENA, Brussels. Arr Brussels 28.7.50. Re-regd OO-SHY 8.7.53 and sold as SE-HAK 20.5.54, later OH-HIB 20.4.60.	180	17.8.50
852 OO-SBG	Douglas C-47A-25-DK Ex 42-93548, KG655, PH-TCU. Sobelair, Brussels "Kivu", lsd to SABENA .53, returned to Sobelair and sold to Airwork 13.1.54, to F-OAPA, later F-BEHC 2.56.	13472	18.8.50
853 OO-MPH	Beech B35 Bonanza Manatra NV, Opwijk; to Usines G.Staar, Brussels; to SA Belge Mecanique et d'Armement, Brussels; to G.de Coster, Grimbergen. Cr Saumur, France 20.9.68.	D-2274	.9.50
854 OO-MAR	Miles M.57 Aerovan 4 Ex G-AISI. Vinchent, Brussels; to P.Lafosse, Spa. Re-regd OO-MAP 30.6.60 and cr at Spa 25.6.61.	6397	.10.50
855 OO-EHE	Benes Mraz Sokol M.1D Ex OK-EHE. Longree, Liege; to Ste Commerciale de Campine, Deurne. Canc 10.2.66.	1014	.10.50

856 OO-AWN	Douglas C-47A-15-DK Ex 42-92914, NL204, PH-TBY. SABENA, Brussels; operated by Air Congo and Air Sud Kasai; lsd to Aviaco as EC-ASK 30.4.62 and restored as OO-AWN 19.12.62 with C of R no.1445. Sold to Nigeria 29.10.69 and believed derelict without marks allocated.	12767	20.12.50
857 OO-ADN	PA-12 Super Cruiser W.Van Voorst, Morocco. Sold as F-DABT 10.11.54, to CN-TYX 12.63.	12-3537	.12.50
858 OO-SAM	Piper L-4H Cub Ex 44-80037, OO-AVO (619). De Baré, Temploux; to Van Muysen, Etterbeek; to Golden River Aviation Club, Wevelgem. Canc 16.6.67 on sale as HB-OKN, regd 1.5.68.	12333	.12.50
859 OO-AAS	DH.82A Tiger Moth Ex NL827, G-AMFX. Air Union, Het Zoute. Cr at Moorseele 8.6.56 and canc 23.10.62.	86286	.1.51
860 OO-AVF	Piper L-4H Cub Ex 43-30343, OO-LIM (496), OO-UIM (734). Royal Motor Union Liege. Struck ground and caught fire at Francorchamps 27.7.58.	11634	30.1.51
861 OO-TWT	Aeronca 11AC Chief Van Passel; to Gondry, Mons; to Aero Club Aalst; to Moniez, St.Niklaas; to F.Lenoir, Ghent; to Verbanck, Koksyde, current.	11AC-1602	.2.51
862 OO-MCG	Piper L-4J Cub Ex 44-79668. Aero Club Aalst. Canc 17.3.69 on sale as OY-TRP.	11964	13.2.51
863 OO-ECI	Beech 35 Bonanza Ex HB-ECI. Brasimpex, Brussels. Sold as D-EHIM 6.12.57 and then as OO-NDH 9.6.60 with C of R no 1311, sold again as D-EHIM 20.8.64.	D-499	.3.51
864 OO-RLD	Percival P.34 Proctor III Ex HM296, G-AJCN. R.Lallemand, Florennes; re-regd OO-JDB 16.3.53 to J.Delhayé, Wépion. Dismantled and canc 17.9.63.	H-211	.3.51
865 OO-SWD	Aeronca 11AC Chief Daumiere-Bombeke, Blankenberghe. Canc 30.4.62.	11AC-1597	.4.51
866 OO-EXT	Beech B35 Bonanza Intair, Antwerp; to Sheid, Antwerp. Sold as F-DABS 9.12.53, then F-OBPS 6.64, F-BNMS 11.66.	D-2610	.5.51
867 OO-MDM	Aeronca 7AC Champion Gentse University Vliegclub, Ghent; to Bruynseels, Hulsthout; to R.Minnoye, Diest, current.	7AC-3623	.5.51



OO-MDM as it appeared about 20 years ago at Ghent.
(R.W.Simpson)

868 OO-MIK	Aeronca 7AC Champion Bas, Jette; to A.Sibille, Esneux; to Aero Para Club Spa. Canc 13.5.68 and sold as TR-LNQ.	7AC-3959	.6.51
869 OO-RIK	Aeronca 11AC Chief P.Snoy, Het Zoute; Auto- en Constructiebedrijf, Mol; to Mestdag, Grimbergen. Current.	11AC-1598	.6.51
870 OO-AVC	Zlin 381 (Bestmann) Ex OK-AVC. A.Van Cotten; to Savelkoul, Bree; to H.Fechner, Hasselt; to J.Nimmegeers, Ghent; to	461	.6.51



Above: OO-SNC (883) the Belgian Government, Ministry of Works, operated this Dakota from the Melsbroek air base where it was photographed on 7.7.71 by G.Cassiman.



Left: An imaginative paint scheme complete with tiger on this Zlin 381, licence-built Bestmann, OO-AVC (870). Photo R.W.Simpson.

Below: Aeronca Chief OO-LEM (872) seen at its long-time base in the famous circular hangar at Grimbergen 5.3.69. (J.A.Sexton)

Thierry & Van der Graaf, Ghent; to Alexandre & Liebaut, Aalst; to C.Hanquier, Kiewit; to Aero Club Sanicole, Leopoldsburg. Survived cr at Lochristie 15.8.62 after collision with overhead cables, and at Aalst 24.7.68 during aerobatics. Current with Feestcomite, Leopoldsburg.

871 Fairchild F.24W-41A Argus 2 280 .6.51
OO-DER Ex 41-38836, EV772, G-AJSW. De Jacquier de Brocqueville, Brussels; to Cogea Nouvelle, Oostende. Broken up at Keerbergen 1955.

872 Aeronca 11AC Chief 11AC-1607 .7.51
OO-LEM Club National d'Aviation, Grimbergen; to Young Aero Club; to F.Van Kerkhoven; to R.Claes, Heist op den Berg (Diest); to T.Verhaegen, Grimbergen, current.

873 Auster J/1 Autocrat 1996 .7.51
OO-AVE C of R no.515, OO-AVE rebuilt. P.Cardon, Lessines. Cr St.Denys-Westrem, Ghent, 25.7.65.

874 Miles M.65 Gemini 1A 6460 .8.51
OO-ODR Ex G-AJWL, OO-CDR reserved for Druet, Coquilhatville, Congo 6.50, but ntu. G.Smits, Ixelles. Canc before 1968, reasons unknown.

875 Aeronca 11AC Chief 11AC-1606 .9.51
OO-JAD W.Delplanche, Rumbeke. Dates are confused but believed re-regd OO-CJA 6.3.52 with C of R no. C.224 and restored to Belgian register (as CJA) 11.54 with C of R no.1021. Canc 9.5.55 as sold to Poland.

876 Erco 415CD Ercoupe 4777 .9.51
OO-JPB Ex N94666, LX-JPB. Heuvelmans, Brussels; to Club National d'Aviation, Grimbergen; to Delhaye, Wepion; to Groupe Aeronautique Namurois, Temploux; to De Tallenaire, Gijssinck & Delplancke, Wevelgem. Wfu on C of A expiry 12.11.70.

877 Aeronca 11AC Chief 11AC-1609 .9.51
OO-LUC G.de Meulenaere, Roeselaere; to Verrezen, Brussels; to de Chabannes la Palice, Brussels. Re-regd OO-KER 13.4.54, last owner M.Heyninckx, Bocholt. Canc 22.5.57 and sold as D-EJER.



878 Aeronca 7AC Champion 7AC-4047 22.9.51
OO-SND Belgian Government, Ministry of Works. F/f as (2) 'SND was 28.9.54 (what was it previously?). C of A expired 25.1.68, dismantled Grimbergen.

879 Auster J/2 Arrow 2387 .10.51
OO-AXG Ex (OO-AXC)ntu. Lagrange, Antwerp; to Royal Antwerp Aviation Club. Canc 15.6.56 on sale as D-EMYG. Note: Regn OO-AXG previously reserved for c/n 2388, which instead became VH-KAF, VH-KAC. Clearly there was some shuffling taking place on the Auster production line at this time.

880 Auster J/2 Arrow 2383 .10.51
OO-AXB Guinsbourg, to Ansiau, to Hubinon, to 't Sterstevan, to Grosjean, to Royal Antwerp Aviation Club. Cr at Antwerp 14.7.53.

881 Douglas C-47B-10-DK 15056/26501 2.3.52
OO-SMA Ex 43-49240, K.1/OT-CWA. Belgian Government, leased to SABENA. Canc 14.1.54 and returned to military as K.1/OT-CWA.

882 Douglas C-47B-25-DK 15809/32557 7.4.52
OO-SMB Ex 44-76225, KN305, K.19/OT-CWI. Belgian Government, leased to SABENA. Canc 14.1.54 and returned to military as K.19/OT-CWI, later Katanga KAT.03.

883 Douglas C-47B-25-DK 15916/32664 .11.51
 OO-SNC Ex 44-76332, K.28. Belgian Government, Ministry of Works, Melsbroek. Canc 15.5.75 and stored at Koksijde, to March Airmotive, Wevelgem and sold to Nile Delta Air Service as SU-AZN, 1.77.

884 Beech C35 Bonanza D-2678 .12.51
 OO-NTR Intair, Antwerp; to Ass.Safricas Schal, Congo with C of R no. C.219. Canc 2.5.56 and sold as F-OAVN.

885 DH.89A Dragon Rapide 6758 14.12.51
 OO-DCB Ex NF887, G-AKOM. De Clercq, Het Zoute. Canc 3.11.54 and sold as G-AKOM, then F-OGAU 6.55.

886 Ryan Navion 4 NAV-4-1335 31.12.51
 OO-MVG Ex OO-VHK (774). Van Goetsenhoven, Brussels. Canc 31.12.54.

887 Miles M.57 Aerovan 6 6410 27.11.51
 OO-ERY Ex G-AJOG. Muyshoudt, Melle; to Autec, Ukkel; to Imextraco. Canc 28.12.55 as sold to UK but regn G-AJOG ntu; aircraft seen derelict at Chivenor 1960 and broken up 11.63.

888 Hiller UH-12A 106 .3.52
 OO-APR Ex N8106H. Cie.des Proprietaires Reunis, Brussels. Sold to UK 1955 and rebuilt using fuselage of c/n 122, LN-FOH 1.56, becoming G-ANZM.

889 Miles M.14 Magister 1693 .4.52
 OO-AJT Ex P2493, G-ALUW. Heuvelmans, St.Lambrechts-Woluwe; to J.Depaepe, Antwerp 2.53. Crashed 1954 (?) and canc 17.10.56.

890 DH.82A Tiger Moth ? 12.5.52
 OO-SOG Ex NL979, G-AMRH. SABENA, Grimbergen; to Belgian Government 12.1.53. Crashed Het Zoute 22.3.54, canc 28.6.54. Replaced by OO-SOG(2) which used the same C of R number but was actually c/n 83097, ex R5238, G-ANRZ, registered 28.6.54 but believed w/o 9.7.54 although not canc until 4.2.72. The remains went to the Belgian Air Museum.

891 DFS Weihe unkn 16.2.52
 OO-ZPA Ex ? H.Neyers. No further information.

892 LG.125 Sohaj 177 .52
 OO-ZPB No information. Canc 16.6.52 (or could this be regn date?).

893 Bell 47D-1 490 2.7.52
 OO-UBC SABENA, Brussels. Arr Brussels 26.6.52. Re-regd OO-SHZ 9.7.53 and canc 20.3.54 on sale as F-OAPY, to F-BBPY 12.65.

894 Piper L-4A Cub 8342 .7.52
 OO-DON Ex 42-15223, OO-HAP (792). Royal Aero Club Belge, Brussels. Cr Namur 8.6.53.

895 Auster 5 1606 .7.52
 OO-VAV Ex TJ585, G-ALNW. Royal Verviers Aviation. Sold 25.3.59 as D-EDUZ, w/o Emsdetten 9.9.59.

896 DH.82A Tiger Moth 82592 31.7.52
 OO-SOF Ex G-AFWF, W6420, G-AMTL. SABENA, Grimbergen; to Belgian Government 2.1.53. Canc prior to 4.2.72.

897 PA-20 Pacer 20-802 .10.52
 OO-ADP Fredericq, Morocco. Canc 1959 and regd F-DACJ 2.60 then CN-TYP 6.63.

898 DH.82A Tiger Moth 3858 15.10.52
 OO-SOE Ex N6545, G-AMTV. SABENA, Grimbergen; to Belgian Government 2.1.53. Fuselage replaced by that of OO-UCT (845) - see page 31. Canc prior to 4.2.72.

899 DH.82A Tiger Moth 84730 15.10.52
 OO-SOH Ex T6315, G-AMTW. SABENA, Grimbergen. Cr Wenduine 10.52 and canc 31.12.52.

900 DH.82A Tiger Moth 85291 9.12.52
 OO-SOD Ex DE245, G-AMUY. SABENA, Grimbergen; to Belgian Government 9.1.53. Cr Grimbergen 15.11.55 and rebuilt using c/n 83283, ex T7025, G-AOGJ purchased 12.55. This hybrid was then re-regd OO-SOB on 9.3.56 still with C of R no.900. Canc 23.12.71 first to Belgian Air Museum, later to Salis collection, France.

901 DH.82A Tiger Moth 83728 9.12.52
 OO-SOI Ex T7238, G-AMJD. SABENA, Grimbergen; to Belgian Government 2.1.53. Canc prior to 4.2.72, now in Brussels Air Museum as 'T.24'.

902 DH.82A Tiger Moth 82784 2.1.53
 OO-SOJ Ex R4852, G-AMVS. Belgian Government (SABENA), Grimbergen. Cr Grimbergen 18.9.64. Canc 23.12.71.

903 Douglas C-47B-1-DK 14354/25799 21.2.53
 OO-CBU Ex 43-48538, KJ860, G-AKNM, CF-GON, G-AKNM. SABENA, Brussels; d/d 24.1.53, transferred to Congo with C of R no. C.226, 21.9.53, to Libya .59 and returned to Belgium 12.5.61. Operated by



Another pair of Dakotas! Above: OO-CBU (903) at East Midlands after delivery to Kestrel Aviation. It languished for nearly two years before finally being scrapped.(D.Partington)
 Below: OO-CBX (917) wearing Linair titles at Brussels. (F.Ceulemans)



Linair .62 and sold to Delta Air Transport, Antwerp 1.3.69. Sold to Kestrel Aviation and d/d to East Midlands 3.4.71 as OO-CBU. Belgian regn officially canc 10.5.71 but aircraft not repainted and company liquidated 1972. OO-CBU finally broken up for scrap at Halifax 1.73.

904 Ryan Navion 4 NAV-4-1252 23.2.53
 OO-ESD Ex N4252K, HB-ESD. De Selliers de Moranville, La Hulpe. Cr Lausanne 18.1.58 and canc 20.1.58.

905 Saab 91B Safir 91220 24.2.53
 OO-SOK SABENA, Grimbergen, d/d 29.1.53; to Belgian Government (for use by SABENA). Cr at Krabbendijk, Zeeland, Netherlands 24.8.53 and canc 2.9.53.
 Note: This and the other seven Safirs that follow were all licence-built by De Schelde in Holland. It would appear to have been policy in 1953 to register all the SABENA Flying School aircraft to the State.

906 Douglas DC-6B 43827 13.3.53
 OO-SDF SABENA, Brussels. H/o 8.3.53, arr Brussels 10.3.53. Canc 28.5.54 on sale as F-BGTZ to UAT, crashed Salisbury, Rhodesia 26.12.58.

907 Douglas DC-6B 43828 7.4.53
 OO-SDG SABENA, Brussels. H/o 1.4.53, arr Brussels 4.4.53. Leased as EC-ASR to Aviaco and canc 8.6.62, restored 7.11.62 with new C of R no.1439. Canc 12.4.65 on sale to Luftwaffe as CA+023.

908 Douglas DC-6B 43829 7.4.53
 OO-CTH SABENA, Brussels. H/o 1.4.53, arr Brussels 4.4.53. Canc 1.6.63 on sale as SE-CCY to Transair Sweden, but sold to BIAS and re-regd OO-ABG 29.6.65 with C of R no.1579. W/o Milan 18.2.66.

909 Douglas DC-6B 43830 10.4.53
 OO-CTI SABENA, Brussels. H/o 7.4.53, arr Brussels 9.4.53. Leased to Aviaco .61 and .62, sold 3.4.63 as SE-CCZ to Transair Sweden, to N998BC, to LN-SUI, to LN-MTU, then restored to Delta Air Transport as (OO-BVG), OO-VGB 26.2.73; C of R no.2307. W/o Southend 4.10.74.

910 Saab 91B Safir 91239 15.4.53
 OO-SOL Belgian Government (SABENA), Grimbergen, d/d 10.4.53, crashed Humbeek 19.4.57 and canc 17.5.57.

911 Douglas C-47A-1-DK 11881 27.5.53
 OO-CBY Ex 42-92116. VT-CGE, AP-AAK. SABENA, Brussels, d/d 9.6.53, transferred to Libya .59, operated by Linair .62, to BIAS and canc 5.7.73 on sale to USA but not delivered until 4.74, as N6894.

912 Saab 91B Safir 91240 17.4.53
 OO-SOM Belgian Government (SABENA), Grimbergen, d/d 14.4.53, canc 6.9.57 to Ethiopian Air Force as '126'.

913 Saab 91B Safir 91241 29.4.53
 OO-SON Belgian Government (SABENA), Grimbergen, d/d 16.4.53, canc 6.9.57 to Ethiopian Air Force as '127'.
 914 Saab 91B Safir 91242 29.4.53
 OO-SOP Belgian Government (SABENA), Grimbergen, d/d 17.4.53, canc 6.9.57 to Ethiopian Air Force as '128'.
 915 Saab 91B Safir 91244 29.4.53
 OO-SOR Belgian Government (SABENA), Grimbergen, d/d 16.4.53, canc 6.9.57 to Ethiopian Air Force as '130'.
 916 Douglas C-47B-1-DL 20776 29.4.53
 OO-CBW Ex 43-16310, PI-C58, AP-AAV. SABENA, Brussels, d/d 11.3.53. Transferred to Congo division 29.4.53. transferred to Libya .59, restored in Belgium 30.1.61, operated by Linair .62, canc 13.6.69 on sale to Nigerian Air Force as NAF.304.
 917 Douglas C-47B-35-DK 16476/33224 29.4.53
 OO-CBX Ex 44-76892, KN589, AP-ACV. SABENA, Brussels, d/d 10.3.53. Transferred to Congo division 29.4.53, operated by Air Katanga, restored in Belgium 11.9.61, operated by Linair .62, sold to BIAS 20.11.67, canc 5.7.73 on sale to USA, delivered 8.73 as N6896.
 918 Douglas DC-6B 43831 6.5.53
 OO-CTK SABENA, Brussels. H/o 3.5.53, arr Brussels 5.5.53. Leased to Air Congo 10.61, then to Aviaco, canc 26.5.64 on lease to Caledonian as G-ASTS, restored 12.11.64 with C of R no.1537, to Transpommair, to Delta Air Transport, canc 19.11.73 on sale to USA and delivered 12.73 as N94491.
 919 Douglas DC-6B 43832 7.5.53
 OO-CTL SABENA, Brussels. H/o 6.5.53, arr Brussels 8.5.53. Leased to Lebanese International 2.60 to 5.60, then to Persian Air Services as EP-AEN from 1.5.61 until restored 30.11.61 with C of R no.1394. Leased to Sobelair 4.62. operated in Nigeria 63-4, sold to Sobelair 20.6.66. Crashed Malaga 20.12.70 and canc 16.3.71.



OO-CTL in Sobelair colours during the late sixties.
 (R.W.Simpson)

920 Saab 91B Safir 91243 7.5.53
 OO-SOQ Belgian Government (SABENA), Grimbergen, d/d 29.4.53, canc 6.9.57 to Ethiopian Air Force as '129'.
 921 Saab 91B Safir 91245 7.5.53
 OO-SOV Belgian Government (SABENA), Grimbergen, d/d 29.4.53, canc 6.9.57 to Ethiopian Air Force as '131'.
 922 DH.82A Tiger Moth 86348 20.5.53
 OO-EVN Ex NL905, G-AGRB. Centre National de Vol à Voile (CNVAV), Temploux/St.Hubert. Cr Temploux 15.6.58 and canc 17.11.59.
 923 Sikorsky S-55 55.458 9.7.53
 OO-SHA SABENA, Brussels, d/d 6.7.53. Canc 25.10.56 and sold to French Air Force.
 924 Miles M.65 Gemini 1A 6285 15.7.53
 OO-RLD Ex G-AISD. VP-KDH, G-AISD. R.Lallemand, Florennes (replacing Proctor OO-RLD no.864). C of A expired 9.11.68, wfu.
 925 Aeronca 7AC Champion 7AC-1791 24.7.53
 OO-KYM Ex OO-TWA (510), OO-AEB (694), OO-PVS (824). Van Strydonck, Antwerp, to A.Sibelle, Esneux. Canc on sale as D-EJOP, 28.8.57.
 926 DH.82A Tiger Moth 84875 28.7.53
 OO-EVT Ex T6534, G-AMTP. CNVAV, Temploux/St.Hubert. Canc 14.1.72, to Brussels Air Museum.
 927 Auster 5 1808 6.8.53
 OO-GAN Ex TW469. Ghent Aviation Club. Cr at St.Denys-Westrem (2) 11.7.54 and canc 27.9.54.

928 Sikorsky S-55 55.532 6.8.53
 OO-SHB SABENA, Brussels, d/d 9.8.53. Canc 19.11.56 and sold to French Air Force.
 929 Scheibe Spatz 515 3.9.53
 OO-SZA CNVAV, to SABENA, to G.Englebert, St.Hubert. Some-time sold as D-5488, OY-EVX and restored. Current
 930 Scheibe Spatz 517 3.9.53
 OO-SZB CNVAV, to SABENA, to G.Englebert, St.Hubert. Current.
 931 Fairchild F.24W-41A Argus 2 322 .10.53
 OO-ACF Ex 42-32117, FK313, G-AJGW. L.Vlieghe, Lier. Canc 18.7.56 on sale as D-EKAS.
 932 Aeronca 11AC Chief 11AC-1603 21.10.53
 OO-GUS Ex OO-USG (819). R.Heuvelmans, St.Lambrechts-Woluwe. Canc 6.3.56, to D-EJUN later OY-RPE.
 933 Beech D35 Bonanza D-3606 5.11.53
 OO-YAC De Bled, St.Gilles, to J.Cousin, Antwerp. Sold as F-OBOL 22.12.59, later F-BFOL.
 934 Sikorsky S-55 55.533 20.11.53
 OO-SHC SABENA, Brussels, d/d 12.11.53. Canc 9.4.56 and sold to French Air Force.
 935 Miles M.65 Gemini 1A 6510 20.11.53
 OO-GAR Ex G-AKHS. Socoga, Leopoldville, Congo. Sold as CR-LCX, 12.11.56.
 936 Beech C.35 Bonanza D-3346 20.11.53
 OO-DOL Ex (OO-JAN). Cogea Nouvelle, Oostende; to Ets.Cost; to Autostrade Motors, Antwerp; to Ets Casteels, Grimbergen, current.

Note: At this point there commences a batch of Belgian Congo registrations which appears to consist of most or all of the aircraft then current. These aircraft already have a Congolese Certificate of Registration (prefixed C.) but are now allocated a Belgian C of R number in addition. The batch extends to C of R no.991 and as no.992 was used on 2.1.54 it may be assumed that this book-keeping exercise was carried out at the end of 1953 or perhaps nominally 1.1.54. All dates quoted are the original dates of the Congolese certificates.

937 DH.85 Leopard Moth 7038 24.4.34
 OO-CAA Ex G-ACOS, (OO-BOB). Was C.1. Jeanty, Leopoldville. Cr in Angola 4.9.55 and canc 12.9.59.
 938 DH.85 Leopard Moth 7096 25.6.40
 OO-CAF Ex OO-JFC (328). Was C.31. Fisher, Boma; to Koloniaal Bestuur 10.40; to Aero Club du Congo Belge, 10.54; canc 27.6.58.
 939 Lockheed 14-H2 Electra 1489 27.9.40
 OO-CAG Ex F-ARIY. Was C.32. Colony of the Belgian Congo, to SABENA 22.9.42. Canc 25.9.54 as sold abroad.
 940 Lockheed 18-56 Lodestar 2339 5.5.43
 OO-CAO Ex 42-32205. Was C.42. SABENA, to Service Cartographique du Congo 14.12.49, canc 25.2.55 and sold as N2744A, later N44A and N4004.
 941 Piper J-5A Cub Cruiser 5-1263 3.11.42
 OO-CAQ Was C.40. Aeroclub du Congo Belge, to Aero Club Leopoldville 11.8.44, to Aero Club Matadi 23.10.51. To 90-CAQ and 90-CAQ. Ex NC41144.
 942 Waco YKS-7 5206 23.7.43
 OO-CAU Ex VP-YCP. Was C.45. Hellebaut, Elizabethville; to Lejaer, to Lescrauwaets, canc 25.9.54.
 943 Avro 652A Anson 1 unkn 6.10.45
 OO-CAY Was C.49. G.Lejaer, Costermansville; to Gouvernement General du Congo Belge. Canc 30.11.54.
 944 Avro 652A Anson 1 unkn 6.12.45
 OO-CCA Was C.51. G.Lejaer, Costermansville; to Govt Genl du Congo Belge 11.3.54, to Institut Geographique du Congo Belge 30.11.54 however also reported as w/o at Kindu 6.7.53 and canc 25.9.54.
 945 DH.82A Tiger Moth unkn 6.12.45
 OO-CCB Ex ?. Was C.52. G.Lejaer, Costermansville; to Govt Genl du Cpngo Belge. Cr into Lake Kivu 11.3.54 and canc 13.5.54.
 946 Douglas C-49K-DO 6339 7.2.46
 OO-CBB Ex (NC30037), 43-2015. Was C.54. SABENA, operated by Air Katanga, registered in Belgium 24.4.61 with C of R no.1370. Leased to Air Congo as 90-CBB 8.63, then 90-CBB, sold to Air Congo, to Zaire Air Force.
 947 Douglas C-49D-DO 4144 7.2.46
 OO-CBC Ex (NC33638), 41-7719. Was C.55. SABENA, operated by Air Congo, then leased as 90-CBC 9.3.61 and 90-CBC. Fate unknown.

. . . to be continued

Impressment Review

PART SIX

Regn.	Type	C of A No. & Expiry date	Air Min Alloc'n	Owner and base shown
G-ACHC	DH.85 Leopard Moth	3964 26.2.40	NAC1	The Newcastle-upon-Tyne Aero Club Ltd., Newcastle 1.9.39. Imp. 11.8.40. Owner notified 28.8.40.
G-ACHD	DH.85 Leopard Moth	3967 28.6.34	NAC1	The de Havilland Aircraft Co.Ltd., Stag Lane.
G-ACHF	Spartan Arrow	3955 8.3.40	E	Romford Flying Club Ltd., Romford 31.8.39. Destroyed by fire 6.2.40.
G-ACHI	Westland Wessex	3940 23.5.40	NAC5	Air Service Training Ltd., Hamble.
G-ACHL	Miles Hawk	4012 25.7.40	T	George de Preitas-Secchilary, Lydda Airport, Palestine 28.9.39. To Pessah Steinberg & Abraham Schechlerman, Lydda. Reduced to produce 1.11.43.
G-ACHN	Avro 638 Club Cadet	3948 21.2.40	E	Airwork Flying Club Ltd., Heston 29.8.39. Denham 10.12.39.
G-ACHO	Avro 638 Club Cadet	3957 31.3.40	E	As for G-ACHN.
G-ACHP	Avro 638 Club Cadet	3956 29.4.39	E	Airwork Flying Club Ltd., Heston 29.8.39. Imp. 31.7.42. Owner notified 14.8.42. C of A extended to 30.5.41.
G-ACHU	G.A.L.4	3934 26.5.39	NAC1	L.W.Harrp, Wolverhampton 1.9.39. To Hugh, Patrick, Francis, Michael & Paul Murphy, Wombourne near Wolverhampton 29.3.41.
G-ACHV	DH.84 Dragon	3972 29.1.40	NAC	Air Taxis Ltd., Croydon. Imp. 31.3.40. Owner notified 12.6.40. C of A extended to 29.2.40 and 29.3.40.
G-ACHW	Avro 638 Club Cadet	3931 27.1.40	E	Southend-on-Sea Flying Services Ltd., Southend 31.8.39.
G-ACHZ	Miles Hawk	- -	T	Airsales & Service Ltd., Bekesbourne. Allocation Cld due to being WFU July 1939.



The sixth Miles Hawk, G-ACHZ, which avoided impressment by being written-off in June 1939 although it clearly must have survived this encounter with vegetables and the law which occurred at Upshire, Essex, on 15.11.33.

G-ACIB	DH.60G III	3945 27.4.40	T	The Scottish Flying Club Ltd., Renfrew 31.8.39. Imp. 29.8.40. Owner notified 10.9.40.
G-ACIC	G.A.L.4	3986 22.12.38	NAC1	Romford Flying Club Ltd., Maylands Aerodrome 1.9.39.
G-ACIE	DH.84 Dragon	3964 27.5.39	NAC3	Despite allocation this was Sold Abroad March 1939 by Airwork Ltd.
G-ACIF	Avro Avian IV	3970 27.8.40	E	C.D.Walkington, Jos, Nigeria.
G-ACIG	DH.83 Fox Moth	3978 8.2.40	NAC	Portsmouth, Southsea & IOW Aviation Ltd., Portsmouth. Imp. 31.3.40. Owner notified 12.6.40.
G-ACIH	Avro 643 Club Cadet	3977 29.2.40	E	North of Ireland Aero Club Ltd., Ards 31.8.39.
G-ACIK	DH.60G III	3981 4.11.39	T	Hamshire School of Flying Ltd., Southampton 31.8.39. To W.S. Shackleton Ltd and sold to Haller Aviation Ltd in South Africa 21.3.40.
G-ACIT	DH.84 Dragon	3991 4.7.40	NAC	Scottish A/W Ltd., Inverness 1.9.39. C of A extended progressively to 23.9.41, 15.10.42, 28.10.43, 4.11.44, 4.1.46.

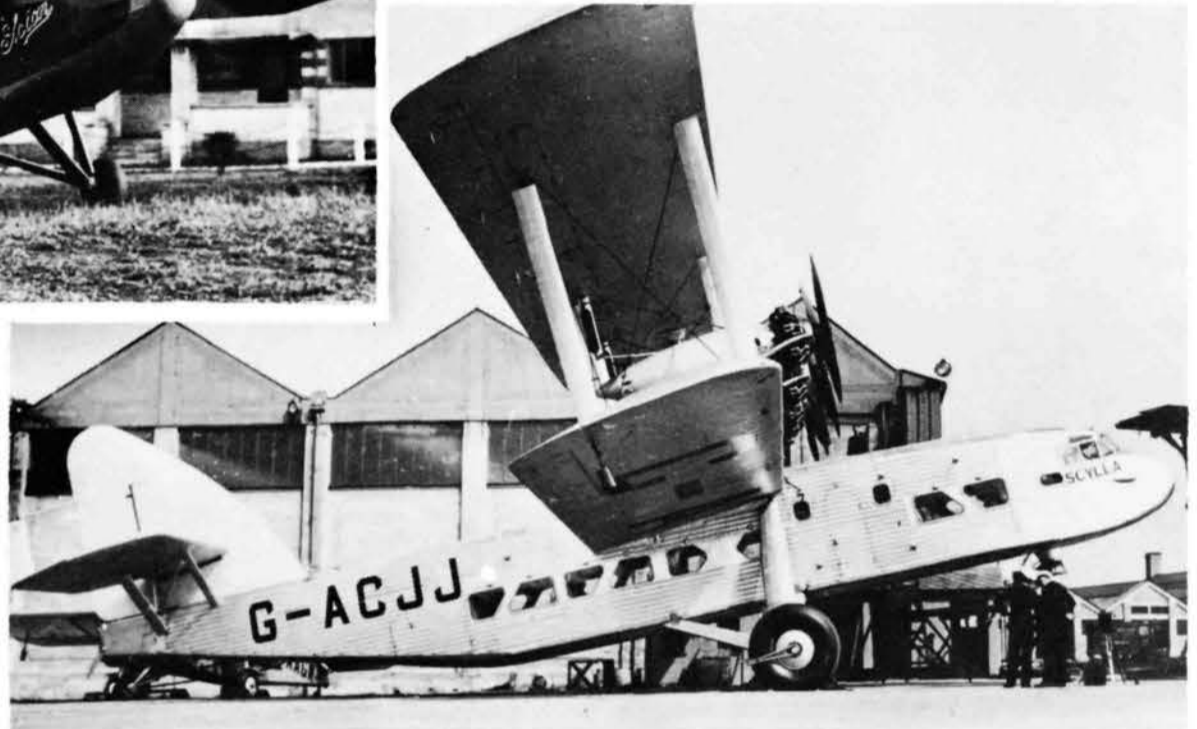
Dragon G-ACIT served with Highland Airways, then Scottish Airways, and continued flying throughout the war as part of the NAC fleet. It had a long post-war career with Air Navigation & Trading Co Ltd at Squires Gate before passing on to the newly formed British Executive and General Aviation (Beagle) in 1962. It appeared refurbished in company colours at Sywell in April 1962 and is currently stored at Southend.



G-ACIU	DH.84 Dragon	3995	11.3.40	NAC	Surrey Flying Services Ltd., Croydon. Imp. 10.5.40. Owner notified 12.6.40. C of A extended to 26.3.41.
G-ACIV	DH.80A Puss Moth	2887	7.5.40	NAC1	Air Hire Ltd., Southend 1.9.39. Imp. 31.7.41. Owner notified 11.8.41.
G-ACIY	DH.83 Fox Moth	4005	30.11.39	NAC1	Henry Deterding, Newnham Grounds, Daventry (owner's home) 1.9.39. Imp. 30.6.41. Owner notified 18.7.41.
G-ACJB	DH.60G III	3982	5.10.39	T	The Scottish Flying Club Ltd., Renfrew 31.8.39. Imp. 29.8.40. Owner notified 10.9.40.
G-ACJF	G.A.L.4	3998	21.3.39	NAC1	Airwork Ltd., Heston 1.9.39.
G-ACJG	DH.60G Moth	3997	17.3.40	T	Eastbourne Flying Club Ltd., Wilmington Aerodrome 29.8.39. Imp. 23.6.40. Owner notified 8.7.40.
G-ACJI	Short Scion	4175	16.3.40	NAC5	The Yorkshire A/W Ltd., Yeadon 1.9.39. Imp. 31.3.40. Owner notified 12.6.40.



The prototype Short Scion G-ACJI at Gravesend early in 1934. Astute readers will notice the control tower which matches that on the cover of Archive 2/80, thus confirming the view that Gravesend was the correct location for that picture (see p.58).



One of only two Short L.17s built, "Scylla" served with NAC and was about to be impressed when it was overturned by a gale at Drem 14.4.40 and written off. Date and location of this photo are unknown - any offers?

G-ACJJ	Short Scylla	4276	3.7.40	NAC	Imperial A/W Ltd., Croydon.
G-ACJK	Short Scylla	4326	17.12.39	NAC	As for G-ACJJ.
G-ACJL	Airspeed AS.5 Courier	4030	28.9.35	NAC5	Aircraft Exchange & Mart, Hanworth.
G-ACJM	DH.84 Dragon	4018	5.9.34	NAC3	L.G.Reid, Hatfield.
G-ACJT	DH.84 Dragon	4011	18.5.40	NAC	Southern A/W Ltd., Weston-super-Mare 1.9.39. Notified by phone as crashed 8.1.40.
G-ACJZ	Avro 638 Club Cadet	4015	15.11.39	E	Southend Flying Club Ltd., Southend 31.8.39.
G-ACKB	DH.84 Dragon	4074	2.3.40	NAC	Commercial Air Hire Ltd., Croydon. Imp. 7.7.40. Owner notified 12.7.40. C of A extended to 10.4.40 and 22.4.41.
G-ACKE	Avro Avian	2411	25.5.40	E	V.H.Doree, Rearsby 29.8.39. To Leicester Airport dismantled 28.12.39. To Queens Road Garage, Coventry 7.2.41 with Percy Blamire. Also noted on 22.10.41.
G-ACKK	DH.85 Leopard Moth	4100	19.5.37	NAC1	Sir P.G.J. Mostyn, Hatfield.
G-ACKL	DH.85 Leopard Moth	4127	3.3.40	NAC1	The Scottish Flying Club Ltd., Renfrew 1.9.39. Imp. 29.8.40. Owner notified 10.9.40.
G-ACKM	DH.85 Leopard Moth	4165	7.2.40	NAC1	Household Brigade Flying Club Ltd., Heston 1.9.39. To Denham 10.12.39. Returned to Heston 3.4.40. Imp. 23.6.40. Owner notified 8.7.40.
G-ACKN	DH.85 Leopard Moth	4118	17.3.40	NAC1	F.Wallis, Southampton 1.9.39. Imp. 12.5.40. Owner notified 12.6.40.
G-ACKP	DH.85 Leopard Moth	4220	31.3.40	NAC1	Capt.Geoffrey de Havilland, Hatfield 1.9.39. Imp. 27.10.40. Owner notified 8.11.40.
G-ACKR	DH.85 Leopard Moth	4146	3.2.40	NAC1	Air Commerce Ltd., Heston. Imp. 31.3.40. Owner notified 12.6.40. C of A extended to 1.3.41.
G-ACKS	DH.85 Leopard Moth	4204	9.3.40	NAC1	The Yorkshire Aeroplane Club Ltd., Yeadon 1.9.39. Imp. 16.6.40. Owner notified 8.7.40.
G-ACKU	DH.84 Dragon	4094	10.4.40	NAC	Anqlo-European A/W Ltd., Croydon. To Cardiff 18.1.40. To Commercial Air Hire Ltd., Cardiff. Imp. 7.7.40. Owner notified 16.7.40. C of A extended to 5.7.41.
G-ACLC	Blackburn B.2	4167	1.12.39	ERT	Blackburn Aircraft Ltd., Brough. 1.9.39. C of A extended to 29.11.40.
G-ACLD	Blackburn B.2	4090	13.8.40	ERT	As for G-ACLC. C of A extended to 4.9.41.
G-ACLE	DH.84 Dragon	4019	15.9.40	NAC	Allied A/W (Gandar Dower) Ltd., Dyce. To Western A/W Ltd., Weston-super-Mare. Imp. 10.5.40. Owner notified 12.6.40.
G-ACLF	Airspeed Courier	4111	1.8.40	NAC	North Eastern A/W Ltd., Croydon. To Portsmouth, Southsea & IOW Aviation Ltd., Portsmouth. Imp. 31.3.40. Owner notified 12.6.40.
G-ACLK	DH.85 Leopard Moth	4170	30.3.40	NAC1	A.J.Mulder & H.W.Bailey, Redhill 1.9.39. Allocation changed to List 4 Appendix A. Imp. 2.3.40. Owner notified prior to 13.9.40.

G-ACLL	DH.85 Leopard Moth	4171	24.2.40	NAC1	F.H.Matusch, Hatfield 1.9.39. Imp. 15.7.40. Owner notified 19.7.40.
G-ACLM	DH.85 Leopard Moth	4200	9.11.39	NAC	Birkett Air Service Ltd., Heston. Imp 31.3.40. Owner notified 12.6.40. C of A ext'd to 9.12.39, 13.12.39 and 11.2.41.
G-ACLR	Airspeed AS.5A Courier	4081	29.9.40	NAC	Portsmouth, Southsea & IOW Aviation Ltd., Portsmouth. Imp. 31.3.40. Owner notified 12.6.40.
G-ACLT	Airspeed AS.5A Courier	4084	23.5.40	NAC	Air Taxis Ltd., Croydon, Imp. 31.3.40. Owner notified 12.6.40.
G-ACLV	Avro 504N	4213	10.1.39	E	R.A.C.Holme, Hanworth.
G-ACLW	DH.85 Leopard Moth	4255	20.7.40	NAC1	W.R.K.Silcock, Feltham 1.9.39. Imp 16.6.40. Owner notified 8.7.40.
G-ACLY	DH.85 Leopard Moth	4112	5.4.40	NAC1	Southend-on-Sea Flying Services Ltd., Southend 1.9.39. Imp. 15.7.40. Owner notified 19.7.40.
G-ACLZ	DH.85 Leopard Moth	4218	14.6.40	NAC1	Airwork Ltd., c/o Yorkshire A/W, Yeadon 29.8.39. Airwork notified 13.12.39 of move to Heston. Imp. 16.6.40. Owner notified 8.7.40.

Avro 504N G-ACLV of Cobham's Circus photographed from Wessex G-EBXK during a display over Longford Park, Stretford, Manchester, at some time in the mid-30s (Basil Mears collection).



National Benzole's Leopard Moth G-ACMA survived impressment as BD148 and is still active, as shown during this visit to Sywell on 6.7.75.



G-ACMA	DH.85 Leopard Moth	4219	17.3.40	NAC1	National Benzole Ltd., Heston 1.9.39. To Woodley 12.9.39. To Herons Farm, Pangbourne, Berks 24.11.39. Imp. 4.8.40. Owner notified 28.8.40.
G-ACMB	DH.60G Moth	4262	9.9.39	NAC	Surrey Flying Services Ltd., Croydon. Imp. 10.5.40. Owner notified 12.6.40. C of A extended to 29.11.40.
G-ACMG	Avro 631 Cadet	4091	13.2.40	T	Light Planes (Lancashire) Ltd., Woodford 31.8.39.
G-ACMJ	DH.84 Dragon	4105	30.12.39	NAC	Western A/W Ltd., Weston-super-Mare. Imp. 10.5.40. Owner notified 12.6.40. C of A extended to 5.12.40.
G-ACMK	British Klemm L.25C	4152	18.5.40	E	C.E.Berens, RAE Farnborough 31.8.39. Notified at The Full Stop, Studland, Dorset in letter dated 27.11.39.
G-ACMM	Miles M.2 Hawk	4113	19.7.40	T	R.A.Walley, Wolverhampton. To E.W.Brookhouse, City Aerodrome, Meir 29.8.39. To City Garage, 3-7 Lonsdale Street, Stoke-on-Trent 5.6.40.
G-ACMN	DH.85 Leopard Moth	4268	28.7.40	NAC	Personal A/W Ltd., Croydon. Imp. 31.3.40. Owner notified 12.6.40.
G-ACMR	KP.2 Experimental	-	-	E	G.L.Pickering, K.N.Pearson & D.Horsfield, Ford Aerodrome, Yapham.
G-ACMZ	British Klemm L.25C	4156	4.12.39	E	L.J.Blow, Old Warden 29.8.39.

G-ACNE	Avro 631 Cadet	4168	15.11.40	ERT	Air Service Training Ltd., Hamble. Reduced to produce and written off 4.3.42.
G-ACNF	Avro 631 Cadet	4169	8.8.39	ERT	Air Service Training Ltd., Hamble. Airframe to ATC 31.8.41. C of A was extended to 9.4.41.
G-ACNG	DH.84 Dragon II	4223	3.2.40	NAC	Scottish A/W Ltd., Renfrew 1.9.39. C of A extended to 24.1.41.
G-ACNJ	DH.84 Dragon II	4235	1.8.40	NAC3	Allied A/W (Gandar Dower) Ltd., Stromness 31.8.39. Later re-regd to Air Taxis Ltd., Barton although handwritten note gives base as Croydon. C of A progressively extended to 29.9.41, 17.9.42. Temporary extension to 7.11.42, 7.12.42, 7.1.43, 7.2.43, 7.3.43, 28.4.43 and 28.5.43.
G-ACNK	Avro Avian Mk.IVM	2829	29.6.40	E	Pilot Officer W.N.Stubbs, 84(B) Squadron, RAF Shaibah, Iraq. Re-regd to J.H.Van c/o Shell Co. of West Africa, Lagos. Imp. 2.3.40. Owner notified 2.4.40. Location given as West Africa.
G-ACNN	DH.85 Leopard Moth	4104	3.4.40	NAC1	H.N.St.Velery Norman, Heston 1.9.39. Imp. 12.5.40. Owner notified 12.6.40.
G-ACNR	DH.Moth Major	4239	20.4.40	T	The Midland Aero Club Ltd., Castle Bromwich 31.8.39. Re-regd to W.S.Shackleton Ltd. 4.6.40 and shown as retrospectively Sold Abroad 27.5.40.
G-ACNS	DH.Moth Major	4249	5.3.40	T	J.Winning, Southampton 1.9.39. To W.S.Shackleton Ltd., Southampton and Sold Abroad 21.3.40 to Haller Aviation Ltd., Pretoria.
G-ACNT	Avro 641 Commodore	-	-	NAC	A.V.Roe & Co.Ltd., Woodford. Shown as dismantled 2.9.39 and Cld 13.10.39.
G-ACNU	Klemm Swallow	4187	8.7.39	E	Major H.Musker, O.B.E., Hanworth. To L.J.Blow initially Chigwell Aerodrome, Essex and then noted at Old Warden 29.8.39. Re-regd to Cinque Ports Aviation Ltd. and Sold Abroad 19.4.40.
G-ACNX	Miles M.2 Hawk	4182	17.4.40	T	Staffordshire Airplanes Ltd., City Aerodrome, Meir, Stoke-on-Trent 2.9.39. Imp. 10.1.41. Owner notified 24.1.41.
G-ACNY	Avro 638 Cadet	4224	19.5.40	E	Airwork Flying Club Ltd., Heston 29.8.39. Housed at Denham 10.12.39. Sold Abroad 10.6.41.
G-ACNZ	Airspeed Courier	4348	2.11.40	NAC	Portsmouth, Southsea & IOW Aviation Ltd., Portsmouth. Imp. 31.3.40. Owner notified 12.6.40.
G-ACOG	DH.Moth Major	4247	30.4.40	T	The Midland Aero Club Ltd., Wolverhampton Airport 31.8.39. To W.S.Shackleton Ltd. 8.8.40 and Sold Abroad same date.
G-ACOI	DH.Moth Major	4260	10.1.40	T	As for G-ACOG.
G-ACOJ	Parnall Peto	-	-	E	F.C.H.Allen, Fairbourne, Woodland Road, Selsey, Sussex. No C of A issued.
G-ACOK	Avro 504 (Mongoose)	4254	13.4.39	E	L.J.Rimmer, Hooton.
G-ACom	Avro 504 (Mongoose)	4319	14.4.40	E	The Herts & Essex Aero Club Ltd., Broxbourne 31.8.39.
G-ACOO	DH.85 Leopard Moth	4283	1.5.40	NAC1	Mrs.B.L.Urquhart, Croydon 1.9.39. Housed at Renfrew by 20.12.39. Imp. 29.8.40. Owner notified 10.9.40.
G-ACOW	British Klemm Swallow	4225	9.2.40	E	Capt. The Hon.L.Lambert, DSO,RN(Retd), Bristol Airport. To Hampshire School of Flying Ltd., Southampton 31.8.39. Imp. 10.5.40. Owner notified 12.6.40.
G-ACPB	Avro 640 Cadet	4251	27.3.40	T	J.L.Bebb, Merseyside Air Park, Hooton 12.9.39.
G-ACPF	DH.85 Leopard Moth	4274	11.5.40	NAC1	J.J.Hofer, Denham 1.9.39. Imp. 23.6.40. Owner notified 8.7.40.
G-ACPG	DH.85 Leopard Moth	4271	23.3.40	NAC1	Cinque Ports Flying Club Ltd., Lympne 29.8.39. Imp. 19.3.40. Owner notified 12.6.40.
G-ACPI	DH.Moth Major	4290	18.12.39	T	A.M.Lee, Firbeck Aerodrome, Worksop 31.8.39. To W.S.Shackleton Ltd. 29.4.40 and Sold Abroad 8.5.40.
G-ACPJ	British Klemm Swallow	4269	28.10.39	E	F.C.G.Lennox (His Grace The Duke of Richmond & Gordon), Goodwood House, Chichester, Sussex 31.8.39.
G-ACPK	DH.85 Leopard Moth	4311	16.10.39	NAC	Olley Air Service Ltd., Croydon. Imp. 31.3.40. Owner notified 12.6.40. C of A extended to 27.12.40.
G-ACPL	DH.86	4162	17.3.38	NAC	Imperial A/W Ltd., Whitchurch. To BOAC and taken over by RAF.
G-ACPP	DH.89 Rapide	4730	19.3.40	NAC	Great Western & Southern Air Lines Ltd., Shoreham. C of A progressively extended to 18.5.40, 30.6.40, 22.10.41, 19.12.42, 11.5.44, 11.6.44 and 12.10.45.
G-ACPR	DH.89 Rapide	4743	1.5.40	NAC	As for G-ACPP. Noted as crashed.
G-ACPT	DH.Moth Major	4285	18.1.40	T	Portsmouth Aero Club Ltd., stored at National Garage, Twyford Lane, Portsmouth from 6.11.39. Notified 10.6.40 moved to The E.M.A. Garage, Grove Road, Southsea. Imp. 30.6.40. Owner notified 16.7.40.
G-ACPU	Klemm BK.1 Eagle	4369	19.1.40	NAC1	Mrs.M.Glass, Heston. Stored at RAF Station Farnborough from 29.11.39. Imp. 31.5.41 (given Service markings previous day). Owner notified 9.6.41.
G-ACPV	Avro 504N	4463	17.6.39	E	Publicity Planes Ltd., Hanworth. Imp. 24.12.40. Owner notified 7.8.41.
G-ACPX	DH.84 Dragon II	4272	9.11.40	NAC	Western A/W Ltd., Weston-super-Mare. Imp. 10.5.40. Owner notified 12.6.40. Note on 31.8.39 said "No engine at present".

Starting with DH.83 G-ACEJ some odd pencil notes in the records appear on certain NAC Fleet allocations stating colours. These could of course merely relate to the type of Form to be issued, but perhaps it related to the actual colour of the aircraft. Your compiler would like to hear from anyone who can shed light on this oddity. Those so marked are as follows :

Fawn : Fox Moth G-ACEJ/CFC/CFE/CIG/CIY Leopard Moth G-ACGS/CHC/D/CKK/L/M/N/P/R/S/CLK/L/M/W/Y/Z/CMA/N/CNN/COO/CPF/G/CRC/V/W/CSF/H/J/U/CTG/J/L/CLK/O Hendy Heck G-ACTC Commodore G-ACNT Eagle G-ACPU Monospar G-ACGI/CHU/CIC/CJF/CTS Puss Moth G-ACIV/CTV DH.87 G-ACTA Gull G-ACGP Avro 641 G-ACUG Stinson Junior G-ACSV

Pink : Dragon G-ACEK/CHV/CIE/T/U/CJT/CKB/U/CLE/CMJ/CNG/J/CPX/Y

Green : Scylla G-ACJJ/K

Blue : Rapide G-ACPP/R/CTT/U

Yellow : Airspeed Ferry G-ACFB Courier G-ACJL/CLF/R/T/CNZ Avro X G-ACGF Wessex G-ACHI Scion G-ACJI/CUW Cruiser G-ACSM

Complete Civil Registers : 3

New Zealand



PART TWO

Post-1929 register:

The permanent register officially opened on 1st of January 1929 and existing machines were soon incorporated into it. Some of the early registration dates are not to be taken as definitive and may refer to the first registration series, to airworthiness dates, or to date of arrival in New Zealand. On the whole only the main operators of each aircraft are quoted, agents and importers generally being omitted for clarity.

ZK-AAA De Havilland DH.60G Moth 888 14.11.28
Left UK 22.11.28. Sir Charles Wakefield, to Marlborough Aero Club, Blenheim 8.3.29 "Sir Charles Wakefield". Crash landed at Blenheim 10.6.36.

ZK-AAB De Havilland DH.60X Moth 500 1.1.29
Ex G-NZAT. Air Survey & Transport Co Ltd, to Hawkes Bay & East Coast Aero Club. Crashed on Maraenui Golf Course 8.3.36, converted to DH.60G, test flight 20.5.36, dismantled at Hobsonville early .38. Canc 30.5.38.

ZK-AAC Avro 594 Avian IIIA R3/CN/174 4.1.29
Ex G-NZAV. Capt.K.W.J.Hall, to Miss Aroha Clifford, to R.Barryman, to Manawatu Aero Club, to M.H.Cram. Destroyed when hangar collapsed in storm at Parorangi near Fielding 2.2.36. Remains burnt at Auckland 18.2.39 and regn canc 19.4.39.

ZK-AAD De Havilland DH.60G Moth 927 15.3.29
Ex (G-NZEC). Air Survey & Transport Co Ltd but not used, rebuilt with new spares and first flown 1931. To A.C.McIntosh "Bell-Bird", to M.E.Spiers, crashed on take-off at Whataroa, Westland 16.2.38.



The smartly-bespatted "Bell-Bird" ZK-AAD.

ZK-AAE De Havilland DH.60G Moth 928 1.3.29
Ex (G-NZED). Air Survey & Transport Co Ltd, to Auckland Aero Club, "NZ Herald Gift Machine" (see page 56) Crashed at Mangere, Auckland 22.12.30.

ZK-AAF Avro 594 Avian IIIA 162 1.1.29
Ex G-NZEE. Goodwin-Chichester Aviation Co Ltd, to D. J.McNichol, airframe condemned 29.4.35, to various owners, last owner A.J.Borsen. Wfu 1946 near New Plymouth, remains collected by K.Trillo, some parts used to rebuild ZK-ACM. Last remains of ZK-AAF dbf near Wanganui 23 - 24.2.74.

ZK-AAG De Havilland DH.60G Moth 929 1.1.29
Ex (G-NZEF). Air Survey & Transport Co Ltd, to Hamilton Airways Ltd, No"1", to Southland Aero Club. Crash landed at Cromwell .37, dismantled.

ZK-AAH De Havilland DH.60G Moth 868 1.5.29
Ex NZAY, (G-NZAY). Canterbury Aero Club. Fate unknown but canc 18.8.38 and believed to spares.

ZK-AAI De Havilland DH.60G Moth 869 1.5.29
Ex NZAZ, (G-NZAZ). Canterbury Aero Club. Crashed at Hokitika 23.3.37.

ZK-AAJ De Havilland DH.60G Moth 914 3.5.29
Ex (G-NZEA). Marlborough Aero Club. Crashed on the Miramar Golf links, Wellington 20.11.32.

ZK-AAK De Havilland DH.60G Moth 915 4.29
Ex (G-NZEB). Auckland Aero Club. Crashed at Mangere, 18.10.37, canc 29.10.37.

ZK-AAL De Havilland DH.60G Moth 866 4.29
Ex NZAW, (G-NZAW). Auckland Aero Club, impressed bt RNZAF as NZ501, 1.10.39. Crashed at New Plymouth 22.2.41.

ZK-AAM De Havilland DH.60G Moth 867 19.2.29
Ex NZAX, (G-NZAX). Marlborough Aero Club, to Wairarapa Aero Club. Crash landed at Masterton 4.3.32.

ZK-AAN Avro 594 Avian IIIA 199 23.1.29
Goodwin-Chichester Aviation Co Ltd, to Wellington Aero Club, to J.C.K.Baines, to R.L.McGaffin, to H.W. Wilson, Halcombe. Presumably wfu, canc 30.5.38.

ZK-AAO De Havilland DH.60G Moth 922 4.29
(C/n quoted as 913, but see p.44 this Archive) I.C.Horton, to Wellington Aero Club, impressed as NZ502, 12.9.39, later INST.21 as instructional airframe at Rongotai, 1942. Fate unknown.

ZK-AAP Simmonds Spartan 8 9.2.29
H.F.Mase "The All Black", UK C of A issued 17.4.29 and aircraft departed Lympne on flight to NZ 26.4.29 but crashed on take-off after precautionary landing near Roanne - St.Etienne railway line in France later the same day. Wreck shipped to UK but not repaired.

ZK-AAQ Blackburn L.1B Bluebird 1450/1 27.2.29
Ex G-AABB UK C of A dated 4.12.28. D.S.Cattanach, t/a Southern Cross Airways, to J.E.Tidd & R.Kemp, to E.Bull, to S.J.Blackmore. Crashed on take-off at Te Rapa, Hamilton 2.4.33.

ZK-AAR De Havilland DH.60G Moth 1102 14.5.29
J.D.Hewitt t/a Falcon Airways, to Canterbury Aero Club, impressed as NZ519 on 13.10.39, to INST.36 at Rongotai. Fate unknown.

ZK-AAS De Havilland DH.60G Moth 1111 8.29
Hamilton Airways Ltd, to Wellington Aero Club. Crashed near Cape Campbell, 25.12.36.

ZK-AAT De Havilland DH.60G Moth 1132 26.7.29
Auckland Aero Club. Crashed at Mangere 12.3.38.

ZK-AAU De Havilland DH.60G Moth 1131 .29
UK C of A issued 25.10.29. Auckland Aero Club. Crashed at Mangere 26.8.36.

ZK-AAV De Havilland DH.60G Moth 1185 11.29
Hamilton Airways Ltd, to Rotorua Airways Ltd, to R.G. Tappenden & P.C.Lewis t/a Bohunk Airways, to M.A. Scott, to Wellington Aero Club. Wfu, b/u 26.8.36.

ZK-AAW De Havilland DH.60G Moth 1197 13.1.30
Canterbury Aero Club. Crashed at Oamaru 7.12.36.



Moth ZK-AAW in Canterbury Aero Club colours (P.Hanson).

- ZK-AAZ De Havilland DH.60G Moth 1202 11.10.29
Western Federated Flying Club, to Wanganui Aero Club, impressed as NZ506 on 10.10.39, later INST.40, final disposition Gisborne ? Fate unknown.
- ZK-AAY Simmonds Spartan 4 19.10.29
Ex VH-ULI, UK C of A 11.2.29. Hawkes Bay & East Coast Aero Club, to New Zealand Airways who converted it to 3-seater in 1930. Crashed at Staveley, near Mount Somers, 12.2.37.
- ZK-AAZ De Havilland DH.60G Moth 1207 .29
Wellington Aero Club, to West Coast United Aero Club, crashed at Hokitika 19.9.37.
- ZK-ABA De Havilland DH.60M Moth 1449 .29
UK C of A 30.12.29. J.H.W.Lett t/a Gisborne Aerial Transport Co Ltd, to Manawatu Aero Club (later Middle Districts Aero Club), crashed at Palmerston North, 10.3.38.
- ZK-ABB De Havilland DH.60G Moth 1217 .29
UK C of A 9.12.29. Hawkes Bay & East Coast Aero Club, to New Plymouth Aero Club, impressed as NZ504 on 11.10.39. Crashed at New Plymouth 19.4.41.
- ZK-ABC Simmonds Spartan 48 11.12.29
Hawkes Bay & East Coast Aero Club. Crashed 22.3.33 at Tarumaranui, canc 14.6.33. Rebuild attempted by New Zealand Airways but abandoned and remains sold as firewood 6.7.37.
- ZK-ABD Monocoupe M-5 332 .29
Ex C7006. First flew in NZ 11.29. O.B.Coltrere, to L.Mangham, wfu at Palmerston North 30.4.38, stored. Destroyed by fire at Milsom, Palmerston North, 12.10.53, canc .54.



The Monocoupe ZK-ABD survived for over twenty years, though inactively. From the photograph it appears to be a Monocoupe 60 - can any reader confirm this designation?

- ZK-ABE De Havilland DH.60M Moth 1448 .29
UK C of A 30.12.29, f/f in NZ 6.4.30. Wairarapa and Ruahine Aero Club, Masterton. Crashed at Masterton, 3.7.39.
- ZK-ABF De Havilland DH.60M Moth 1447
National Airways Ltd, to Cadbury's Business Services Ltd "The Chocolate Plane", to Otago Aero Club, impressed as NZ516 on 26.9.39, crashed at New Plymouth, 5.2.41.
- ZK-ABG DH.80A Puss Moth 2046 14.11.30
UK C of A 19.8.30, f/f in NZ 1.11.30. Rotorua Airways Ltd "Arawa", to New Zealand Airways Ltd, to W.R.Willmott, to A.J.Bradshaw t/a Southern Airways "Hikioi", No"4", impressed as NZ594 on 16.6.42, restored post-war as ZK-AJW.
- ZK-ABH De Havilland DH.60G Moth 1249 4.11.30
Wellington Aero Club. Crashed at Johnsonville, Wellington, 22.10.32.
- ZK-ABI Dornier Do12A Libelle 101 15.11.29
Arrived NZ 1.11.29 and f/f 17.11.29. Aerial Services Ltd, Auckland. Crashed in sea off Milford Beach, Auckland, 13.12.29.



The unmarked and short-lived Libelle ZK-ABI moored in Auckland harbour.

- ZK-ABJ Avro 616 Avian IVM 386 6.29
A.V.Jury, Greytown, to J.F.Cane, Masterton. Crashed at Waikanae 25.1.35.
- ZK-ABK Simmonds Spartan 3-seater 46 18.11.29
F/f in UK 4.9.29, in NZ 13.2.30. New Zealand Airways Ltd "White Star", No"1", to S.J.Lister and convtd to 1-seater, to L.W.Whittaker again as 3-seater. Wfu and cancelled 29.11.40.
- ZK-ABL Simmonds Spartan 3-seater 39 .
F/f in NZ 1.30. Wellington Aero Club, to Goodwin-Chichester Aviation Co Ltd, to T.A.Baikie. Crashed at Tauranga 16.8.36, dismantled, parts still stored with D.C.Miller, Turua.
- ZK-ABM DH.60G Moth 1127 .
Ex G-AAKF. H.F.Armstrong, Akitio. Crashed near Wakarara 21.7.35.
- ZK-ABN Simmonds Spartan 3-seater 42 .
New Zealand Airways Ltd "Southern Cross Kitten" No"2", to J.H.Dobson, to W.R.Willmott. Crashed at Pleasant Point, near Timaru 31.10.39.
- ZK-ABO DH.60G Moth c/n? 4.10.30
Otago Aero Club. Temporary loan of one NZPAF machine, returned to Air Force.
- ZK-ABP DH.60G Moth 1250 .
Western Federated Flying Club, to New Plymouth Aero Club, impressed as NZ507 on 11.10.39, to INST.39 at Taieri. Fate unknown.

to be continued....

The Whole Truth:



DH.60 MOTH

PART SIX

- 806 Gipsy I Regd 28.7.28 as G-EBZY to Peter W.Hoare, Stag Lane with C of A issued 15.10.28. Regn cld as sold 15.9.29 to N.S.Chalmers, New Zealand. Shipped to Fiji 1929 and crashed on first flight after erection 3.2.30. Shipped to New Zealand and repaired. Sold 3.30 to Bryant House Airways, Te Rapa and regn ZK-ABV allocated. Crashed 21.5.30 at Te Awamutu (still carrying G-EBZY) and substantially damaged. Rebuilt by Air Survey & Transport Ltd by 1933 using Gipsy III (believed from DH.80A ZK-ABR) and finally regd ZK-ABV 23.3.33 (and regd as a DH.60G III). Sold 3.34 to Manawatu Aero Club. Crashed Miramar Golf Course 3.12.37 and regn cld 8.2.38.
- 807 Gipsy I Regd 31.8.28 as G-AAAK to Capt.E.Hayes but not delivered. Regd 3.1.29 to DeHavilland Aircraft Co. Ltd. and C of A issued 5.2.29. Regn cld as sold 1.30 and actual fate untraced.
- 808 Gipsy I Regd 5.29 as G-AAHO to Leonard Ingrams, Stag Lane. C of A issued 25.5.29. Sold .31 to J.V.Carden, Hanworth. Regd 8.1.35 to The British Aviation Insurance Co. Ltd., Brooklands. Regn cld as sold 1.35. Regd in India as VT-AGZ to Northern India Flying Club. Regn cld 11.7.44.
- 809 Gipsy I Regd 31.8.28 as G-AAAL to Miss Winifred E.Spooner with C of A issued 21.9.28. Sold 4.30 to J.Bryans. Sold .31 to H.W.Noble, Heston. Regd 20.9.34 to The Wiltshire School of Flying, High Post. Regd 5.7.39 to Isle of Wight Flying Club, Lea. Crashed on take-off at Lea 21.8.39 and Dbf. Regn cld at census 1.12.46.
- 810 Gipsy I Seaplane, regd 9.28 as G-AAAS to Capt. Osmund S.Baker (as nominee for The Hon.A.E.Guinness) and based Southampton. C of A issued 15.10.28. Converted to landplane. Regd 23.9.36 to Airwork Ltd, Heston. Regn cld as sold 2.37 and with C of A issued 15.2.37.
- 811 Gipsy I Regd 9.28 as G-AABK to Sqn.Ldr.The.Rt.Hon.F.E.Guest with C of A issued 5.10.28. To Nairobi 27.10.29 and used on The Guest Expedition to Africa. Sold .31 to R.Farquar, Heston. Sold .34 to Airwork Ltd., Barton and Heston. Regd 23.7.28 to Norfolk & Norwich Aero Club, Mousehold. Impressed 3.11.39 as X5031 and to 5 MU Kemble 11.11.39. Released to RAF Shepperton 28.11.40 and Soc. Probably used as decoy aircraft.
- 812 Gipsy I To Major Shirley G.Kingsley, the DH agent in Argentina with C of A issued 1.10.28.
- 813 Gipsy I To DH Aircraft of Canada Ltd. with C of A issued 21.9.28 and regd G-CAVK 23.10.28. Regd 5.11.28 to Montreal Light Aeroplane Club. Regd 4.6.38 to A.Racicot, Montreal. Regd 2.7.38 to J.W.Richardson, North Bay, Ontario. Regn lapsed 15.4.40 but fate unknown.
- 814 Gipsy I Regd G-AAAM 31.8.28 to Maj.Gerald C.Maxwell, c/o Chrysler Motors Ltd., Stag Lane. C of A issued to Moth Aircraft Corporation 15.10.28 and immediately sold to USA where regd 9704. UK Regn cld 26.10.28.
- 815 Gipsy I Regd G-AAAV 9.28 to Richard P.Cooper, Stag Lane and C of A issued 10.10.28. Sold .31 to V.H.Doree, Stag Lane. Regd 6.5.37 to Strathtay Aero Club, Perth. Impressed 31.8.40 as BK826 and delivered to 46 MU Lossiemouth. Transferred to 32 MU St.Athan 30.10.40 and Soc.
- 816 Gipsy I Regd G-AABM 17.9.28 to De Havilland Aircraft Co.Ltd. Regn cld 19.12.28 prior to issue of C of A. To Arnhold & Co.Ltd., Shanghai, China with Export C of A issued 2.1.29.
- 817 Gipsy I Regd G-AAAI 30.8.28 to George A.R.Malcolm, Stag Lane & Heston and C of A 27.9.28. Sold on final renewal of C of A 30.8.33 to Misr-Airwork Ltd. and regd SU-ABK 8.33. Still current 12.44 and fate not known.
- 818 Gipsy I To Major Shirley G.Kingsley, Argentina with C of A issued 11.12.28. Regd in Uruguay as CX-AAD to Jose R.Polero, Salto, Montevideo. Subsequently sold to Mirta Vanni, Montevideo; then J.Guiffra, Montevideo; Amilear Falco, Montevideo (owned in 1947) and Juan Carlos de Leon (owned in 1950).
- 819 Gipsy I Supplied to De Havilland Aircraft Pty (DHA) with C of A 25.9.28 and regd G-AUID 11.28. Re-regd VH-UID .29. Owned by A.T.Cunningham, FCT .31. Crashed Moreton Bay, Queensland 7.7.34.
- 820 Gipsy I Supplied to DHA with C of A issued 12.10.28 and regd G-AUIE 1.29. Re-regd VH-UIE .29. Owned by W.W.Pike, Brisbane .31. Collided with DH.60G VH-UIQ over Brisbane 8.8.37.
- 821 Gipsy I Supplied to DHA with C of A issued 25.10.28 and regd G-AUIF 12.28. Re-regd VH-UIF .29. Owned by F.K.Bardsley, Penshurst, NSW .31. Regn canc 12.47.
- 822 Gipsy I Supplied to DHA with C of A issued 25.10.28 and regd G-AUIG 12.28. Re-regd VH-UIG .29. Owned by R.A.Charlton, Sydney .31. Crashed Goodna, Queensland 19.10.39
- 823 Gipsy I Supplied to DHA with C of A issued 29.10.28 and regd G-AUIH 1.29. Re-regd VH-UIH .29. Owned by P.G.Taylor, Sydney .31. Regn canc 7.35.
- 824 Gipsy I Supplied to DHA with C of A issued 30.10.28 and regd G-AUIJ 1.29. Re-regd VH-UIJ .29. Owned by C.D.Pratt, Geelong, Victoria .31. Impressed as A7-110 7.40.
- 825 Gipsy I Regd 6.28 as G-EBYK to De Havilland Aircraft Co.Ltd. with C of A issued 18.7.28. Sold to Major C.M.Pickthorne, Brooklands 12.29. Sold to Mrs Violet Baring, Heston 3.30. Regd to Philip E.Noble, Heston 1.6.31. Crashed Arborfield, Near Wokingham, Berks 18.7.31. killing both Mr.Noble and Mrs Violet Baring. Regn canc 11.31.
- 826 Gipsy I Regd 31.8.28 as G-AAAE to Richard F.Scarlett, Stag Lane and C of A issued 17.9.28. Although regn canc 12.31, the initial C of A was not renewed and the Moth became NC9707 with H.Jackson Starke in .29.
- 827 Gipsy I Regd 9.28 as G-AABJ to Sir Piers G.J.Mostyn, Stag Lane and C of A issued 12.10.28. Replacement for G-EBTH (c/n 429). Sold 6.30 to Flt.Lt.R.H.Barlow, Brooklands and sold .30 to Brooklands School of Flying. Regd 29.12.33 to The Wiltshire School of Flying, High Post. Regd 4.7.39 to Isle of Wight Flying Club, Lea. Impressed as X5034 4.3.40 by 20 MU Aston Down and supplied to DH for decoy purposes 24.9.40. Soc 20.2.43.
- 828 Gipsy I Supplied to Morrison and Co., Santiago, Chile with C of A issued 17.9.28. Possibly used by Club Aero de Chile, Santiago though identity untraced.
- 829 Gipsy I Regd 28.7.28 as G-EBYS to Capt.Stanley S.Halse, Plymouth and C of A issued 8.9.28. Departed by air same day to South Africa. Regd ZS-ABO 18.11.29 to Capt.Halse, Johannesburg, (UK regn canc 12.29). Crashed Isipingo 25.5.33.
- 830 Gipsy I Supplied to High Commissioner for Union of South Africa with C of A issued 12.10.28. Used for SAAF trials (serial not known) against Spartan and Avian which resulted in the Avian being selected. It is assumed the Moth was sold and civilianised locally.
- 831 Gipsy I Regd 27.10.28 as G-AACK to De Havilland Aircraft Co.Ltd. with C of A issued 26.10.28. Delivered direct by air to Senor Carlos de Salamanca, Spain and UK regn canc 12.12.28. Regd in Spain as M-CDAA .29 and re-regd EC-DAA .31.

832 Gipsy I Supplied to Swiss Aero Club, Basle Section as CH-205 with C of A issued 5.10.28. Re-regd HB-ULO 35.

833 Gipsy I To DHA with C of A issued 7.11.28 and regd G-AUGV 2.29. Re-regd VH-UGV 29 and owned by F.E. and S.H. Hamilton, Glenely, SA .31. Crashed Rockhampton, Queensland 1.12.38.

834 Gipsy I To Qantas with C of A issued 30.10.28 and regd G-AUGW 6.29. Re-regd VH-UGW .29. Sold 20.4.37 to Light Aeroplanes Pty Ltd. Crashed 8.12.37.

835 Gipsy I To Qantas with C of A issued 30.10.28 and regd G-AUIA 2.29. Re-regd VH-UIA .29. Owned by K.A.Virtue, Lismore, NSW .31. Impressed A7-105 7.40.

836 Gipsy I To DHA without UK C of A and regd G-AUJU 2.29. Re-regd VH-UJU .29. Owned by E.E.Davies, Swan Hill, Victoria. Impressed A7-95 7.40. Became INST MOTH.13.

837 Gipsy I To DHA without UK C of A and regd G-AUJW 1.29. Re-regd VH-UJW .29. Owned by R.J.Carter, Millicent, SA .31. Impressed 7.40 and RTS (no serial allocated).

838 Gipsy I To DHA without UK C of A and regd G-AUJX 1.29. Re-regd VH-UJX .29. Owned by Commercial Aviation Co., Parafield .31. Impressed A7-76 1.40.

839 Gipsy I Seaplane. Supplied to Sarawak Government with C of A issued 26.10.28 and possibly flown without marks. Regd 14.11.29 as G-AASN to William H.Phillips, Port Swettenham, Malaya but no renewal of UK C of A was issued. Possibly flown locally with Kuala Lumpur Flying Club. Regn canc 5.10.34. It is strongly believed that this was re-regd in Malaya as VR-RAA in 1930, in which case it was sold to Royal Singapore Flying Club.10.12.34 and may have become VR-SAO. Again if this is true, the Moth was transferred to 'A' Flight M.V.A.F. 1.12.41 and was destroyed 2.42.

840 Gipsy I Seaplane. Supplied to Sarawak Government with C of A issued 26.10.28.

841 Gipsy I Reserved for Capt.J.R.Streyan but NTU. Regd G-AACY 11.28 to Airwork Ltd., Heston with C of A issued 28.11.28. Used for radio trails from 9.29. Regd to Frank Wallis, Southampton 15.5.36. Impressed 27.5.40 as AV991 at 32 MU St.Athan. To 7 AGS Stormy Down 6.6.41 and soc 9.5.43.

842 Gipsy I Supplied to J.H.Veasey, the DH Agent in South Africa with C of A issued 5.10.28. Regd G-UABA 31.12.28 to M.C.G.Meyer and re-regd ZS-ABA 1.1.29. To Johannesburg Light Plane Club and named 'Maryland'. Crashed Baragwanath 27.12.30.

843 Gipsy I To DH Canada for Exhibition and supplied with a dummy engine. No British C of A issued. Regd G-CALE 22.11.28 to DND for use of Controller of Civil Aviation, Ottawa and returned to DH Aircraft of Canada 7.4.31. Regd 28.4.31 to Windsor-Chatham-London Coach Lines Ltd., Windsor, Ontario. Regd 19.1.32 to C.Cooper, Walkerville, Ontario. Regd 17.5.37 to Halifax Aero Club. Collided with CF-CEH (c/n 747) over harbour at Halifax, Nova Scotia 19.1.38.

844 Gipsy I Regd 7.28 as G-EBZR to William Whiteley Ltd. with C of A issued 14.9.28. Named "SAFARI II" and used by Vicomte Jacques de Sibour and his wife for a world tour between 9.28 and 7.29. Sold to C.T.Berry, Stag Lane. Sold .30 to G.Thornton-Norris and operated in Ethiopia. Sold .31 to Priya Kumar M.K. Gayhari, Croydon. Regd 19.4.33 to Phillips & Powis Aircraft (Reading) Ltd., Woodley. Canc as sold 11.33 - it was in fact regd in Southern Rhodesia 31.8.33 as VP-YAM to Sqn.Ldr.C.S.Wynne-Eaton. Re-sold 9.33 to C.E.R.Payne. Sold to South Africa and regd ZS-AEY 10.8.34. Impressed as SAAF 1499 .40.

845 Gipsy I Allocated for J.H.Veasey, South Africa but NTU. Regd 9.28 as G-AABI to Geoffrey H.Ambler, Bradford with C of A issued 21.3.29. Named 'Tout-Jour'. Sold .30 to Michael D.Llewellyn Scott, T/A Eastern Air Transport, Skegness. Regd 9.8.38 to Leamington, Warwick and District Aero Club, Leamington Spa. Impressed 4.4.41 as DG658 at 24 MU Ternhill. Operated by RAF Speke from 28.4.41 and taken over by Liverpool UAS as instructional airframe 2548M .42. Soc 28.6.45.

846 Gipsy I To DHA without UK C of A .28 and regd G-AUJV 1.29. Re-regd VH-UJV .29 and owned by Sun Newspapers Ltd., Sydney .30. Impressed 7.40 as A7-108 and later to instructional airframe as INST MOTH.15.

847 Gipsy I To DHA without UK C of A .28 and regd G-AULA 2.29. Re-regd VH-ULA .29 and owned by L.Abrahams, Melbourne .30. Destroyed by fire Broken Hill 6.9.39.

848 Gipsy I To DHA with C of A issued 19.11.28. Regd G-AUIB 6.29. Re-regd VH-UIB .29 and owned by Aero Club of South Australia, Adelaide .30. Impressed 7.40 as A7-109.

849 Gipsy I To DHA with C of A issued 28.11.28. Regd G-AUIC 1.29. Re-regd VH-UIC .29 and owned by Australian National Airways, Sydney .30. Impressed 8.40 as A7-115 and later to instructional airframe as INST MOTH.11.

850 Gipsy I The first of eight supplied to the Air Ministry of India for use by the state controlled Aero Club of India and Burma. Regd VT-AAA 12.28 following C of A issued 31.10.28. Operated by Karachi Aero Club. Regn canc 7.31.

851 Gipsy I Regd VT-AAB 12.28 with C of A issued 1.11.28. Operated by Karachi Aero Club. Sold 9.34 to Major W.Junio. Impressed 23.8.42 as MA941 and soc in 30.11.44 census.

852 Gipsy I Regd VT-AAC 1.29 with C of A issued 14.11.28. Operated by Bengal Flying Club, Calcutta. Sold .29 to Maharaja Kumar Dhrabandra Bhat Deo. Regn canc 31.1.32.

853 Gipsy I Regd VT-AAD 1.29 with C of A issued 14.11.28. Operated by Bengal Flying Club, Calcutta. Sold .29 to Major H.I.Matthews Gun and Shell Factory. Regn canc 31.1.32.

854 Gipsy I Regd VT-AAE 1.29 with C of A issued 19.11.28. Operated by Bombay Aero Club (and delivered with VT-AAF 13.1.29).

855 Gipsy I Regd VT-AAF 1.29 with C of A issued 23.11.28. Operated by Bombay Aero Club. Regn canc pre-1931.

856 Gipsy I Regd VT-AAG 12.28 with C of A issued 1.11.28. Operated by Delhi Flying Club. Regn canc 9.4.32.

857 Gipsy I Regd VT-AAH 12.28 with C of A issued 1.11.28. Operated by Delhi Flying Club and regd to them 7.31. Regn canc .32.

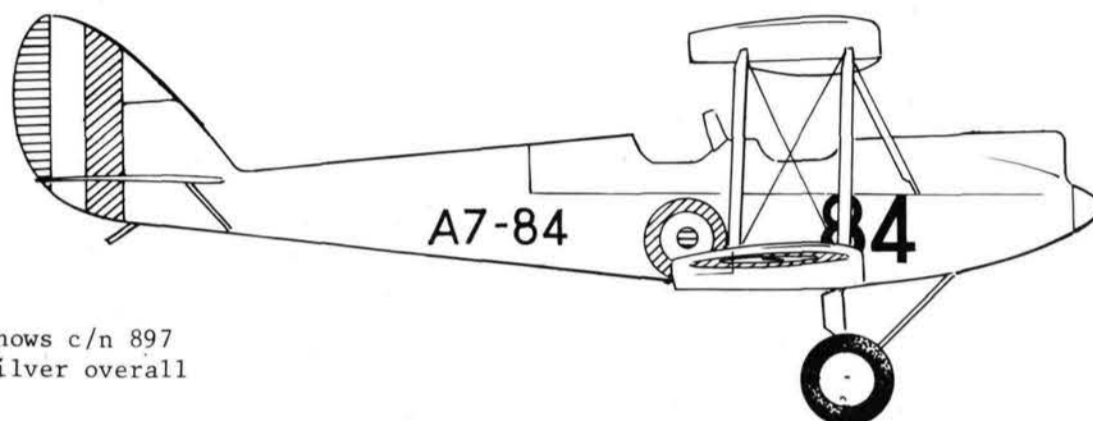
858 Gipsy I Supplied direct to L.J.Beaudoin, Montreal as G-CAVJ with C of A issued 1.10.28. Officially regd 2.10.28. Sold 20.7.29 to G.K.Trim, Montreal and capsized Montreal whilst being towed at seaplane base in storm 27.7.29. Canc as damaged beyond repair.

859 Gipsy I To DHC with C of A issued 25.10.28 and regd G-CAVW 26.11.28 to G.N.Irwin, Whitby, Ontario. Regd 6.2.30 to G.W.Miles, Toronto and re-engined with Cirrus Hermes I. Given coupe cockpit 5.31 prior to sale 12.6.31 to Aero Engines of Canada Ltd., Montreal. Regd 5.8.31 to E.R.Lickfold and M.Cipriani and based Port of Spain, Trinidad. Flown from there in Canadian marks until re-regd VP-TAA. (It was certainly still flying as G-CAVX in late summer 1932 - a report in Flight 9.9.32 describes it as the only privately owned aircraft in the British West Indies.) Regn canc 3.6.36.

860 Gipsy I To DHC with C of A issued 12.10.28 and regd G-CAUR 26.10.28 to A.S.Dawes, Montreal. Sold to F.Farwell, Montreal 21.2.29 and rebuilt with parts from G-CARV (c/n 610) and re-engined with Cirrus II. Regd 25.9.29 to Flying and Services Ltd., Montreal. Crashed Cornwall, Ontario 9.2.30 and WFU. Subsequently sold to P.E.Rozon, Montreal and rebuilt but not restored. Sold yet again to R.Page, Chicoutimi, Quebec and remained off the register. Fate unknown but on 12.11.43 an escaped army deserter/bank robber used the Moth at Chicoutimi, painted as "CF-AUR"!! (This story must need telling! - CF-AUR was actually a deceased WACO UKC c/n 3847.)

- 861 Gipsy I To DHC with C of A issued 27.10.28 and regd CF-CAK 28.1.29 to Hamilton Aero Club. Sold 28.1.38 to Cub Aircraft Corpn. Ltd., Hamilton and regd 14.2.38 to E.C.Ferguson, Peterborough, Ontario. Regd 15.8.41 to A.F.Elmhurst, Keene, Ontario. Sold 1.11.43 to J.Vezina, Renfrew, Ontario and on 27.8.46 to R.Deachman, Flower Station, Ontario. Neither sale was regd and regn lapsed.
- 862 Gipsy I To DHC with C of A issued 8.11.28 and regd G-CAVU 12.4.29 to Service Lamp Co.Ltd., London, Ontario. Regd 26.8.29 to London Airport Ltd., London. Regd 16.6.30 to London Flying Club. Hit electric cables on takeoff near London Ontario and dbf 6.10.32.
- 863 Gipsy I To DHC with C of A issued 8.11.28 and regd CF-ADS 7.6.29 to Flying and Services Ltd., Montreal. Regd 17.9.30 to Woodall, Montreal and sold 9.5.31 to Perodeau, Montreal. Hit trees in fog 7.6.31 at Lucerne, Quebec and sold to W.S.Page, Westmount, Quebec 1.10.31. Re-sold 14.6.37 to J.L.Grant, Montreal and on 16.6.37 to A.Racicot, Montreal who finally rebuilt the Moth, registering it in his name 21.12.38. Regn lapsed 5.7.41.
- 864 Gipsy I To Major Shirley G.Kingsley, Argentina with C of A issued 29.9.28.
- 865 Gipsy I Regd 9.28 as G-AABO to The Hon. Geoffrey Cunliffe with C of A issued 27.9.28. Sold .30 to T.H.Naylor (of T & Q Naylor), Hooton Park. Regd 26.5.31 to Francis R.Walker, Hooton Park. Regn canc as sold 4.32 (though the Moth was replaced by G-ABOY 8.31 and its C of A expired 14.10.31). Fate unknown.
- 866 Gipsy I First of eight sold to the New Zealand Air Ministry. All were delivered without UK C of A and were assembled by the NZ Government at Wigram in 1.29. Regd G-NZAW .28 for Auckland Aero Club and probably painted as "NZAW" although marks cancelled 1.1.29 and re-allotted ZK-AAL .29. Regd to Auckland Aero Club. Impressed as NZ501 1.10.39. Crashed New Plymouth 22.2.41.
- 867 Gipsy I As c/n 866 and regd G-NZAX .28 for Marlborough Aero Club. Re-allotted ZK-AAM 19.2.29 to Marlborough Aero Club. Sold 10.31 to Wairarapa & Ruahine Aero Club, Masterton. Crashed and dbf Masterton 4.3.32.
- 868 Gipsy I As c/n 866 and regd G-NZAY .28 for Canterbury Aero Club. Re-allotted ZK-AAH .29 to Canterbury Aero Club (dd 1.5.29) WFU and canc 18.8.38. Impressed as instructional airframe 9.39 and believed used for spares.
- 869 Gipsy I As c/n 866 and regd G-NZAZ .28 for Canterbury Aero Club. Re-allotted ZK-AAI .29 to Canterbury Aero Club (dd 1.5.29). Crashed near summit of Mount Turiwhati 20.11.33 but recovered and rebuilt. Destroyed in crash at Hokitika 21.3.37.
- 870 Gipsy I To New Zealand Permanent Air Force as 870 1.29. Withdrawn from use, mid-1936.
- 871 Gipsy I To New Zealand Permanent Air Force as 871 1.29. Sold and regd ZK-ADZ 12.3.36 to West Coast United Aero Club. Crashed 11.4.37 at Blaketown Beach, Greymouth.
- 872 Gipsy I To New Zealand Permanent Air Force as 872 1.29. Sold and regd ZK-AEM 6.2.36 to Marlborough Aero Club. Crashed Blenheim 15.12.37 and regn canc 19.12.38.
- 873 Gipsy I To New Zealand Permanent Air Force as 873 1.29. Withdrawn from use at end of 1936.
- 874 Gipsy I Regd 11.28 as G-AACO to J.W.P.Chalmers, Stag Lane with C of A issued 20.11.28. Named "Cygnet". Sold .30 to W.F.Rickard, Reading. Possibly damaged since without C of A for period 29.11.30 to 22.12.31 and with Surrey Flying Services Ltd., Croydon from 10.31. Regd 25.11.33 to Scarborough Aero Club, Ganton. Regn canc as PWFU 12.34 prior to C of A expiry on 8.1.35.
- 875 Gipsy I To Dept. of Defence (DoD) Australia with C of A issued 5.11.28. Regd G-AUHN 12.28 and re-regd VH-UHN .29. Crashed Sydney 8.8.30.
- 876 Gipsy I To DoD Australia with C of A issued 5.11.28. Regd G-AUHO 12.28. Crashed Goulburn, NSW 28.5.29.
- 877 Gipsy I To DoD Australia with C of A issued 8.12.28. Regd G-AUHP 8.29 and re-regd VH-UHP .29. Impressed as A7-100 7.40.
- 878 Gipsy I To DoD Australia with C of A issued 14.11.28. Regd G-AUHQ 1.29 and re-regd VH-UHQ .29. Crashed Wagga, NSW 10.12.39. Rebuilt as VH-AAQ (2) 12.43 by Royal Aero Club of NSW with c/n 1. Regn canc 10.47.
- 879 Gipsy I To DoD Australia with C of A issued 14.11.28. Regd G-AUHR (NTU) and re-regd VH-UHR 8.30. Impressed as A7-99 7.40.
- 880 Gipsy I To DoD Australia with C of A issued 14.11.28. Regd G-AUHS 3.29 and re-regd VH-UHS .29. Collided with VH-UNP (c/n 1407) over Essendon 11.6.39.
- 881 Gipsy I To DH of Canada with C of A issued 23.11.28. This Moth does not appear on either the civil register or on charge of the RCAF. It was therefore probably used in a rebuild by DHC.
- 882 Gipsy I To DH of Canada with C of A issued 27.11.28. Regd CF-AAD 21.2.29 to Aircraft Ltd., Toronto. Stalled and spun in Milverton, Ontario 12.12.29.
- 883 Gipsy I To H.G.Fletcher, the DH Agent in Mexico City, Mexico with C of A issued 14.1.29.
- 884 (Cirrus II) To DH of Canada without engine or C of A. Regd CF-AAC 8.2.29 to Dominion Airways Ltd., Vancouver with Cirrus II engine fitted. Regd 4.6.29 to Yarrow Aircraft Corpn., Vancouver (Dominion's parent company). Crashed 6.30 and reduced to spares.
- 885 Gipsy I To Moth Aircraft Corporation with C of A issued 14.11.28 and regd NC9720.
- 886 Gipsy I To Moth Aircraft Corporation with C of A issued 14.11.28 and regd NC9718.
- 887 Gipsy I A special coupe version built for Alan S.Butler, Stag Lane and regd G-AACL 10.28. Broke 100 km closed-circuit speed record at 120 mph on 7.12.28. C of A issued 17.4.29. Regd 1.4.30 to George D.Mallinson, Hanworth 1.4.30. Crashed in English Channel in snowstorm 1.3.31 en route Paris to Croydon. Regn canc 8.31.
- 888 Gipsy I Purchased by Sir Charles Wakefield for presentation to Lyttleton Flying Club, New Zealand as ZK-AAA. Although C of A was issued in this club's name on 14.11.28, the club was never formed and the Moth was therefore presented to Marlborough Aero Club. Assembled at Wigram and delivered Blenheim 8.3.29. Named 'Sir Charles Wakefield', it ditched off Ship Cove, Queen Charlotte Sound 29.4.29. Recovered 1.5.29 and rebuilt Wigram. Crashed Blenheim 10.3.36.
- 889 Gipsy I Regd 12.28 as G-AADH to Capt C.Stewart Burt, Stag Lane as replacement for G-EBTI (c/n 431). C of A issued 19.1.29. Regd 20.9.38 to Norfolk and Norwich Aero Club, Mousehold. Impressed 3.11.39 as X5028 at 5 MU Kemble. To RAF Shepperton 28.11.40 and presumed used as decoy aircraft.
- 890 Gipsy I To Bendt Rom as T-DMOT with C of A issued 5.11.28 and regd to him 6.28 (?). Re-regd OY-DUF .29 and sold to C.J.M.Thielst, Kastrup. Crashed .34, but restored to H.M.Wittrup, Vejle. Regn lapsed 28.12.39 and aircraft lost during WWII occupation.
- 891 Gipsy I To DHA with C of A issued 28.11.28. Regd G-AUIO 1.29 and re-regd VH-UIO .29. Owned by Guinea Airways, Adelaide .30 (still as G-AUIO). Regn canc 4.40.
- 892 Gipsy I To DHA with C of A issued 28.11.28. Regd G-AUIP 1.29 and re-regd VH-UIP .29. Owned by DoD .30. Regn canc 5.32.
- 893 Gipsy I To DHA without UK C of A and regd G-AUIQ 2.29. Re-regd VH-UIQ .29 and still owned by DHA, Mascot .30. Impressed 9.40 as A7-122.

- 894 Gipsy I To DHA without UK C of A and regd G-AUIR 2.29. Re-regd VH-UIR .29 and owned by Queensland Air Navigation Ltd. .31. Sold in New Zealand and regd ZK-ADG 8.34 to Auckland Aero Club. Crashed Mangere 28.2.39.
- 895 Gipsy I To DHA with C of A issued 13.12.28 and regd G-AUIS 1.29. Re-regd VH-UIS .29. Crashed Urunga, NSW 26.12.29.
- 896 Gipsy I To DHA without UK C of A and regd VH-UMV 2.29. Owned by C.N.McKay, Sunshine, Victoria .31. Impressed 7.40 as A7-97.
- 897 Gipsy I To DHA without UK C of A and regd G-AUKG 2.29. Re-regd VH-UKG .29 and owned by Air Taxis Ltd., Sydney .31. Impressed 7.40 as A7-84.



Cliff Minney's drawing shows c/n 897 in R.A.A.F. colours of silver overall with black serials.

- 898 Gipsy I To DHA without UK C of A and regd G-AULC 2.29. Re-regd VH-ULC .29 and owned by Louis Coen Wireless Pty Ltd., Melbourne .31. Damaged beyond repair in gales at Cobar, NSW 2.55 and subsequently preserved by Bunn Bros., Albury, NSW.
- 899 Gipsy I To Danish Navy (though recorded as Royal Danish Flying Corps) with C of A issued 7.11.28. Allotted serial 148 and operated as type LB.III by 721 Sqdn/1st Luftflotille.
- 900 Gipsy I As c/n 899 - to Danish Navy as 149 with C of A issued 7.11.28.
- 901 Gipsy I Recorded as to Royal Danish Flying Corps but actually issued to Danish Army (Flyverkorpsset) as S.100 with UK C of A issued 23.11.28. Regd OY-DYH 12.34 to Bryde Nielsen. Regn lapsed 14.1.40 and seized by Germans .43.
- 902 Gipsy I As c/n 901 - to Danish Army as S.101 with C of A issued 23.11.28. Regd OY-DUH 6.34 to Viggo Fehr, Odense. Regn lapsed 25.4.40 and seized by Germans .43.
- 903 Gipsy I As c/n 901 - to Danish Army as S.102 with C of A issued 4.12.28. Regd OY-DUG 2.34 to H.I.M.Jensen, Copenhagen. Regn lapsed 14.5.40 and seized by Germans .43.
- 904 Gipsy I As c/n 901 - to Danish Army as S.103 with C of A issued 4.12.28. Regd OY-DIH 3.34 to C.J.M.Thielst. Regn lapsed 14.5.40 and seized by Germans .43.
- 905 Gipsy I As c/n 901 - to Danish Army as S.104 with C of A issued 4.12.28. Regd OY-DYG 2.34 to H.I.M.Jensen, Copenhagen. Regn lapsed 14.5.40 and seized by Germans .43.
- 906 Gipsy I As c/n 901 - to Danish Army as S.105 with C of A issued 6.12.28. Regd OY-DOH 3.34. Regn lapsed 9.10.39 and seized by Germans .43.
- 907 Gipsy I Reserved initially for Lt. Peter de Cane but NTU. Re-allocated to Air Ministry India and C of A issued 15.1.29 to Bombay Flying Club. Regd VT-AAI 5.29.
- 908 Gipsy I To Bombay Flying Club with C of A issued 15.1.29 and regd VT-AAJ 5.29. Sold .30 to Sir Chinubhai Madho Ranch B., Bombay.
- 909 Gipsy I To DHC with C of A issued 19.9.28 and regd G-CAPH 18.10.28 to Ontario Provincial Air Service, Sault Sainte Marie, Ontario. Named "Hawk". Damaged beyond repair landing at Abitibi Lake, Ontario 6.29 and SOR 30.4.32.
- 910 Gipsy I To Moth Aircraft Corporation with C of A issued 4.12.28 and regd NC431. Owned by G.Wood, Detroit from 7.3.30. Regd in Canada as CF-AQF 10.4.31 to W.Williamson, Windsor, Ontario. Regd 7.11.32 to Border Cities Aero Club, Walkerville, Ontario. Regd 14.5.40 to Leavens Bros Air Services, Toronto. Sold to W.Steele, Strathroy, Ontario 10.5.43 but not regd - regn later lapsed.
- 911 Gipsy I To Moth Aircraft Corporation with C of A issued 4.12.28 and regd NC432.
- 912 Gipsy I To Moth Aircraft Corporation with C of A issued 18.12.28 - regn not traced.
- 913 Gipsy I To Moth Aircraft Corporation with C of A issued 18.12.28 and regd NC9733. (DH records show this as to Air Ministry New Zealand but this is presumably in error).
- 914 Gipsy I To Air Ministry New Zealand without UK C of A. Reserved regn G-NZEA believed NTU. Regd ZK-AAJ .29 to Marlborough Aero Club and dd Blenheim 3.5.29. Crashed Miramar Golf Links, Wellington 20.11.32.
- 915 Gipsy I To Air Ministry New Zealand without UK C of A. Reserved regn G-NZEB NTU and regd ZK-AAK .29 to Auckland Aero Club (dd 3.29). Crashed Auckland 18.10.37 and regn canc 29.10.37.
- 916 Gipsy I Regd 3.29 as G-AAEU to Miss Olive M.Tremayne-Miles, Badminton with C of A issued 21.3.29. Sold to J.Masheter, Preston .30. Regd 19.7.33 to Robert C.Ramsay, Bekesbourne (replacement for G-AAWX c/n 1241). Crashed near Charing, Kent 2.9.34 and regn canc 12.34.
- 917 Gipsy I Regd 12.28 as G-AADC to Capt.W.R.Bailey, Stag Lane as special coupe version. C of A issued 22.12.28. Regd 25.1.30 to Henry C.G.Heathcote Stisted, Woodley and sold later that year with C of A expiry 13.2.31. Fate not known.
- 918 Gipsy I To Josef Verellen as O-BAJW with C of A issued 19.10.28. Re-regd OO-AJW (but believed NTU) 31.1.29. Regn canc 31.7.29.
- 919 Gipsy I Allocated initially to J.M.Tonge. To Club Suisse d'Aviation, Geneva and regd CH-208 10.28. C of A issued 14.11.28. Converted as special single seater and sold in Spain as EC-AQQ .31. to Wilfredo P.Ricard, Barcelona. Sold to Ramon Arques, Barcelona. Sold .36 to Vicente V.Caballe, Barcelona. Believed to Catalan Air Force 18.7.36. (It is possible that this was the DH.60 destroyed on the ground by Nationalist forces at La Guardia Pontrevedra on 25.7.36. This Moth is recorded as being ex Canudas Aviation School of Barcelona.)
- 920 Cirrus III Seaplane, regd to Royal Singapore Flying Club as G-AADJ 19.12.28 and supplied via Shaw Darby & Co. C of A issued 31.1.29. UK regn canc as sold 1.9.34 and re-regd locally VR-SAH. Crashed 8.35 and subsequently rebuilt as landplane VR-SAQ. Crashed 25.10.38 and shipped to Australia for rebuild. Regd VH-ADD 1.40 and impressed 7.40 as A7-111. (Australian authorities quote VR-SEA but this is an error.)

to be continued...

Argentine delivery registrations



PART 6

THIRD SERIES (Continued)....

LV-PEK	Douglas DC-6	42893	2.66	N90726	to LV-IOY, b/u 12.70	LV-PCW	Piper PA-32-260	32-803	2.67
LV-PEL	Douglas DC-6	43041	1.66	N90736	to LV-IOR, b/u .78	LV-PGY	Piper PA-32-260	32-813	3.67
LV-PEM	to LV-PEO unknown					LV-PGZ	Beech V35	D-8389	1.67
LV-PEP	Piper PA-27-250C	27-3183	3.66		to LV-IPD	LV-PHA	Cessna 310L	0142	5.67
LV-PEQ	Piper PA-32-260	32-370	4.66			LV-PHB	Cessna 337B	0679	4.67
LV-PER	Piper PA-32-260	32-400	3.66		to LV-ISF	LV-PHC	Piper PA-27-250C	27-3586	4.67
LV-PES	Piper PA-24-260B	24-4444	5.66		to LV-ISI	LV-PHD	Piper PA-30-160B	30-1531	4.67
LV-PET	Cessna 182J	57213	.66	N3113F			Also reported as Beech B80, LV-352, for Geograficio Militar 10.67		
LV-PEU	to LV-PEX unknown					LV-PHE	Cessna 411A	0273	6.67
LV-PEY	Cessna 210F	58755	.66	N1855F	to LV-ISO	LV-PHF	Cessna 337B	0689	6.67
LV-PEZ						LV-PHG	Cessna 337B	0690	6.67
LV-PFA						LV-PHH	Cessna 337B	0692	6.67
LV-PFB	Cessna U206A	0612	.66	N4912F		LV-PHI	Cessna 310L	0184	9.67
LV-PFC	Piper PA-32-260	32-420	4.66		to LV-ISE	LV-PHJ	Beech B55	TC-1035	6.67
LV-PFD						LV-PHK	Beech B55	TC-1036	7.67
LV-PFE	Douglas DC-6	43039	5.66	N90734	to LV-IPE b/u 12.70	LV-PHL	Cessna 337B	0746	10.67
LV-PFF	Cessna 310K	0185	.66	N7085L	to LQ-ISZ	LV-PHM	Cessna 337B	0748	12.67
LV-PFG	Cessna 310K	0189	.66	N7089L	to LQ-ISY	LV-PHN	Beech B80	LD-349	10.67
	Alternatively this is quoted as a Piper PA-18,c/n 18-7676, to LV-IDX					LV-PHO	Beech B80	LD-352	10.67
LV-PFH						LV-PHP			
LV-PFI	Cessna 411	0227	9.66	N3227R	to LQ-ISX	LV-PHQ	Cessna 411A	0284	11.67
LV-PFJ	Cessna 150F	64399	.66	N8289F	to LV-ITM	LV-PHR	Cessna 337B	0751	10.67
LV-PFK	Beech 35-C33A	CE-54	5.66			LV-PHS	Cessna 337B	0753	10.67
LV-PFL	to LV-PFN unknown					LV-PHT	Cessna 337B	0755	10.67
LV-PFO	Cessna 337A	0390	.66	N6390F		LV-PHU	Piper PA-27-250C	27-3749	9.67
LV-PFP						LV-PHV	Beech 95-E55	TE-428	8.67
LV-PFQ						LV-PHW	Beech A65	LC-268	8.67
LV-PFR	Cessna 310K	0172	.66	N7072L	to LQ-ITF	LV-PHX	Piper PA-31	31-89	10.67
LV-PFS	Cessna 310K	0174	.66	N7074L	to LQ-ITG	LV-PHY			
LV-PFT	Cessna 310K	0175	.66	N7075L	to LQ-ITH	LV-PHZ			
LV-PFU	Beech V35	D-8281	6.66			LV-PIA	Piper PA-30-160	30-1406	10.67
LV-PFV						LV-PIB	Beech H18S	BA-752	12.67
LV-PFW	Beech V35	D-8226	7.66			LV-PIC	Beech D55	TE-447	11.67
LV-PFX	Douglas DC-6	43045	9.66	N90740	to LV-ISV, b/u 12.70	LV-PID	BAC-111-420EL	122	10.67
LV-PFY						LV-PIE			
LV-PFZ	Piper PA-32-260	32-628	.66		to LV-ITI	LV-PIF	BAC-111-420EL	123	11.67
LV-PGA	Douglas DC-6	43137	10.66	N90750	to LV-ITA, b/u 12.70	LV-PIG			
LV-PGB						LV-PIH	Cessna T337C	0808	3.68
LV-PGC	Cessna 411	0206	9.66	N3206R	to LV-ISW, w/o 6.11.68	LV-PII	Cessna T337C	0832	6.68
LV-PGD	Cessna 310K	0231	10.66	N3831X	to LV-IXP	LV-PIJ	Cessna T337C	0830	6.68
LV-PGE	Beech V35	D-8262	10.66			LV-PIK	Cessna T337C	0825	6.68
LV-PGF						LV-PIL	Cessna 310L	0193	1.68
LV-PGG	HS-748 srs 221	1597	12.66		to T-02, LQ-VIP	LV-PIM	Cessna 310L	0192	12.67
LV-PGH	Piper PA-27-250C	27-3477	9.66			LV-PIN	Cessna A188	0304	6.68
LV-PGI	Beech V35	D-8246	1.67			LV-PIO	Beech D55	TE-475	12.67
LV-PGJ	Curtiss C-46D-15-CU	33479	11.66	HP-325 N3947C HC-SCJ wfu .77 44-78083	no LV regn, to CP-777,	LV-PIP	Beech B55	TC-1047	12.67
LV-PGK	Piper PA-32-260	32-753	.			LV-PIQ	Beech B55	TC-1050	12.67
LV-PGL	Piper PA-32-260	32-758	.			LV-PIR	Cessna 310N		
LV-PGM	Douglas DC-6	43036	11.66	N90731	to LV-ITB, b/u 12.70	LV-PIS	Cessna 337C	0864	.68
LV-PGN	Piper PA-30-160B	30-1332	10.66			LV-PIT	Cessna 402	0218	.68
LV-PGO	Douglas DC-6	43137	10.66	N90750	to LV-ITA, b/u 12.70	LV-PIU	Cessna 402	0197	4.68
LV-PGP	Beech V35	D-8291	10.66			LV-PIV	Cessna 411A	0290	2.68
LV-PGQ						LV-PIW			
LV-PGR	Cessna 411A	0255	2.67	N3255R	to LV-IXW	LV-PIX	Piper PA-31	31-150	1.68
LV-PGS						LV-PIY	Piper PA-27-250C	27-3867	2.68
LV-PGT	Piper PA-30-160B	30-1434	1.67			LV-PIZ	Piper PA-30-160B	30-1636	2.68
LV-PGU	Beech C55	TE-279	1.67		to LV-IYC		Also quoted as Beech B90, LJ-449, 3.69 to LV-JJW		
LV-PGV	Piper PA-30-160B	30-1325	1.67	N8227Y		LV-PJA			
						LV-PJB	Cessna 310N	0135	6.68
						LV-PJC	Beech B55	TC-1080	4.68
						LV-PJD	Beech B55	TC-1081	4.68
						LV-PJE	Beech B55	TC-1082	4.68
						LV-PJF	Piper PA-31	31-213	4.68
						LV-PJG	Beech A65	LC-290	6.68
						LV-PJH	Cessna T337C	0903	5.68
						LV-PJI	Cessna 402	0251	7.68
						LV-PJJ	Cessna 402	0252	7.68
						LV-PJK	Grumman G.164A	527	7.68
						LV-PJL	Grumman G.164A	529	8.68
						LV-PJM	Piper PA-27-250C	27-3934	5.68
						LV-PJN	Piper PA-31	31-233	5.68
						LV-PJO	Cessna 310N	0085	6.68

LV-PJP	Beech A65	LC-292	6.68	
LV-PJQ	Beech A65	LC-293	6.68	
LV-PJR	Cessna T337C	0953	8.68	N2653S
LV-PJS	Cessna T337C	0956	8.68	N2656S
LV-PJT	Piper PA-31	31-257	8.68	to LV-JIL
LV-PJU	Lockheed L.1049H	4801	.68	N7776C to LV-JHF, VH-EAM CP-797, N7776C, b/u
LV-PJV	Cessna 310N	0164	8.68	N5064Q to LV-JHR
LV-PJW	Cessna 310N	0104	.68	N5004Q to LV-JJK
LV-PJX	Cessna 402	0218	.68	LV-PIT, N7950F
LV-PJY				
LV-PJZ	Cessna 310N	0198	.68	N5098Q to LV-JJB
LV-PAK	BAC-111-420EL	155	12.68	to LV-JGY
LV-PKB	BAC-111-420EL	177	9.68	to LV-JGX
LV-PKC	Cessna A188A	0411	.68	N8161V
LV-PKD	Cessna A188A	0425	.68	N8175V
LV-PKE	Cessna 150H	68495	.68	N1982C, N22752
LV-PKF	Cessna 401	0224	.68	N8023F
LV-PKG				
LV-PKH				
LV-PKI	Beech B55	TC-1146	10.68	
LV-PKJ	Beech B55	TC-1131	8.68	
LV-PKK	Cessna 337C	0975	.68	N2675S
LV-PKL	Cessna 337C	0883	.68	N2583S
LV-PKM				
LV-PKN				
LV-PKO	Piper PA-28-180D	28-4959	10.68	N6521J
LV-PKP				
LV-PKQ				
LV-PKR	Beech 36	E-55	.68	
LV-PKS	Beech B23	M-1099	.68	(OY-DSC)
LV-PKT	Beech V35A	D-8813	.68	
LV-PKU	Beech F33A	CE-227	.68	
LV-PKV	Cessna 310P	0029	.68	N5729M to LV-JMV
LV-PKW				
LV-PKX				
LV-PKY	Piper PA-31	31-340	12.68	
LV-PKZ	Cessna 310N	0195	.68	N5095Q
LV-PLA	Cessna 402	0317	.68	N9907F to LQ-JJX
LV-PLB	Cessna 402	0320	.68	N9912F to LQ-JJY
LV-PLC	Cessna 402	0321	.68	N9913F to LQ-JJZ
LV-PLD	Cessna 402	0322	.68	N9914F to LQ-JLA
LV-PLE	Beagle B.206-2	070	10.68	G-AWRM ntu,to G-35-24 G-AWRM
LV-PLF	Beagle B.206-2	071	10.68	G-AWRN ntu,to G-35-25 G-35-25, PT-DYW
LV-PLG	Beagle B.206-2	072	10.68	G-AWRO ntu,to G-35-26 G-AWRO
LV-PLH	Beech A65	LC-315	11.68	
LV-PLI	Cessna 421	0198	.68	N4598L to LV-JIT
LV-PLJ				
LV-PLK				
LV-PLL	Cessna 337D	1011	.68	N85885
LV-PLM	DHC-6 Twin Otter	158	.69	to(LV-JMD), LV-JMP
LV-PLN	DHC-6 Twin Otter	178	.69	to LV-JMR
LV-PLO	DHC-6 Twin Otter	179	.69	to LV-JMS
LV-PLP	Cessna 402A	0040	.69	N4540Q to LV-JLP
LV-PLQ	Cessna A188A	0471	.68	N3521Q
LV-PLR	Cessna A188A	0472	.68	N3522Q
LV-PLS	Piper PA-27-250D	27-4159	2.69	to N8494
LV-PLT				
LV-PLU	BN-2A Islander	44		G-51-13 ntu,to N595JA
LV-PLV	Cessna A188A	0537	.69	N3587Q
LV-PLW	Cessna 310P	0090	.69	N5790M to LV-JLD
LV-PLX	Cessna 402A	0006	.68	N4506Q to LQ-JLM
LV-PLY	Cessna 401A	0031	.69	N6231Q
LV-PLZ				
LV-PMA	Piper PA-31	31-391	3.69	
LV-PMB	Piper PA-31	31-394	3.69	
LV-PMC	Cessna T337D	1068	.69	N86077 to CP-975
LV-PMD				
LV-PME				
LV-PMF	Cessna 421A	0092	.69	N2992Q
LV-PMG	Cessna 421A	0094	.69	N2994Q to LV-JLY
LV-PMH	Beech A65	LC-282	3.69	N7615N
LV-PMI				
LV-PMJ	Cessna A188A	0538	.69	N3588Q
LV-PMK	Cessna A188A	0539	.69	N3589Q w/o 13.7.69

LV-PML				
LV-PMM	Beech D55	TE-715	4.69	to VH-ILS?
LV-PMN				
LV-PMO	Cessna 401A	0077	.69	N6277Q to LV-JMT
LV-PMP	DHC-6 Twin Otter	205	.69	to LQ-JMM
LV-PMQ	DHC-6 Twin Otter	214	.69	to LQ-JMN
LV-PMR	Cessna 337D	1133	.69	N86261 to LV-ISR
				Also quoted as Beagle 206, c/n 028, ex G-ATTL, to LV-IYB, N93818.
LV-PMS	Piper PA-27-250D	27-4314	7.69	
LV-PMT				
LV-PMU	Piper PA-27-250D	27-4336	9.69	
LV-PMV	Cessna A188A	0554	.69	N5604J
LV-PMW	Cessna T210J	0450	.69	N1070M
LV-PMX	Cessna 310P	0209	.69	N5909M
LV-PMY	Beech A65	LC-331	.69	
LV-PMZ	Cessna A188A	0503	.69	N3553Q
LV-PNA	Cessna 310P	0240	.	N5940M to LV-JNX
LV-PNB	Cessna 402A	0095	.69	N4595Q to LV-JNO
LV-PNC	Cessna A188A	0562	.	N5612J
LV-PND	Cessna 310P	0210	.	N5910M
LV-PNE	Cessna A188A	0572	.	N5622J
LV-PNF	Cessna 402A	0112	.	N7812Q to LQ-JNU
LV-PNG	Cessna 401A	0132	.69	N4066L
LV-PNH	Cessna 402A	0128	.	N7828Q
LV-PNI	Cessna 402A	0129	.	N7829Q
LV-PNJ	B.175 Britannia	13230	10.69	G-AOVB to LV-JNL w/o 12.7.70
		312		



A selection of Cessnas awaiting delivery from Wichita in late 1969. From top to bottom: LV-PNC A188A, LV-PNG 401A, LV-PNP T207, LV-PNS 337E (all R.W.Simpson).

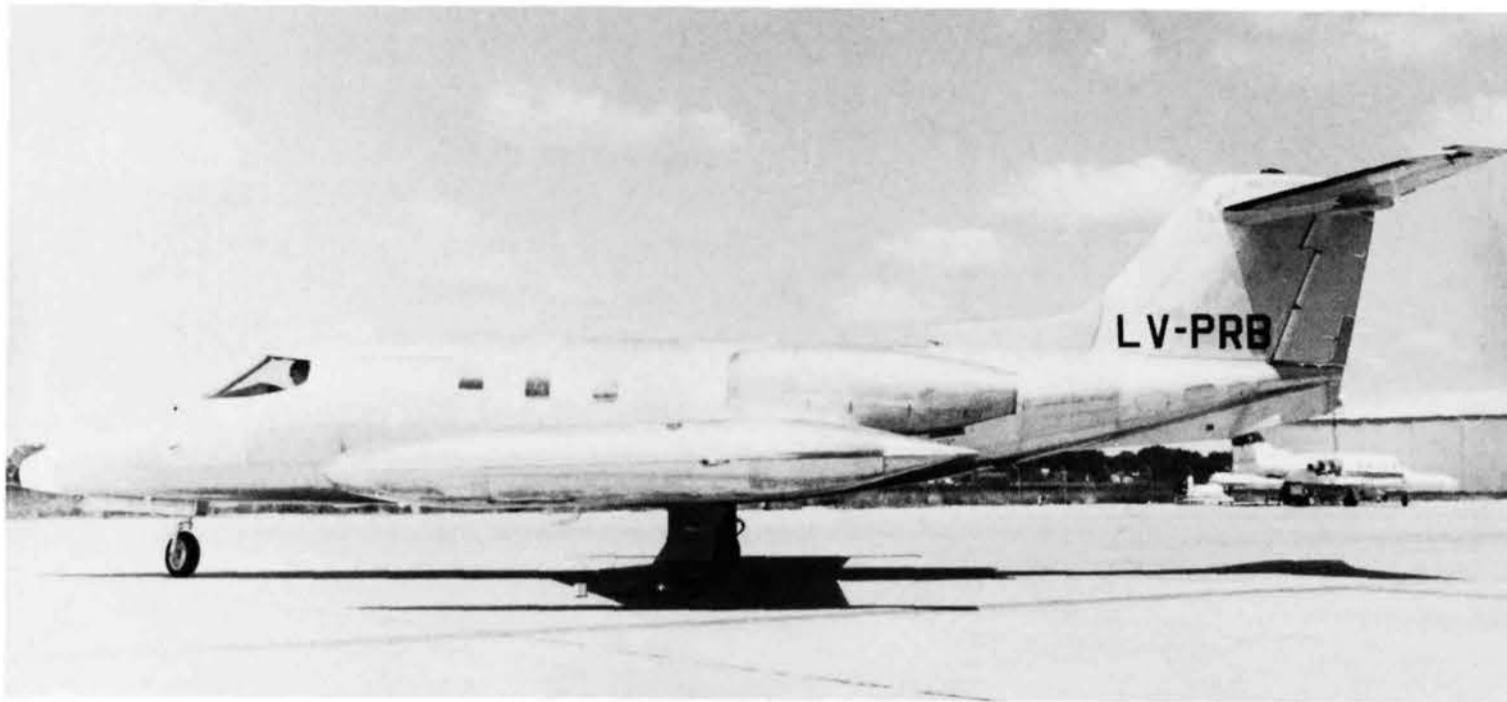


Two more Cessna singles at Wichita were U206D Stationair LV-PNT and T210J Centurion LV-POC. The subsequent marks of both these aircraft are at present unknown.



Beech E55 Baron LV-POI in removable markings also carries an inscription on the nose and coat of arms on the tail to indicate that its subsequent owner was to be the Provincial Government of Neuquen in central Argentina. (All RWS)

LV-PNK	Cessna A188A	0565	.	N5615J	LV-PPA	Cessna A188B	0698	.70	N1598M
LV-PNL	Cessna A188A	0566	.	N5616J	LV-PPB	Piper PA-39	39-75	9.70	N8916Y
LV-PNM	Cessna A188A	0490	.69	N3540Q	LV-PPC	Cessna A188B	0707	.	N9907G
LV-PNN					LV-PPD	Piper PA-25-235C	25-5212	8.70	
LV-PNO	Piper PA-27-250D	27-4404	10.69		LV-PPE	Piper PA-25-235C	25-5215	8.70	
LV-PNP	Cessna T207	00102	.	N91177	LV-PPF	Piper PA-25-235C	25-5221	8.70	
LV-PNQ	Cessna 402A	0127	.	N7827Q	LV-PPG	Piper PA-25-235C	25-5249	8.70	
LV-PNR	Cessna 210K	59217	.	N8217M	LV-PPH	to LV-PPJ unknown			
LV-PNS	Cessna 337E	1226	.	N86536					
LV-PNT	Cessna U206D	1404	.	N72437	LV-PPK	Cessna 210K	59334	.	N9434M
LV-PNU	Piper PA-27-250D	27-4477	1.70		LV-PPL	Piper PA-25-235C	25-5195	8.70	
LV-PNV	to LV-PNX unknown				LV-PPM	Piper PA-25-235C	25-5211	8.70	
LV-PNY	Cessna A188B	0613	.	N5663J	LV-PPN	Piper PA-25-235C	25-5216	8.70	
LV-PNZ					LV-PPO	Piper PA-25-235C	25-5217	8.70	
LV-POA	Cessna 210J	59170	.69	N3370S	LV-PPP	Piper PA-25-235C	25-5218	8.70	
LV-POB	Cessna A188A	0570	.	N5620J	LV-PPQ	Piper PA-25-260C	25-5247	8.70	
LV-POC	Cessna T210J	0453	.69	N1073M	LV-PPR	Piper PA-25-260C	25-5253	8.70	
LV-POD	Cessna 210K	59282	.	N8282M	LV-PPS	Piper PA-27-250D	27-4487	9.70	N13847
LV-POE	Beech 70	LB-26	.70		LV-PPT	Piper PA-27-250D	27-4483	9.70	
LV-POF	Cessna 310P	0232	.	N5932M	LV-PPU	Piper PA-39	39-53	9.70	N8896Y
LV-POG	Cessna U260E	1486	.	N1486M	LV-PPV	Piper PA-39	39-57	9.70	N8902Y
LV-POH	Cessna 310Q	0085	.70	N7585Q	LV-PPW	Cessna 310Q	0118	.70	N7618Q
LV-POI	Beech E55	TE-797	.70		LV-PPX	Cessna A188B	0578	.	N5628J
LV-POJ	Beech E55	TE-801	.70		LV-PPY	Piper PA-39	39-62	9.70	N8907Y
LV-POK					LV-PPZ	Piper PA-39	39-77	9.70	N8918Y
LV-POL					LV-PQA	Piper PA-39	39-79	8.70	to LV-JSU
LV-POM	Cessna 421A	0148	.69	N3848X	LV-PQB	Piper PA-27-250D	27-4514	9.70	
LV-PON	Piper PA-25-235C	25-5234	4.70		LV-PQC	Cessna 402B	0036	.70	N5436M to LQ-JTB
LV-POO					LV-PQD	Cessna 402B	0037	.70	N5437M
LV-POP	HFB-320 Hansa	1050	.	D-CISU	LV-PQE	Cessna 402B	0038	.70	N5438M
LV-POQ	Piper PA-25-235C	25-5149	5.70	to LQ-JRH	LV-PQF	Piper PA-31	31-648	10.70	N6741L
LV-POR	Piper PA-25-260C	25-5222	6.70		LV-PQG	Piper PA-31	31-671	9.70	N6766L
LV-POS					LV-PQH	Piper PA-27-250D	27-4515	9.70	N13880
LV-POT	Piper PA-39	39-37	.	N8879Y	LV-PQI	Cessna 337E	1260	.69	N1260M
LV-POU	Cessna A188B	0695	.70	N1595M	LV-PQJ	Cessna 414	0055	.70	N8155Q
LV-POV	Cessna 402B	0022	.70	N5422M	LV-PQK				
LV-POW	Piper PA-39	39-73	.		LV-PQL	Canadair CL-44	5	11.70	106925 to LV-JSY
LV-POX	Cessna A188B	0697	.70	N1597M					15925 w/o27.9.75
LV-POY	Piper PA-27-250D	27-4543	.						15505 RCAF
LV-POZ	Cessna A188B	0706	.	N9906G	LV-PQM	Cessna 421B	0051	.70	N8051Q
					LV-PQN	Piper PA-31	31-703	2.71	to LV-JPY



Lear Jet 24D LV-PRB delivered in bare metal finish, is thought to have become LV-JXA with Don Roberto SA later. (R.W.Simpson)

LV-PQO	Piper PA-31	31-704	2.71	
LV-PQP	Piper PA-31	31-705	2.71	
LV-PQQ				
LV-PQR	Piper PA-31	31-708	3.71	
LV-PQS	Piper PA-27-250E	27-4639	3.71	
LV-PQT	Piper PA-27-250E	27-4640	3.71	
LV-PQU	Piper PA-27-250E	27-4641	3.71	
LV-PQV	Beech 58	TH-158	.71	
LV-PQW	Cessna 402B	0103	.71	N7853Q
LV-PQX	Cessna A188B	0763	.	N9963G
LV-PQY	Cessna 402B	0107	.71	N7857Q
LV-PQZ	Cessna 210K	59402	.	N8102G
LV-PRA	Learjet 24D	234	.	to LV-JTZ
LV-PRB	Learjet 24D	240	.	to LV-JXA
	(Provisional identities of these two Learjets may be reversed)			
LV-PRC	Cessna 421B	0132	.71	N5942M
LV-PRD	Cessna 421B	0133	.71	N5943M
LV-PRE	BN-2A Islander	242	.71	G-51-242 LQ-JYV, LV-JYV.
LV-PRF	Piper PA-31P	31P-52	9.71	N6848L
LV-PRG	Piper PA-27-250E	27-4719	8.71	
LV-PRH	Piper PA-31	31-737	6.71	to LQ-JYN
LV-PRJ	Cessna U206E	01675	.71	N9475G
LV-PRK				
LV-PRL	Piper PA-27-250E	27-4723	8.71	
LV-PRM	Piper PA-27-250E	27-4722	8.71	
LV-PRN	Piper PA-31	31-769	9.71	to LV-JVI
LV-PRO	Piper PA-31	31-738	6.71	to LV-JYJ
LV-PRP	Cessna 402B	0122	.71	N7872Q
LV-PRQ	Boeing 737-287	20523	10.71	to LV-JTD
LV-PRR	Piper PA-31P	31P-53	10.71	
LV-PRS				
LV-PRT	Piper PA-27-250E	27-4773	2.72	N14215 ntu, to HB-LGX, F-BTYY.
	reallocated to:			
	Piper PA-27-250E	27-7304931	10.72	
LV-PRU	Cessna 310Q	0290	.71	N7790Q to LV-JYY
LV-PRV	Beech B80	LD-451	.72	
LV-PRW	Cessna 310Q	0279	.71	N7779Q
LV-PRX	Canadair CL-44	8	.72	106928 to LV-JZB 15928 15508 RCAF
LV-PRY	Piper PA-31P	31P-7300118	1.73	to LV-LET
LV-PRZ	Piper PA-31P	31P-61	4.72	ntu, to HB-LGT
LV-PSA	Piper PA-27-250E	27-4817	4.72	ntu, to HB-LGY
	reallocated to:			
	Piper PA-27-250E	27-7304939	10.72	
LV-PSB	Piper PA-25-260	25-5445	4.72	ntu
	suffered flood damage and later delivered as ST-AED.			
LV-PSC	Cessna 310Q	0477	.72	N7698Q
LV-PSD	to LV-PSH unknown			
LV-PSI	Cessna 210L	59682	.	N1182G
LV-PSJ	to LV-PSM unknown			
LV-PSN	Cessna 340	0043	.	N5761M

From this point on there are fewer known users of the delivery marks, perhaps partly as a result of the opening of South American production lines of both Cessna and Piper types during the mid-1970s. We are therefore listing only the confirmed delivery marks below, without gaps for missing information.

LV-PSS	Piper PA-31P	31P-7300128	3.73	
LV-PST	Piper PA-31P	31P-7300130	3.73	
LV-PSU	Piper PA-31	31-7300954	5.73	
LV-PSW	BAC-111-509EW	185	12.73	G-AWWY to G-AWWY, LV-JNU
LV-PTE	Cessna 172M	63828	.	(N20750)
LV-PTM	Cessna 310R	0157	.	
LV-PTN	Cessna 210L	60668	.	
LV-PTP	Beech B80	LD-497	.	to LV-LSZ ?
LV-PTQ	Beech V35B	D-9747	.	to LV-LSF ?
LV-PTT	Rockwell Com'der	690A	11236	N9231N to LV-LRH
LV-PTW	DHC-6 Twin Otter	456	.	to LV-LSI
LV-PTX	DHC-6 Twin Otter	458	.	to LV-LSJ
LV-PUA	Rockwell Com'der	690A	11238	N9193N to LV-LTB ?
LV-PUB	Rockwell Com'der	690A	11241	to LV-LTC ?
LV-PUD	Cessna A188B	02106T	.	
LV-PUJ	Cessna A188B	02489	.	
LV-PUY	Cessna 500	0332	.	N5332J
LV-PVF	DHC-6 Twin Otter	535	.77	
LV-PXI	Aerostar 601		.	
LV-PXZ	Cessna A188B		.	
LV-PYG	Cessna R172K-XP		.	
LV-PYP	Piper PA-28R-201	28R-7803061		
LV-PYR	Piper PA-28R-201	28R-7803062		
LV-PYS	Piper PA-28R-201	28R-7803063		
LV-PZI	Cessna 500	0372	.	N36943, N98630

Delivery marks may also have been carried by this Beech Duke ordered by an Argentine customer:

Beech 60 P-25 12.68 N8446N

FOURTH SERIES 1979-

Very few aircraft are known so far.

LV-PAM	Piper PA-44-180	44-7995063	.	
LV-PAT	Cessna 500	0375	.	N3147M
LV-PAW	Learjet 25D	259	.	
LV-PAX	Cessna 500	0386	.	N3173M

Finally, may we repeat once more that all additions, however small, are welcome. If you have any information missing from the six instalments of this series please send it now to the Editor for inclusion in Feedback.

U.K. C of A Applications

PART SIX

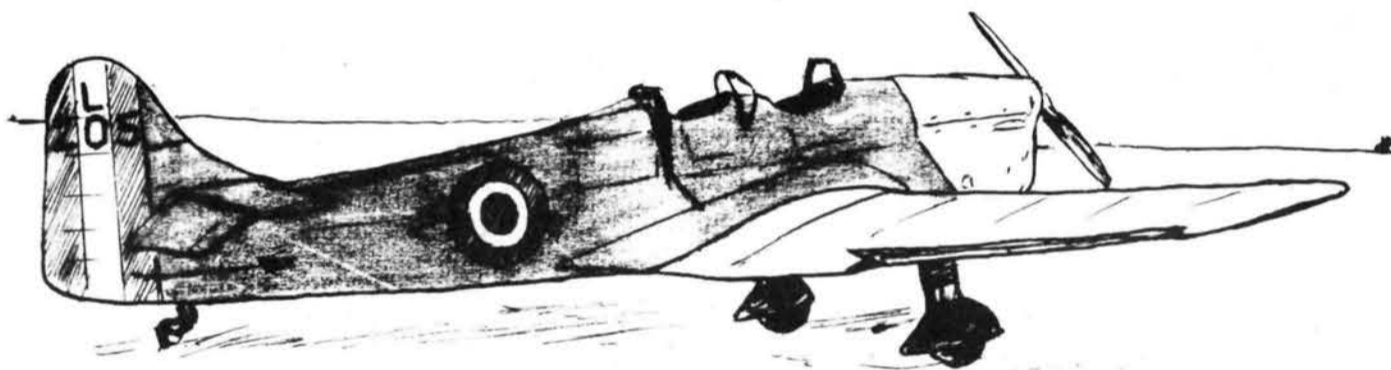
Type	Applicant	Regn	c/n	C of A No., Validity Date, Recipient and Remarks
Airspeed Envoy	Airspeed	F-AQCS	73	6015 13.8.37)
		F-AQCT	74	6029 26.8.37) Auguste Amestoy
DH.82	de H	-	3625	6081 9.10.37 de H Aircraft Co. of South Africa
		-	3626	6072 1.10.37 de H Aircraft Co. of South Africa (Later ZS-AMN)
		G-AFAR	3627	6005 20.10.37)
		G-AFAS	3628	6006 24.11.37) Reid & Sigrist Ltd.
DH.89A	de H	G-AFAH	6377	6025 26.8.37 Personal A/W
Tipsy B	The Fairey Avn.Co.	G-AFGF	6361	6361 26.7.38 (T) Brian Allen Aviation Ltd.
DH.87B	de H	G-AFAT	8137	6013 17.9.37 W.W.Hughes
Miles M.11A	P & P	-	348	6023 6.9.37 Marie C.de Bohomoletz (Later F-AQIK)
Miles Hawk Tr.III	P & P	-	490	6058 30.9.37 Aircraft Industries (Pty) Ltd (Later ZS-AMR)
		-	491	6090 14.10.37 Aircraft Industries (Pty) Ltd (Later ZS-AMS)
Hillson Praga	F.Hills & Sons Ltd.	G-AEUT	HA.35	6170 30.12.37
Miles M.11A	P & P	HB-EPI	349	6024 27.8.37 Dr.K.Tschudi
Short Empire Boat	Shorts	VH-ABA	S.876	6128 25.11.37 (TM)) All for Qantas Empire A/W.
		VH-ABB	S.877	6144 18.12.37) Initially entered as G-AFBJ/K/L but
		VH-ABF	S.878	6219 30.3.38) Appls. amended and CofA issued in VH-marks.
Vega Gull	Percival	VT-AJO	K.78	6059 22.9.37 Bombay Flying Club
		G-AFBR	K.79	6075 1.10.37 Indian Aviation Dvlpmnt.Co.Ltd.
Monospar ST.25	General A/C Ltd.	G-AFBM	96	6070 1.10.37
		G-AFBN	97	6071 1.10.37
Miles M.11A	P & P	VH-UZA	350	6064 23.9.37 Royal Victorian Aero Club
Vega Gull	Percival	F-AQIG	K.77	6136 24.11.37 The Standard Oil Co.Ltd.
Hendy Heck	Parnall A/C Ltd.	G-AEGI	J.11	6153 30.11.37
Short Scion	Pobjoy Airmotors & Aircraft Ltd.	G-AEZF	PA.1008	- Appln. Cld and new Appln.No. 7654 made later.
DH.82	de H	ZK-AFN	3629	6093)
		ZK-AFO	3630	6094) 18.10.37 F.D.Mills
		-	3631	6104 1.11.37 Natal Aviation (Pty) Ltd.
		VH-UZT	3632	6106 28.10.37 de H Aircraft Co. Pty.
DH.87B	de H	F-AQEB	8140	6079 7.10.37 Maurice Harla
		-	8142	6095 19.10.37)
		-	8143	6099 21.10.37) de H Aircraft Co. of South Africa (Later ZS-ANN) (Later VP-YBS)



Two trainers of October 1937 vintage. Above: The Miles Hawk Trainer G-AFBS still exists at Duxford but is seen here at Whitchurch in 1952 (J.J.Halley). Right: Tiger Moth ZK-AFN was supplied to Auckland Aero Club and later impressed (via J.N.Geelen).

Miles Hawk Tr.III	P & P	G-AFBS	539	6080 15.10.37 (TM)
Vega Gull	Percival	VT-AJR	K.80	6074 30.9.37 HH The Maharaja of Jaipur
DH.86B Srs.1	de H	VH-UYU	2359	6141 30.11.37)
		VH-UYV	2360	6167 18.12.37) W.R.Carpenter & Co.Ltd.
		VH-UYW	2361	6172 30.12.37)
DH.89A	de H	VP-KCK	6267	6098 22.10.37 Wilson A/W
DH.82	de H	-	3633	6112 29.10.37)
		-	3634	6113 1.11.37) de H Aircraft Co. of South Africa (Later ZS-ANY)
		G-AFCA	3637	6062 20.11.37 Brooklands Flying Club
Miles M.11A	P & P	F-AQCZ	496	6056 24.9.37 (SF) P.L.E.Saloman
The "SF" annotation to the C of A issue probably indicates valid for Single Flight (eg for delivery).				
Miles Hawk Tr.III	P & P	ZK-AFA	487	6057 30.9.37 Royal New Zealand AF
Vega Gull	Percival	-	K.81	6082 9.10.37 Societe Anonyme des Petrols Jupiter (Later F-AQEN)
C.30A Autogiro	Avro	-	1031	6284 18.5.38) El Senor de la Comision de Aquidiciones en la
		-	1032	6285 18.5.38) Estrangiro Mission Militar, Argentina. (Overseas Military Purchasing Dept.).
DH.82	de H	VH-UZV	3635	6124 10.11.37 de H Aircraft Pty.
Monospar ST.25	General A/C Ltd.	-	68	- Appln. 6721 for a Type Mod made on 29.9.37 was Cancelled.
This c/n 68 has always remained untraced, but it seems a plausible assumption that it was the Tri-gear version which became N1531 and was delivered to the RAF in May 1938. It appeared at Hanworth in B Conditions as T42 during 1937. The Appln. date seems to tie this one up for all time.				

Miles M.11A	P & P	G-AFBV	497	6073	4.10.37	A.Batchelor
DH.87B	de H	G-AFBH	8141	6077	15.10.37	C.Martin
DH.87A	de H	ZS-AME	6387	6129	24.11.37	(TRF) Anglo-American Corpn.
Miles M.11A	P & P	D-EKTR	498	6076	9.10.37	K.T.Roechling
DH.82	de H	ZK-AFU	3641	6147	3.12.37)
		ZK-AFV	3642	6148	3.12.37)
		ZK-AFW	3643	6150	6.12.37	) Govt. of Dominion of New Zealand
		ZK-AFX	3644	6151	6.12.37)
		ZK-AFY	3638	6133	22.11.37	) ZK-AFY/Z were originally entered with
		ZK-AFZ	3639	6135	25.11.37	) c/n's 3645 and 3646.
		ZK-AGA	3640	6142	30.11.37)
Vega Gull	Percival	G-AFBW	K.82	6088	15.10.37	R.E.Gardner
Avro 626	Avro	-	996	6096	21.10.37)
		-	997	6102	25.10.37)
		-	998	6100	23.10.37)
		-	999	6097	21.10.37)
		-	1000	6101	23.10.37)
		-	1001	6110	29.10.37)
		-	1002	6116	3.11.37	) Direccao da Arma de Aeronautica, Portugal
		-	1003	6117	3.11.37)
		-	1004	6118	3.11.37)
		-	1005	6119	3.11.37)
		-	1006	6121	8.11.37)
		-	1007	6146	2.12.37)
Miles Hawk Tr.III	P & P	-	492	6091	14.10.37	Aircraft Industries (Pty) Ltd. Later ZS-AMT.
		-	493	6092	14.10.37	Aircraft Industries (Pty) Ltd. Later ZS-AMU.
Hillson Praga	F.Hills & Sons Ltd	G-AEJU	HA/36	6169	5.1.38	
Miles Hawk Tr.III	P & P	L.202	540	6087	13.10.37)
		L.201	541	6085	13.10.37	) Egyptian Army Air Force



Artist's impression of Magister L.205 in Egyptian Army Air Force markings. The designation Magister was officially adopted by Miles in April 1937 and thus should apply to all M.14s built after that date.

Miles Hawk Tr.III	P & P	L.203	543	6131	19.11.37)
		L.204	544	6137	24.11.37)
		L.205	545	6138	24.11.37	) Egyptian Army Air Force
		L.206	546	6139	24.11.37)
BA Swallow	BA	G-AFCB	482	6086	14.10.37	Midland Bank F/Club
Miles M.11A	P & P	G-AFCC	499	6084	26.10.37	T.Saunders
Vega Gull	Percival	VH-ABS	K.83	6185	4.1.38	The Shell Co. of Australia
		YI-CPF	K.85	6111	29.10.37	HM King Ghazi I of Iraq
Miles Hawk Tr.III	P & P	-	511	6107	27.10.37	) (Later ZS-AMV)
		-	512	6108	27.10.37	) Aircraft Industries (Pty) Ltd. (Later ZS-AMW)
		-	513	6115	2.11.37	) (Later ZS-AMY)
DH.89A	de H	-	6385	6127	15.11.37)
		-	6388	6130	19.11.37)
		-	6389	6134	24.11.37	) Military Council of Nationalist
		-	6390	6154	11.12.37	(TRF)) Govt. of China
		-	6391	6155	13.12.37)
		-	6392	6163	16.12.37)
		G-AFFF	6386	6222	16.3.38	(TRF)
Bristol Blenheim	Bristol Aeroplane Co.Ltd.	G-AFCE	8814	6122	10.11.37	(T treated as TRF)) Both delivered to
		G-AFCF	8815	6123	10.11.37	) Yugoslav Air Force
DH.82	de H	-	3636	6126	15.11.37	de Havilland Co. of South Africa
Miles M.11A	P & P	G-AFCN	502	6120	20.11.37	W.W.Straight
Miles Hawk Tr.III	P & P	ZS-ALT	514	6132	19.11.37	Aircraft Industries (Pty) Ltd.
Hillson Praga	F.Hills & Sons Ltd.	G-AEYK	HA/37	6475	15.12.38	(Corrects data published elsewhere)
		G-AEYL	HA/38	6195	19.1.38	
		G-AEYM	HA/39	6194	19.1.38	
DH.89A	de H	VH-UZY	6384	6125	12.11.37	W.R.Carpenter & Co.Ltd.
Short G Class	Shorts	G-AFCI	S.871	-	) Applications made 11.11.37 but not flown until 12.7.39	
		G-AFCJ	S.872	-	) and 8.7.40 respectively as RAF X8275 and X8274.	
Short C Class	Shorts	G-AFCK	S.873	-	As above but f/f 24.2.40 as X8273.	

Short Empire	Shorts	G-AFCT	S.879	6422	27.10.38 (TRF))
		G-AFCU	S.880	6518	8.3.39 (TM))
		G-AFCV	S.881	6685	7.7.39 (TRF))
		G-AFCW	S.882	6529	25.3.39 (TM)	) Imperial A/W
		G-AFCX	S.883	6530	29.3.39)
		G-AFCY	S.884	6544	24.4.39)
		G-AFCZ	S.885	6537	6.4.39 (TM))
		G-AFDA	S.886	-	Application made 11.11.37 with above but no CofA issued. Other sources quote issue on 12.5.39 but not yet traced.	
Miles M.3E Falcon	P & P	G-AFCP	289	-	Application made 13.11.37 but cancelled. Built but not flown and dismantled at Woodley 4.38.	
Miles M.17	P & P	G-AFCR	638	6295	1.6.38 (TM)	Prototype Monarch.
Application N. 6791	initially entered for	Hillson Praga	G-AEYL	(see above).	Re-entered as follows :	
DH.82	de H	-	3649	6162	15.12.37)
		-	3650	6164	16.12.37)
		-	3651	6168	18.12.37)
		-	3652	6171	24.12.37)
		-	3645	6152	6.12.37	) Oficinas Gerais de Materiel Aeronautico (OGMA)
		-	3646	6156	13.12.37)
		-	3647	6158	13.12.37)
		-	3648	6159	14.12.37)
ST.25 Monospar	General A/C Ltd.	G-AFDE	98	6165	16.12.37 (TM)	
DH.89A	de H	F-AQIL	6382	6145	2.12.37)
		F-AQIM	6383	6143	1.12.37	) P.Legastelois
		F-AQIN	6393	6176	4.1.38)
Miles Hawk Tr.III	P & P	G-AFDB	542	6140	2.12.37	
DH.82	de H	-	3653	6184	5.1.38	Southern Rhodesian Defence Dept. Later SR-8
DH.89A	de H	VP-KCL	6394	6188	8.1.38	Wilson A/W
Miles Hawk Tr.III	P & P	-	633	6157	13.12.37	) (Later L.207)
		-	634	6173	21.12.37	) Egyptian Army Air Force (Later L.208)
		-	635	6174	21.12.37	) (Later L.209)
DH.89A	de H	F-AQJH	6395	6193	21.1.38	P.Legastelois
Avro 504N	J.E.Coxon	G-ADGC	"J9689"	Application No. 6810 made 20.12.37 but none issued. This aircraft was originally regd 23.4.35 as an Avro 504K Mk.II and eventually Cld in 6.36. Presumably Mr.Coxon bought it with a view to restoration.		
Percival Q.6	Percival	G-AFFD	Q.21	6249	6.4.38 (TRF)	The Rt.Hon.Sir Philip Sassoon
Miles M.11A	P & P	ZK-AGB	503	6175	22.12.37	Royal New Zealand Air Force
DH.82	de H	ZK-AGE	3654	6187	7.1.38	Govt. of Dominion of New Zealand
		VI-AJU	3661	6197	21.1.38	The Raja Sahib of Khandpara
		F-AQJU	3655	6198	24.1.38	Dr. Rene Arbeltier
		F-AQJV	3656	6199	24.1.38	Dr. Pierre Berson
		F-AQJX	3657	6200	24.1.38	Alfred Rodier
		F-AQJY	3658	6201	24.1.38	Paul Legastelois
		F-AQJZ	3659	6202	24.1.38	Remy Clement
DH.95 Flamingo		G-AFUE	95001	6667	30.6.39	(T)
Miles M.11A	P & P	SA-SBB	504	6204	27.1.38 (TM)	Royal Singapore F/Club. Identity on C of A issue correctly given as VR-SBB.
DH.82	de H	-	3660	6192	17.1.38	de Havilland Aircraft Co. of South Africa
DH.87B		-	8144	6260	26.4.38	Gustave Wolf as F-AQJR
		G-AFDF	8145	6182	7.4.38	J.Ellison
		G-AFDG	8146	Application No. 6825 made 5.1.38 Cld. New Appln.No. 6880 26.3.38.		
		G-AFDY	8149	6268	23.5.38	Weston A/Club. Initial entry as ZK-AQF in error.
DH.89A	de H	F-AQJI	6396	6221	16.3.38	A.Rodier
		OH-BLB	6401	6262	2.5.38 (TRF)	Aero O/Y
Vega Gull	Percival	G-AFEA	K.84	6191	19.1.38 (TM)	Gloster Aircraft Co.
DH.82	de H	G-AFEJ	3664	6196	3.2.38	Cinque Ports Avn.Ltd.
Vega Gull	Percival	G-AFEK	K.89	6212	9.2.38	R.D.Craig
		G-AFEM	K.91	6232	26.3.38	A.Hamilton-Gault
		G-AFEH	K.100	6216	28.2.38 (TM)	H.F.J.Broadbent
DH.90A Srs.2	de H	ZS-ANM	7564	6261	29.4.38 (TRF)	Miss M.Reynolds
Miles Hawk Tr.III	P & P	G-AFET	556	6205	4.2.38	Ipswich A/Club
		G-AFEU	557	6209	17.2.38	Thanet A/Club
		G-AFEV	558	6210	23.2.38	Exeter A/Club
		G-AFEW	559	6211	23.2.38	Plymouth & District A/Club
Miles M.11A		F-AQLX	505	6215	16.2.38	Soc.d'Enterprises Electro Techniques
Kittiwake	Shapley A/C Co.Ltd.-(Errols Shapley)	-	-	Application No. 6840 made 7.2.38 for Type certification. No CofA details shown but this must relate to G-AFRP the Mk.2 cabin version flown from Roborough in 1938 and surviving until 12.46 when it crashed on Dartmoor.		
Percival Q.6	Percival	YI-ROH	Q.22	6234	1.4.38 (TM)	HM King Ghazi I of Iraq
		G-AFFE	Q.23	6253	13.4.38 (TRF)	H.B.Legge & Sons Ltd.
DH.82	de H	VH-AAE	3670	6217	1.3.38	de Havilland Aircraft Pty.Ltd.
DH.90A Srs.2		-	7563	6218	4.3.38	Shell Mex Argentina Ltd.
		VR-NAA	7565	6246	7.4.38	Shell Company of Nigeria Ltd.
Airspeed AS.40 Oxford	Airspeed	G-AFFM	75	6385	31.8.38 (T treated as TRF)	Secretary of State for Air and operated by British A/W.
DH.89A	de H	G-AFEY	6402	6225	11.4.38	Scottish A/W
Avro 643 Cadet Mk.II	Avro	A6-23	1058	All for Air Board, Commonwealth of Australia. CofA Nos/Dates were : 6438/9 18.11.38; 64551/2 29.11.38; 6456/71 14.12.38; 6479 30.12.38; 6488 13.1.39; 6491/90 25.1.39; 6502 14.2.39; 6510 28.2.39.		
		to	to			
		A6-34	1069			
DH.82	de H	ZK-AGF	3671	6223	12.3.38	The Dominion of New Zealand

Bristol Blenheim Mk.1	Bristol	G-AFFP	8157	All for The Bristol Aeroplane Co.Ltd. for delivery to Turkish
		to	to	AF. CofA Nos/Dates were : 6228/9/30 21.3.38; 6231 24.3.38;
DH.82	de H	G-AFFZ	8166	6273/4/5/6 11.5.38; 6312/3 10.6.38.
		-	3675	6226 18.3.38 de Havilland of South Africa
Miles Sparrowhawk	P & P	G-AFFO	3674	6224 19.3.38 H.Hemming & Ptnrs. Ltd.
DH.82	de H	G-AFGA	273	6265 20.5.38 W.Humble
DH.89A		-	3676	6227 18.3.38 de Havilland of South Africa
		CR-AAM	6397	6239 12.4.38)
Vega Gull	Percival	CR-AAN	6398	6240 12.4.38) Dept. of Railways, Portuguese East Africa
		VH-ACA	K.98	6254 13.4.38 Major The Hon.R.Casey
DH.87B	de H	F-APHX	K.43	Application No. 6878 made 24.3.38 but Cld.
		G-AFDG	8146	6183 11.5.38 L.H.Riddell
DH.82		F-AQJS	8147	6269 9.5.38 M.Aupeche
		VP-RAG	3678	6233 31.3.38 Flying Club of Northern Rhodesia
DH.89A		F-AQOS	3677	6278 17.5.38 R.Levy
British Burnelli	Sir Hugo Cunliffe-	G-AFEN	6399	6256 25.4.38 (TRF) Sir William Firth
	Owen, Bart.	G-AFMB	1	6881 27.11.40 (T) Cunliffe-Owen Aircraft Ltd. as Flying
Miles M.11A	P & P	G-AFGK	509	6238 11.4.38 Miss R.Rees



The final production Whitney Straight, G-AFGK escaped impressment by operating with Airwork during the war. It was photographed at Booker by the editor on 8.9.74 but has since been exported to the USA.

DH.89A	de H	G-AFEO	6405	6251 9.5.38)
		G-AFEP	6406	6252 13.5.38) North Eastern A/W
		F-AQOH	6403	6267 5.5.38 Transports du Proche Orient.
		-	6407	6283 19.5.38 Transports du Proche Orient. Later F-AQOI.
DH.87B		G-AFEE	8155	6248 20.6.38 H.M.Mitchell
DH.82		F-AQNF	3665	6241 7.4.38 A.Compere
		F-AQNG	3666	6242 7.4.38 R.Peitz
		F-AQNH	3667	6243 7.4.38 M.Cayre
		F-AQNI	3668	6244 7.4.38 P.Legastelois
		F-AQNJ	3669	6245 7.4.38 L.Augier
		G-AFGJ	3679	6250 14.4.38 Personal A/W
		ZK-AFP	3680	6259 25.4.38 F.D.Mills-Air Survey & Transport Co.Ltd.
DH.89A		VP-YBT	6404	6258 25.4.38 Rhodesian & Nyasaland A/W
		G-AFFB	6409	6293 27.5.38 Iraq Petroleum Transport Co.Ltd.
		G-AFFC	6410	6297 2.6.38 Iraq Petroleum Transport Co.Ltd.
Miles M.17 Monarch	P & P	G-AFGL	786	6336 30.6.38 Airwork Ltd.
Percival Q.6	Percival	G-AFMT	Q.25	6478 13.12.38 (TRF)
Vega Gull		G-AFGU	92	6257 22.4.38 S.Smith
DH.82	de H	G-AFGT	3681	6255 2.5.38 Personal A/W
DH.89A		VP-YBU	6412	6343 4.7.38 Southern Rhodesian Govt. Initial entry c/n 6416
BA Swallow/L.25 II	North Eastern A/W	G-AFGV	485	6279 16.5.38 Doncaster A/Club
	Ltd., Croydon			
DH.82	de H	G-AFGW	3684	6264 25.5.38 The South Staffs. Aero Club Ltd.
		-	8148	6282 17.5.38 de Havilland South Africa. Later ZS-AOT.
		-	8161	6348 12.7.38 J.R.Paget. Later ZS-AOT.
		G-AFEF	8156	6263 24.6.38 Dr. Nesbit Evans
Percival Q.6	Percival	F-AQOK	Q.24	6314 15.6.38 (TRF) Baron L de Armella. Later G-AFVC.
DH.87B	de H	G-AFEC	8157	6266 6.7.38 Capt.H.S.Ford
Miles Hawk Tr.III	P & P	159	639	6281 17.5.38 (TM) Estonian Air Force
BA Swallow	Rollason A/C Svs.	G-AFER	484	6287 20.5.38 S.Lawrence
		G-AFGS	483	6288 20.5.38 W.S.Shackleton Ltd.
Percival Q.6	Percival	G-AFHG	Q.26	6339 29.6.38 The Marquess of Londonderry
		G-AFGX	Q.27	6351 13.7.38 S.Leigh
DH.87B	de H	SX-AAI	8159	6340 1.7.38 Sqdn.Ldr.S.T.Zotos
DH.82		-	3683	6277 13.5.38 Chefe do Estado Mayor de Colomiade Mocambique
		VH-AAI	3689	6298 3.6.38 de Havilland Aircraft Pty.
		VH-AAJ	3690	6294 27.5.38 de Havilland Aircraft Pty.

to be continued...

Casualty Compendium

PART TWO

As our first Compendium clearly aroused a great many readers of widely divergent interests and caused them to contribute some incredibly detailed accounts of the Casualties listed, we are including another batch in this edition of Archive. In first place however, comes the section containing the results of our contributors' labours, for which we must thank the following: I.A.Anderson, P.Cooper, Jean-Pierre Dubois, V.Ferry, Joop Gerritsma, J.Gregory, D.L.Hall, J.J.Halley, G.Jenks, Eino Ritaranta, M.Schoeman, Ken Smy, G.R.Sunderland, Gerard Terry, Tom Weihe and I.Wilkinson.

The photograph which introduced the series gave rise to the greatest amount of comment. The aircraft involved was of course G-EANV a Handley Page O/400 converted to O/7 in October 1919 and operated by the manufacturers initially on London-Brussels mail flights. It became the first equipment of the newly-formed Handley Page South African Transport Company but there are two versions to describe its passage, one that it was flown out by Major McIntyre, the other perhaps more realistic that it was shipped to Cape Town 11.19 on RMS Durban Castle and assembled at the Company's airfield at Wynberg. It first flew from Wynberg on 7.2.20 and one week later was named "Pioneer" on the airfield's official opening.



Handley Page O/7 G-EANV just minutes before it crashed, preparing to leave Beaufort West for Johannesburg on 19.2.20. The full story is outlined below.

The first passenger and aerial mail service from Cape Town to Johannesburg was planned for February 15th 1920, meanwhile the aircraft had been used for local flights and as an airborne advertisement for Commando Brandy, hence the huge lettering which is clearly visible in the photographs. The flight began according to plan but a faulty compass and a fuel leakage resulted in a safe forced landing at an isolated location 50 miles from Sutherland. Fuel supplies were eventually obtained and Pioneer continued to Beaufort West on the 19th, four days behind schedule. At 1.30 pm the flight was resumed with Major H.C."Duke" Meintjies in command, co-pilot Capt.C.J."Boet" Venter, engineer Askew and six passengers including the Company Secretary Capt. Duncan and Mrs.Meintjies. Eight minutes later at 300 feet the starboard rudder post came adrift and the aircraft went into a dive. The pilot managed to execute a crash landing with little height to spare, the location being Acacia Siding (or Lemoenfontein Siding ?) although the date is often quoted as 23.2.20, possibly this is the date on which news reached England.

Despite damage to the undercarriage, wings and propellers, the fuselage suffered little. The passengers, and even the saloon windows, were unharmed although one account does state that the tail was up in the air after the impact, being pulled down before the arrival of the public so that the fuselage was almost horizontal - making the reliability of the structure more apparent! This tale may be apocryphal but there is no doubt that all concerned had a very lucky escape. The wreck of Pioneer was broken up and sold locally, the cabin becoming a caravan, one wing a verandah. It was cancelled from the British register in September 1920.

Sufficient material for a report of twice the length of that above was received and the Editor apologises for having been selective whilst attempting to include all the most pertinent facts. He could not, however, ignore Mr.Gregory's eye for detail which revealed the British South African Police officer apparently wearing a bicycle clip on his starboard ankle! We suspect that more correspondence may yet be forthcoming on the fate of G-EANV but we also urge readers to seek out the other accidents listed in similar fashion. Thirteen of the entries in ARCHIVE 1/81 are still unidentified but the following have been established.

- 24.3.27 Qantas aircraft was DH.9C G-AUED, c/n 86, pilot A.D.Davidson and 2 passengers, stalled on approach to Tambo, Qld after flight from Charleville. The death of those on board leaves one unsolved mystery since the DH.9 apparently had made an unscheduled 35 minute stop at an unidentified location somewhere en route. Incidentally, the aircraft had cost Qantas the sum of £1719-18s-5d.
- 6.4.27 The Savoia Marchetti SM.55 "Santa Maria" was set alight by a carelessly discarded cigarette after a 28,000 mile round-Atlantic flight.
- 16.4.27 Fokker C-2 "America" NX-206 was on test flight for Byrd's TransAtlantic attempt. According to Byrd, Fokker panicked, but Fokker blamed the accident on a control cable jamming and preventing the tail being lowered. On landing the aircraft nosed over. After repair, NX-206 flew the Atlantic 29 - 30.6.27, landing in the sea off the French coast.
- 26.4.27 "The American Legion" was a Keystone bomber built by Huff-Daland. On this test flight it was totally destroyed and 2 crew killed.
- 24.5.27 "Santa Maria II" also a SM.55 (see 6.4.27) was sent by ship as replacement. It returned to Italy on 16.6.27.
- 28.5.27 Aero Oy Junkers F13 K-SALA, c/n 700, lost power on take-off in the harbour at Reval and crashed. Five occupants injured not killed.
- 12.7.27 KLM airliner was Fokker F.VIIa H-NADQ c/n 4991. Boisdingham is near St.Omer. Joop Gerritsma raises four problems resulting from this accident report: c/n 4991 was rebuilt and registered SE-AGH 6.8.37 but where was it for ten years? Why did the rebuild take so long? Who rebuilt it - KLM, Fokker or AB Ahrenbergsfly? What was its ultimate fate (said to be b/u 1940) ?
- 15.7.27 The "City of Oakland" was a Travelair monoplane, pilot Ernest Smith, navigator Emery Bronte, actually crashed at Molokai, 60 miles SE of Wheeler Field, Hawaii.
- 15.7.27 Roland Ro IX Rofix fighter built for Turkey, flown by WWI ace Paul Bäumer as free-lance test pilot. Earlier the company test pilot had been involved in a spinning accident but Bäumer decided to undertake spinning and altitude tests despite suggestions that he was unfit after previous night's revelry. After altitude tests and aerobatics the Rofix entered a spin over the sea and, despite the pilot's efforts, crashed into 7 fathoms of water 1 mile offshore at Öresund. Bäumer was killed.
- 27.7.27 D-206 was Junkers F13, c/n 591, "Zeisig".

- 14.8.27 The W.33L "Europa" was D-1197 c/n 2505 (later D-OBAL). "Bremen" was D-1167 c/n 2504 which did succeed in making the first E-W Atlantic crossing on 12 - 13.4.28.
- 22.8.27 H-NADU was Fokker F.VIII prototype c/n 4993 of KLM, in service with them for less than two months.
- 6.9.27 "Old Glory" was Fokker F.VIIa NX-703 (c/n ?) which crashed off Newfoundland. 'WRHP' sounds like a commercial radio call sign - perhaps at Old Orchard?
- 19.9.27 DDL Fokker F.III T-DOFD c/n 1560 ex D-542, en route Hamburg not Frankfurt.
- 23.9.27 Dornier Merkur (formerly Komet III) D-585 c/n 75 "Puma", had been DDL's T-DODB and originally D-585.
- 28.9.27 Rohrbach Robbe II flown by Kern and Ernest Udet (who was considering using it for E-W Atlantic flight). Stalled into sea from 100', Udet blamed Kern for throttling back too much.
- 29.9.27 Wulf was demonstrating single-engined flying at Bremen when a control rod broke and the F19 Ente spun in.
- 5.10.27 DLH Fokker was a Fokker-Grulich F.II or F.III, regn and c/n unknown.
- 17.10.27 "Pelican" was DH.50J G-EBOP c/n 281, wrecked landing from a test flight. It was used by Capt.T.A.Gladstone on a Khartoum - Kisumu mail service and was damaged at least 3 times (eg. 30.12.26) before being written off.
- 24.10.27 Japanese Navy semi-rigid airship No.6 caught fire in a typhoon. It had been built by SCA in Rome as N3 in 1926 with 274,700 cu.ft. capacity.
- 5.11.27 Caspar C.32 "Germania" designed as a cropsprayer. The accompanying photo shows the aircraft with what appears to be a spray generator on the fuselage below the cockpit. The name "Koln" is visible between the mainplanes. Pilot at the time of the accident was Könnecke, passenger Graf Sohns-Laubach.



- 31.12.27 This was the sole Laté 23, a wooden-hull sesquiplane, although not intended for commercial operation it later led to improved Latécoère designs. The wing broke off resulting in the crash in which the company's chief flying boat test pilot Enderlin was killed, together with co-pilot, wireless operator and 2 mechanics.
- 16.1.28 Latécoère "AIKG-633" was Laté 25.2.R F-AIKG c/n 633, a type then in use on the Natal-Buenos Aires route. Again a broken wing caused the crash resulting in the death of pilot Santelli and mechanic Francès. The crash date was apparently 15.1.28 and the place usually quoted as Solis or Minas, both in Uruguay.
- 20.1.28 Farman was F.170 Jabiru F-AIBX c/n 3 of S.G.T.A.
- 23.1.28 Aircraft was Breguet 14 F-AHEQ of Aeropostale, fire was on 22.1.28 and crew were killed.
- 27.1.28 Crash was due to bad weather and involved Breguet 14A.2 F-AFHN of Aeropostale.
- 15.2.28 Handley Page W.8b G-EBBG "Princess Mary" c/n W8.2 on Paris-Croydon flight, making precautionary landing in bad weather at Abbeville but was wrecked in the attempt.

And now on to the next batch of casualties:

1928 Dates marked * are approximate.

- 25.2.28 Ford Flivver crashed on take-off Melbourne, Florida. On Detroit/Miami flight, flown by Ford's chief test pilot, who was killed.
- 26.2.28 DLH 10-seater aircraft crashed on test-flight at Augsburg. Hackermach, DLH technical director, who was flying the aircraft, killed.
- 28.2.28 Syndicato Condor seaplane cr. in sea 46 mls. from Rio de Janeiro. 1C & 5P rescued.
- 1.3.28 One of two aircraft on inaugural London-Paris-Marseilles-Cannes service cr. nr. Lyon.
- 12.3.28 Lady Carbery killed in crash of light aircraft at Nairobi.
- 19.4.28 Barcelona/Madrid mail aircraft cr. at Minuesa, Teruel province. 9P injured.
- 25.4.28 Flying boat 'Richard Penhoet' crashed at St. Nazaire.
- 16.5.28 DLH mail aircraft on Berlin-Koln service, crashed at Templehof. 1crew killed.
- 26.5.28 Junkers single-engined a/c of DLH. Dortmund/Frankfurt service, cr. near Dortmund, 3 k.
- 23.5.28 Farman, Paris/Berlin service, cr. nr. Koln, 3 k.
- 30.6.28 French seaplane flying transatlantic mail cr. en route Dakar/Casablanca.
- 24.7.28 Dutch airplane cr. at Waalhaven. 1 of 5P k.
- 5.8.28 Klemm-Daimler cr. at Aalborg, Denmark.
- 15.8.28 3-eng. a/c 'General Machado' of Pan American f/l in Gulf of Mexico, en route Havana-Key West.
- 23.8.28 Deruluft a/c f/l between Mitau & Riga. 4 inj. on Moscow-Riga-Konigsberg-Berlin service.
- 23.8.28 Marseilles-Paris-London aircraft cr. in Etang de Berre, Marseilles.
- 25.8.28 G-CATX British Columbia Airways. Lost en route Victoria B.C./Seattle.
- 26.8.28 aircraft FAML (120h.p.) cr. at Castelat, Buenos Aires.
- 13.9.28 F-AIQP mail seaplane f/l 28 mls. SW of Bishop Rock, en route 'Ile de France'-Paris. Salvaged.
- 20.9.28 Cierva autogiro damaged in f/l Le Bourget.
- 22.9.28 Avian seaplane owned by U.S. citizen G.H.Storck crashed on take-off at Bastia. On round-the-world flight which commenced at Southampton.
- 25.9.28 DLH 'Deutschland', 'one of the largest aircraft in service' f/l at Arnberg & dest. by fire.
- 3.10.28 French air mail aircraft, Barcelona-Perpignan service, cr. at Gerona.
- 3.10.28 Seaplane of Singapore Flying Club sank in Singapore harbour.
- 10.10.28 French air mail seaplane, sank near Palma.

- 16.10.28 KLM aircraft cr. on take-off at Rangoon, en route Netherlands East Indies damaged.
- 11.12.28 DLH 'Rheinland' cr. nr. Letzlingen. 3C killed. Koln-Berlin service.
- 15.11.28 seaplane of Latécoère Co., on Marseilles-Algiers service, cr. at Palma.
- 18.11.28 Rohrbach Romar, broke adrift at Travemunde, salvaged in damaged condition.
- 19.11.28 'wartime aircraft' owned by Hon. A.E.Guinness, blown away in gale at Cowes.
- 3.12.28 flying-boat of Sindicato Condor cr. at Rio de Janeiro. 14k.
- 9.12.28 seaplane 'Meteore' f/l off Corsica, was salvaged on 14.12.28.

1929

- 1.2.29 French mail aircraft, missing en route Dakar/Casablanca.
- 19.2.29 'Dragon of Annam' cr. after take-off Le Bourget. On survey flight to Indo China.
- 2.3.29 'XC-RIA' f/l at Swingate Downs, near Dover, flying Croydon/Amsterdam.
- 28.3.29 Belgian 2-str. aircraft crashed at Barcelona. Flying from Brussels to the Congo.
- 12.4.28 Dornier Super-Wal destroyed by fire at Naples on inaugural Genoa-Alexandria flight.
- 5.5.29 Raab-Katzenstein airship, destroyed at Cassel.
- 9.5.29 Czech airline aircraft cr. nr. Cassel, Prague/Rotterdam flight. 1P,2C k.
- 19.5.29 French freight aircraft cr. at Tonbridge, dest. by fire. Crew escaped.
- 20.5.29 flying-boat 'D-23' dest. by fire at Batavia. Had arrived from Netherlands on 18.5.29.
- 24.5.29 D-1165 cr. in sea off Hohenweg lighthouse, nr. Bremen.
- 7.6.29 'Youth of Britain' cr. on take-off at Cramlington.
- 9.6.29 Raab-Katzenstein RK.27 airship wrecked at Hannover. 40 m. long, 2x35 hp. engines.
- 21.6.29 'Numancia' Wal, missing between Madrid & the Azores, found on 29.6.29.
- 29.6.29 Aero Lloyd aircraft cr. in Lake Constance. 2C, 3P k.
- 17.7.29 Cierva autogiro damaged nr. Tancos, Portugal.
- 20.7.29 DLH cargo aircraft, lost prop. nr. Kirchem & f/l. Aircraft remained clear of ground, being suspended in telegraph wires.
- 20.7.29 Pan Am amphibian No.9137 damaged at Demerara.
- 31.7.29 F-GEAB damaged f/l Smarden, Kent.
- 24.8.29 DLH aircraft, Frankfurt/Erfurt service, cr. nr. Fulda. 1C, 3P k.
- 27.8.29 'Oriente' of Lloyd Aero, cr. at Cochabamba. 2C, 2P k.
- 5.9.29 Dornier two-float, 4-eng. seaplane f/l in Channel off St. Catherines Point, IoW. Carrying 25 pax. to see Schneider Trophy Race.
- 20.9.29* Rohrbach Romar - cr. in Baltic was salvaged in badly damaged condition.
- 12.10.29 I-AISZ found in wrecked condition 3721N 0315E by S.S. 'Arandora Star', 'large' flying boat.
- 17.10.29 air mail aircraft cr. on landing Madrid/Getafe, destroyed. 3P inj.
- 20.10.29 aircraft carrying 12P from Antwerp to Ghent cr. nr. Brussels & dest. by fire.
- 20.11.29 'Itaco' (I-TACO ?), Ostia/Cagliari service, cr. landing Cagliari. 1P k.
- 27.11.29 Fokker 32-seat aircraft crashed at New York.
- 1.12.29 aircraft of Latécoère Co. cr. nr. Malaga, dest. by fire. 2C k.
- 12.12.29 Dornier Libelle, dived into Auckland Harbour.
- 19.12.29 DLH 'Teneriffe' f/l Neuruthin, 40 mls. f. Berlin. 2C k. Returning from Canary Is.
- 19.12.29 NXARB flying boat 'Havana' damaged in River Surinam.
- 24.12.29 I-AZDB of Italian Air Mail Company cr. in Aegean Sea.

1930

- 3.1.30 I-DEAR flying boat, No.49, taken in tow off Capri.
- 6.1.30 NC8418 of Pan American damaged at Montevideo.

to be continued....



And now for two visual problems, though we could not resist just one more shot of 'Pioneer' at rest - complete with aforementioned BSAP officer! (Above)

The other casualties are for you to identify and the non-visual clues are that (top right) the cabbage patch was just outside Cardiff Airport in September '36 and that (bottom right) the hedge was happily growing near Tiverton before this happened but to give a date would make it too easy!



FEEDBACK

NEW ZEALAND REGISTER

A 'Times' report of 5.4.28 about the Air Defence of New Zealand includes the information that "...the Government have decided to purchase forthwith eight Moth aeroplanes of which four will be lent to the aeroplane clubs of Christchurch and Auckland which will have two each. The remaining four will be used as training machines at the Wigram aerodrome...". The eight were c/ns 866 to 873 (see DH Moth this issue) and in the event only 1 went to Auckland G1NZAW, 1 to Marlborough G-NZAX and 2 to the Canterbury Aero Club G-NZAY and 'Z. The others became NZPAF aircraft.

P.6 Photo ZK-AAE: The proprietors of the NZ Herald presented a Moth to Auckland Aero Club to commemorate the first Tasman flight by Kingsford-Smith and Ulm (ref: Times 30.10.28). Confirmed by both DH Moth and NZ Registers in this Archive together with the photo below which clearly shows the full inscription. (via M.Fillmore)



BELGIAN REGISTER

- 725 Serial should read 44-80039.
- 727 was regd F-OAHQ in 12.50.
- 744 H.Dekker points out that the regn PH-AZT belonged to the Dutch Government's Hulpluchtvaartregister, a register in exile, with a special C of R no. L.3 allocated on 4.5.44. It was regd PH-TBA on 8.1.46 to Dutch Govt/KLM, Fokker 10.12.47 and cancelled 14.1.48 for sale to OO-TBA. It was restored as PH-TBA 1.4.48 to NV Frits Diepen but entry was marked 'Invalid', on 3.7.48 it was regd PH-TFB to Aero Holland and cancelled 12.50.
- 753 Identity should read NL 208 (NL 210 not issued).
- 764 Swiss regn should read HB-00U.
- 788 Date to F-BEPI is 2.56.
- 794 Identity PH-NDO ntu.
- 820 c/n is 8566 ex 42-36442.

ARGENTINE DELIVERY REGISTRATIONS

2nd Series

- LV-PXJ ex (N7431W) w/o 19.9.63 San Juan, possibly while on delivery.
- LV-PZQ add ex N7193Y

3rd Series

- LV-PAV LV-PAY reference probably in error.
- LV-PBZ add PA-28-235 c/n 28-10506 10.64 or 11.64 to LV-IMO
- LV-PCH add PA-28-235 c/n 28-10498 10.64 or 11.64 to LV-ILS

With grateful thanks for the contributions of:
H.Best-Devereux, H.Dekker, J-P.Dubois, Malcolm Fillmore, Roy Hough, George Jenks, Bob Ogden, Colin Smith and Ken Smy.

Remember that YOUR contributions and photographs for FEEDBACK are always welcome - in fact they are essential, so if you have anything to add to any edition of ARCHIVE send it now to the editorial address.



U.K. C of A APPLICATIONS

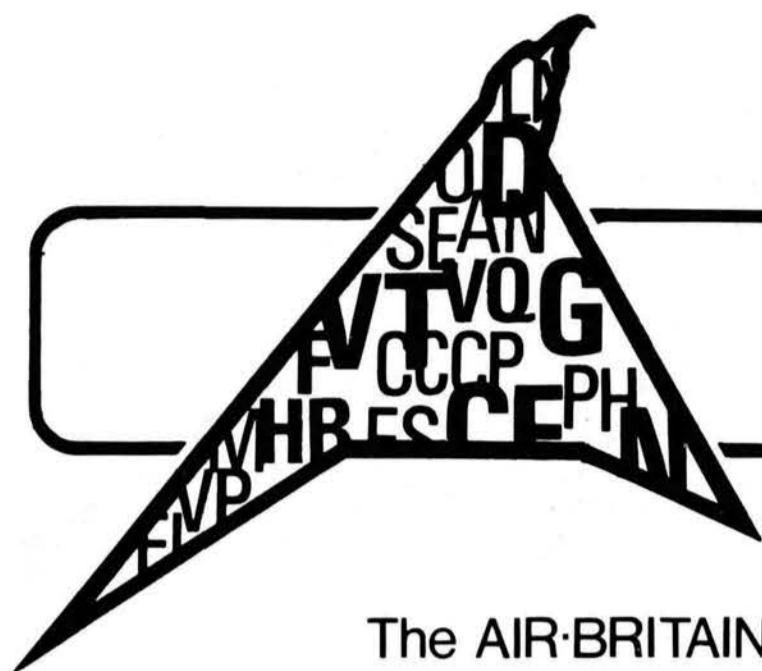
- P.10 (1/80) Original C of A documents in SAAF records confirm that the C/n - serial tie-up of the AS.6J Envoys is indeed as recorded in Archive. The serials were added to the documents in South Africa. Thus Envoy '251' in the accompanying photo (Flight no. 12893s) was actually c/n 50.
- P.23 (1/81) G-AETM the Allied Airways DH.86B passed on to Western Airways in 1939 and then to Finland in 12.39 as OH-SLA, becoming OH-IPA 2.40. The accompanying photo from Eino Ritaranta's collection shows OH-IPA at Helsinki-Malmi in spring 1940 still wearing its Allied name "Silver Star". It was shortly impressed as DH-1 and was written-off at Malmi 5.40.



- P.24 Photo: Dragonfly G-AEWZ was at Kidlington 8.5.60 (Shackleton sales weekend), possibly the last time that 2 Dragonflies were seen together as G-ANYK was also present.
- P.25 C.30A 'M2' was c/n 985, Avro c/n 819 being a model 643 Cadet G-ADFD.
- P.26 Vega Gull F-AQIR was purchased by Baron de Foucault who used the Gull and his Farman F-AODY for trips to Africa.

IMPRESSMENTS REVIEW

- P.52, 54 (2/80) Tiger Moth c/n 3497 became ZS-AHJ and c/n 3506 became ZS-AHW, both were sold to the Witwatersrand Technical College.
- P.19 (1/81) Photo of G-ACBH: Dixon's scrapyard at Ramsden Heath is right on the boundary with the adjoining village of Downham, hence the confusion over locations!



The AIR-BRITAIN Civil Aviation Historical Quarterly



Alan Chalkley's Comper Swift G-ACTF at Leicester 7.7.79 again carrying the name 'Scarlet Angel' which it first wore as VT-ADO in 1932. It remained airworthy for most of the war - see Impressments Review in this issue.



The AIR-BRITAIN Civil Aviation Historical Quarterly

Edited by David Partington

Editorial address: The Haven, Nympsfield Road,
Nailsworth, Glos GL6 OEA.

With a certain amount of relief as this is typed it seems that ARCHIVE is now back on target. Letters and Feedback items concerning 2/81 and the ill-fated 4/80 are arriving by every post but the editorial change of address means that time is not available to incorporate most of them into this edition. However everything received by early October should appear in the next issue which is scheduled to appear in November.

This time we have a four-page special on the RC-3 Seabee which we hope will be of interest. The original list was the work of John Wegg to whom we are most grateful, with editorial additions and further checking my Malcolm Fillmore. Need we add that any additions will be most welcome, together with photos, of which we already have a few in hand for future publication. It is intended to list the Twin Bees along with these additions later.

Comments on this feature, together with suggestions, and offers, of other types to cover in future will be gratefully received and considered.

Further comment on other items in this issue is largely unnecessary but in response to one reader we would add that the aim of CASUALTY COMPENDIUM is serious. Certainly some of the entries are much easier than others but with a readership of wide-ranging interests we hope to provide something for both the specialist and even the beginner to get their respective teeth into! This edition is a

DON'T FORGET THE NEW ADDRESS FOR ALL CORRESPONDENCE * DON'T FORGET THE NEW ADDRESS FOR ALL CORRESPONDENCE * DON'T FORGET !



THE PIPER CUB IN WEST GERMANY

12079 Now that it is confirmed that c/n 11906 became F-BBFC (p.84/80 and p.112/80) we return to f/n 11906 (c/n 12079) which in turn is now confirmed as I-AGAA 1.48. Thus the true identity of D-ECOL is unknown!
13276 Date w/o should be 28.6.67.
15733 Sold to Germany on 8.3.60.

COMPLETE BELGIAN REGISTER

703 appears to have become F-OAHR 1.51 and w/o at Tit Mellil on 18.3.52. The c/n if this was quoted as 15301 which it is now apparent is part of the USAAF serial.
748 OO-GAN the identity ntu should read OO-AVH not -ANH.
896 OO-SOF is believed stored at Brussels Air Museum.

DH.60 MOTH

756 G-CYXH crashed during August 1929.

'Moth in a tree' (page 112/80) Jack Jackson has quickly identified this as G-EBRT c/n 410 which struck the tree at a field used by the Aero 8 Club and known as Canute Air Park, at Ashingdon, Essex. Date was 20.6.36 and pilot F.Fairhead and passenger climbed down. The Moth was not repaired and the registration was cancelled 9.36.

With thanks for the contributions to this Feedback from John Appleton, J.M.Davis, A.J.Jackson, J.Leeker & C.M.Smith.



PUZZLE PICTURE 7

This one we hope will send a few readers scurrying for recognition manuals - no cheating by looking up the registration, even if you can read it! For amusement only once more can you identify the aircraft type?

The answer to number 6 could be worked out in numerous ways by those otherwise unfamiliar with the background. It was of course Woodley airfield, the home of No.8 EFTS whose Hawk Trainers and Tiger Moths make such a nostalgic picture. To make it even easier the same buildings may be viewed from a different angle on the cover of Archive 4/80 !

little shorter than usual due to limitations on both space and time.

A large amount of space is however devoted to the BELGIAN REGISTER. This instalment includes a large number of Congolese registrations and much re-equipment by Sabena with the last of the DC-6 order followed by the Convair 440s, Sikorsky S-58s and DC-7Cs. More detailed comments on the Congo appear on the relevant pages but as far as we know this is the first attempt to put the complete register in this form and as a valuable cross-reference we feel it justifies the use of extra pages this time to get as much as possible into one issue.

UK CERTIFICATES OF AIRWORTHINESS

p.23/81 Hawk Trainer VR-SAY c/n 479 would have been changed due to reorganisation of the production line, probably as a result of the Air Ministry order 37/37 which caused the factory to be expanded and to operate at full stretch; c/n 365 became L5933.
p.25/81 G-AETN should be an M.3A Falcon Major.

COMPLETE REGISTER OF FIJI

DQ-FCT was VH-MGD before going to Fiji.
DQ-FDD is a DHC-6 Twin Otter 200 of Fiji Air seen in 1979 in ex-DLT colour scheme and probably c/n 145 which would be ex N1375T, D-IBFD, C-GGUQ.

ARGENTINE DELIVERY REGISTRATIONS

2nd series:
LV-PJZ delete ex N4883P which was c/n 27-464. PKU N4481P ntu. PRZ before F-BLOR was N10108. PUI N2911R ntu. PVA date 7.62. PVE to LQ-HPY, LV-HPY then N101LL. PVI should read LV-PVF. PVR N1012Q ntu. PVX add Cessna 205 c/n 0041 .62 ex N1841Z to LV-INJ. PWL c/n 1299-144. PXF N1120Q ntu. PXM N9828L ntu. PXN LV-IEP to LQ-IEP. PXQ add Bolkow 208 c/n 509 .63 ex D-ENCA to LV-IOT. LQ-IOT, LV-IOT. PXW w/o 7.8.78 as LV-IFH. PXZ LQ-IGP to LV-IGP as shown in photo! PYS to LV-IGL. PYV N9837L ntu. PYW N9838L ntu. PZQ date 12.63 ex N7193Y. PZR to LV-IGX. PZV probably to LV-IMS, not confirmed.

3rd series:
PAL ex N7379Y. PAT N8105M ntu. PAV confirmed 30-461 6.64 to LV-IHJ. PAY returned to N5028K 6.64 apparently without any regular regn allotted - LV-HRC was actually ex LV-PVS qv.

Aircraft Production List : I

Republic RC-3 Seabee

Full production commenced in 1946 and 1060 examples were built before the line closed in October 1947. During this period the registration prefix NC would have been in use in the USA but to save space we have adopted N as standard throughout.



The sole German example D-ELPO c/n 592 at Egelsbach 11.8.69.(D.Partington)

C/n	Registration	C/n	Registration	C/n	Registration	C/n	Registration	C/n	Registration
1	NX87451	53	N87501	105	N87545	156	N87587	205	
2	N87452	54	N87502	106	N87546,CF-FSN	157	N87588	206	
3	N87453	55	N87503	107	N87547	158	N87589 **	207	
4	N87454	56	N87504	108	N87548	159	CF-LHW	208	N6033K
5	N87455	57	N87505	109	SE-AXA	160		209	
6	N87456	58	N87506	110	N87549	161	N87592,HP-239	210	N6035K
7	N87457	59		111	N87550	162		211	N6036K
8	N87458	60	N87507	112	N87551	163		212	N6037K
9	N87459	61	N87508	113	N87552	164		213	N6038K
10	N87460	62	N87509	114	N87553	165	N87596	214	N6039K
11	N87461	63	N87510	115	N87554	166	N87597	215	N6040K
12	N87462	64	N87511	116	N87555	167	N87598	216	N6041K
13	N87463	65	N87512	117		168		217	N6042K
14	N87464	66	N87513	118	N87556	169		218	N6043K
15	N87465	67	N87514	119	N87557	170	N6001K	219	N6044K
16	N87466	68	N87515	120	N87558,N14R	171	N6002K,TF-RKH	220	N6045K
17	N87467	69	CF-DLN	121	N87559	172	N6003K	221	N6046K
18	N87468	70	N87516	122	N87560	173		222	N6047K
19	N87469	71	CF-EJE	123	N87561,CF-HVW	174		223	N6048K
20	N87470	72	CF-DYI	124	N87562	175	N6005K	224	N6049K
21	N87471	73	CF-GRP	125	N87563	176	N6006K	225	N6050K
22	N87472	74	N87517	126	N87564	177	N6007K	226	N6051K
23	N87473	75	N87518	127	N87565	178	N6008K	227	N6052K,CF-MYG
24	N87474	76	N87519	128	N87566	179	N6009K	228	N6053K
25	N87475	77	N87520	129	N87567	180	N6010K,CF-HPB	229	N6054K
26	N87476	78	N87521	130	N87568	181	N6011K	230	N6055K
27	N87477	79	N87522	131		182	N6012K,N451E	231	N6056K
28	N87478	80	N87523	132		183	N6013K	232	N6057K
29	N87479	81	N87524	133	CF-DLO	184	N6014K	233	N6058K
30	N87480	82	N87525	134		185	N6015K	234	N6059K
31		83	N87526	135	CF-DYJ	186	N6016K	235	N6060K,CF-HPH
32	N87481	84		136		187	N6017K	236	N6061K
33	N87482	85		137	N87570	188	N6018K	237	N6062K
34	N87483	86	N87528	138	N87571	189	N6019K	238	N6063K
35	N87484	87		139	N87572	190	N6020K	239	N6064K
36	N87485	88		140	N87573	191	N6021K	240	
37	N87486	89	PP-DVV	141	N87574	192	N6022K	241	
38	N87487	90	CF-FKA	142	N87575,CF-LCC	193	N6023K	242	CF-DJX
39	N87488	91		143	N87576	194	N6024K	243	
40	N87489	92		144	N87577	195	N6025K,CF-LTA	244	CF-EJG
41	N87490	93	N87533,CF-XUV	145	CF-GTW	196	N6026K	245	CF-OLD
42	N87491	94	N87534	146	N87578,TF-TAB, TF-VIA,w/o 9.7.50	197	N6027K	246	CF-DYH
43	N87492	95	N87535	147	N87579	198		247	N6067K
44	N87493	96	N87536	148	N87580,CF-JIT	199	N6028K,RX-82	248	N6068K
45	CF-DJV	97	N87537	149	N87581	200	G-AJNM,OY-ABZ, OH-SBB,w/o	249	N6069K
46	N87494	98	(N87538),CF-EJH	150	N87582,N191V	201		250	N6070K
47	N87495	99	N87539	151	N87583	202	LN-MAF,SE-BXA, LN-BDT,derelict at Bergen	251	N6071K
48	N87496,N5843N	100	N87540	152	N87584	203	CS-AHA,SE-BXC	252	N6072K
49	N87497	101	N87541	153	N87585	204		253	N6073K
50	N87498	102	N87542	154	N87586			254	N6074K
51	N87499	103	N87543	155				255	N6075K
52	N87500	104	N87544					256	N6076K

C/n	Registration	C/n	Registration	C/n	Registration	C/n	Registration	C/n	Registration
257	N6077K	311	N6125K	365		417	N6214K,CF-FGW	498	N6285K
258	N6078K	312	N6126K	366		418	N6215K	499	N6286K
259	N6079K	313	N6127K	367		419	N6216K	500	N6287K
260	N6080K	314	N6128K	368	SE-AXH	420	N6217K	501	N6288K
261	N6081K	315	N6129K	369	N6178K	421	N6218K	502	N6289K
262	N6082K	316	N6130K	370	N6179K	422	N6219K	503	N6290K
263	N6083K	317	N6131K	371	N6180K,CF-QYV	423	N6220K	504	N6291K
264	N6084K	318	N6132K	372	N6181K	424	N6221K	505	N6292K
265	N6085K	319	N6133K	373	N6182K	425	N6222K	506	N6293K,N113G
266	N6086K	320	N6134K	374	N6183K	426		507	N6294K
267	N6087K	321	N6135K	375	N6184K	427	N6228K	508	N6295K
268	SE-AXB	322	N6136K	376	N6185K	428	N6229K	509	N6296K,CF-NNL
269	SE-AXC	323	N6137K	377	N6186K	429		510	N6297K
270	SE-AXR,LN-IKK	324	N6138K	378	N6187K	430	N6224K	511	N6298K
271	N6088K	325	N6139K	379	N6188K	431		512	CF-HAG
272	N6089K	326	N6140K	380	N6189K	432		513	
273	N6090K	327	N6141K	381	N6190K	433	N6230K	514	
274	N6091K	328	N6142K	382	N6191K	434	N6231K	515	CF-DKA
275	N6092K	329	N6143K	383	N6192K	435	N6232K	516	CF-ECV
276	N6093K	330	N6144K;	384	N6193K,N6193W	436	N6233K	517	CF-EJK
277	N6094K	331	HB-SEA,I-SIBI	385	N6194K	437	N6234K	518	N6302K
278	N6095K	332	VP-BAJ,N66372	386	N6195K,CF-MRU	438	N6235K	519	CF-DLR
279	N6096K	333		387	N6196K	439	N6236K	520	
280	N6097K	334	N6146K	388	CF-KSN	440	N6237K	521	
281	N6098K,CF-HHS	335	N6147K	389	N6197K	441	N6238K	522	N6303K,N2OCB
						442	N6239K	523	N6304K,CF-NPB
						443	N6240K	524	N6305K
						444	N6241K	525	
						445	N6242K	526	
						446	TI-104	527	
						447		528	N6307K
						448		529	
						449	N6244K	530	N6309K
						450	N6245K	531	
						451	CF-GDT	532	
						452		533	N6312K
						453		534	
						454		535	
						455	N6248K	536	N6313K
						456	N6249K	537	N6314K
						457	N6250K,PP-DKU	538	N6315K
						458	N6251K	539	N6316K
						459	N6252K,CF-HNI	540	N6317K
						460	N6253K	541	N6318K
						461	N6254K	542	CF-FOC
						462	N6255K	543	N6319K
						463	N6256K	544	N6320K
						464	N6257K,CF-IXO	545	N6321K
						465	N6258K	546	N6322K
						466	N6259K	547	N6323K
						467	SE-AXM	548	N6324K
						468	N6260K	549	N6325K
						469	SE-AXN	550	N6326K,CF-GLP
						470	SE-AXO	551	N6327K
						471	N6261K	552	N6328K
						472	N6262K	553	N6329K
						473	N6263K	554	N6330K
						474	N6264K	555	N6331K
						475	N6265K	556	N6332K
						476	N6266K	557	N6333K
						477	N6267K	558	N6334K
						478	N6268K	559	N6335K
						479	N6269K	560	N6336K
						480	N6270K,CF-HMA	561	N6337K
						481	N6271K	562	N6338K
						482	N6272K	563	N6339K
						483	N6273K,N1960	564	N6340K
						484	N6274K	565	N6341K
						485	N6275K	566	N6342K
						486	N6276K	567	,N370
						487	N6277K	568	N6344K
						488	N6278K	569	CF-DKB
						489	N6279K	570	CF-ECW
						490	N6280K	571	CF-EJL
						491	SE-AXP	572	
						492		573	
						493	VT-CMS	574	N6345K
						494		575	N6346K
						495		576	N6347K,CF-HPK
						496	N6283K	577	N6348K
						497	N6284K	578	N6349K



SE-AXM, c/n 467, in watery habitat at Hägernäs 27.5.73 (John Wegg)

282	N6099K	336	N6148K	390	N6198K	469	SE-AXN	550	N6326K,CF-GLP
283	N6100K	337	N6149K	391	CF-DJY	470	SE-AXO	551	N6327K
284	N6101K	338	N6150K	392	CF-FRX	471	N6261K	552	N6328K
285	N6102K	339	N6151K	393	N6199K	472	N6262K	553	N6329K
286	N6103K	340	N6152K	394	CF-DLQ	473	N6263K	554	N6330K
287	N6104K	341	N6153K	395	CF-DYE	474	N6264K	555	N6331K
288	N6105K	342	N6154K	396	N6200K	475	N6265K	556	N6332K
289	N6106K	343	N6155K	397	N6201K	476	N6266K	557	N6333K
290	N6107K	344	N6156K	398	N6202K	477	N6267K	558	N6334K
291	N6108K	345	N6157K	399	SE-AXG,to	478	N6268K	559	N6335K
292	N6109K	346	N6158K		Arlanda museum	479	N6269K	560	N6336K
293	N6110K	347	N6159K	400	SE-AXI	480	N6270K,CF-HMA	561	N6337K
294	N6111K	348	N6160K,CF-LPG	401	SE-AXK	481	N6271K	562	N6338K
295	N6112K	349	N6161K	402	SE-AXL	482	N6272K	563	N6339K
296	N6113K	350	N6162K	403	N6203K	483	N6273K,N1960	564	N6340K
297	N6114K	351	N6163K,CF-HEG	404	N6204K	484	N6274K	565	N6341K
298	N6115K	352	N6164K	405	N6205K	485	N6275K	566	N6342K
299	N6116K	353	N6165K	406	N6206K	486	N6276K	567	,N370
300	N6117K	354	N6166K	407	N6207K	487	N6277K	568	N6344K
301	N6118K	355	N6167K	408	N6208K	488	N6278K	569	CF-DKB
302		356	N6168K	409	N6209K	489	N6279K	570	CF-ECW
303		357	N6169K,N135N	410		490	N6280K	571	CF-EJL
304		358	N6170K	411	SE-AXD	491	SE-AXP	572	
305	N6119K	359	N6171K	412	SE-AXE	492		573	
306		360	N6172K	413	N6210K	493	VT-CMS	574	N6345K
307	N6121K	361	N6173K,CF-YHJ	414	N6211K	494		575	N6346K
308		362	N6174K	415	N6212K	495		576	N6347K,CF-HPK
309	N6123K	363	N6175K	416	N6213K,VH-WWA,	496	N6283K	577	N6348K
310	N6124K	364			VH-MJO	497	N6284K	578	N6349K



Non-standard Seabees. Above: N6291K, c/n 504, with large end-plates fitted to the wing tips at Opa Locka, 4.10.77. Below: N6058K, c/n 233 at Buckeye, Arizona 13.10.78 is marked 'experimental' and clearly has had its original Franklin substituted by a sleeker power unit. (both Ian MacFarlane)



- | | | | |
|-----|-------------------------------------|-----|---------------|
| 695 | N6445K,CF-LOJ | 757 | |
| 696 | N6446K,CF-XNT | 758 | |
| 697 | | 759 | |
| 698 | VO-ABI | 760 | |
| 699 | N6448K | 761 | |
| 700 | N6449K | 762 | N6496K |
| 701 | N6450K | 763 | N6497K |
| 702 | N6451K | 764 | N6498K |
| 703 | N6452K,CF-UYA | 765 | N6499K |
| 704 | N6453K | 766 | N6500K |
| 705 | N6454K | 767 | N6501K |
| 706 | N6455K,CF-GYW | 768 | N6502K |
| 707 | N6456K | 769 | N6503K |
| 708 | N6457K | 770 | N6504K |
| 709 | N6458K | 771 | N6505K |
| 710 | N6459K,CF-JLC | 772 | N6506K |
| 711 | N6460K | 773 | N6507K |
| 712 | N6461K | 774 | N6508K,N66CB |
| 713 | N6462K | 775 | N6509K |
| 714 | N6463K | 776 | N6510K |
| 715 | N6464K | 777 | N6511K |
| 716 | N6465K | 778 | N6512K |
| 717 | N6466K | 779 | N6513K,CF-JBN |
| 718 | N6467K | 780 | N6514K |
| 719 | N6468K | 781 | N6515K,CF-ECZ |
| 720 | N6469K | 782 | N6516K |
| 721 | N6470K | 783 | N6517K |
| 722 | N6471K | 784 | N6518K |
| 723 | CS-AHB,SE-BXD,
JA3010,w/o27.2.53 | 785 | N6519K |
| 724 | SE-AXT | 786 | N6520K,N1428V |
| 725 | N6472K | 787 | N6521K |
| 726 | SE-AXU | 788 | N6522K |
| 727 | N6483K | 789 | N6523K |
| 728 | N6473K | 790 | N6524K |
| 729 | N6474K | 791 | N6525K |
| 730 | N6475K | 792 | N6526K |
| 731 | N6476K | 793 | N6527K,CF-DKJ |
| | | 794 | N6528K |



LN-TVV, c/n 829, one of seventeen Seabees registered in Norway. (O.G.Nordbø)

- | | | | | | | | | | |
|-----|--------------------------|-----|---------------------------------|-----|--------------------------|-----|--|-----|--------------------------|
| 579 | N6350K | 624 | CF-EJN | 669 | N6424K | 732 | N6477K | 795 | N6529K |
| 580 | N6351K | 625 | | 670 | N6425K | 733 | N6478K | 796 | N6530K |
| 581 | N6352K | 626 | CF-DYG | 671 | N6426K | 734 | N6479K | 797 | N6531K,CF-HCN |
| 582 | N6353K | 627 | CF-DLS | 672 | N6427K,CF-IFD | 735 | N6480K | 798 | N6532K |
| 583 | N6354K | 628 | | 673 | N6428K | 736 | N6481K | 799 | N6533K,N39P |
| 584 | N6355K,N451Z | 629 | | 674 | N6429K | 737 | (N6482K),LN-MAM,
(OH-SBC)w/o16.2.62 | 800 | N6534K |
| 585 | N6356K | 630 | N6392K | 675 | | 738 | N6484K,VO-ABG,
CF-GUR | 801 | N6535K |
| 586 | N6357K | 631 | N6393K | 676 | | 739 | N6485K | 802 | N6536K |
| 587 | N6358K | 632 | N6394K | 677 | | 740 | CF-DKF | 803 | N6537K |
| 588 | N6359K | 633 | N6395K | 678 | N6430K | 741 | | 804 | N6538K |
| 589 | N6360K,CF-ILV | 634 | N6396K | 679 | OH-EGA,w/o30.9.58 | 742 | LN-OAW,SE-CBW | 805 | N6539K |
| 590 | N6361K | 635 | N6397K | 680 | HB-SEB,w/o11.4.48 | 743 | CF-FLP | 806 | N6540K |
| 591 | N6362K | 636 | N6398K | 681 | CF-FAU | 744 | CF-FJF | 807 | N6541K |
| 592 | D-ELPO | 637 | N6399K | 682 | N6432K | 745 | CF-DLT | 808 | N6542K,N335G |
| 593 | CF-GZX | 638 | N6400K | 683 | N6433K | 746 | CF-DLU | 809 | N6543K |
| 594 | | 639 | N6401K | 684 | N6434K | 747 | CF-FOY | 810 | N6544K,CF-DKP |
| 595 | | 640 | N6402K,CF-BBK | 685 | N6435K | 748 | N6486K | 811 | N6545K |
| 596 | | 641 | N6403K | 686 | N6436K | 749 | N6487K | 812 | N6546K,CF-ONP |
| 597 | | 642 | I-AIAG | 687 | N6437K,LN-TSM,
SE-COC | 750 | N6488K | 813 | N6547K |
| 598 | N6369K | 643 | I-AIAH | 688 | N6438K | 751 | CF-KHA | 814 | N6548K |
| 599 | N6370K | 644 | G-AJVP,LN-PAM | 689 | N6439K | 752 | N6490K | 815 | N6549K,CF-WCB |
| 600 | N6371K | 645 | G-AJVO,LN-TSN | 690 | N6440K | 753 | | 816 | N6550K |
| 601 | N6372K | 646 | LN-PAF,SE-CHF | 691 | N6441K | 754 | | 817 | N6551K |
| 602 | N6373K | 647 | LN-PAH | 692 | N6442K | 755 | | 818 | N6552K |
| 603 | N6374K,CF-JKS | 648 | N6404K | 693 | N6443K | 756 | N4764C | 819 | N6553K |
| 604 | N6375K | 649 | N6405K | 694 | N6444K | | | 820 | N6554K,HK-293,
HP-464 |
| 605 | N6376K | 650 | N6406K | | | | | | |
| 606 | N6377K | 651 | N6407K | | | | | | |
| 607 | N6378K | 652 | N6408K | | | | | | |
| 608 | N6379K | 653 | N6409K | | | | | | |
| 609 | N6380K | 654 | N6410K | | | | | | |
| 610 | N6381K | 655 | N6411K | | | | | | |
| 611 | N6382K | 656 | CF-FOW | | | | | | |
| 612 | N6383K,CF-GPY | 657 | N6412K | | | | | | |
| 613 | N6384K,VO-ACF,
CF-GPF | 658 | N6413K | | | | | | |
| 614 | N6385K | 659 | N6414K | | | | | | |
| 615 | N6386K | 660 | N6415K | | | | | | |
| 616 | N6387K | 661 | N6416K | | | | | | |
| 617 | N6388K | 662 | N6417K | | | | | | |
| 618 | N6389K | 663 | N6418K | | | | | | |
| 619 | N6390K | 664 | N6419K | | | | | | |
| 620 | CF-ECX | 665 | N6420K,CF-GLV | | | | | | |
| 621 | | 666 | N6421K | | | | | | |
| 622 | CF-DKC | 667 | N6422K,HP-279,
N74801,HP-535 | | | | | | |
| 623 | | 668 | N6423K,VH-KNA | | | | | | |

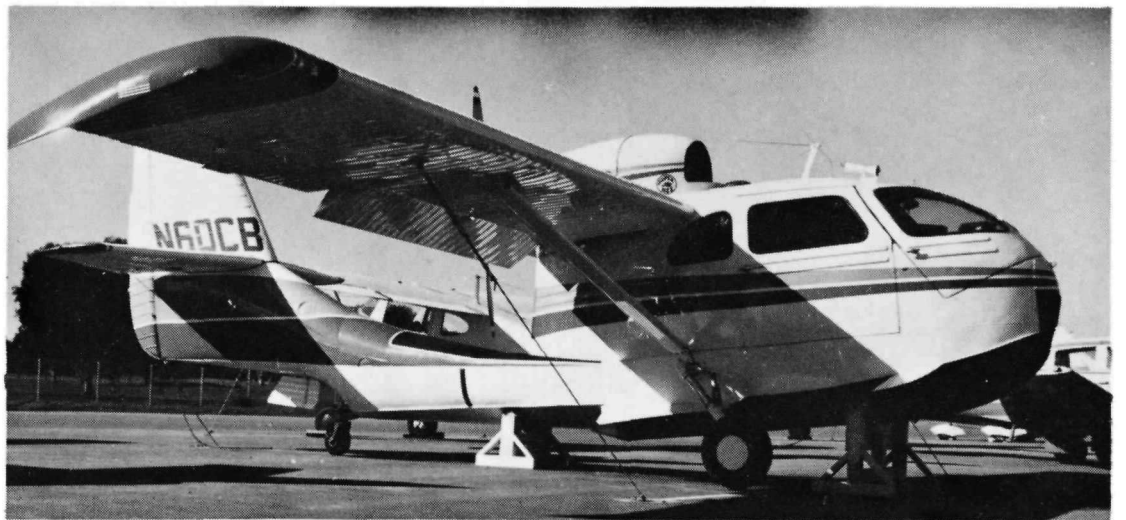
821 VR-BAC, dest
 822 CF-DKG
 823 SE-AXW
 824
 825 CF-FJG
 826 CF-FSA
 827 CF-FUA
 828 (N6558K), LN-PAP
 829 (N6559K), SE-AXX,
 LN-TVV
 830 (N6560K), SE-AXY
 831 N6561K
 832 N6562K
 833 N6563K
 834 N6564K
 835 N6565K
 836 CF-DKK
 837 CF-DKL
 838 N6566K
 839 N6567K
 840 CF-DKH
 841 N6568K
 842 N6569K, PI-C205
 843 N6570K
 844 N6571K, CF-OXP
 845 N6572K, N209B
 846 N6573K, SE-ERT
 847 N6574K
 848 N6575K
 849 N6576K
 850 N6577K
 851 N6578K
 852 N6579K
 853 N6580K, CF-KKK
 854 N6581K
 855 N6582K
 856 N6583K
 857 N6584K
 858 N6585K
 859 N6586K, CF-FSE
 860 N6587K
 861 N6588K
 862 N6589K
 863 N6590K
 864 (N6591K), LN-PAI
 865 (N6592K), LN-PAK,
 SE-CMM
 866 N6593K
 867 N6594K
 868 N6595K, CF-FUB
 869 N6596K, CF-FLS
 870 N6597K, CF-FLT
 871 N6598K, CF-FSC
 872 N6599K
 873 N6600K
 874 N6601K
 875 N6602K
 876 N6603K
 877 N6604K
 878 N6605K
 879 N6606K
 880 N6607K
 881 N6608K, CF-ILM
 882 N6609K, CF-FZY
 883 N6610K, CF-CSQ
 884 N6611K, CF-ESQ
 885 N6612K
 886 N6613K
 887 N6614K, CF-FCC
 888 N6615K
 889 N6616K
 890 N6617K
 891 N6618K, RX-113
 892 N6619K
 893 N6620K
 894 N6621K
 895 N6622K
 896 N6623K
 897 N6624K
 898 N6626K
 899 N6655K
 900 N6627K
 901 N6628K
 902 N6629K



Left: Seabee down under is c/n 416 VH-MJO at Moorabbin, Victoria, 24.12.77. (via I.MacFarlane)

Below: N60CB wearing 'Super Bee' titles with float removed and trestled, perhaps for undercarriage tests. Its c/n is at present unknown to us. (John Wegg)

903 N6630K
 904 N6631K
 905 N6632K, LN-PAL
 906 N6633K, CF-MSJ
 907 N6634K
 908 N6635K
 909
 910 LN-RAB
 911 CF-FSB
 912 CF-DKI
 913
 914
 915 N6638K
 916 CF-DKW
 917
 918 CF-DKS
 919 CF-FSG
 920
 921 CF-DKT
 922
 923
 924 CF-DKW
 925
 926
 927 N6650K
 928 N6651K
 929 N6652K
 930
 931 N6625K
 932
 933
 934 N6657K
 935 N6658K
 936 N6659K
 937 N6660K
 938 N6661K
 939 N6662K
 940 N6663K
 941 CF-HTW
 942 N37W,
 CF-TXQ
 943 CF-FLV
 944 N6667K
 945 N6668K
 946
 947
 948 CF-FSH
 949 CF-FSI
 950 N6671K
 951
 952 N6666K
 953 LN-MAL, SE-BXB
 954 N6669K
 955 N6672K
 956
 957 CU-N159
 958 N6675K
 959 N6676K
 960 N6677K
 961 (N6678K), F-BEDQ,
 (F-VNAQ)
 962 N6679K
 963 N6680K, CF-GAB
 964 N6681K, CF-GAC
 965 N6682K, CF-GAD



966 N6683K
 967 N6684K
 968 N6685K
 969 (N6686K), VT-CSW
 970 (N6687K), VT-CSV
 971 N6688K
 972 (N6689K), VT-CSU,
 VH-BBJ, VH-ECZ
 973 (N6690K), VT-CST
 974 (N6691K), VT-CSS
 975 N6692K
 976 (N6693K), VR-HDV,
 PI-C320
 977 N6694K,)French
 978 N6695K,)Indo-
 979 N6696K,)China
 980 N6697K
 981 N6698K
 982 N6699K, LV-ROU,
 LV-YCE
 983 N6700K, LV-ROV,
 LV-YCF
 984 N6701K, LV-ROW,
 LV-YCG
 985 N6702K, LV-ROX
 986 (N6703K), LN-TAG
 987 N6704K
 988 N6705K
 989 N6706K
 990 N6707K, CF-LPB
 991 N6708K
 992 N6709K
 993 N6710K, CU-N184
 994 N6711K
 995 N6712K
 996 N6713K
 997 N6714K, F-VNAC,
 F-OASQ
 998 N6715K
 999 N6716K, CF-FSJ
 1000 N6717K
 1001 N6718K, CF-EII
 1002 N6719K
 1003 N6720K
 1004 N6721K
 1005 N6722K
 1006 N6723K
 1007 N6724K

1008 N6725K, CF-ISW
 1009 N6726K
 1010 CF-GAA, CF-WNA
 1011 N6727K
 1012 N6728K
 1013 CF-FLU
 1014 CF-FJJ
 1015 N6729K
 1016 CF-DLX
 1017 N6730K
 1018 N6731K
 1019 N6732K
 1020 N6733K
 1021 N6734K
 1022 N6735K
 1023 CF-DKY
 1024 N6736K
 1025 N6737K, CF-MYT
 1026 N6738K
 1027 N6739K
 1028 N6740K
 1029 N6741K
 1030 N6742K
 1031 N6743K
 1032 N6744K
 1033 N6745K
 1034 N6746K

1035 N6747K
 1036 N6748K
 1037 N6749K
 1038 N6750K, CF-GAE
 1039 N6751K
 1040 N6752K, CF-FXS
 1041 N6753K
 1042 N6754K
 1043 N6755K
 1044 N6756K, PP-DLV
 1045 N6757K
 1046 N6758K, CF-HOQ
 1047 N6759K
 1048 CF-JLI
 1049
 1050
 1051 N6591K(2)
 1052
 1053 N6763K
 1054 N6764K
 1055 F-OAAL
 1056 N6766K
 1057 N6767K
 1058 (N6768K), AP-ADS
 1059 N6769K
 1060 CF-GRL

** c/n 158 N87589 is a United Consultants Corp'n UC-1 conversion with two Lycoming IO-360s. The full c/n is quoted as UC-1R158. Later UC-1 twin conversions used a separate c/n sequence, of which details will follow in the next Archive.



G-AJVO c/n 645 lasted longest of the UK-registered examples although it stayed for only two years. (via M.Fillmore)

Complete Civil Registers : I

BELGIUM



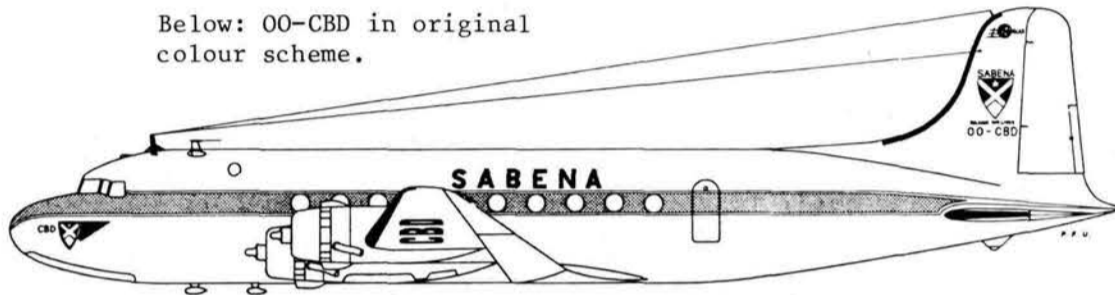
Post-war series: OO-...

PART 7

C of R number	Type	c/n	Reg.date
Regn.	Identity, owner and cancellation details		

948 Douglas DC-4-1009 42906 22.2.46
 OO-CBD SABENA, Brussels. Arrived Brussels 18.1.46. named "Ville de Bruxelles" for a short time, transferred to Congo 26.2.46 with C of R no. C.56, leased to United Nations and later to Air Congo. Finally sold to Air Congo as 90-CBD and cancelled in Belgium 9.3.61, later 9Q-CBD.

Below: OO-CBD in original colour scheme.



949 DH.82A Tiger Moth T.691 28.2.46
 OO-CCC Ex MC691 (Rhodesian Air Training Group). Congo C of R no C.57, regd to Van Dyck, to Van Craenenbrouck, Albertville. Canc 19.4.55.

950 Piper J-3C-65 Cub 15027 25.3.46
 OO-CCF Aero Club de Leopoldville with C of R no C.58, to Aero Club du Congo Belge. Canc 1961 and regd 90-CCF, later 9Q-CCF.

951 Piper J-3C-65 Cub 18658 14.10.46
 OO-CCQ Aero Club du Katanga, Elizabethville with C of R no C.69, to Aero Club du Congo Belge, Leopoldville and cancelled 1961 becoming 90-CCQ then 9Q-CCQ. (Note: There appear to be two different Cubs both quoted as 18658, the other began as ZS-AZX and became VR-TAL, VP-KIM, 5Y-KIM and in 1968 9Q-CET. One of these may possibly be 18656, but which?)

952 DH.82A Tiger Moth T.535 5.11.46
 OO-CCS Ex MC535 (R.A.T.G.), VP-RAO. Aeromas, Elizabethville, with C of R no C.71. To SABENA, Leopoldville 11.5.49. Canc 22.8.57.

953 Piper L-4H Cub 12812 13.12.46
 OO-CCV Ex 44-80516. G.Herman, Lakendu with C of R no C.75, cancelled prior to 1961.

954 PA-12 Super Cruiser 12-377 12.12.46
 OO-CCY G.Herman, Lakendu with C of R no C.78, to Aero Club du Katanga, Elizabethville. Canc 15.6.60.

955 Aeronca 11AC Chief 11AC-456 28.2.47
 OO-CDB A.Fisher, Boma; C of R no C.80, to De Ryckem, Leopoldville 26.4.48; to Aero Club Coquilhatville 24.5.53; cancelled as wfu 17.9.55.

956 PA-12 Super Cruiser 12-1374 27.3.47
 OO-CRC Hourdebise, Leopoldville with C of R no C.81, to Aero Club du Congo Belge 26.11.53, cancelled prior to 1961 and reported as sold in Angola.

957 PA-12 Super Cruiser 12-2298 14.4.47
 OO-CVC Cie.des Chemins de Fer du Congo Superieurs aux Grands Lacs Africains (C.F.L.) - operating as Air Congo. C of R no C.82, to Aero Club d'Albertville, to Aero Club de Kalima as 90-CVC, later 9Q-CVC.

958 Piper J-3C-65 Cub 22590 30.6.47
 OO-CDC C of R no C.83, regd to Comuelle, Bunia; to Aero Club Bunia 26.10.50; to Bertrand 8.5.51; to Aero Club de Stanleyville 27.4.54; crashed Tshakala, 5.57 and probably w/o although reported elsewhere as becoming 90-CDC in 1961.

959 Piper J-3C-65 Cub 22588 17.7.47
 OO-CDD Aero Club de Stanleyville with C of R no C.84, re-regd 90-CDD 1961 but 9Q-CDD not confirmed. Fate unknown.

960 PA-12 Super Cruiser 12-2319 14.1.48
 OO-CDH Aero Club de Stanleyville, C of R no C.86; to De Jacquier, Stanleyville. Re-regd 90-CDH 1961, then 9Q-CDH with Baudry & Morgant, Kisenga.

961 PA-12 Super Cruiser 12-2518 30.7.47
 OO-CDI Aero Club de Stanleyville, C of R no C.87; to Aero Club du Congo Belge. Re-regd 90-CDI 1961, to 9Q-CDI and w/o Mt.Gafula 5.3.69.

962 Aeronca 11AC Chief 11AC-1865 16.7.47
 OO-CDK Aero Club de Luluabourg, C of R no C.89, sold to Angola as CR-LCS 14.6.55.

963 Miles M.65 Gemini 1A 6444 13.10.47
 OO-CDO A.Fisher, Boma, with C of R no C.93; to Blanke, Kamina; cancelled 6.9.57. Ex G-AJTI. (Note: Registration OO-CDO originally allocated to Gemini c/n 6479, ntu became G-AKKH.)

964 DH.104 Dove 1 04083 7.11.47
 OO-CFD Regd to C.F.L. (Air Congo) with C of R no C.95, taken over by SABENA 18.3.50. Crashed Kamemba 1.5.54 and cancelled 30.11.54.

965 DH.104 Dove 1 04103 6.12.47
 OO-CFE C.F.L. (Air Congo) with C of R no C.96, taken over by SABENA 4.4.50, to Institut Geographique du Congo Belge 24.11.54; cancelled on sale to Force Publique du Congo Belge as D-20, 11.5.56.

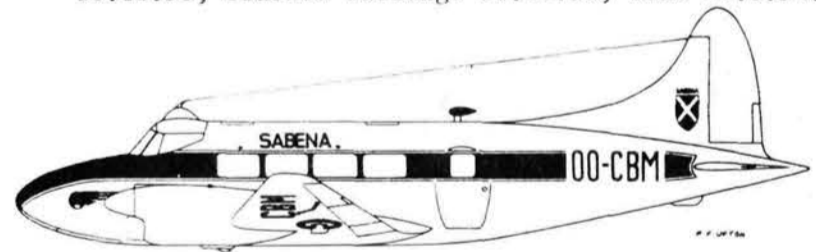
966 Miles M.65 Gemini 1A 6476 13.2.48
 OO-CDX Ex G-AKFZ. Koloniaal Bestuur. C of R no C.98. Canc prior to 1961, reasons unknown.

967 Fairchild UC-61K Argus 3 1148 24.2.48
 OO-CDZ Ex 44-83187, KK530, VP-RBA. Regd to Moustis, Elizabethville, with C of R no C.101. Canc 18.7.65.

968 Miles M.65 Gemini 1A 6480 25.2.48
 OO-CDP Van Lancker, Leopoldville, C of A no C.102, re-regd 90-CDP 1961 and 9Q-CDP with C.Hebek.

969 Avro 652A Anson 1 1372 30.4.48
 OO-CED Ex LS992, SAAF4331, ZS-BKN. Comituri, Leopoldville with C of R no C.103. Crashed Kamemba 1.5.54 and cancelled 25.9.54.

970 DH.104 Dove 1 04014 3.6.48
 OO-CBM SABENA, Leopoldville with C of R no C.108, d/d 6.2.47, to Institut Geographique du Congo Belge 16.12.53, crashed Yalianga 20.12.53, cancelled 13.3.54.



971 Douglas DC-4-1009 42933 3.6.48
 OO-CBF SABENA, Brussels 3.5.46 (though it is not clear why apparently no C of R was allocated at that time), to SABENA, Leopoldville 3.6.48 with C of R no C.109, leased to UNO 8.50 to .52, leased 10.57 to Kuwait Airways and again to UNO .60 in the Congo. To Air Congo and regd 90-CBF 9.3.61, later 9Q-CBF.

972 Douglas DC-4-1009 43095 3.6.48
 OO-CBH SABENA, Brussels 16.4.47 (note date, as 971 above) d/d 5.4.47, regd in Congo 3.6.48 with C of R no C.110, leased to UNO 8.50 to .52, leased to Lebanese International .58 and .59, leased to Persian Air Services as EP-ADS 9.10.59, restored SABENA, Brussels 4.4.61 with C of R 1366, sold to Air Congo as 9Q-CBH 9.8.63, w/o 7.3.74.

973 Douglas DC-4-1009 43096 3.6.48
 OO-CBI SABENA, Brussels 13.5.47 (note date, as 971 above) regd in Congo 3.6.48 with C of R no C.111, leased

to Air Congo and regd 90-CBI 9.3.61, used by UNO 1961, to 9Q-CBI believed current.

974 Douglas DC-4-1009 43099 3.6.48
OO-CBP SABENA, Brussels 30.5.47 (note date, as for 971) regd in Congo 3.6.48 with C of R no C.112, leased to UNO 8.50 to .52, leased to Lebanese International 1958, 1959 and then as OD-ADN 1.2.60, restd SABENA 23.5.60 as OO-ADN CofR 1310, operated by Air Congo, UNO and Air Katanga 1961, shot up and burnt out, Elizabethville 15.9.61, canc 5.10.61.

975 Douglas DC-4-1009 43100 3.6.48
OO-CBQ SABENA, Brussels 4.6.47 (note date, as for 971) regd in Congo 3.6.48 with C of R no C.113, leased to UNO, leased to Lebanese International 1957, 1958, and 1959, leased to Persian Air Services as EP-ADT 28.12.59, restored SABENA 15.9.61 as OO-ADT with C of R no 1388, leased to Air Congo/UNO, sold to Air Congo .64 as 9Q-CBQ, crashed 19.2.70.

976 Douglas DC-4-1009 43101 3.6.48
OO-CBR SABENA, Brussels 26.6.47 (note date, as for 971) regd in Congo 3.6.48 with C of R no C.114, leased to UNO 8.50 to .52, leased to Lebanese International 1957, leased to Air Congo/UNO and canc on sale as 90-CBR 9.3.61, to 9Q-CBR and wfu.

977 Luscombe Silvaire 8E 5186 .11.48
OO-CJM Ex NC2459K, ZS-BWF. C of R no C.116, Van de Steen, Rutshuru; to Meulenberg, Leopoldville; canc 24.5.56 fate unknown.

978 Erco 415CD Ercoupe 4772 18.8.48
OO-CEE Ex OO-EXN (752). Regd to P.Sharff, Costermansville with C of R no C.118, destroyed (dbf ?) 24.8.50 at Usumbura and canc 25.9.54.

979 Percival P.44 Proctor 5 Ae19 13.10.48
OO-CCE Believed regd 4.46 but Congo C of R no C.123 dated as above. Baron de Jacquier de Rosee, Leopoldville, canc 4.10.57.
(Note: Entry for an Ercoupe with this regn can only be in error since all details match OO-CEE above and Proctor definitely remained current.)

980 DH.82A Tiger Moth 84602 10.1.49
OO-CEF Ex T6135, SAAF4681, ZS-BXE. Aero Club de Stanleyville with C of R no C.129, to Aero Club Albertville, canc 3.61 to 90-CEF and then 9Q-CEF with Aero Club Likasi.

981 Piper J-sC-65 Cub 21076 8.5.51
OO-CEI Ex NC2281N, ZS-BJC, VP-KFT. Aero Club Kivu, C of R no C.137, canc 12.11.57 reasons unknown.

982 Westland/Sikorsky S-51-1B WA/H/30 18.5.51
OO-CWA Ex G-AMHB. Koloniaal Bestuur with C of R no C.201 and operated by SABENA. Canc 11.3.55 on sale as N6067C regd 28.2.55. later PT-HAL 5.55.

983 PA-20 Pacer 20-797 15.2.52
OO-CPM Tramontoy, Elizabethville with C of R no C.203, to Air Brousse, canc 18.2.57.

984 Miles M.65 Gemini 1A 6474 11.2.52
OO-CMA Ex G-AKGA. C of R no C.208; Micha, Wamba; to Reyper, Matadi; to De Cuyper, Kamina; to Cie. Sankuru, Jadotville. Canc 29.1.58.

985 Rearwin 8135 Cloudster 887 20.11.41
OO-CAL Ex NC37748. F.Verjus (Vergus ?), Kiakupe with original Congo C of R no C.36. Wfu and canc.

986 Rearwin 8135 Cloudster 888 20.11.41
OO-CAM Ex NC37749. Cooreman, Leopoldville, with original Congo C of R no C.37. Wfu, canc 25.9.54.

987 Auster J/5F Aiglet Trainer 2755 29.4.52
OO-CER Derreux, Stanleyville with C of R no C.220, to Deneve & Beguin, Stanleyville, becoming 90-CER 1961 and then 9Q-CER.

988 PA-20 Pacer 20-785 7.5.52
OO-CJH M.Hourdebise, Leopoldville with C of R no C.223, to Air Brousse, becoming 90-CJH 1961 and WL-01 with Congo Air Force 1962.

989 Macchi MB.320B 5908 12.9.52
OO-CGR Ex F-OAJL. Air Kivu, C of R no C.225, to Colonie du Congo Belge, Leopoldville, later 90-CGR, then 9Q-CGR. fate unknown.

990 DH.82A Tiger Moth 3663 14.7.53
OO-CKS Ex ZS-ANU, SAAF1531, ZS-ANU. L.Sonck, Kamina with C of R no C.235, to Aero Club de Jadotville, to 90-CKS 1961 and canc, fate unknown.

991 PA-20 Pacer 20-1026 15.10.53
OO-CRA Aero Club du Congo Belge, Leopoldville with C of R no C.237, canc 18.2.57 and re-regd OO-CJR (1126/C.271), canc 5.59 and next appears as I-FRIU 4.63. (But I-FRIU quoted as 20-1062 which went to Chile.)

This point marks the end of this Congolese batch in which all current aircraft were retrospectively allocated Belgian C of R numbers. A further batch will be found between 1015 and 1031 after which new registrations occur in their proper chronological order. A cross-reference of Congolese registrations covering the whole of this period will be found at the end of this instalment. Some problems remain however, such as why the SABENA DC-4s (971 et seq) were apparently not given C of A or C of R numbers in 1947 when registered, then received Congolese numbers on transfer, followed by Belgian numbers in 1954. All answers or theories to the editor please!

992 Sikorsky S-55 55.558 2.1.54
OO-SHD SABENA, Brussels. D/d Brussels 22.12.53. Canc 9.4.56 on sale to French Air Force, c/s F-SFUM.

993 DH.82A Tiger Moth 3882 15.1.54
OO-BYL Ex G-AFNR, W7952, G-ANBU. J.B.Bijl, Dampremy; to Royal Motor Union Liege, to E.Vormezele, Brasschaat, current.

994 Douglas DC-6B 44175 15.1.54
OO-CTM SABENA, Brussels. H/o 13.1.54, arr Brussels 14.1, to SABENA, Congo with C of R no C.230, operated in Nigeria 1964, sold 20.5.65 to W.German Air Force as CA+024, then 13+02 in 1.68, sold to Sterling as OY-STY 3.6.69 and to N515TY in 1973, current.

995 DH.82A Tiger Moth 85418 18.2.54
OO-ACG Ex DE410, G-ANEN. L.Vlieghe, Lier, d/d via Southend 25.10.53; to Jordens, Tienen; to Publiciel, Grimbergen; crashed 12.7.58 and canc 18.5.62.

996 Douglas DC-6B 44176 13.3.54
OO-CTN SABENA, Brussels. H/o 25.2.54, arr Brussels 28.2, to SABENA, Congo with C of R no C.231, leased to UNO 1960, operated in Nigeria 1963, leased to Caledonian 27.4.64 as G-ASRZ, restored to SABENA 25.11.64 with C of R no 1538. canc 10.9.71 on sale to Gabon as TR-LQD. wfu 6.4.74.

997 Nord 1002 Pingouin 192 21.3.54
OO-PLO Ex F-BAIY. Plouvier, Kortrijk; to R.G.Hansez, Brussels; canc 11.3.65 and sold as F-BKQV.

998 Miles M.14A Magister 964 23.3.54
OO-ACH Ex N3926, G-ALOE. G.De Coster, Brussels & J.Mauquoy, Louvain. Canc 29.12.67.

999 LG.125 Sohaj 137 24.3.54
OO-ZPC Royal Verviers Aviation. Dbr Ghent, canc 14.12.62.

1000 Auster J/5G Autocar 3051 16.3.54
OO-CVH Jourdan, Leopoldville with C of A no C.239; to Van Heer, Stanleyville; possibly to 90-CVH but canc about 1960/1 on sale as CR-LDL.

1001 Miles M.14A Magister 1992 7.4.54
OO-NIC Ex T9705, Belgian TMR.50 and G.1. G.De Coster, Brussels; to G.Bertrand, Grimbergen; to De Meulemeister, Ghent; C of A expired 29.4.66 and wfu Ghent, eventually rescued and restored by Brussels Air Museum where exhibited as RAF T9800.
(Note: If T9800 is correct serial then c/n may be 2037, but above version usually quoted in UK.)

1002 Stampe-Renard SR.7B Monitor 1003 7.4.54
OO-SRZ Stampe & Renard, Evere; to J.Stampe, Gosselies; to SABCA, Gosselies. C of A expired 21.4.78 and aircraft transferred to Brussels Air Museum.

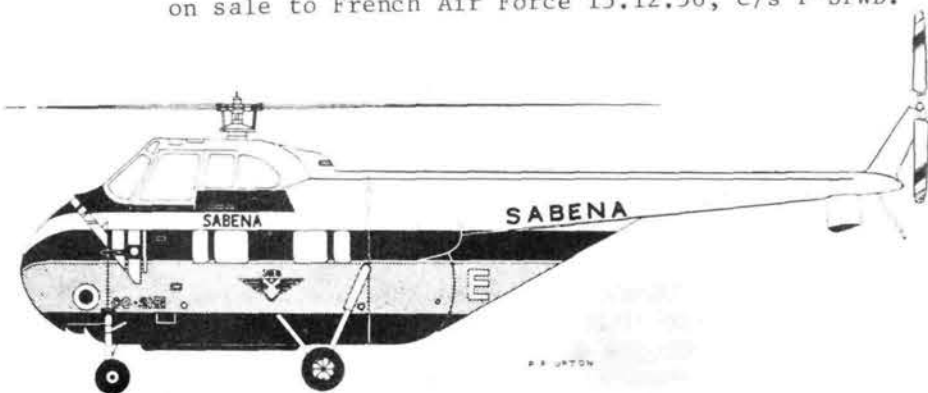
1003 Goevier III 415 28.5.54
OO-SZC C.N.V.A.V., to SABENA. Destroyed, canc 13.1.78.

1004 Percival P.44 Proctor 5 Ae94 3.6.54
OO-ADS Ex VN897, G-ANMD. F.Lambrechts, Mortsel; to Tjolle, Deurne; to De Schutter, Zwartberg; believed w/o 1.65 and canc 24.3.65.



Above: OO-NIC during its active days at Ghent, (R.W.Simpson). Comparison may be made with the before and after restoration shots published in Air-Britain Digest p.36-7, 1978.

1005	DH.82A Tiger Moth	86574	4.6.54	1025	Westland-Sikorsky S-51-1B	WA/H/48	19.2.52
OO-MOT	Ex PG677. Club National d'Aviation, Brussels; to Publiciel, Grimbergen; to Limburgse Vleugels, Genk; wfu at Balen-Nete and canc 22.2.74.			OO-CWC	Ex G-AMHD. Koloniaal Bestuur with C of R no C.210 and operated by SABENA. Canc 27.1.55 on sale as N6068C.		
1006	LG.125 Sohaj	178	13.7.54	1026	PA-22 Tri-Pacer 135	22-2013	24.11.54
OO-ZPM	Vliegclub Meeuw, Antwerp. Canc 29.12.78.			OO-HAA	Ex N3771A. Hibert van Voorst, Meknes, Morocco. Canc 20.12.56 and regd F-DAFE 7.57, F-BMXY resvd 6.77 but ntu as yet.		
1007	Douglas DC-6A	44421	29.7.54	1027	PA-22 Tri-Pacer 135	22-1802	30.11.54
OO-CTP	Belgian Govt, Ministerie v Landsverlediging; operated by SABENA, h/o 3.7.54, arr Brussels 7.7.54, converted to DC-6C, to SABENA, Leopoldville with C of R no C.233; used by SABENA until 9.60 even though officially transferred to 40 Sqdn RBAF as KY.4/OT-CDF on 16.2.60. Believed soc 24.1.72.			OO-CJC	Ex N3530A. A.van de Steen, Rutshuru with C of R no C.243; to Martin, Rutshuru; to Aero Club Luluabourg; became 90-CJC 1961 and 9Q-CJC with Aero Club de Kananga.		
1008	Spalinger S.15	unkn	4.8.54	1028	PA-15 Vagabond	15-341	17.1.55
OO-ZPD	Club National d'Aviation, Brussels. Canc 14.3.72.			OO-CKA	Ex N4566H. ZS-DCB, VP-YIK. Aero Club de Katanga with C of R no C.245; to Aero Club Luluabourg, to 90-CKA 1961, then 9Q-CKA and crashed 24.11.68.		
1009	Erco 415CD Ercoupe	4718	30.8.54	1029	Nord 1203 Norecrin II	140	20.12.54
OO-LXG	Ex NC94617, PH-NCG. Lagrange, Antwerp; to Wijtach, St.Niklaas; re-regd OO-FIL 30.10.59 retaining C of R no 1009, to OO-PTE 25.6.63 with C of R no 1465 and canc 18.12.64, becoming D-ENUK 7.66.			OO-CML	Ex F-BEQC. Jourdan, Leopoldville with C of R no C.244; to De Pauw, Eleka; became 90-CML 1961, to 9Q-CML and w/o 22.8.66.		
1010	Piper J-3C-65 Cub	16058	24.8.54	1030	Auster J/2 Arrow	2360	16.2.55
OO-CFR	Ex ZS-AUT, VP-KGA. Aero Club Goma with C of R no C.240, canc 17.1.57 and re-regd OO-CDG 5.58 apparently with same C of R; later 90-CDG and 9Q-CDG, though reported re-regd 9Q-CGD in 1967.			OO-YVO	Ex OO-ABR (618). J.B.Bijl, Dampremy. Canc 30.1.56 on sale as LX-REX(4).		
1011	Douglas DC-6A	44420	14.9.54	1031	DHC-1 Chipmunk T.10	C1/0479	10.3.54
OO-CTO	Belgian Govt, Ministerie v Landsverlediging, operated by SABENA, h/o 28.5.54. arr Brussels 29.5.54, converted to DC-6C, to SABENA, Leopoldville with C of R no C.232; used by SABENA until 10.60 even though officially transferred to 40 Sqdn RBAF as KY.3/OT-CDC on 16.2.60. Believed soc 24.1.72.			OO-CJL	Ex WG405. Aero Club Luluabourg, C of R no C.238, To 90-CJL 1961, later 9Q-CJL believed current.		
1012	Zlin 22	115	11.10.54	1032	Auster 5	764	10.3.55
OO-PIC	P.Pichonnier, Brussels; to C.Devleminck, Halle; to Bijttebier, Kortrijk; to Heyens. W/o 21.8.66 at Brasschaat.			OO-DBA	Ex MT218, G-ANHT. Danton, Arguennes; to H.Fechner, Hasselt; to Doc.Fr.Ech.Delacroix, Tienen and re-regd OO-DOR 21.5.59, retaining C of R 1032. Sold 20.4.61 as D-EKAP, to OE-DEZ 5.71.		
1013	Jodel D.9 Bebe	174	13.10.54	1033	Sikorsky S-55	55.825	3.3.55
OO-THY	Danyotte, Thy; to AC de la Haie des Chenes, Dolembreux; crashed 10.8.57 and canc 5.9.57.			OO-CWE	Gouvernement General du Congo Belge, with C of R no C.247. Crashed Mossenjo, French Equatorial Africa, 27.1.58 and canc 29.1.58.		
1014	Douglas C-54A-DO	3099	20.10.54	1034	Miles M.65 Gemini IA	6525	22.3.55
OO-SBL	Ex 41-37308, NL-313, PH-TAO, PJ-ALK, PH-TLK, PJ-ALK, PH-DBK. Sobelair, Brussels "Lualaba". Crashed Mt.Bogora, near Bunia, Congo 22.4.60, canc 16.6.60.			OO-RVE	Ex G-AKHX. Regie der Luchtwezen/Régie des Voies Aeriennes (RLW/RVA), Brussels; to L.Jansen, Brussels; crashed Grimbergen 26.9.71, canc 9.2.72 and remains acquired by Brussels Air Museum.		
1015	Stampe SV.4A	unkn	10.54	1035	Sikorsky S-55	55.841	24.3.55
OO-CCN	Aero Club du Congo Belge, Leopoldville. Crashed 26.5.55 and canc 30.5.55. Congo C of R no C.241. (Note: this regn also used by Messenger in 1947 which later became OO-CHS with C of R 1082/C.262, for further details see Congo register check list)			OO-SHE	SABENA, Brussels; arrived Brussels 2.3.55; canc on sale to French Air Force 15.12.56, c/s F-SFWD.		
1016	PA-22 Tri-Pacer 135	22-1522	4.11.54				
OO-CIK	Ex ZS-DIK. Regd to Air Brousse with C of R no C.242; to Duncan Smith, Leopoldville; became 90-CIK in 1961, later 9Q-CIK.						
1017	PA-22 Tri-Pacer 125	22-249	1.2.52				
OO-CMP	Aero Club de Leopoldville with C of R no C.217; to Aero Club du Congo Belge; became 90-CMP 1961, later 9Q-CMP.						
1018	PA-22 Tri-Pacer 135	22-651	30.3.53	1036	Sikorsky S-55	55.839	17.3.55
OO-CEM	Ex VP-KKC. De Munck, Goma, Congo C of R no C.214; canc 26.4.60 on sale as VP-KPX, to OY-AON 11.62.			OO-CWF	Gouvernement General du Congo Belge, Leopoldville with C of R no C.248, transferred to Force Publique Congolese 1.4.60 and crashed, Inga, 4.4.60.		
1019	Globe GC-1B Swift	2179	31.8.51	1037	Sikorsky S-55	55.840	21.3.55
OO-CIG	D.Engelen, Leopoldville with C of R no C.206; to Blancke, Kamina and canc 27.1.56; restored and re-regd OO-CDT (C.301) 1.59, still with Blancke; to Vuylsteke, Kamina, becoming 90-CDT and probably 9Q-CDT. Fate unknown.			OO-CWG	Gouvernement General du Congo Belge, Leopoldville with C of R no C.249, transferred to Force Publique Congolese 1.4.60, to Congo Air Force WT-01.		
1020	Erco 415CD Ercoupe	4700	19.1.51	1038	Sikorsky S-55	55.842	30.3.55
OO-CMJ	Ex OO-WAG (722). Socoga, Leopoldville with C of R no C.136. Canc 10.8.56 and sold as CR-LCU.			OO-SHF	SABENA, Brussels. Arr Brussels 10.3.55; canc on sale to French Air Force 16.3.57, c/s F-SFWR.		
1021	Aeronca 11AC Chief	11AC-1606	6.3.52	1039	PA-23 Apache 150	23-52	24.3.55
OO-CJA	Ex OO-JAD (875). Owner unknown, date also quoted as 29.7.52 and possibly returned to Belgium 11.54 being canc as sold to Poland 9.5.55.			OO-CHF	Ex N1075P. Ste.Colonie Congo, Leopoldville with C of R no C.246; canc 10.6.59 as sold abroad and regd F-OBOS 11.59, HB-LBT 18.7.62, OO-EHG (1591) 26.7.65, F-OCST 7.7.72 and F-BTEY 1.7.76.		
1022	Auster J/5F Aiglet Trainer	2758	16.7.53	1040	DH.82A Tiger Moth	85674	8.4.55
OO-CHT	Ex G-AMVM. Aero Club de Matadi with C of R no C.229; to Aero Club Kamina, becoming 90-CHT 1961 and later 9Q-CHT.			OO-NCN	Ex DE744, G-ANCN. C.Devleminck, Halle; to E.Jacobs, Grimbergen. Canc 15.2.72 and sold as N39DH.		
1023	DH.82A Tiger Moth	T.531	1.1.51	1041	Convair 240-8	38	18.4.55
OO-CJG	Ex MC531 (RATG), SAAF4723, ZS-DBO. Aero Club de Jadotville with C of R no C.139; to Aero Club Kamina, becoming 90-CJG 1961, later 9Q-CJG.			OO-AWV	Ex XB-DOX, N1620, N1820. SABENA, Brussels. Arrived Brussels 22.3.55. Canc 2.7.56 to Ethiopian Airlines as ET-T-22, to ET-AAU ntu, 4X-APC, N717, N7177, N7177B believed current.		
1024	Westland-Sikorsky S-51-1B	WA/H/29	19.2.52	1042	Benes-Mraz M.1c Sokol	113	22.4.55
OO-CWB	Ex G-AMHC. Koloniaal Bestuur with C of R no C.215 and operated by SABENA. Canc 22.4.55 on sale as N6066C, later PT-HAK.			OO-AEB	Ex OO-AAX (676). Albert Aerts, Jodoigne; to Buiss-eret, Brussels; to A.Willem 20.4.61 and re-regd OO-JAW (1042); to G.Bertrand, Grimbergen; to		



P.Lafosse, Grimbergen; to M.Bovyn & R.Bernier, Grimbergen 1968; C of A expired 4.7.69, broken up at Grimbergen and cancelled 1973.

1043 Douglas DC-6B 44695 14.5.55
OO-SDQ SABENA, Brussels. H/o 17.5.55, arrived Brussels 20.5, leased to Aviaco 14.6.62 as EC-ASS, restored as OO-SDQ with C of R no 1440, 7.11.62; again to EC-ASS 2.5.63, restored 3.65 (1553); cancelled 21.10.69 on sale as TR-LOX, to TR-LQE 12.70.

1044 DH.82A Tiger Moth 85234 23.5.55
OO-DLA Ex DE164, G-ANCY. AC Hainaut, Maubray; to P.Delisse & M.P.Steyaert, Gosselies; wfu on C of A expiry 18.4.69, sold as OY-ECH 10.73 and restored to flying condition with K.Ølholm.

1045 Douglas C-54A-DO 3081 8.6.55
OO-SBT Ex 41-37290, NL-304, PH-TAF, F-BDRZ. SABENA, d/d Brussels 31.5.55, transferred to Congo with C of R no C.261 5.3.56; leased to Lebanese International 1957-8, 1959; leased to Sobelair 1.5.60 to 31.12.60; leased to Air Congo and cancelled 7.4.61 on becoming 90-CBT, later 9Q-CBT, wfu 1976.

1046 Percival P.34 Proctor 3 H61 10.6.55
OO-DOC Ex R7566, G-AOAK. G.De Coster, Brussels, wfu and dismantled, Moorseele 23.10.62, cancelled 21.4.68.

1047 DH.82A Tiger Moth 83098 17.6.55
OO-ACI Ex R5239, G-ANVV. L.Vlieghe, Lier; to Limburgse Vleugels, Genk; cancelled 16.9.65 and regd PH-NLC on 1.10.65, later N8879.

1048 Percival P.31 Proctor 4 H788 3.6.55
OO-ACL Ex RM185, G-ANYD. J.B.Bijl, Dampremy. Crashed Lier 3.9.56 and finally cancelled 30.11.67.

1049 DH.82A Tiger Moth 86546 1.7.55
OO-EVO Ex PG637, G-ANLH. C.N.V.A.V., Schaffen, C of A expired 4.8.67, wings reportedly used to repair OO-EVH (1164), cancelled 13.1.78 and remains stored at Brussels Air Museum.

1050 Fairchild F.24W-41A Argus 2 342 2.7.55
OO-ACK Ex 42-32137, FK333, G-AJST. P.Leplat, Boitfort. Broken up at Grimbergen 1966, cancelled 29.12.67.

1051 Percival P.31 Proctor 4 H810 10.8.55
OO-ACJ Ex RM228. L.Vlieghe, Lier. Wfu and cancelled 18.6.65.

1052 Beech E.18S BA-27 13.8.55
OO-SUM Union Miniere du Haut Katanga, Elizabethville, though apparently no Congolese C of R ever used. Canc 11.10.57, regd F-BFDR 12.57.

1053 Piper L-4H Cub 11768 31.8.55
OO-GEA Ex 43-30477, HB-OGN. Cogea Nouvelle SA, Keerbergen; crashed at Spa 23.12.62, repaired, to G.Bertrand, Grimbergen; to R.Declercq, Grimbergen, C of A expired 12.5.76, cancelled.

1054 Beech F.35 Bonanza D-4256 28.9.55
OO-JAC J.Cousin, Antwerp. Re-regd OO-JAO (1054) 21.12.62 (being replaced by c/n D-7090 C of R 1453), cancelled 4.5.64 on sale as D-EARM.

1055 Cessna 180 31089 23.9.55
OO-CJJ Ex N9041C, VP-KMP. J.De Bry, Rutshuru, with C of R no C.253. Became 90-CJJ 1961, then 9Q-CJJ, 9XR-JJ and 5Y-ARF.

1056 PA-22 Tri-Pacer 150 22-2748 23.9.55
OO-CMH Ex N2337P. Air Brousse with C of R no C.250, to Hourdebise, Leopoldville, to 90-CMH 1961.

1057 Beech E.18S BA-94 28.9.55
OO-CHK Union Miniere du Haut Katanga, Elizabethville, with C of R no C.251. To 90-CHK 1961 but restored to OO-CHK 10.9.62 with C of R no 1432; again to 90-CHK 12.3.63 and 9Q-CHK on 13.3.63 (!)

1058 DH.89A Dragon Rapide 6559 11.10.55
OO-CRS Ex X7399, G-ALGM, F-BGOL. Air Brousse, Leopoldville with C of R no C.255, cancelled 16.2.59 and sold as F-BGOL, believed lost in Atlantic 1960.

1059 Piper L-4H Cub 12013 28.11.55
OO-JDP Ex 44-79717, OO-LAD (599). J.De Paepe, Antwerp, cancelled 21.2.57, to D-EMOD 1.3.57, w/o Essen 16.5.60.

1060 PA-18A Super Cub 18-4577 9.11.55
OO-CPA Ste.Aer.Pulverisation, Rutshuru, with C of R no C.252, possibly to 90-CPA 1961, cancelled.

1061 PA-23 Apache 150 23-310 29.11.55
OO-PIP R.G.Hansez, Brussels. Canc 7.1.56 on sale as F-BERE, to 7T-VME 10.64. (Replaced by C of R 1094)

1062 PA-12 Super Cruiser 12-987 21.12.55
OO-COQ Ex ZS-BIX, VP-RBW, ZS-BIX. Aero Club Coquilhatville with C of R no C.254; to AC SABENA Congo, Leopoldville; to 90-COQ 1961 and current as 9Q-COQ.

1063 PA-23 Apache 150 23-338 9.11.55
OO-CDU Gouvernement General du Congo Belge, Leopoldville, with C of R no C.256, to 90-CDU 1961, to 9Q-CDU, restored as OO-BLR 18.4.74, C of R no 2417.

1064 Stinson 108 Voyager 1 1338 26.12.55
OO-CYM Ex N8338K, VP-KJM. Aero Club Kivu, with C of R no C.258, to 90-CYM, 9Q-CYM, fate unknown.

1065 PA-12 Super Cruiser 12-2305 25.1.56
OO-CMN Ex ZS-BPA. Nolan, Stanleyville, with C of R no C.259, to 90-CMN 1961, to 9Q-CMN, current.

1066 Douglas C-54B-1-DC 10458 6.3.56
OO-SBO Ex 42-72353, N88721. Sobelair "Lomami", d/d Brussels 23.5.56 and immediately leased to SABENA, returned to Sobelair and leased U.A.T. 25.11.56 as F-BHVR, restored as OO-SBO 15.3.57 and again leased to SABENA, sub-leased to Lebanese International 1959, returned to Sobelair 31.10.59 and cancelled 8.4.60 on sale to Continentale as D-ANEK, to G-ASKD, converted to Carvair as EI-ANJ, to CF-EPW.

1067 DHC-1 Chipmunk T.10 CCF.20 6.3.56
OO-MER Ex RBAF C.2. Royal Antwerp Aviation Club, crashed Antwerp 3.1.65, cancelled 25.3.65.

1068 DHC-1 Chipmunk T.10 CCF.19 6.3.56
OO-PHS Ex RBAF C.1. Royal Antwerp Aviation Club, crashed Seppe, Netherlands, 19.9.70, cancelled 20.1.72.

1069 DH.89A Dragon Rapide 6902 13.3.56
OO-CMS Ex NR838, G-AHGG, EL-AAA. Air Brousse, Leopoldville, with C of R no C.257, dbr 8.7.56 nr Kikwit, cancelled 11.10.56.

1070 Supermarine Spitfire LF.IXC unkn 23.3.56
OO-ARA Ex MH434, RBAF SM.41. Cogea Nouvelle, Keerbergen, c/n quoted as either CBAF1722 or CBAF5562. Canc 2.7.63 and regd G-ASJV 3.7.63, current flying as MH434.

1071 DH.82A Tiger Moth 85150 29.3.56
OO-ANY Ex T6921, RNethAF A.50 (C/n and/or identity open to doubt). W.Schepens, Antwerp. Canc 29.12.67, reasons unknown.

1072 Percival P.34 Proctor 3 H410 16.4.56
OO-DYM Ex LZ603, G-AOCD. Witterbeck & Merckx; to R.Van den Broeck, Schaarbeek; to Aero Nord, Moorseele; cancelled 9.3.67, reasons unknown.

1073 Percival P.31 Proctor 4 H721 16.4.56
OO-LVO Ex NP350. Ste.Belge de Materiel Automobile, Brussels; crashed Gulzow, Germany, 23.9.56 and cancelled 28.11.56.

1074 Supermarine Spitfire LF.IXC CBAF1514 5.5.56
OO-ARB Ex MK297, RNethAF H.55, B.15. RBAF SM.43. Cogea Nouvelle, Keerbergen. Canc on sale as G-ASSD 27.4.64, to N1882 5.69.

1075 DH.82A Tiger Moth 82013 5.5.56
OO-ZAC Ex N6735, G-ANFZ. Zoute Aviation Club, Wevelgem; crashed Moorseele 10.6.62, cancelled 23.6.66.

1076 Beech A.35 Bonanza D-1990 18.5.56
OO-ALU Ex VR-ABA, G-AOAM. Sereco SA, Brussels, cancelled on sale as D-EKOT 14.7.58, to D-EDEL 11.60.

1077 Supermarine Spitfire LF.IXC CBAF8519 25.5.56
OO-ARC Ex NH188, RNethAF H.109, RBAF SM.39. Cogea Nouvelle, Keerbergen. Canc 27.12.63 on sale as CF-NUS and donated to National Aeronautical Collection, Rockcliffe as NH188 in 1964.

1078 Miles M.65 Gemini 1A 6481 1.6.56
OO-CDV Koloniaal Bestuur, C of A no C.99 indicates an original registration date in early 1948, exact details unknown, to Cootemans, to Duncan Smith; w/o or wfu 8.8.57, cancelled.

1079 Supermarine Spitfire LF.IXC CBAF5542 15.6.56
OO-ARD Ex MH415, RNethAF H.65, RBAF SM.40. Cogea Nouvelle, Keerbergen. Canc 23.12.66 and regd G-AVDJ 29.12.66 sold as N415MH 11.68.

1080 Convair 440-61 Metropolitan 328 18.6.56
OO-SCJ SABENA, Brussels. H/o 13.6.56. arrived Brussels 17.6; cancelled 3.6.59 on sale to Aviaco as EC-APT, later to Bolivian Air Force 1972.

1081 Convair 440-61 Metropolitan 330 23.6.56
OO-SCK SABENA, Brussels. H/o 19.6.56, arrived Brussels 23.6; cancelled 20.10.59 on sale to Aviaco as EC-APV, to Bolivian Air Force 1972.

1082 Miles M.38 Messenger 6342 18.6.56
OO-CHS Ex OO-CCN, VR-TAX, VP-KHG. Siraut, Rutshuru, with C of R no C.262, to Van Overberge becoming 90-CHS 1961, then 9Q-CHS and w/o 3.63.
(Note: This Messenger was originally registered

..continued on page 69

PREVIOUSLY UNLISTED AIRCRAFT:

This section includes all the aircraft registered in the Congo which did not appear on the main Belgian register, that is those having no entry in the right-hand column in the previous tables. Archive 2/80 gave details of the pre-war registrations OO-CAA to CAM and OO-CAO to CAW inclusive, so they are not repeated below. Aircraft are listed in C of R order, as in the table.

C.48 Avro 652A Anson 1 unkn 6.10.45
OO-CAX Ex LT546. Lejaer, Costermansville; to Institut Geographique du Congo Belge, canc 12.1.53 as wfu.

C.50 Percival P.44 Proctor 5 Ae4 6.12.45
OO-CAZ Hellebaut, Elizabethville; crashed 2.3.47 though sources vary as to location, canc 23.6.48.

C.53 Douglas C-49K-DO 6327 14.1.46
OO-CBA Ex (NC34980), 43-2002. SABENA, Leopoldville; Cr at Gao, Congo, 24.7.51.

C.59 Piper J-3C-65 Cub 15028 4.5.46
OO-CCG Aero Club de Leopoldville, dbr 12.7.46. canc 7.1.53.

C.61 DH.89A Dragon Rapide 6442 13.6.46
OO-CCD Ex G-AFNC, V4724, G-AFNC. Camelbeek, Elizabethville, wfu 5.7.47, canc 8.7.47.

C.62 Caudron C.449 Goeland 10041/1155 2.7.46
OO-CCJ Ex F-BAQG. Hellebaut, Elizabethville; canc 24.8.48.

C.63 Aeronca 11AC Chief 11AC-56 29.7.46
OO-CCL A.Fischer, Boma; dbr 7.9.52 and canc 7.1.53.

C.64 Miles M.38 Messenger 2C 6267 8.9.46
OO-CCM Ex G-AGUW. A.Fischer, Boma; w/o 10.10.48, canc 29.11.48.

C.65 Caudron C.449 Goeland 10067/1181 22.9.46
OO-CCK Ex F-BAOH. Hellebaut, Elizabethville (NB both this and OO-CCJ above are shown as exported to Congo Motor in Air-Britain's 'French Post War Transport Aircraft' monograph); canc 27.11.48, w/o?

C.66 Avro Nineteen Srs 2 1361 21.8.46
OO-CFA C.F.L.(Air Congo), Albertville; to SABENA 11.5.49 and transferred to Belgium where regd OO-DFA (844) 14.6.50. later OO-VIT, G-AYWA.

C.67 Avro Nineteen Srs 2 1362 22.8.46
OO-CFB C.F.L.(Air Congo), Albertville; to SABENA in 1949 as spares following crash 7.4.48, canc 30.6.50.

C.70 Caudron C.449 Goeland 10116/1230 5.10.46
OO-CCR Ex F-BCCI. Owner unknown, possibly as CCJ/K above. Canc 24.8.48.

C.72 Douglas C-47B-5-DK 26045 3.12.46
OO-CBK Ex 43-48784. SABENA, Leopoldville. Crashed on t/o N'Dolo Airport, Leopoldville 27.8.49..

C.73 DH.82A Tiger Moth 85767 23.10.46
OO-CCT Ex DE882, VP-RAK. Aeromas, Elizabethville; to SABENA 20.4.50 and transferred to Belgian register 14.6.50 as OO-UCT, C of R no 845.

C.74 Piper J-3C-65 Cub 17783 13.6.47
OO-CCU Ass.Aer. du Nord-Est Congolais, Aketi; canc 13.3.51.

C.76 DH.82A Tiger Moth 85341 12.12.46
OO-CCW Ex DE307, VP-RAI. B.N.Kirchhof, Mitwabu; crashed Mitwabu 13.12.46(!), canc 10.2.47.

C.77 Auster J/1 Autocrat 2171 24.2.47
OO-CCX Owner unknown, sold as F-OACE 5.7.49, TR-LLD 12.65.

C.79 PA-12 Super Cruiser 12-424 8.2.47
OO-CDA Hayen or Hagen, Boende; w/o Kabalo 13.12.47.

C.88 Miles M.65 Gemini 1A 6303 .7.47
OO-CDJ Ex G-AJTF, (ZS-BSP). Owner unknown, w/o 2.6.48.

C.90 PA-12 Super Cruiser 12-3105 .47
OO-CDL Ex N4210M. Owner unknown, w/o 12.1.48.

C.91 Fairchild F.24W-41A Argus 2 229 .47
OO-CDM Ex 41-38785, HM185, G-AJSU. Duncan Smith, Leopoldville, w/o Tampa 6.6.54.

C.92 Piper J-3C-65 Cub 20865 .47
OO-CDN Ex ZS-BJD. Aero Club du Katanga, Elizabethville; canc prior to 1954 but restored 1958 with C of R no C.297, then to 90-CDN, 9Q-CDN.

C.94 DH.104 Dove 1 04054 7.11.47
OO-CFC Ex G-AJZU. C.F.L.(Air Congo), to SABENA, Leopoldville 4.4.50. to Force Publique du Congo Belge as D-12 20.6.50, w/o 7.10.58.

C.97 DH.104 Dove 2 04080 .47
OO-CGG Gouvernement General du Congo Belge, h/o 6.11.47, transferred to Force Publique 1.2.50 as D-11, to Katanga Air Force 7.60 as KAT-11, destroyed 8.61.

C.100 Fairchild F.24R-46A Argus 3 1176 .12.47
OO-CDY Ex 44-83215, KK558, ZS-BEN. Seydel, Elizabethville, canc 7.1.53.

C.105 Douglas C-47A-25-DK 13450 26.5.48
OO-CBN Ex 42-93528. SABENA, Leopoldville; crashed Kikwit 4.2.52.

C.115 Douglas C-54A-10-DC 10326 3.6.48
OO-CBS Ex 42-72221. SABENA, Leopoldville; to Belgian Air Force 2.10.50 as KX.1/OT-CWU, canc 8.11.50.

C.117 DH.89A Dragon Rapide 6932 5.8.48
OO-CFI Ex RL950. G-ALAZ. C.F.L.(Air Congo), canc 19.12.50 on sale as CR-LCK.

C.120 Caudron C.449/1 Goeland 8925/1121 25.9.48
OO-CEA Ex F-BAPY, F-BFAA. Aeromas, Elizabethville; to SABENA, Leopoldville 11.5.49; sold to French Air Ministry 19.12.50.

C.121 Caudron C.449/1 Goeland 8926/1122 25.9.48
OO-CEB Ex (F-BAPZ), F-BFAB. Aeromas, Elizabethville; to SABENA, Leopoldville 11.5.49; sold to French Air Ministry 19.12.50.

C.122 Caudron C.449 Goeland 10011/1125 2.10.48
OO-CEC Aeromas, Elizabethville; to SABENA, Leopoldville 11.5.49; sold to French Air Ministry 19.12.50.

C.132 PA-12 Super Cruiser 12-1644 .1.49
OO-CEG Ex N2407M. H.Peterson, canc details unknown.

UNIDENTIFIED AND PROBLEM AIRCRAFT:

There now follows a list which must include some of the aircraft which fill the remaining gaps. A number have been tentatively suggested already, details are given in full below, together with allocations which were not taken up.

OO-AUN Douglas DC-3D 42977 19.6.51
SABENA, Belgian C of R 485, aircraft definitely transferred to Congo but actual C of R no uncertain, possibly C.142.

OO-AWZ Douglas C-47A-30-DK 13847/25292 8.8.50
SABENA, Belgian C of R 839, most likely to be C.134 or 135 if allocated.

OO-CBE Douglas DC-4-1009 42932 17.4.46
SABENA, crashed Libenge, Congo 13.5.46, canc 19.5.48. Seems likely to have been C.60.

OO-CBG Douglas DC-4-1009 42986 .46
SABENA, crashed Gander 18.9.46 on delivery flight, doubtful if C of R ever allocated.

OO-CBO Douglas C-47A-10-DK 12454 10.10.46
Ex 42-92632. SABENA, crashed Costermansville 7.1.47, seems likely to have been C.68.

OO-CBV DH.82A Tiger Moth 86043 ? .?
Ex EM841. Details unknown, to 90-CBV 1961.

OO-CCD Percival P.44 Proctor 5 Ae.20 .46?
Ntu, became G-AIAA 8.46 so this reservation must pre-date the Rapide listed earlier.

OO-CCH Percival P.44 Proctor 5 Ae.46 .46?
Ntu, became OO-RSP and F-BFXU.

OO-CCN Miles M.38 Messenger 2A 6342 .47?
Damaged in f/1 110 miles S of Wadi Halfa 25.7.47 either on or shortly after delivery. Seems likely to have been C.85 but was sold as VR-TAX then VP-KHG and later OO-CHS (1082/C.262) qv.

OO-CCZ Percival P.28 Proctor 1 K.314 7.46
Ex P6305, G-AHMW. Baron de Jacquier de Rosee, may not have been taken up. Became VP-YIO but not until 9.51; could perhaps be C.68?

OO-CDE DH.89A Dragon Rapide 6520 .47?
Ex X7347, G-AJFN. Ntu, sold instead to Air Madagascar via Fields and dbf at Kost, Sudan 3.12.47 when on delivery as G-AJFN.

OO-CDF DH.89A Dragon Rapide 6756 .47?
Ex NF885, G-AJFO. Ntu, fate identical to G-AJFN.

OO-CDO Miles M.65 Gemini 1A 6479 .47?
Ex G-AKKH. Ntu, re-allocated to Gemini c/n 6444 ex G-AJTI with C of R C.93/963 qv.

OO-CDR Miles M.65 Gemini 1A 6460 6.50
Ex G-AJWL. Druet, Coquilhatville. Ntu, to OO-ODR with C of R no 874.

OO-CDW Miles M.65 Gemini 1A 6445 5.48
Ex G-AJTJ. Duncan Smith, Leopoldville. W/o 5.48, possibly before C of R issued, or may be C.134?

OO-CEP PA-12 Super Cruiser 12-2173 .?
Ex ZS-BJF, VP-KFP. Aero Club du Kivu date unknown but w/o on 11.10.52 and canc.

OO-CGG(2) DH.104 Dove 1 04252 26.10.49
Governor General of Belgian Congo. Ntu, direct to Force Publique du Congo Belge as D-10.

00-CGG(3) DH.114 Heron 2 14055 12.5.54
 Ex (G-ANPV). Governor General of Belgian Congo.
 Operated as 'CGG' without civil C of R until taken
 by Katangese 7.60 becoming KAT-01, destroyed 8.61.

00-CHA Beech C.35 Bonanza D-2876 .51?
 Safrikas Sokol, Leopoldville. W/o 3.12.51, canc
 23.12.51. Possibly replaced by 00-NTR (C.219).

00-CJG DH.82A Tiger Moth T.531 1.1.51
 Ex MC531 (RATG), SAAF4723, ZS-DBO. Aero Club de
 Jadotville with C of R quoted as C.139 but see list
 for possible alternative C.135. To Aero Club de
 Kamina, to 90-CJG 1961 and later 9Q-CJG.

00-CMB Auster J/1 Autocrat 1966 .?
 Ex G-AGXR, VP-UAL. Owner unknown. W/o 4.10.52.

00-CMD PA-12 Super Cruiser 12-3552 .?
 Ex N4116H. Aero Club de Leopoldville. Crashed at
 Moanda 24.5.53.

00-CPR Piper J-3C-65 Cub unkn .?
 Details unknown but believed may be in error for
 00-CFR (see C of R 1010/C.240).

00-CSC Bell 47G-1 19 .?
 Owner unknown. Damaged 19.4.52 and canc but rebuilt
 and sold in France, regd F-BHDB 13.12.54.

00-UBL Douglas C-47A-10-DK 12420 26.5.48
 Ex 42-92601, KG390, (00-CBL). SABENA, Leopoldville.
 Possibly C of R no C.104; w/o Elizabethville 31.8.
 48 and canc.

All of the above aircraft belong to the period to the end
 of 1956. In keeping with the rest of this edition those
 from 1957 to 1960 will be listed along with the known
 Congolese registrations at a later date.
 There are however still three aircraft which should be
 noted here as possible candidates for Congo registration.
 All were at some time registered to owners in the Congo
 but no C of Rs are known. Details will be found in the
 main register as follows: 00-POL (733); 00-PEC (780);
 00-SUM (1052).



Above: Something of a survivor is
 DC-6B OY-STY, ex 00-CTM (994), seen
 engineless at Kastrup 15.8.72 after
 return to Sterling from Joint
 Church Aid use. It was restored to
 flying condition and sold shortly
 afterwards as N515TY and is believ-
 ed still active as a freighter in
 the USA. (D.Partington)



Right: Sokol OO-JAW (1042) at
 Grimbergen on 5.3.69 clearly
 suffering from the effects of
 deflation shortly before it was
 withdrawn from use. (J.A.Sexton)

continued from page 66. . . .

in 1946 or 1947 and as described in the Congolese
 register may have been C of R no C.85 originally.)

1083 Percival P.31 Proctor 4 H.571 3.7.56
 00-ARH Ex NP164, RBAF P.5. Cogea Nouvelle, Keerbergen.
 Canc 8.1.59, reasons unknown.

1084 DH.82A Tiger Moth 3272 11.7.56
 00-EVS Ex K4276, G-AOJX. CNVAV, St.Hubert; canc 17.1.72
 and stored at Brussels Air Museum.

1085 DH.89A Dragon Rapide 6787 11.7.56
 00-ARI Ex NR688, RBAF D.5. Cogea Nouvelle, Keerbergen,
 canc 7.5.57 as sold abroad but restored to Cogea
 on 10.12.57 apparently without sale taking place.
 Canc 25.4.58 and sold as G-APBN, delivered to UK
 but regn ntu and immediately resold as F-OBIA
 1958, wfu on C of A expiry 28.11.62.

1086 Convair 440-61 Metropolitan 336 13.7.56
 00-SCL SABENA, Brussels. H/o 16.7.56, arr Brussels 21.7;
 canc 18.11.67 on sale to Frontier as N73160, conv-
 erted to model 580 and current.

1087 Miles M.14A Hawk Trainer III 777 25.7.56
 00-CRU Ex L8351, G-AKMJ, ZS-DBF, VP-KIK. Aero Club d'
 Usumbura with C of A no C.263; canc 23.2.57 fate
 unknown.

1088 DH.82A Tiger Moth 85922 6.8.56
 00-SOA Ex DF186, G-AOGI. Belgian State, Ministry of Com-
 munications (SABENA Flying School), Grimbergen.
 Canc before 23.12.71, to Brussels Air Museum.

1089 PA-23 Apache 150 23-621 31.7.56
 00-CCH Intair, Leopoldville with C of R no C.265. Canc
 5.59 on sale to France and regd F-BJDL 6.59 to
 7.64, canc.

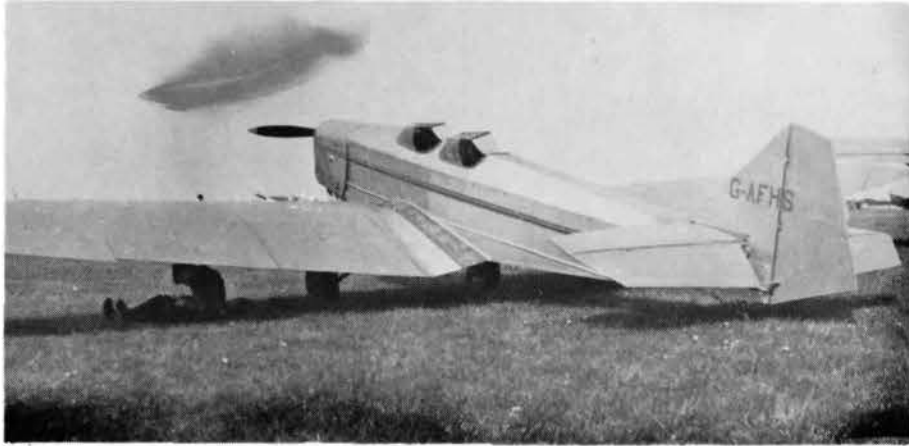
1090	DH.89A Dragon Rapide	6429	31.7.56	1111	DH.82A Tiger-Moth	85990	20.11.56
OO-CJS	Ex G-AFLZ, Z7254, G-AHPX, G-AFLZ, ZS-AYF. Regd to Air Brousse, Leopoldville with C of R no C.264 possibly re-regd 90-CJS although believed cancelled 23.5.60.			OO-DPA	Ex EM773, G-ANLD. C.De Paepe, Antwerp; to AC Le Milan, Tienen; C of A expired 22.10.60, sold to E.Vormezele, Brasschaat in unairworthy state.		
1091	Sikorsky S-58	58.324	8.10.56	1112	Convair 440-61 Metropolitan	381	17.12.56
OO-SHG	SABENA, Brussels. Arr Brussels 4.10.56; cancelled 21.10.63 to Belgian Air Force as B.9/OT-ZKI.			OO-SCT	SABENA, Brussels. H/o 10.12.56, arr Brussels 14.12.56; operated with Air Congo 1960; cancelled 14.5.68 on sale to Frontier as N73167, converted to model 580 and current.		
1092	Sikorsky S-58	58.333	8.10.56	1113	Convair 440-61 Metropolitan	383	17.12.56
OO-SHH	SABENA, Brussels. Arr Brussels 4.10.56; cancelled 8.5.63 to Belgian Air Force as B.10/OT-ZKJ, later to Meravo Flug as D-HAUE 4.78.			OO-SCV	SABENA, Brussels. H/o 10.12.56, arr Brussels 16.12.56; operated with Air Congo 1960; cancelled 4.6.68 on sale to Frontier as N73168, converted to model 580 and current.		
1093	Schleicher Ka 2b Rhonschwalbe	196/56	18.8.56	1114	Douglas DC-7C	45158	17.12.56
OO-SZD	CNVAV, to SABENA, to G.Englebert, St.Hubert.			OO-SFB	SABENA, Brussels. H/o 13.12.56, arr Brussels 15.12.56, converted to DC-7F 1961; leased to Persian Air Services 13.5.61 as EP-AEP, restored as OO-SFB 18.1.62 with C of R no 1395, cancelled on sale to Spantax 21.10.69, EC-BSP regd 12.11.69, later HP-868, N3775U.		
1094	PA-23 Apache 150	23-576	16.8.56	1115	Douglas DC-7C	45159	28.12.56
OO-PIP	R.G.Hansez, Brussels. Re-regd OO-HVL 26.1.60 with C of R no 1292, to OO-NVC 25.12.70, cancelled 3.4.78 and regd G-BFSK 14.4.78.			OO-SFC	SABENA, Brussels. H/o 20.12.56, arr Brussels 23.12.56, converted to DC-7F 1961; leased to Spantax as EC-BNG 14.10.67, returned to SABENA 1968 as OO-SFC (still as 1115); cancelled 1.70 on sale to Spantax as EC-BSQ regd 19.1.70.		
1095	Convair 440-61 Metropolitan	354	22.8.56	1116	Sikorsky S-58	58.388	15.1.57
OO-SCM	SABENA, Brussels. H/o 16.8.56, arr Brussels 21.8; cancelled 18.12.67 on sale to Frontier as N73161, converted to model 580 and current.			OO-SHL	SABENA, Brussels. Arr Brussels 6.1.57; cancelled 8.5.63 to Belgian Air Force as B.12/OT-ZKL, to Meravo Flug as D-HAUD 5.78.		
1096	Nord 1203 Norecrin II	67	5.9.56	1117	Sikorsky S-58	58.395	15.1.57
OO-LDH	Ex F-BBKG. D'Have, Brussels; crashed 29.7.57 at Mesieres and cancelled 21.8.57.			OO-SHM	SABENA, Brussels. Arr Brussels 10.1.57; leased to Elipanda (Italy) 1960; cancelled 21.10.63 to Belgian Air Force as B.13/OT-ZKM, crashed 7.64 and donated to Brussels Air Museum as B.13.		
1097	Supermarine Spitfire LF.IXC	unkn	8.9.56	1118	Schleicher Ka 6 Rhonsegler	unkn	13.12.56
OO-ARE	Ex NH238, RNethAF H.60, RBAF SM.36. Cogea Nouvelle, Keerbergen. Crashed at Elstree, UK 2.6.61 and cancelled 24.7.61, remains sold to USA.			OO-ZPU	A.Van der Noot d'Assche, Brussels. Believed sold abroad.		
1098	Auster J/1 Autocrat	2049	5.9.56	1119	PA-16 Clipper	16-542	22.12.56
OO-CRT	Ex VP-UAI, VP-KEI. Aero Club d'Usumbura with C of R no C.266, re-regd 90-CRT 1961, cancelled.			OO-HAB	Ex N5921H. Guy Daufresnes de la Chevalerie, Belgian Embassy, Washington. Cancelled 12.67 and returned to N5921H.		
1099	Convair 440-61 Metropolitan	361	15.9.56	1120	Stinson 108 Voyager 1	1167	.12.56
OO-SCN	SABENA, Brussels. H/o 19.9.56, arr Brussels 24.9; cancelled 4.10.67 on sale to Frontier as N73162, converted to model 580 and current.			OO-CEV	Ex NC8167K, ZS-BHP, VP-RBB, VP-YLL. Aero Club de Katanga with C of R no C.269; probably became 90-CEV and 9Q-CEV (although it is often quoted as cancelled 22.12.56 to Belgian Embassy in USA this is clearly a transcription error for the entry above, the Clipper OO-HAB).		
1100	Grunau Baby	'267'	10.9.56	1121	Douglas DC-7C	45160	15.1.57
OO-CCP	Aero Club du Congo Belge with C of R no C.267, since this is also quoted as the c/n it seems likely that the latter is incorrect. To Aero Club de Kinshasa and re-regd 90-CCP 1961, later 9Q-CCP.			OO-SFD	SABENA, Brussels. H/o 11.1.57, arr Brussels 13.1; leased to Persian Air Services as EP-ADU 20.6.60 and restored 19.5.61 as OO-SFD with C of R no 1375; leased to Caledonian as G-ARUD 24.11.61, crashed on t/o Douala, Cameroun 4.3.62, 110k.		
1101	Convair 440-61 Metropolitan	366	11.10.56	1122	Douglas DC-7C	45161	22.1.57
OO-SCO	SABENA, Brussels. H/o 5.10.56, arr Brussels 10.10.56; operated with Air Congo 1960 and possibly with Air Katanga 1960. Cancelled 16.10.67 on sale to Frontier as N73163, converted to model 580 and current.			OO-SFE	SABENA, Brussels. H/o 17.1.57, arr Brussels 20.1; sold to Locavia Luxembourg and regd to them in Congo 4.3.58 with C of R no possibly C.288 (?), Belgian regn cancelled 6.3.58; leased to SABENA and restored to Belgian register 25.4.61 (1371), sub-leased to Caledonian as G-ASID 9.5.63, restd as OO-SFE 11.10.63, returned to Locavia 19.12.63 and leased again as G-ASID 31.12.63 but w/o Istanbul on 28.9.64.		
1102	Convair 440-61 Metropolitan	367	18.10.56	1123	Cessna 310	35453	18.2.57
OO-SCP	SABENA, Brussels. H/o 10.10.56, arr Brussels 17.10.56; cancelled 25.1.68 on sale to Frontier as N73164, converted to model 580 and current.			OO-DST	Ex N5253A. J.Dansette, Woluwe St.Lambert. Sold as G-APTK 10.4.59 and w/o Norwich 25.10.74.		
1103	Convair 440-61 Metropolitan	368	23.10.56	1124	Sikorsky S-58	58.410	27.2.57
OO-SCQ	SABENA, Brussels. H/o 15.10.56, arr Brussels 21.10.56; operated with Air Katanga 1960; cancelled 23.4.68 on sale to Frontier as N73165, converted to model 580 and current.			OO-SHN	SABENA, Brussels. Arr Brussels 25.2.57; leased to Elipanda (Italy) 1960; cancelled 20.9.60 on sale to Japan and regd JA7067 1.12.60.		
1104	Convair 440-61 Metropolitan	373	16.11.56	1125	Sikorsky S-58	58.432	27.2.57
OO-SCR	SABENA, Brussels. H/o 8.11.56, arr Brussels 14.11.56; cancelled 10.12.59 on sale to Aviaco as EC-APU, later to Bolivian Air Force 1972.			OO-SHO	SABENA, Brussels. Arr Brussels 25.2.57; cancelled 20.4.60 on sale as F-OBON (regd 5.9.60), later F-BNON 4.66.		
1105	Convair 440-61 Metropolitan	374	20.11.56	1126	PA-20 Pacer	20-1026	18.2.57
OO-SCS	SABENA, Brussels. H/o 14.11.56. arr Brussels 19.11.56; cancelled 27.2.68 on sale to Frontier as N73166, converted to model 580 and current.			OO-CJR	Ex OO-CRA (C of R no 991/C.237). Air Brousse, Leopoldville with C of R no C.271; cancelled 5.59 and apparently regd I-FRIU 4.63 until cancelled 1977.		
1106	Douglas DC-7C	45157	23.11.56				
OO-SFA	SABENA, Brussels. H/o 19.11.56, arr Brussels 23.11.56; w/o at Casablanca 18.5.58 in emergency landing, 61 killed, cancelled 30.5.58.						
1107	Sikorsky S-58	58.356	26.11.56				
OO-SHI	SABENA, Brussels. Arr Brussels 7.11.56; cancelled 8.5.63 to Belgian Air Force as B.11/OT-ZKK, to Meravo Flug as D-HAUF 8.79.						
1108	Sikorsky S-58	58.363	26.11.56				
OO-SHK	SABENA, Brussels. Arr Brussels 7.11.56; crashed 5.5.61 at Evere, cancelled 22.6.61.						
1109	SZD-8 Jaskolka	172	30.10.56				
OO-ZUT	Ch.de Kerchove de Denterghem de Pinto, Ensival; current.						
1110	DH.89A Dragon Rapide	6925	27.10.56				
OO-CJT	Ex RL943. VP-YDE, ZS-BZV. Air Brousse, Leopoldville with C of R no C.268; re-regd 90-CJT (?) and crashed Molegbe 6.10.60 due to fuel shortage, cancelled 30.11.60.						

to be continued....

U.K. C of A Applications

PART SEVEN

Type	Applicant	Regn	c/n	C of A No., Validity Date, Recipient and Remarks
DH.82 Tiger Moth	de H	G-AFGY G-AFGZ -	3699 3700 3694	6271 13.7.38 Initial entry c/n 3691 but issued as 3700. 6270 13.7.38 Initial entry as c/n 3692 but issued as 3699. 6272 16.6.38 de Havilland South Africa. Initial entry as G-AFHE for Personal A/W deleted.
Armstrong Whitworth AW.27	Sir W.G.Armstrong Whitworth A/C Ltd.	G-ADSS to G-ADSV	AW.1157 to AW.1160	All for Imperial A/W. C of A Nos/Dates were : 5434 15.11.38; 6432 10.11.38; 6447/6450 24.11.38.
Miles Hawk Tr.III BA Swallow 2	P & P Rollason A/C Svs.	L.210 G-AFHC G-AFHD	637 486 487	6292 25.5.38 Egyptian Army Air Force 6289 23.5.38 P.Mursell 6290 23.5.38 Flt.Lt.R.H.L.Graham
DH.82 Tiger Moth	de H	ZK-AGG ZK-AGH ZK-AGI G-AFHI G-AFDT	3693 3696 3697 3682 8150	6315 13.6.38 The Dominion of New Zealand 6323 21.6.38 F.D.Mill 6335 30.6.38 F.D.Mill 6286 20.6.38 Coventry (Civil) Aviation 6291 31.5.38 The Straight Corpn.
DH.87B Hornet Moth Application No.6937 DH.82 Tiger Moth	25.5.38 for DH.89 c/n de H	6408 re-entered under Application No.6946. F-AQOZ F-AQOQ F-AQOV F-AQOX F-AQOY F-ARAR G-AFHH	3685 3686 3687 3688 3691 3692 488	6300 9.6.38 P.Legastelois 6299 4.6.38 P.Legastelois 6303 9.6.38 Paul Legastelois (for Spanish Republican forces) 6304 9.6.38 Paul Legastelois (for Spanish Republican forces) 6305 9.6.38 Paul Legastelois (for Spanish Republican forces) 6344 6.7.38 Rene Arbeltier (for Spanish Republican forces) 6301 4.6.38 A.W.Whittet
BA Swallow II	Rollason Acft Svs Ltd	G-AFHH	488	6301 4.6.38 A.W.Whittet
Wicko Monoplane G.M.I	Foster Wikner Acft Co Ltd	ZK-AGN	3	6367 10.8.38 (TM)
DH.89A Rapide DH.87B Hornet Moth	de H	G-AFEZ OY-DON OY-DUN	6408 8152 8153	6296 21.6.38 Wrightways Ltd 6318 15.6.38 C.Thielst 6319 17.6.38 C.Thielst
BA Eagle II	Rollason Acft Svs Ltd	G-AFIC	141	6324 30.6.38 F/O A.E.Clouston
DH.82 Tiger Moth BA Swallow	de H Brian Allen Avn Ltd	G-AFHT G-AFHN G-AFHO G-AFHP G-AFHK G-AFHL G-AFHM G-AFHU G-AFHV G-AFHW G-AFIE	3695 494 495 496 491 492 493 497 498 499 K.99	6316 30.6.38 Merseyside Aero & Sports Co Ltd 6309 21.6.38 Blackburn Acft Ltd 6310 21.6.38 Blackburn Acft Ltd 6311 21.6.38 Blackburn Acft Ltd 6306 17.6.38 Blackburn Acft Ltd 6307 17.6.38 Blackburn Acft Ltd 6308 17.6.38 Blackburn Acft Ltd 6320 25.6.38 Blackburn Acft Ltd 6321 25.6.38 Blackburn Acft Ltd 6322 25.6.38 Blackburn Acft Ltd 6362 25.7.38 S.Smith & Son (MA) Ltd T/A Smiths Acft Instruments.
Vega Gull	Percival	G-AFIE	K.99	6362 25.7.38 S.Smith & Son (MA) Ltd T/A Smiths Acft Instruments.
Hawker Tomtit	C.B.Field	G-AFIB	K1781 (ex RAF)	6379 20.8.38 C.V.Tillett
DH.89A Rapide DH.82 Tiger Moth	de H	ZS-AOM VP-YBW -	6411 3701 3698	6338 1.7.38 Stewarts & Lloyds of S.Africa Ltd 6355 20.7.38 de H of S.Africa Ltd 6345 6.7.38 de H of S.Africa Ltd
DH.87B Hornet Moth		G-AFDU G-AFHE	8160 8158	6337 18.7.38 The Plymouth & District A/C Ltd 6317 20.7.38 H.E.Evans
DH.89A Rapide		G-AFHY G-AFHZ G-AFIA	6417 6418 6419	6387 1.9.38 Anglo-Iranian Oil Co Ltd 6393 15.9.38 Anglo-Iranian Oil Co Ltd 6398 22.9.38 Anglo-Iranian Oil Co Ltd
DH.82 Tiger Moth DH.87B Hornet Moth DH.82 Tiger Moth		VH-ABM F-ARAO HB-OKU VH-AAK G-AFDW G-AEVW	3703 8151 3702 3704 8154 6801	6365 28.7.38 The Aero Club, Perth, WA. 6325 23.6.38 A.Bailly 6363 28.7.38 AC de Suisse 6364 28.7.38 de H Australia 6326 23.6.38 W.S.Shackleton Ltd - - Not certified until 3.7.40 following a landing accident 27.8.38.
DH.87B Hornet Moth DH.91 Albatross				
Hawk Trainer MK III	P & P	L-211 L-212 L-213 L-214 L-215 L-216 L-217 L-218 L-219	812 813 814 815 816 817 818 819 820	6347 12.7.38 (TM) Egyptian Army Air Force 6349 12.7.38 Egyptian Army Air Force 6357 20.7.38 Egyptian Army Air Force 6380 19.8.38 (TM) Egyptian Army Air Force 6374 19.8.38 Egyptian Army Air Force 6389 31.8.38 Egyptian Army Air Force 6392 9.9.38 Egyptian Army Air Force 6405 28.9.38 Egyptian Army Air Force 6413 14.10.38 Egyptian Army Air Force
A.W.27 DH.91 Albatross	A.W.Acft de H	G-ADSW G-AEVV G-AFDJ G-AFDK ZK-AGP	AW.1161 6800 6803 6804 7566	6572 8.5.39 (TRF) Imperial A/W 6400 29.9.38 (T) Secretary of State for Air 6426 1.11.38 Imperial A/W 6480 6.1.39 (TRF) Imperial A/W 6390 5.9.38 Air Travel (NZ) Ltd
DH.90A Dragonfly BA Swallow II	Rollason Acft Svs Ltd	G-AFHR G-AFHS	489 490	6341 29.6.38 Mt Cook & SLT Co Ltd (as ZK-AGO) 6327 24.6.38 J.Heath
DH.82 Tiger Moth Bristol Fighter	de H Sqn.Ldr. N.R.Buckle	ZK-AGL G-AFHJ	3705 F4587	6375 18.8.38 The Dominion of New Zealand 6388 1.9.38
Wicko G.M.1	Foster Wikner Acft Co Ltd	G-AFAZ	4	6396 19.9.38 (TRF)



Airworthiness applicants:

Left: Swallow G-AFHS providing a little shade at Kidlington on 7.5.60 (Editor's collection) while Right: Tiger Moth G-AFJK emerges from the shade at an unknown location in the early fifties (Malcolm Fillmore).

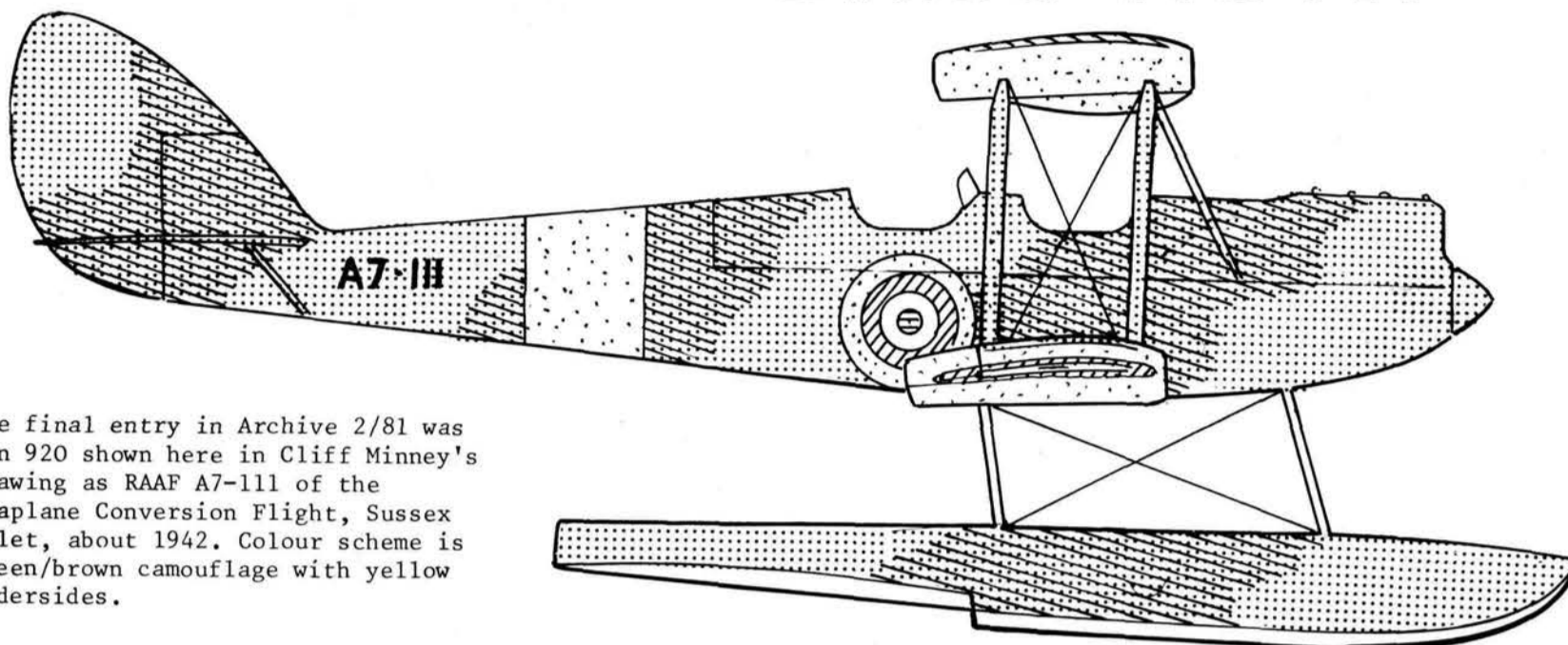
BA Swallow II	Brian Allen Avn Ltd	G-AFIG 472 G-AFIH 500 G-AFII 501 G-AFIJ 502 G-AFIK 503 G-AFIL 504	6328 12.7.38 6329 7.7.38 6330 5.7.38 6331 7.7.38 6332 11.7.38 6333 11.7.38	Blackburn Acft Ltd Blackburn Acft Ltd Blackburn Acft Ltd Blackburn Acft Ltd (Noted as to HB-AKI 20.6.39) Blackburn Acft Ltd Blackburn Acft Ltd
Vega Gull Whitney Straight Monarch	Percival P & P	G-AFIM K.93 F-AREQ 508 OO-UMK 787	6350 12.7.38 6353 26.7.38 6378 18.8.38	Helen M.Russell-Cooke Aero Club de Syrie et du Liban Camille Gutt (On appln the regn OO-SCM was deleted)
ST.25 Universal Aeronca 100	General Acft Ltd Acft Exchange & Mart	G-AFIP 99 G-AEVT AB.115 G-AEWU AB.116	6346 12.7.38 6370 5.8.38 6371 5.8.38	
Q.6	Percival	LY-SOA Q.28 LY-SOB Q.29	6384 29.8.38 6386 31.8.38	(TRF) Subsisiekimo Inspekeija Subsisiekimo Inspekeija
Vega Gull Aeronca 100	Acft Exchange & Mart	G-AFIT K.90 G-AEWW AB.117	6354 21.7.38 6368 5.8.38	R.E.Gardner
DH.82 Tiger Moth Hendy Heck IIc DH.89A Rapide DH.82 Tiger Moth DH.60G Moth DH.89A Rapide	de H Parnall Acft Ltd de H	G-AFFA 3706 G-AEGJ J.12 VP-KCR 6413 SX-AAK 3721 G-AFDZ 1924 YI-ZWA 6414 YI-HDA 6415 YI-FYA 6416	6352 12.10.38 6397 6.9.38 6358 23.7.38 6401 27.9.38 6356 30.7.38 6359 25.7.38 6360 25.7.38 6366 4.8.38	Scottish Avn Ltd Wilson A/W Ltd Sqn.Ldr.St Zotos Newcastle upon Tyne A/C Iraq Aeroplane Society Iraq Aeroplane Society Iraq Aeroplane Society
ST.25 Universal Vega Gull	General Acft Ltd Percival	G-AFIV 100 F-ARAU K.101 G-AFIW Q.30 G-AFIX Q.31	6523 31.3.39 6369 10.8.38 6394 16.9.38 6465 13.12.38	100 Gustave Wolf (TM) Vickers Avn Ltd (TRF) W.A.H.B.Burnside
DH.94 Moth Minor Monarch Airspeed Envoy III	de H P & P Airspeed (1934) Ltd	G-AFSD 94000 OY-DIO 788 G-AFJD 76 G-AFJE 77	6585 15.5.39 6372 17.8.38 - -	(T) - c/n amended to 9400 on issue. Dr. Hans Christian Hagedorn) No C of A issued (appln was dated 29.7.38). Both) were regd to The High Commissioner for India 2.8.38 and were toc by RAF as N9107/8 August 1938.
DH.82 Tiger Moth	de H	- 3722 G-AFJG 3724 - 3725	3722 3724 3725	deleted see below deleted see below deleted see below
Wicko GM.1	Foster Wikner Acft Co Ltd	G-AFJB 5	6417 1.11.38	Midland Aero Club
DH.89A Rapide DH.82 Tiger Moth	de H	ZK-AGT 6423 G-AFJF 3722 G-AFJI 3747 G-AFJK 3748 G-AFJL 3749 G-AFJG 3724 G-AFJH 3725 VH-AAP 3723 VH-AAK 3746 - 3750	6395 19.9.38 6381 30.9.38 6414 18.10.38 6415 20.10.38 6416 26.10.38 6382 28.9.38 6409 6.10.38 6408 6.10.38 6410 13.10.38	Cook Strait A/W London Aero Club London Aero Club London Aero Club London Aero Club Merseyside Aero & Sports Co Ltd Merseyside Aero & Sports Co Ltd de H Acft Pty de H Acft Pty
DH.87B Hornet Moth DH.82 Tiger Moth		G-AFED 8162 - 3789 VP-CAE 3750	8162 3789 3750	deleted - duplicated below deleted - duplicated below Aero Club of Ceylon
Monarch DH.82 Tiger Moth	P & P de H	G-AFJU 789 G-AFJM 3766 G-AFJN 3767	6373 2.9.38 6376 19.11.38 6377 19.11.38	Sir Victor Warrender The Scottish Flying Club The Scottish Flying Club
Q.6 Whitney Straight Q.6 BA Eagle II	Percival P & P Percival Spikins (Twickenham) Ltd	G-AFKG Q.32 G-AFJX 507 G-AFKC Q.33 G-AFIS 143	6411 14.10.38 6383 14.8.38 6402 30.9.38 6399 22.9.38	L.A.Hordern Brig.Gen.A.C.Lewin (TM) Lt.Col.E.F.Pell
Monarch DH.87B Hornet Moth Hawker TomTit	P & P de H Southern Motor & Acft Co	G-AFJZ 790 ZS-APD 8163 G-AFKB K.1785	6391 15.9.38 6425 27.10.38 6429 2.11.38	E.O.Liebert de H Acft Co of S.Africa
DH.83 Fox Moth	Essex Aero Ltd	G-AEPB 134	-	No C of A issued (appln was dated 14.9.38). The source and fate of this acft is unknown.

The Whole Truth:



PART SEVEN

DH.60 MOTH



The final entry in Archive 2/81 was c/n 920 shown here in Cliff Minney's drawing as RAAF A7-111 of the Seaplane Conversion Flight, Sussex Inlet, about 1942. Colour scheme is green/brown camouflage with yellow undersides.

- 921 Cirrus III Seaplane, regd to Royal Singapore Flying Club as G-AADK 19.12.28 and supplied via Shaw Darby & Co. C of A issued 31.1.29. UK regn canc as sold 1.9.34 and re-regd locally as VR-SAG. Converted to landplane .37. Impressed into 'A' Flight M.V.A.F. 1.12.41 and destroyed 2.42.
- 922 Cirrus III To Ian C.Horton New Zealand as ZK-AAO direct with C of A issued 20.4.29. Regd 14.4.30 to Wellington Aero Club. Impressed 12.9.39 as NZ502 and became instructional airframe INST.21 at Rongotai .42. (The engine is unconfirmed, NZ sources suggest Gipsy I)
- 923 Cirrus III For "Mr.Castellan", Mexico with C of A issued 22.1.29 to Mina S.A. Mexico City. No identity known.
- 924 Gipsy I To Moth Aircraft Corpn. as NC9749. C of A issued 4.1.29 to Capt.W.K.White (alias King White of Cleveland Tractor Co., Cleveland, Ohio).
- 925 Gipsy I To Moth Aircraft Corpn. as NC9770 with C of A issued 29.12.28.
- 926 Gipsy I To Moth Aircraft Corpn. as NC9771 with C of A issued 3.1.29.
- 927 Gipsy I To Air Survey & Transport Co.Ltd., New Zealand, via F.D.Mills with C of A issued 29.12.28. Allotted regn G-NZEC but NTU. Regd ZK-AAD 15.3.29 (though aircraft apparently did not fly until 1931). Sold to A.McIntosh, Invercargill and named "Bellbird". Sold to M.E.Spiers, Hokitika. Crashed Wataroa 16.2.38. (Regn canc 16.2.39?) See photo page 39 Archive 2/81.
- 928 Gipsy I Supplied as c/n 927 and C of A issued 29.12.28. Allotted regn G-NZED NTU and regd ZK-AAE to Air Survey & Transport Co.Ltd. 3.29. Presented to Auckland Aero Club 1.3.29 by NZ Herald and Auckland Weekly News. Regd to club 30.7.29. Crashed Auckland 22.12.30. (See page 56 Archive 2/81)
- 929 Gipsy I Supplied as c/n 927 and C of A issued 29.12.28. Allotted regn G-NZEF NTU and regd ZK-AAG to Air Survey & Transport Co.Ltd. .29. Sold to Hamilton Airways Ltd. Sold to J.H.M.Smith. Sold to Southland Aero Club, Invercargill. Damaged and WFU Cromwell .37 and subsequently broken up for spares.
- 930/ Gipsy I This batch of forty DH.60G's were all supplied to the Chilean Government, and were apparently given
969 the military serials G.25 to G.64 respectively, although this cannot be positively confirmed. Although it is believed that all went initially to the Chilean Air Force, Janes for 1941 records that various aero clubs affiliated to the Club Aereo de Chile operated DH.60G's. It therefore seems logical to suppose that some were subsequently civilianised.

C/n 931 is recorded as the identity of Uruguayan Moth CX-AAG but this connection cannot be confirmed.

The C of A dates for the forty Moths were as follows :

4.3.29 : 21.3.29 : 21.3.29 : 21.3.29 : 21.3.29 : 21.3.29 : 21.3.29 : 21.3.29 : 21.3.29 : 28.3.29 :
21.3.29 : 28.3.29 : 4.4.29 : 10.4.29 : 5.4.29 : 5.4.29 : 10.4.29 : 10.4.29 : 12.4.29 : 20.4.29 :
4.1.29 : 4.1.29 : 21.1.29 : 21.1.29 : 31.1.29 : 31.1.29 : 18.2.29 : 20.2.29 : 18.2.29 : 18.2.29 :
28.2.29 : 21.3.29 : 4.3.29 : 28.2.29 : 21.3.29 : 21.3.29 : 21.3.29 : 21.3.29 : 21.3.29 : 18.3.29 .

Moth G.35 is currently preserved at Santiago.

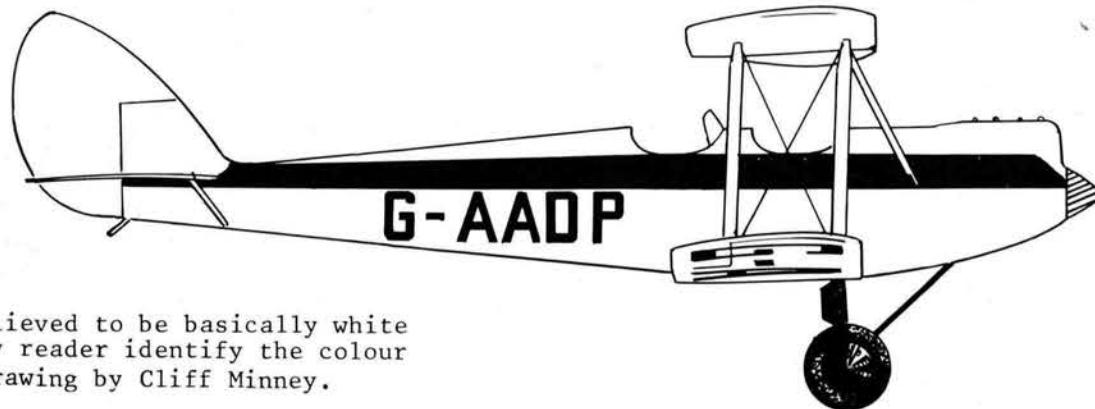
- 970 Gipsy I Regd 1.29 as G-AADI to De Havilland Aircraft Co.Ltd. with C of A issued 5.2.29 and operated by The DH School of Flying. Regd 6.7.34 to Yorkshire Air Services Ltd., Newton House. Regn canc 6.35 as PWFU prior to C of A expiry 5.7.35.
- 971 Gipsy I According to DH records this Moth was sold to Windovers Ltd, Oxford Street and it may therefore have been temporarily displayed in a store. However its C of A was issued 14.1.29 to Eduardo N.Yturbide of Mexico. Nothing further known.
- 972 Gipsy I To DH Australia with C of A issued 4.1.29 and regd G-AUKN 4.29. Re-regd VH-UKN .29 and owned by Australian Aero Club, Victoria Section .31. Regn canc as WFU 8.40.
- 973 Gipsy I To DH Australia with C of A issued 4.1.29 and regd G-AUKL 4.29. Re-regd VH-UKL .29 and owned by Taylor and Ross Air Transport Co, New Guinea .31. Damaged beyond repair Kiaipit New Guinea 13.7.35.
- 974 Gipsy I To DH Australia with C of A issued 21.1.29 and regd G-AUKE 4.29. Re-regd VH-UKF .29 and owned by R.L.Manuel, Kerang, Victoria .31. Impressed as A7-107 7.40
- 975 Gipsy I To DH Australia with C of A issued 8.1.29 and regd G-AUKJ 4.29. Re-regd VH-UKJ .29 and owned by T.P.Manifold of Matthews Aviation Co, Essendon .31. Impressed as A7-80 1.40 later became Inst. Moth 7, as an instructional airframe.
- 976 Gipsy I To DH Australia with C of A issued 14.1.29 and regd G-AULQ 8.29. Re-regd VH-ULQ .29 and owned by Australian National Airways .31. Regn canc 4.32.

- 977 Gipsy I To DH Australia with C of A issued 14.1.29 and regd G-AULR 8.29. Re-regd VH-ULR .29 and owned by C.R.Brome, Nanango, Queensland .31. Impressed as A7-121 9.40.
- 978 Gipsy I To Moth Aircraft Corpn. with C of A issued 21.1.29 and regd NC491E.
- 979 Gipsy I To Moth Aircraft Corpn. with C of A issued 28.1.29 and regd NC490E.
- 980 Gipsy I To Moth Aircraft Corpn. with C of A issued 28.1.29 and regd NC492E.
- 981 Gipsy I Regd G-AAEE 2.29 to The Hon Lady Mary Bailey, Stag Lane and C of A issued 20.2.29. Built as a coupe version. Sold to A.C.Lovesay, Derby. Regd 7.5.36 to Capt Albert R.Senior c/o Sheffield Aero Club, Netherthorpe and donated by him in January 1941 to the HQ ATC Sheffield Wing, Leopold Street, Sheffield (and actually regd to the Wing 15.4.41). Later moved to Taptonville Road, Sheffield 10. Scrapped in 1945 and regn canc 13.11.45.
- 982 Gipsy I To DHA with C of A issued 4.1.29 and regd G-AUJH 2.29. To A.G.Simpson, Perth (and still regd as G-AUJH in 1930). Re-regd VH-UJH . . Impressed as A7-77 1.40 and became Inst.Moth 4 18.6.40.
- 983 Gipsy I To DHA with C of A issued 4.1.29 and regd G-AUJI 3.29. Re-regd VH-UJI .29 and owned by F.W.Shitz, Goulburn, NSW .30. Impressed as A7-117 8.40 and became Inst.Moth 10.
- 984 Gipsy I To DHA with C of A issued 14.1.29 and regd G-AUJK 3.29. Re-regd VH-UJK .29 and owned by R.Annabel, Rochdale, NSW .30. Canc as PWFU 8.45.
- 985 Gipsy I To DHA with C of A issued 14.1.29 and regd G-AUJL 4.29. Re-regd VH-UJL .29 and owned by C.W.Lamph, NSW .30. Crashed and damaged beyond repair Walgett, NSW 20.2.31.
- 986 Gipsy I To DHA with C of A issued 28.1.29 and regd G-AUJM 5.29. Re-regd VH-UJM .29 and owned by J.C.Hillman, Maryborough, Queensland .30. Canc as destroyed by enemy action 3.42 .
- 987 Gipsy I To DHA with C of A issued 29.1.29 and regd G-AUJN 8.29. Owned by N.Lavercombe, Camooweal, Queensland .30 (still as G-AUJN). Re-regd VH-UJN. Impressed as A7-116 8.40 and became Inst.Moth 12.
- 988 Gipsy I Allocated by DH to Pinchin Johnson & Co Ltd but regd as G-AADW 21.1.29 to W.Guy Robson, Stag Lane. C of A issued 28.1.29. Regd 24.1.31 to John H.Ford, Stag Lane and departed Lympne 23.3.31 en route to Shanghai. The C of A was not renewed and it is assumed it was sold locally. Regn canc in 1.12.46 census.
- 989 Gipsy I Regd G-AAFO 4.29 to W.C.G.Black, Kingskettle, Fife and C of A issued 19.4.29. Regd 2.4.37 to Malling Aviation Co, West Malling. Impressed 17.11.39 as X5053 and taken to 20 MU Aston Down. Issued to deHavillands 24.9.40 and used as decoy aircraft. SOC 29.6.41.
- 990 Gipsy I Regd G-AAEN 27.2.29 to The Rev. Frederick A.Simpson, Fen Ditton and C of A issued 16.3.29. Regn canc as sold on final renewal of C of A on 9.4.31 and presumed therefore sold overseas.
- 991 Gipsy I Regd G-AACM 10.28 to DeHavilland Aircraft Co Ltd and C of A issued 20.11.28. Sold to their Polish agent Baron de Skorzewski 1.29 and regd in Poland as SP-ACT 5.30. Returned to the UK in 7.32 and restored as G-AACM 12.7.32 to Surencha C.Mehta, Stag Lane. C of A renewed 13.7.32. Crashed near Maidstone, Kent 3.5.33 and regn canc 5.33.
- 992 Gipsy I To Pori Flying Club, Finland via Artos with C of A issued 29.1.29 and regd K-SATA 8.29. Re-regd OH-ATA 31.12.32. Transferred to Finnish Air Force 10.7.40.
- 993 Gipsy I Regd G-AAEI 4.2.29 to Douglas H.Corsellis, Stag Lane and C of A issued 25.2.29. Crashed in fog on landing at Stag Lane 1.11.30 killing owner/pilot. Regn canc 12.30.
- 994 Gipsy I Regd G-AAEL 2.29 to Flt.Lt. Frank O.Soden and C of A issued 21.3.29. Sold .30 to The Rt.Hon. F.E.Guest. Sold 6.30 to Flt.Lt.D.V.Carnegie, Wittering. Regd 28.7.32 to Reginald Lemon, Armthorpe, Doncaster. Spun in from 500 ft at Armthorpe 1.8.32 killing both on board. Regn canc 10.32.
- 995 Gipsy I Supplied as Seaplane to New Zealand Permanent Air Force under Air Ministry Contract No.859087/28. No C of A issued and operated in New Zealand under serial 995. To Samoa early .30 to help quell Mau uprising. Believed wfu 1936.
- 996 Gipsy I To F/O L.C.L.Murray, Peshawar, India with C of A issued 21.1.29. Regd VT-AAR 3.29. To Australia 7.29 as G-AULB and re-regd VH-ULB .29. Owned by Australian Aero Club, Victoria Section .30. Impressed as A7-98 7.40.
- 997 Gipsy I Regd G-AAEX 3.29 to London Aeroplane Club, Stag Lane and C of A issued 15.4.29. Regd 16.11.33 to Herts & Essex Aero Club, Broxbourne. Impressed 1.11.39 as X5021 and delivered to 20 MU Aston Down 11.11.39. To Sound City Films Ltd as decoy aircraft 1.12.40 and soc 1.1.41.
- 998 Gipsy I Regd G-AADV 21.1.29 to John Scott-Taggart, Stag Lane and C of A issued 5.2.29. Crashed on landing at Bolton after completion of Swiss tour 3.3.29 and conveyed to Short Bros for rebuild. Re-flew 6.29 from Lympne after conversion to a one-off single-float amphibian and displayed on Shorts stand at Olympia aero show in July 1929. On 24.12.29 the Moth crashed attempting to land in rough seas about one mile off Sandgate, Kent. Although salvaged and towed into Folkestone Harbour the regn was canc 1.30. A photograph of this Moth appeared on page 7 of Archive 1/80.
- 999 Gipsy I Regd G-AAFY 4.29 to Thomas O.Mills, Bournemouth and C of A issued 26.4.29. Sold .30 to Scottish Flying Club, Renfrew. Regd 19.1.34 to Old Etonian Flying Club, Heston. Regn canc as sold 12.10.37 and regd in South Africa as ZS-AKV 13.1.38. Impressed as SAAF 1491 in 1940.
- 1000 Gipsy I The first Moth actually registered in Ireland - this was delivered new to Osmond G.Esmonde with C of A issued 16.4.29 having been regd to him as EI-AAC 11.4.29. The Moth was, however, initially earmarked by DH as one for the Moth Corporation, USA. Regd 26.2.37 to Dublin Air Ferries Ltd and the regn was canc 5.4.37. Flown to the UK 1.9.38 and regd as G-AFKA 27.9.38 to Redhill Flying Club. C of A renewed 25.10.38. Impressed 25.1.41 as DG582 and delivered to 20 MU Aston Down. Transferred to No.292 ATC Sqn, Eccles Manchester 7.7.41 as instructional airframe 2592M. Soc as scrapped 16.11.45.
- 1001 Gipsy I To Aero Club de Mozambique as C-PMAA with C of A issued 8.2.29. Re-regd CR-MAA. Sold in South Africa as ZS-AKW 20.7.37. Fate unconfirmed but believed Impressed into SAAF.
- 1002 Gipsy I Regd as a special Coupe version as G-AADX 21.1.29 to Alfred C.M.Jackaman, Stag Lane. C of A issued 27.2.29 and Moth named "Peridot III". Hit power cables and crashed at Ripple Road, Dagenham Marshes, Essex 2.2.31. (Note: DH records indicated that this Moth was sold to a Mr.Meyer after Alfred Jackaman. This is believed to be erroneous.)



Photo via Malcolm Fillmore

- 1003 Gipsy I Regd as G-AAEB 2.29 to The Marquess of Douglas & Clydesdale Renfrew (and supplied through Airwork Ltd). C of A issued 15.2.29. Regd 8.10.31 to Kenneth Templeton, Renfrew. Regn canc as sold immediately following C of A renewal on 18.10.32 and presumed sold abroad.
- 1004 Gipsy I Sold to H.Penny Ltd, South Africa through Airwork Ltd and delivered with C of A issued 25.4.29. Believed not registered in South Africa and delivered late 1929 to Mrs.F.K.Wilson and T.Campbell-Black t/a Wilson Airways, Nairobi, Kenya. Regd VP-KAC 2.7.29 and named "Knight of the Mist". Destroyed by fire at Nairobi 4.8.35.
- 1005 Gipsy I Regd G-AAFL 4.29 to Malcolm Campbell (London) 1927 Ltd and C of A issued 25.4.29. Regd 30.5.29 to Thomas O.Mills, Bournemouth. Crashed in sea off Bournemouth prior to C of A expiry on 24.4.30 and regn canc 4.31.
- 1006 Gipsy I Regd G-AAFM 1.5.29 to The Hon. Arthur E.Guinness, Stag Lane (later Hatfield) and C of A issued 4.5.29. Transferred to Gatwick for storage in 9.39 but destroyed by bombing in 1940. Regn canc 14.5.42.
- 1007 Gipsy I Allocated by DH to "Mr.Edwards" but regd as G-AAGZ 5.29 to Robert J.Boyd. C of A issued 10.5.29. Regd 26.10.29 to Gerhard S.Bouwer, c/o Tozer Kemsley & Millbourne and nominally based at Stag Lane. To South Africa and UK regn canc 9.30 but regd ZS-ABW 23.6.30. Sold in Southern Rhodesia 8.4.33 and regd VP-YAL 11.5.33. By 1.36 owned by R.J.Nash, Salisbury and crashed at Beit Bridge 7.37. Sold to Shabani Flying Club 8.37 and rebuilt in South Africa. Re-regd 8.8.38 as ZS-AOL. Impressed .40 as SAAF 1497.
- 1008 Gipsy I Regd as G-AAGD 11.4.29 to DeHavilland Aircraft Co Ltd. C of A issued 3.5.29 and regn immediately cancelled on sale in Germany. Regd D-1628 6.29 to Dr.Carl Hausbold, Chemnitz. Sold 9.29 to E.Hilscher, Chemnitz. Cancelled as destroyed 11.29.
- 1009 Gipsy I Initially allocated to J.S.Steele but instead regd as G-AAGM 22.4.29 to Sydney B.Cave, Vienna, Austria. C of A issued 27.4.29 and UK regn canc 12.31. Regd in Austria as A-63 .29 to Mr.Cave, who was the Viennese correspondent of The Chicago Tribune. Sold in Switzerland .32 and regd CH-346. Re-regd HB-OLA .35. Returned to UK.1.39 and restored as G-AAGM 7.1.39 to The Bedford School of Flying Ltd, Barton-in-the-Clay. The C of A was not renewed and the Moth sold in parts and regn canc 19.12.40.
- 1010 Gipsy I Regd as G-AAGI 4.29 to Jehangir R.D.Tata, Karachi, India and C of A issued 26.4.29. Based in India under British marks and flown from Karachi to Croydon between 3.5.30 and 12.5.30. Sold 6.30 to Miss F.M.Wood, Heston. Sold .31 to Brian Lewis & C.D.Barnard Ltd, Heston. Purchased at Heston by Charles W.Bradney and a Mr.Rennie (both South Africans) 5.4.32 and regd to former 20.4.32 with nominal base at Shoreham. Regn canc as sold 11.32 - it can therefore be confidently assumed that this Moth was taken to South Africa and is possibly ZS-ADW.
- 1011 Gipsy I Regd as G-AAHS 31.5.29 to DeHavilland Aircraft Co Ltd and C of A issued 31.7.29. Used by DH Sales Dept for Orly meeting and for demonstration purposes. Regn canc as sold 2.30 - it was sold to Donald E. Bideleux, Buenos Aires, Argentina and was packed 12.2.30 and dispatched per SS Napier Star. No subsequent regn known.
- 1012 Gipsy I Regd as G-AAFS 4.29 to DeHavilland Aircraft Co Ltd for the use of their School of Flying, Stag Lane (and Hatfield). C of A issued 15.5.29. Sold 1.31 to Cinque Ports Flying Club, Lympne. Regd 28.9.37 to Eastbourne Flying Club, Wilmington. Impressed as DG589 18.2.41, this serial was not used and the Moth was delivered to No.53 ATC Squadron, Millfields Private School, Elmcroft Street, Clapton, London in .41. One rumour had it that this Moth still existed there in May 1971 but has never been confirmed - it is considered unlikely.
- 1013 Gipsy I The first of four (c/n's 1013/1016) for Compania Espanola de Trabajos Fotogrametricos Aereos SA, Madrid, Spain. C of A issued 4.5.29 and delivered as MW-113 (ferry regn only). Re-regd on arrival as M-CGAG - official regn date 11.29.
- 1014 Gipsy I As c/n 1013 - C of A issued 4.5.29 and delivered as MW-114 Re-regd 10.29 as M-CGGG.
- 1015 Gipsy I As c/n 1013 - C of A issued 4.5.29 and delivered as MW-115. Re-regd 10.29 as M-CAAH.
- 1016 Gipsy I As c/n 1013 - C of A issued 4.5.29 and delivered as MW-116. Re-regd 10.29 as M-CAHA.
- 1017 Gipsy I Regd G-AADD 12.28 to Richard W.R.Trafford, Abergavenny and C of A issued 21.12.28. Named "Topsy II". Regd 5.6.29 to Raymond C.Quilter, Stag Lane. C of A expired 20.12.29 and canc as sold 7.30. Believed to L.R.Nieuwenhuizen, Montreal, Canada early .30 but regd to A.C.Stanley, Montreal as CF-ANY 22.7.30. Regd to P.M.Boisvert, Montreal 20.6.31. Sold to H.E.Pugh, Montreal 18.1.36 and to Goldair Exploration Co, Montreal 17.8.36. Regd to R.Page, Chicoutimi, Quebec 12.9.36. Regd to V.Besner, Maniwaki, Quebec 26.6.37. Overturned in high wind at Blue Sea Lake, nr Maniwaki and damaged beyond repair 5.8.37.
- 1018 Gipsy I Sold to Dr.Peter P.Von Bauer, Baranquilla, Colombia with C of A issued 8.2.29. Dr.Von Bauer was a German national but was also the co-founder of local airline SCADTA. Probably therefore registered to that airline.
- 1019 Gipsy I Regd G-AADA 12.28 to John D.Irving, Cramlington and C of A issued 21.12.28. Sold to Miss Rosalind Norman. Regd 17.5.35 to Brooklands Aviation Ltd. Regn canc 2.36 as PWFU - prior to C of A expiry 23.5.36.
- 1020 Gipsy I To Major Shirley G.Kingsley, Argentina with C of A issued 5.2.29.
- 1021 Gipsy I Regd G-AACZ 12.28 to Robert N.Thompson, Cramlington and C of A issued 18.12.28. Sold to RAF Flying Club. Regd to Malling Aviation Ltd, West Malling 23.1.35. C of A expired 12.7.39 and Moth withdrawn from use. Canc 4.5.42 as reduced to produce at West Malling.



G-AADP, believed to be basically white but can any reader identify the colour scheme? Drawing by Cliff Minney.

- 1022 Gipsy I Regd G-AADP 1.29 to The Hon.Brian E.Lewis and C of A issued 22.1.29. Regd 15.8.29 to The Household Brigade Flying Club, Heston. Sold to Phillips & Powis Aircraft (Reading) Ltd, Woodley 1.31. Sold to Laszlo de Almesy and Count Nandor Zichy 8.31 and flown on European tour. Crashed Alexandretta, Turkey 25.8.31 and returned to Woodley for repair. Rebuilt and C of A renewed 10.3.33 and delivered same month to East Anglian Aero Club (1934) Ltd, Abridge although not regd in their name until 15.6.34. Crashed near Abridge, Essex 9.9.34 (or 8.9.34) and regn canc 9.34.

- 1023 Gipsy I To Arnold & Co, Shanghai with C of A issued 19.1.29.
 1024 Gipsy I To Arnold & Co, Shanghai with C of A issued 15.1.29.
 1025 Gipsy I To Arnold & Co, Shanghai with C of A issued 31.1.29.
 1026 Gipsy I To Arnold & Co, Shanghai with C of A issued 29.1.29.
 1027 Gipsy I Regd G-AAEG 4.2.29 to DeHavilland Aircraft Co Ltd with C of A issued 13.2.29. Delivered new to Germany and regn canc as sold 4.4.29. Regd D-1599 4.29 to Dr.Rudolph Schien, Berlin. Sold 5.30 to Fa. Bergmann Zigarettenfabrik, Dresden. Sold 3.33 to A.Friedrich, Berlin. Sold 5.33 to Wiesner & Co, Berlin. Re-regd D-E... 3.34 (unconfirmed). Sold .35 to M.R.L. Benrentt Von Behr, Hamburg. Fate untraced. (Note UK C of A was renewed 8.12.30, 22.2.32 and 8.6.33.)
 1028 Gipsy I Regd G-AADS 21.1.29 to Malcolm Campbell (London) 1927 Ltd, Stag Lane and C of A issued 5.2.29. Sold 15.4.29 to H.A.Penny and regn canc same day. It is believed that H.A.Penny was South African and that this Moth became ZS-ABF regd 26.11.29 to Nil Desperandum Aviation Co Ltd, Shabani, Southern Rhodesia. This latter aircraft almost certainly became VP-YAJ quoted as c/n 1208 (which was sold new to Shanghai). VP-YAJ regd 25.11.33 to Rhodesia & Nyasaland Airways and was sold 17.8.34 to South Africa as ZS-AFE. Impressed into SAAF as 1436 in 1940.
 1029 Gipsy I To Senor Carlos de Salamanca, Madrid with C of A issued 21.1.29. This Moth remains untraced. DH records note that it was originally ordered through Mr.Veasey - their South African agent which seems odd, especially as Salamanca was their Spanish agent. Also confusing the picture - OH-EJA has been quoted with c/n 1029, but this is known to be c/n 10 from the Finnish production built in 1929.



By pure coincidence we recently received from Eino Ritaranta this photograph of the Finnish-built Moth OH-EJA mentioned above. Restoration is continuing at the Aviation Museum of Central Finland at Jyväskylä Airport and the Moth should be ready for exhibition soon.

- 1030 Gipsy I Regd G-AAEA 1.29 to Mrs.Adelaide S.Cleaver and C of A issued 28.2.29. Named 'The Wisp' and flown from Croydon to India, setting out 8.3.29 and arriving, belatedly, in June 1929. Sold to A.Knowles, Fitton, Yorks 8.30 and to The Hon.Mrs.E.Montague, Hendon .30. Regd 22.3.33 to Phillips & Powis Aircraft (Reading) Ltd, Woodley and regn canc as sold on C of A renewal 19.4.33. Regd to E.J.Dease, Ireland as EI-AAR 1.5.33. Operated by Everson Flying Services and crashed Roffery near Saintfield, Co.Down 21.12.34 (or at Ballygowan?).
 1031 Gipsy I To Hans Praesent, Hamburg (via Alfred Friedrich, the German agent) with C of A issued 22.5.29. Regd D-1644 5.29. Re-regd D-EONA 3.34. Sold to Airwork Ltd 2.36 and returned to UK (Note that in the meantime the UK C of A had been renewed 20.5.31, 20.7.32, 13.7.33, 13.6.34 and 14.8.34). Regd G-AEDZ 3.36 after renewal of C of A 11.2.36. Regd 19.12.36 to Edward F.B.Walsh, Heston and regn canc as PWFU 26.2.37 and well prior to C of A expiry of 18.12.37.
 1032 Gipsy I Regd to Frederick Auguste Dufaux, Geneva as CH-235 3.29 and delivered with C of A issued 17.5.29. To Club Suisse d'Aviation, Geneva .30. Not re-regd in 1935 and fate not known.
 1033 Gipsy I To Arnold & Co, Shanghai with C of A issued 7.2.29.
 1034 Gipsy I To Arnold & Co, Shanghai with C of A issued 7.2.29.
 1035 Gipsy I To Arnold & Co, Shanghai with C of A issued 8.2.29.
 1036 Gipsy I To Arnold & Co, Shanghai with C of A issued 8.2.29.
 1037 Gipsy I Regd G-AAFC 25.3.29 to The Hon.Richard Westenra, Halden and C of A issued 17.4.29. Regn canc as sold 3.31 and regd in France as F-ALHI 18.1.32 to M.le Folcalvey, Paris. Regd 28.1.33 to Bonneau, Mont de Marsan. Regd 11.5.33 to Aero Club des Laudes, Mont de Marsan. Regn canc after 1939.
 1038 Gipsy I To Arnold & Co, Shanghai with C of A issued 12.4.29.
 1039 Gipsy I To Arnold & Co, Shanghai with C of A issued 12.4.29.
 1040 Gipsy I Regd G-AAFK 4.29 to Malcolm Campbell (London) 1927 Ltd, Stag Lane and C of A issued 30.4.29. Sold .29 to Geoffrey Linnell, Sywell. Regd 26.11.31 to John R.Micklethwait, Yeadon. Regn canc 2.33 following renewal of C of A on 5.1.33. Regd in India as VT-AEZ 12.33 to M.Babba Misza, Hyderabad. Regn canc 20.11.40 - possibly impressed locally.
 1041 Gipsy I To DHA with C of A issued 10.5.29 and regd VH-UKY 7.29. Owned by W.V.Pendle, Renmark, S.A. .31. Impressed as A7-93 7.40 and restored as VH-UKY 5.45. WFU 1.47 at Perth. (Note -c/n 3 has also been quoted for this Moth - the significance is not known.)
 1042 Gipsy I Regd G-AAGS 4.29 to Malcolm Campbell (London) 1927 Ltd and C of A issued 30.4.29. Regd 20.6.29 to Samuel P.Tyzack, Sywell. During a regatta at Barmouth on 30.8.33, the Moth struck a man on the beach and subsequently crashed into the Mawddach Estuary. Regn canc 12.33.
 1043 Gipsy I Regd G-AAEW 3.29 to Derek S.Schreiber, Aldershot and C of A issued 28.3.29. Regd 21.2.33 to The Hampshire Aeroplane Club, Atlantic Park. The C of A lapsed 21.1.36 and was not renewed until 26.10.38 for reasons as yet unknown. Regd 19.1.39 to The Hampshire School of Flying Ltd, Eastleigh. Impressed 2.6.40 but no RAF serial has been traced. With Stn.Flt.Netheravon 6.41 and reportedly crashed 11.41.
 1044 Gipsy I To Moth Aircraft Corpn with C of A issued 8.2.29. Became NC493E.
 1045 Gipsy I Regd G-AAKO 7.29 to G.A.Stedall and C of A issued 26.7.29. Sold to G.Morgan-Harris, Stag Lane .30. Regd 1.12.36 to Witney & Oxford Flying Club, Witney. Impressed as X5035 4.11.39 and to 6 MU Brize Norton 12.11.39. To Sound City Films 20.9.40 for use as decoy aircraft and soc 30.10.40.

Complete Civil Registers : 3

New Zealand



PART THREE

ZK-ABQ De Havilland DH.60G Moth 1806 16.8.30
Canterbury Aero Club. Crashed into sea off Waipara,
19.1.35.

ZK-ABR De Havilland DH.80A Puss Moth 2054 .30
UK C of A dated 18.9.30. Air Survey & Transport Co
Ltd; to F.C.Chichester & F.D.Herrick, shipped to
Sydney and flown from there to UK departing 26.6.36,
via Darwin, China, then refused permission to fly over
Siberia so diverted through Indo-China, India, Europe
route, arriving Brooklands 12.10.36 (first ZK-regd
aircraft to fly Australia-England). To G-AFDH .37.



Somewhat indistinctly registered, this Puss Moth does appear to be Francis Chichester's ZK-ABR.

ZK-ABS De Havilland DH.60M Moth 1488 6.30
Western Federated Flying Club "No.17", crashed on the
slopes of Mt.Egmont 13.9.34.

ZK-ABT De Havilland DH.60M Moth 1487 6.30
Wellington Aero Club. Crashed on t/o, Rongotai 24.6.31.

ZK-ABU Simmonds Spartan 49 .
Canadian-Knight Whippet Co Ltd (NZ agents), leased to
Air Travel; to A.H.Nancekivell 11.5.32 "Lovebird",
converted to 3-seater with C of A 9.8.33, used by West
Coast Airways sometimes as ambulance; to W.T.Hempseed,
conv to 2-seater 3.36, used by West Coast United Aero
Club, Greymouth. Presumed wfu, canc 15.3.39 and though
sold to E.G.Lealand, Auckland 29.7.39 not restored and
fate unknown.

ZK-ABV De Havilland DH.60G Moth 806 .30
Ex G-EBZY with UK C of A 15.10.28. Arr NZ from Fiji
1930, Bryant House Airways Ltd 3.30: crashed at Te
Awamutu 31.5.30 (still as G-EBZY), rebuilt, test flown
3.34; to Manawatu Aero Club, crashed near Taihape
11.12.35, rebuilt as DH.60GIII 6.36; crashed at Miramar
Golf Course, Rongotai 3.12.37, canc 8.2.38.

ZK-ABW Saunders-Roe A.21 Windhover A.21/1 10.4.30
UK C of A 30.10.30, arr NZ 12.30. Dominion Air Lines
Ltd, not flown in NZ, exported to Australia, to VH-UPB
with Matthews Avn Ltd 10.12.31, destroyed on rocks nr
Currie Lighthouse, Bass Strait 14.5.36 after f/1 in
sea 13.5.36.

ZK-ABX Desoutter I D.21 15.4.30
Arr NZ 15.4.30, G.A.C.Cowper (Bryant House Airways
pilot who later t/a Taranaki Airways using the Desout-
ter), to Co-United Transport Ltd, to A.C.Lavington,
to M.A.Scott later t/a Rotorua Airways, crashed on
t/o Rotorua .9.32 and broken up 1932. This aircraft
was actually painted ZK-AVX in error and apparently
never altered.

ZK-ABY Desoutter I D.17 .30
G.A.Nicholls, Gisborne; to J.H.W.Lett, t/a Gisborne
Aerial Transport Co .31; to Hawkes Bay & East Coast
Aero Club 12.32, wfu 12.36, broken up 1937.

ZK-ABZ Simmonds Spartan 43 27.5.30
Canadian-Knight Whippet Co Ltd, Commercial Aviation
Co (leased to Air Travel), to Marlborough Aero Club

7.32, to New Zealand Airways 10.4.34 No."3", to
J.H.Dobson, Hinds; to S.J.Lister, Temuka; wfu and
canc 19.11.39, stored, rebt 1967 and preserved.



ZK-ABZ displayed in New Zealand Airways dark blue and silver colour scheme at Christchurch 10.9.78.

ZK-ACA Desoutter II D.36 .30
Dominion Air Lines Ltd, first scheduled service
22.12.30. Crashed Wairoa 8.2.31 killing managing
director I.L.Kight which resulted in winding up the
company and the sale of ZK-ABW.

ZK-ACB De Havilland DH.80A Puss Moth 2107 .30
Auckland Aero Club, to Waikato Aero Club, impressed
as NZ582 on 12.10.39 and broken up for spares at
Woodbourne 28.11.42.

ZK-ACC De Havilland DH.60M Moth 1549 11.30
Ex G-ABAN, UK C of A 12.9.30. Auckland Aero Club, to
Waikato Aero Club, impressed as NZ511 on 12.10.39,
later instructional airframe as INST.41 at Ohakea,
moved to New Plymouth. Fate unknown.

ZK-ACD De Havilland DH.60M Moth 1554 .30
Arrived NZ 7.11.30, Wairarapa & Ruahine Aero Club,
Crashed 12.2.38.

ZK-ACE De Havilland DH.60M Moth 1561 .30
Arrived NZ 7.11.30, Otago Aero Club, impressed as
NZ509 on 6.10.39, crashed New Plymouth 9.7.40, to
spares.

ZK-ACF De Havilland DH.60M Moth 1562 .30
Arrived NZ 7.11.30, Southland Aero Club, to Western
Federated Flying Club, to New Plymouth Aero Club,
impressed as NZ505 on 11.10.39, crashed at New Ply-
mouth 19.2.41.

ZK-ACG Comper CLA.7 Swift S.30/8
H.L.D.West, Whakatane "Kitten". Built 1930, believed
imported 1932. To R.Ferry, Whakatane; to F.J.McDon-
ald & J.S.Aitken, Auckland; crashed at Wigram 19.4.
37, to S.A.Tucker & ptrns and twice rebuilt, test
flown 23.7.38. Crashed Te Wera, Taranaki, 10.4.39.

ZK-ACH De Havilland DH.60M Moth 1563 .30
Arrived NZ 7.11.30, Western Federated Flying Club,
New Plymouth (Government loan aircraft). Crashed in
1938, fate unknown.

ZK-ACI De Havilland DH.60M Moth 1564 .30
Arrived NZ 7.11.30, Otago Aero Club, Dunedin (Govt
loan aircraft). Crashed at Mosgiel, Dunedin 25.3.37.

ZK-ACJ Desoutter I D.10 .30
Ex G-AATI. Arrived NZ 18.4.30 and flown as G-AATI
"Aorangi" until crashed at Spotswood 10.5.30. Rebuilt
with test flight 22.11.30, to Waikato Aviation Ltd,
Hamilton. Cancelled 26.6.41 and stored during war at
Rotorua. Rebuilt with Gipsy Major engine, test flown
15.10.46, to Blackmore's Air Services Ltd, Rotorua,
12.11.47. Crashed near Pekatahi 8.11.50.



Desoutter I ZK-ACJ in original Hermes-powered form sometime during the 1930s.

- ZK-ACK De Havilland DH.60M Moth 1438 .30
 Ex G-AASA, flown UK-Sydney by Oscar Garden "Kia-Ora", arrived NZ 11.30. sold to Auckland Aero Club and regd ZK-ACK, to Waikato Aero Club, Hamilton 4.12.37. Impressed as NZ510 on 12.10.39. later instructional airframe at Hobsonville as INST.37, fate unknown.
- ZK-ACL Cierva C.19 Mk.III (Avro 620) 5140 .30
 Ex G-ABCK, UK C of A 14.10.30. Arrived NZ 16.12.30, test flown 31.12.30. Safety Flying (North Island) Ltd, Wanganui. Blown over by gust of wind, Wanganui 17.4.31 and shipped back to UK. Canc 10.10.31.



The C.19 Autogyro ZK-ACL which was active in New Zealand for less than four months.

- ZK-ACM Avro 616 Sports Avian 499 22.11.31
 Goodwin-Chichester Aviation Co Ltd, Wellington; to R.A.Kirkup, Auckland 12.12.32; to E.F.Harvie, Auckland 1.5.34; to Auckland Aero Club 16.4.35; to S.J. Blackmore, Rotorua 20.7.38, stored there during war. Test flown 13.12.46, several private owners, last being K.C.Trillo, Wellington; last flight 7.70 then stored in barn near Wanganui. Destroyed by fire on night of 23/4.2.74.



In contrast to the Cierva, this immaculate Sports Avian ZK-ACM had a long and active flying career.

- ZK-ACN Avro 504K A.201 6.7.31
 Ex NZPAF 201. L.Brake & J.Paul, Wanganui "Joybird"; to M.Hutchinson, Matamata; still flying 1933, fate unknown.
- ZK-ACO Initial allocation not known.
- ZK-ACO De Havilland DH.89 Dragon Rapide 6259 8.10.34
 (2) NZ Melbourne Centenary Air Race Committee "Tainui",

Race no.60, flown from Mildenhall (20.10.34) to Melbourne (3.11.34) by Hewett & Kay, finishing fifth. Flown to Palmerston North (14.11.34) then shipped to Sydney. Regd VH-UUO to same owners 10.6.35, sold to West Australian Airways 2.7.35, impressed as A33-1 on 8.7.40, restored as VH-UUO 20.4.42, crashed at Toora-weenah NSW 23.5.52.



ZK-ACO at Mildenhall prior to the start of the Mac-Robertson Race. To the left is a DH.88 Comet.

- ZK-ACP Initial allocation not known.
- ZK-ACP De Havilland DH.87B Hornet Moth 8096 18.2.37
 (2) Air Survey & Transport Co Ltd, to Hawke's Bay & East Coast Aero Club, Hastings 27.8.37. Crashed near Crownthorpe 18.4.38.
- ZK-ACQ Spartan Arrow 75 2.5.31
 Ex G-ABBE. F.Lysons, Blenheim; test flown 26.5.31; crashed at Woodbourne, Blenheim 31.5.31; rebuilt and test flown 30.11.34, to Sir Matthew Oram, Palmerston North 7.12.34. Hangar collapsed on it during gale at Parorangi, near Fielding, 2.2.36. Remains burnt 18.2.39.
- ZK-ACR Austin Whippet AU.4 ? 1.5.31
 Imported early 1921 by R.A.Dexter, Auckland. First flown 27.5.21, to H.H.Shaw, Hamilton 30.5.21, to P. Coleman, Wanganui, who regd it ZK-ACR, to W.R.Bennett, Taihape 7.8.31, crashed at Kai Iwi, near Wanganui, 1932. Inspected 1.8.35 and wfu. Canc 12.11.37, fate unknown. (Note: though often quoted as ex G-EAPF c/n AU.2, this was still active in UK until at least 1929 and the two are now thought to be unconnected.)
- ZK-ACS Avro 504K A.206 6.7.31
 Ex NZPAF 206. L.Brake & J.Paul, Wanganui; to P.H. Wilton, Featherston, 1.35; wfu .38, taken to Christchurch by C.H.R.Liddell. Fate unknown.
- ZK-ACT Avro 504K A.203 6.7.31
 Ex NZPAF 203. F.Cresser & ptrns, Wellington, d/d 27.6.31; to Messrs Claridge & ptrns, Dannevirke; to R.D.Downey, Auckland; wfu, scrapped Auckland 1937.
- ZK-ACU Avro 504K A.202 .31
 Ex NZPAF 202. J.A.Thomas, Hamilton; to F.C.Norton, Palmerston North; to C.R. & G.L.Parker, New Plymouth; crashed at New Plymouth 17.11.35, damaged by gale later that month and wfu, stored by E.R.Brewster, New Plymouth. Remains with Taranaki Museum.
- ZK-ACV Waco QDC 3580
 Arrived NZ 14.4.32, test flown 18.4.32, to Wellington Aero Club; to Otago Aero Club, Dunedin 15.11.33; to H.R.Wigley, Timaru 9.8.38 who formed Queenstown & Mt. Cook Airways Ltd 20.12.38. Impressed as NZ570 16.4.40 and then INST.31 during 9.40. Broken up Rongotai .41.



The Heath Parasol ZK-ACW was the first NZ homebuilt to obtain a C of A, details in next issue.

to be continued....

Impressment Review

PART SEVEN

<u>Regn.</u>	<u>Type</u>	<u>C of A No. & Expiry date</u>	<u>Air Min Alloc'n</u>	<u>Owner and base shown</u>
G-ACPY	DH.84 Dragon II	4286 12.2.40	NAC	Great Western & Southern Airlines Ltd, Lands End. Noted 23.7.41 as written off in accident. C of A progressively extended to 12.4.40 and 1.8.41.
G-ACPZ	Blackburn B.2	4257 20.12.39	ERT	Flying Training Ltd, Hanworth 1.9.39. C of A extended to 17.12.40 and 31.12.40. Noted cancelled 14.7.42.
G-ACRA	Blackburn B.2	4258 31.1.40	ERT	Flying Training Ltd., Hanworth 1.9.39. C of A extended to 13.2.41. No Impressment details given, shown as Cld 14.7.42. Actually became Impressed on 17.2.42 for ATC Squadron use after use at Brough in civil marks with camouflage.
G-ACRC	DH.85 Leopard Moth	4321 5.4.40	NAC1	Merseyside Aero & Sports Co.Ltd., Speke. C of A extended to 19.4.40 and Impressed 2.6.40 and owner notified 12.6.40.
G-ACRD	British Klemm Swallow	4273 14.12.40	E	Weston Aero Club Ltd., Weston-super-Mare 31.8.39 minus engine. Impressed 10.5.40 and owner notified 12.6.40.
G-ACRI	DH.Moth Major	4318 22.1.40	T	Edinburgh Flying Club Ltd., Macmerry, East Lothian 31.8.39. Impressed 1.9.40 and owner notified 10.9.40.
G-ACRM	Avro Type 652	4707 6.10.40	E	Air Service Training Ltd., Hamble. Impressed 29.3.41 and owner notified 7.4.41.
G-ACRN	Avro Type 652	4708 2.3.40	E	As for G-ACRM Impressed 29.3.41 and owner notified 7.4.41. C of A extended to 27.5.41.
G-ACRR	DH.Moth Major	4333 20.6.40	T	Gp.Capt.M.G.Christie,CMG,DSO,MC, Hatfield 31.8.39. Impressed 2.3.40. Owner notified 2.4.40.
G-ACRT	Miles Hawk	4275 1.9.39	T	M.H.Herbert (Viscount Clive), Heston 31.8.39.
G-ACRV	DH.85 Leopard Moth	4325 2.2.40	NAC1	Marshall's Flying School Ltd., Cambridge 1.9.39. Impressed 12.5.40. Owner notified 12.6.40.
G-ACRW	DH.85 Leopard Moth	4324 10.8.40	NAC1	N.R.Harben, Derby 1.9.39. Impressed 28.7.40. Owner notified 1.8.40.
G-ACRZ	Avro 631 Club Cadet	4280 12.7.40	ERT	Air Service Training Ltd., Hamble. Airframe to ATC.
G-ACSC	Miles Hawk	4297 17.7.36	T	Aircraft Distributors Ltd., Skegness. No other entry.
G-ACSF	DH.85 Leopard Moth	4332 11.1.40	NAC1	Leicestershire Aero Club Ltd., Leicester 1.9.39. Impressed 28.7.40. Owner notified 1.8.40.
G-ACSH	DH.85 Leopard Moth	4377 21.4.40	NAC	Birkett Air Service Ltd., Heston. Impressed 31.3.40. Owner notified 12.6.40.
G-ACSJ	DH.85 Leopard Moth	4340 20.4.40	NAC1	Yorkshire Aero Club Ltd., Yeadon 1.9.39. Impressed 25.7.40. Owner notified 29.7.40.
G-ACSK	DH.82 Tiger Moth	4289 26.6.40	T	The de Havilland Aircraft Co.Ltd., Hatfield. Sold as NZ731 30.5.40.
G-ACSM	Spartan Cruiser II	4335 17.3.40	NAC	Scottish A/W Ltd., Renfrew 1.9.39. C of A extended to 17.4.40. Impressed 10.5.40. Owner notified 12.6.40.
G-ACSO	British Klemm Swallow	4309 15.2.40	E	Royal Artillery Flying Club Ltd., High Post 31.8.39. To H.N.R.Dale, Soundness, Nettlebed, Henley 19.2.43.
G-ACSS	DH.88 Comet	4540 4.11.39	NAC1	F.E.Tasker, Gravesend 12.9.39.
G-ACSU	DH.85 Leopard Moth	4346 2.3.40	NAC1	Brooklands Aviation Ltd., Brooklands 29.8.39. Impressed 12.5.40. Owner notified 12.6.40.
G-ACSV	Stinson Junior SR	V.68 27.10.39	NAC1	E.G.Hayes, Woodley 1.9.39. Impressed 31.3.40. Owner notified 12.6.40.
G-ACTA	DH.87 Hornet Moth	4371 10.3.40	NAC1	The de Havilland Aircraft Co.Ltd., Hatfield 1.9.39. C of A progressively extended to 22.4.41, 21.5.42, 29.6.42, 29.7.42 and 20.10.43. Full C of A withdrawn and MAP Permit No.4 issued 11.10.43 valid until 10.10.44.
G-ACTB	Avro 638 Cadet	4300 10.3.40	E	Southend Flying Club Ltd., Southend 31.8.39. Scrapped there 1940.
G-ACTC	Hendy Heck	4740 29.4.37	NAC1	Aircraft Exchange & Mart Ltd., London Air Park. Airframe only 29.8.39. Survived post-war only to be broken up in a Watford garage in July 1946. (NAC1 entry usually applied to airworthy a/c !).
G-ACTF	Comper Swift	3569 29.7.39	E	F.L.Luxmore, Portsmouth. C of A extended to 17.6.43 then replaced by MAP Permit No.7 issued jointly to owner and Portsmouth Aviation Ltd valid until 10.10.44.
G-ACTG	DH.85 Leopard Moth	4342 15.5.40	NAC1	Morris Motors Ltd., Beckley Aerodrome, Stanton St.John 1.9.39. Impressed 12.5.40. Owner notified 12.6.40.
G-ACTI	Miles Hawk	4307 12.11.37	T	C.G.Alington, Hatfield. No other entry.
G-ACTJ	DH.85 Leopard Moth	4468 9.5.40	NAC1	T.W.Shipside, Mousehold Aerodrome, Norwich 12.9.39. Impressed 28.7.40. Owner notified 1.8.40.
G-ACTL	DH.85 Leopard Moth	4391 2.5.40	NAC1	P.J.Urlwin-Smith, Heston 1.9.39. Impressed 23.6.40. Owner notified 8.7.40.
G-ACTO	Miles Hawk	4313 22.8.39	T	Airsales & Service Ltd., Canterbury 31.8.39. Impressed 30.6.40. Owner notified 16.7.40.
G-ACTP	British Klemm Swallow	4370 2.9.39	E	Romford Flying Club Ltd. Engine at Romford and airframe c/o Rollason's at Croydon 31.8.39.
G-ACTS	Monospar ST.10	4356 10.1.40	NAC	Portsmouth, Southsea & Isle of Wight Aviation Ltd., Portsmouth. Impressed 10.5.40. Owner notified 12.6.40.
G-ACTT	DH.89 Dragon Rapide	4475 31.8.39	NAC	Olley Air Service Ltd., Croydon. Impressed 31.3.40. Owner notified 12.6.40.



Above: The DH.88 Comet G-ACSS "Grosvenor House" prior to the start of the MacRobertson Race at Mildenhall in October 1934. Flown by Scott and Black this was of course the winning aircraft and is happily now restored at Old Warden.



Left: A pre-war shot of Avro Club Cadet G-ACTB from Jim Halley's files.



Below: an opportunity to compare autogyros. On the left G-ACVA was a Kay Gyroplane on show at Hendon in 1953 (Jim Halley), on the right is the Science Museum's Cierva C.30A G-ACWP/AP507 (M.Fillmore).



Above: Dragon Rapide G-ACTT of Olley Air Service which was impressed as X8509 but did not survive the war. (via Malcolm Fillmore)



G-ACTU DH.89 Dragon Rapide 4477 29.1.40 NAC

Western A/W Ltd., Weston-super-Mare. Impressed 25.7.40. Owner notified 29.7.40. C of A extended to 3.6.41.

G-ACTV DH.80A Puss Moth 2712 17.4.40 NAC

International Air Freight Ltd., Croydon 29.7.39. To the Hon.Mrs. Victor Bruce, Cardiff 1.2.40 and C of A extended to 16.7.41. Impressed 23.7.40. Owner notified 30.7.40.

G-ACTX	Avro 638 Cadet	4328	12.4.40	E	Southend-on-Sea Flying Services Ltd., Southend 31.8.39.
G-ACTZ	Avro 638 Cadet	4330	14.12.39	E	Airwork Flying Club Ltd., Hawksridge Aerodrome, Denham 29.8.39. Sold Abroad 20.2.41.
G-ACUF	British Klemm Swallow	4382	23.3.40	E	Lt.F.L.Gates, Bristol. No other entry.
G-ACUG	Avro 641	4517	23.4.40	NAC1	Major J.E.D.Shaw, Kirkbymoorside. Impressed 16.4.41. Owner notified 18.4.41.
G-ACUI	Autogiro C.30A	4410	10.10.39	E	Autogiro Flying Club Ltd., London Air Park. No other entry.
G-ACUK	DH.85 Leopard Moth	4496	23.3.40	NAC	British American Air Services Ltd., Heston. Impressed 10.5.40. Owner notified 12.6.40. C of A extended to 9.4.41.
G-ACUO	DH.85 Leopard Moth	4476	18.12.39	NAC1	A.S.Butler, Studham Hall Farm, near Dunstable 1.9.39. Impressed 15.7.40. Owner notified 19.7.40.
G-ACUV	Short Scion	4398	27.4.40	NAC5	Nash Aircraft Sales & Hire Ltd., Leamington Aerodrome 31.8.39. To E.D.Spratt 10.7.39 after sale 18.6.39 (late entry in ledger).
G-ACUW	Short Scion	4480	21.8.40	NAC5	Lundy & Atlantic Coasts Air Lines Ltd., Barnstaple & North Devon Aerodrome 1.9.39. Impressed 7.6.40. Owner notified 12.6.40.
G-ACUY	Short Scion	4714	29.9.39	NAC5	Short Bros (Rochester & Bedford) Ltd., Belfast 1.9.39. Impressed 10.5.40. Owner notified 12.6.40.
G-ACUZ	Short Scion	4749	18.5.40	NAC5	Nottingham Airport Ltd., Tollerton 1.9.39. Impressed 8.3.40.
G-ACVA	Kay Gyroplane	-	-	E	Kay Gyroplane Ltd., Perth. No other entry.
G-ACVB	Kay Gyroplane	-	-	E	As for G-ACVA.
G-ACVF	Airspeed AS.5A Courier	5622	12.7.40	NAC	Portsmouth, Southsea & Isle of Wight Aviation Ltd., Portsmouth. Impressed 31.3.40. Owner notified 12.6.40.
G-ACVK	DH.82 Tiger Moth	4393	30.8.40	ERT	The Bristol Aeroplane Co.Ltd., Filton 1.9.39. To RAF under Air Ministry Contract No.A.109869/40. C of A extended to 19.9.41.
G-ACVL	DH.82 Tiger Moth	4394	31.8.40	ERT	As for G-ACVK. C of A extended to 10.9.41.
G-ACVR	Miles Hawk	4364	15.8.36	T	Air Sales & Service Ltd., Bekesbourne, Canterbury 1.9.39.
G-ACVV	British Klemm Swallow	4396	6.5.39	E	L.J.Blow, Old Warden 29.8.39.
G-ACVY	DH.86	4464	18.12.39	NAC	Railway Air Services Ltd., Croydon. C of A progressively extended to 7.2.41, 7.3.41, 29.7.42, 5.11.43, 5.12.43, 5.1.44, 28.5.45, 28.6.45 and 28.4.46.
G-ACWA	British Klemm Swallow	4397	18.4.40	E	H.L.Johnson, c/o Coventry Aero Club, Whitley Aerodrome 31.8.39. Impressed 10.5.40. Owner notified 12.6.40.
G-ACWB	DH.82 Tiger Moth	4402	11.11.39	T	The London Aeroplane Club, Hatfield. Sold to NZAF 25.1.40.
G-ACWC	DH.86	4713	7.6.39	NAC	Imperial A/W Ltd., Croydon. To BOAC 22.8.40. C of A extended to 25.10.41.
G-ACWD	DH.86	4706	14.6.38	NAC	As for G-ACWC but C of A extended to 3.1.41 and 3.3.41. To RAF.
G-ACWF	C.30A	4415	30.7.35	E	Cierva Autogiro Co.Ltd., Hanworth.
G-ACWH	C.30A	4430	11.11.38	E	As for G-ACWF.
G-ACWM	C.30A	4434	13.7.40	E	The Autogiro Flying Club Ltd., Hanworth 29.8.39. To The Cierva Autogiro Co.Ltd., Hendon 28.3.40. Impressed 26.5.40. Owner notified 12.6.40.
G-ACWO	C.30A	4436	24.5.39	E	The Autogiro Flying Club Ltd., Hanworth 29.8.39. Impressed as V1187 and owner notified 20.3.40. (Rather than normal impressment entry the book shows "Requisitioned by RAF and allotted Service numbers V1186" - later corrected to V1187). C of A extended to 18.6.40.
G-ACWP	C.30A	4437	6.3.40	E	As for G-ACWM but C of A extended to 6.3.41.
G-ACWR	C.30A	4416	17.8.39	E	As for G-ACWO but serial V1186 and C of A extended to 19.10.40.
G-ACWS	C.30A	4419	23.3.40	E	As for G-ACWM but C of A extended to 18.2.41.
G-ACWV	Miles Hawk	4446	9.11.38	T	The British Instruments Co.Ltd., Hendon 1.9.39.
G-ACWW	Miles Hawk	4447	9.2.40	T	L.R.Hiscock, Brooklands 31.8.39. To W.S.Shackleton Ltd 24.4.40 and Cld same day to Kuala Lumpur Flying Club.
G-ACWY	Miles Hawk	4449	2.10.39	T	Lady B.Douglas, Manor Farm, Sherston, Wilts 12.9.39. To F.W.Griffith at same base 27.3.42.
G-ACXE	British Klemm Swallow	4510	7.4.40	E	The Birmingham Garages Ltd., Elmdon 31.8.39.
G-ACXF	DH.60X Moth	4460	11.7.40	T	R.J.Bunning, Tilesford Aerodrome, Pershore 1.9.39. Impressed 31.12.42. Owner notified 13.1.43.
G-ACXH	DH.85 Leopard Moth	4483	15.12.39	NAC1	D.Fairweather & The Hon.Mrs.M.Fearweather (different spelling of surname as shown in ledger), Castle Farm, Newton Mearns, Renfrewshire. Impressed 29.8.40. Owner notified 10.9.40.
G-ACXJ	Avro 643 Cadet	4497	23.2.40	E	Tollerton Aero Club Ltd., Tollerton 31.8.39.
G-ACXK	DH.Moth Major	4467	4.11.39	T	Lady J.Hoare, Baveasa Aerodrome, Bucharest 14.9.39.
G-ACXL	Miles Hawk	4471	22.4.38	T	Aircraft Distributors Ltd., Heston.
G-ACXO	Fairey Fox	4505	16.9.35	E	The New Guinea Centenary Flight Syndicate, Waw, New Guinea.
G-ACXS	British Klemm Swallow	4491	23.9.39	E	N.B.Williams & L.W.Hamp, Wolverhampton 31.8.39.
G-ACXT	Miles M.2F Hawk	4562	24.5.40	T	Staffordshire Airplanes Ltd., Stoke-on-Trent 2.9.39. Impressed 10.1.41. Owner notified 24.1.41.
G-ACYA	Miles M.2 Hawk	4501	9.12.39	T	S.B.Wilmot c/o Martin Hearn Ltd., Hooton Airport 31.8.39.
G-ACYE	C.30A	4506	26.1.40	E	A.Q.Cooper c/o Cierva at Hanworth 31.8.39. To Maylands Farm, Romford by 5.12.39. Impressed 2.6.40. Owner notified 12.6.40.

G-ACYG	DH.86	4722	29.2.40	NAC	Jersey A/W Ltd., Heston. Impressed 21.7.40. Owner notified 26.7.40. C of A extended to 10.3.41.
G-ACYH	C.30A	4498	27.4.40	E	Capt.H.R.Starkey-Howe, Hanworth.
G-ACYL	Spartan Cruiser II	4559	25.4.40	NAC	Scottish A/W Ltd., Renfrew 1.9.39. Impressed 10.5.40. Owner notified 8.7.40. C of A extended to 15.7.41.
G-ACYM	DH.89 Dragon Rapide	4649	27.1.40	NAC	Great Western & Southern Air Lines Ltd., Shoreham. Impressed 31.3.40. Owner notified 12.6.40.
G-ACYN	DH.82 Tiger Moth	4531	9.12.39	T	Aviron Palestine Aviation Co.Ltd., Lydda.
G-ACYO	Miles M.2H Hawk	4527	2.7.40	T	J.M.Bickerton, Hawksridge Aerodrome, Denham 29.8.39. Impressed 29.9.43.
G-ACYR	DH.89 Dragon Rapide	4534	12.3.40	NAC	Olley Air Service Ltd., Croydon. C of A progressively extended to 15.7.41, 28.8.42, 17.3.44, 9.7.45 and 3.7.46. To Miles Aircraft Ltd., Woodley 6.4.45.
G-ACYT	DH.80A Puss Moth	4553	13.4.40	NAC1	W.Goldsmith, Gravesend 1.9.39. Impressed 31.5.41. Owner notified 9.6.41.
G-ACYU	Klemm L.32	V.69	18.11.35	E	N.B.Littlejohn c/o RAAF Liaison Officer, London Air Park.
G-ACYX	Miles M.2H Hawk	4544	8.3.40	T	Mrs.M.Colledge, Shoreham 31.8.39. To "Featherscombe", Hambledon, near Godalming 23.10.39.
G-ACYY	British Klemm Swallow	4558	20.11.39	E	L.J.Blow, Maylands Farm, Romford 29.8.39.
G-ACZB	Avro 641	4792	11.6.40	E	Sir W.G.Armstrong Whitworth Aircraft Ltd., Whitley 31.8.39 in unairworthy condition. Impressed 31.8.41. Owner notified 23.9.41.
G-ACZC	Avro 504N	4652	9.7.40	E	R.A.C.Holme, Hooton. Impressed 9.6.40. Owner notified 8.7.40.
G-ACZE	DH.89 Dragon Rapide	4612	23.3.40	NAC2	Airwork Ltd., Dyce. Note states already sold to Air Ministry for RAF use 26.4.39. C of A progressively extended to 18.7.41, 10.3.43, 5.5.44, 5.6.44, 26.7.44, 26.8.44 and 9.3.46. To Allied A/W (Gandar Dower) Ltd., Dyce 7.2.42. Further note gives AM Contract No. as A.34983/39 dated 15.7.40 so sale to AM in 1939 may not have been formally documented until then.
G-ACZF	DH.89 Dragon Rapide	4684	12.5.40	NAC2	Airwork Ltd., Dyce 31.8.39. C of A progressively extended to 12.6.40, 26.7.41, 27.5.42, 11.7.42, 1.8.42 and 2.11.45. Also to Allied A/W etc 16.5.40.
G-ACZH	Blackburn B.2	4557	15.10.40	ERT	Blackburn Aircraft Ltd., Brough 1.9.39. C of A extended to 24.10.41.
G-ACZL	Airspeed Courier	4761	16.5.40	NAC	Portsmouth, Southsea & IOW Avn Ltd ,Portsmouth, Impressed 31.3.40. Owner notified 12.6.40.
G-ACZM	Spartan Cruiser II	4609	9.1.40	NAC	Scottish A/W Ltd., Renfrew 1.9.39. Reduced to produce 4.42.
G-ACZO	DH.86	4771	16.12.39	NAC	Jersey A/W Ltd., Portsmouth. Impressed 21.7.40. Owner notified 26.7.40. C of A extended to 1.2.41.
G-ACZP	DH.86	4830	20.4.40	NAC	As for G-ACZO. C of A extended to 22.5.41, 22.6.41, 22.7.41, 20.10.42, 12.3.44, 12.4.44 and 5.10.45. To Railway Air Services Ltd. 29.8.40.
G-ACZR	DH.86	4879	25.5.40	NAC	As for G-ACZO but based at Southampton and C of A extended to 17.4.41.

to be continued....



Left: Clearly wearing the titles of The Aerial Advertising Company, this Avro 504N G-ACZC was caught taking a rather close look at Kew Gardens on 5.1.38 but apparently survived the encounter and was later impressed.

Below: The last DH.86 G-ACZP remained in service on the Lancashire Aircraft Corporation route from Blackpool to the I.o.M. until at least 1956 when this shot of "The Pig", as it was affectionately known, was taken at Ronaldsway.



Casualty Compendium

PART THREE

Although there are fewer contributions in this edition, due entirely to the editorial change of address and consequent short time span between the previous Archive and this one, the quality is enhanced by a superb effort from Jack Meaden who has supplied extra information and photos to illustrate the first Compendium. Thanks are also due to John Davis, V.Ferry and Geoffrey Negus for other contributions included below.

As well as adding to information published in 2/81 we have now identified two more of the thirteen outstanding entries from 1/81. Many of the 2/81 entries remain though there are doubtless many letters being compiled as this is typed..! Since we are anticipating a large response to the long list in 2/81 there are fewer new entries too - but more than made up for by these excellent contemporary photos.



Savoia Marchetti SM.55 "Santa Maria" preparing to dock. (J.Meaden collection)

Previously published casualties:

- 26.2.27 "New York" was Commodore NC661M, c/n 5, of NYRBA. It was later named "Santos" so must have survived the collision. "Detroit" was probably also of NYRBA.
- 6.4.27 The "Santa Maria" was a military SM.55 which began the round-Atlantic flight from Sardinia in February, progressing through West Africa and South America before the cigarette end was thrown into water containing spilt petrol at Phoenix. The replacement suffered a forced landing in the Atlantic as indicated on 24.5.27 and was towed 200 miles to the Azores but completed the flight on 16.6.27. De Pinedo's achievement was however somewhat overshadowed by Lindbergh's solo Atlantic crossing of 20/1.5.27.
- 16.4.27 Though flown by Fokker and with Byrd on board, it was Byrd's pilot Floyd Bennett who was the main casualty, being seriously injured in this accident. Byrd piloted the Atlantic crossing, the "landing" being off the coast at Ver-sur-Mer, Normandy. See photo of "America" on following page.
- 12.7.27 Geoffrey Negus notes that H-NADQ's registration was cancelled on the day that it crashed so there is no subsequent documentary evidence there to suggest who rebuilt it. As it was actually rebuilt as a F.VIIa-3m this could partly explain the time taken.
- 14.8.27 "Bremen" piloted by Loose and Koehl took off at 1820 followed by "Europa". Both turned back on meeting bad weather but the undercarriage of "Europa" collapsed on landing and the tail broke off. "Bremen" was used by Koehl for the 37-hour East-West crossing the following April.
- 6.9.27 It seems that "Old Glory" was known at the time as the William Randolph Hearst Plane - this immediately explains the call-sign 'WRHP'. It was a Jupiter-engined F.VIIa with c/n 501 and is shown in the photograph below passing over the S.S. Leviathan during its final test flight on 2.9.27 in preparation for the New York - Rome attempt.



(J.Meaden collection)

- 23.9.27 The Merkur is shown in contemporary photos to have broken into small pieces in the crash, there are unlikely to have been any survivors.
- 29.9.27 The Focke-Wulf Ente first flew only on 2.9.27, thus the photograph overleaf must be dated September 1927 and shows the F.19 landing at Bremen. In the crash which killed Wulf the fuselage and cockpit were reduced to splinters. A second Ente, D-1960 was built later.



Above: Fokker C-2 NX-206 "America" (see entry for 16.4.27) standing on the ramp built to assist the take-off with the additional fuel load required for the Atlantic crossing attempt.

Right: The Focke-Wulf Ente on a test flight at Bremen (see 29.9.27). The name 'ente' means 'duck' and was of course an apt choice for an aircraft of canard wing layout.

Both photos from J.Meaden collection.

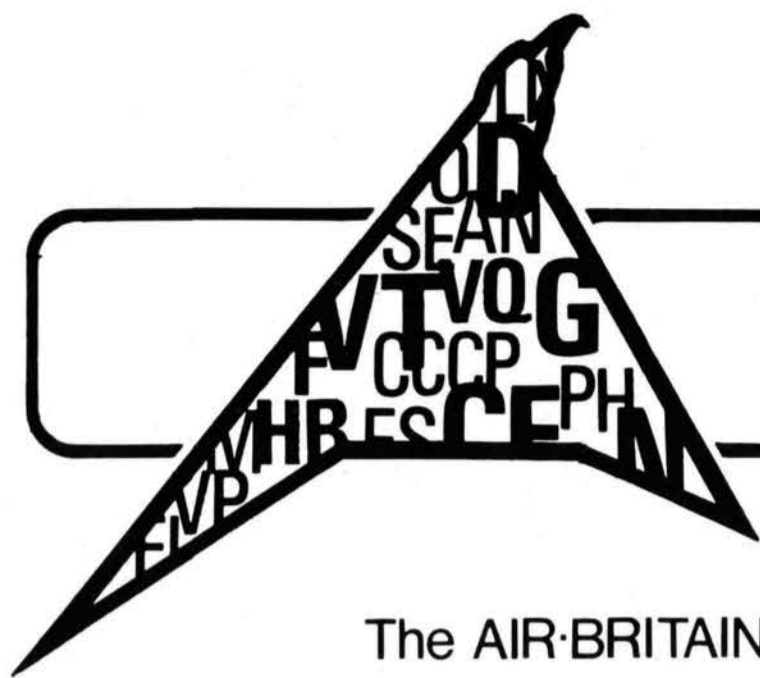


- 13.10.27 NX-1384 was the third Stinson SM.1 Detrioter monoplane, named "American Girl" and used by George Haldeman and Ruth Elder for their attempted Atlantic crossing on 11.10.27. After 24 hours an oil line ruptured but they kept going for another 5 hours before sighting a Dutch freighter and ditching beside it, only 360 miles from the Azores.
- 5.11.27 "Germania" had been fitted with extra fuel tanks in the hopper space for an East-West Round-the-World flight commencing September 1927 which appears to have ended with this accident at Allahabad.
- 16.1.28 F-AIKG was being operated by Cie.Generale Aeropostale.
- 23.5.28 The Farman was F.63 Goliath F-AEIE, c/n 7248/17, operated by S.G.T.A. (Farman Line).
- 24.7.28 Accident at Waalhaven was to Fokker F.III H-NABR(2) which had been built out of parts of H-NABL c/n 1523 by KLM. It was used as a photographic aircraft and flew into a ship's masts on take off. Regn cancelled on same day.
- 23.8.28 This was probably Bleriot Spad 56/4 F-AIMO c/n 4382 of Air Union, w/o due to fire at La Fare-les-Oliviers which is close to reported site of accident in the Etang de Berre.
- 3.10.28 The French casualty on this date was possibly Breguet 14A2 F-AEEJ of Aeropostale.
- 10.10.28 Seaplane is probably Aeropostale Latécoère 32 F-AITV, total loss due to engine failure although Mr.Ferry quotes the date as 11.10.28. (NB: this may be the missing c/n 83 mentioned in John Stroud's "European Transport Aircraft")
- 16.10.28 Not KLM but actually KNILM's Fokker F.VIIa-3m PK-AFD c/n 5072 which had left Amsterdam on delivery 4.10.28. It was bogged down in mud at Rangoon and completed the journey to Batavia(Djakarta) by ship. It was eventually w/o on 20.12.38 and its rebuild abandoned on Army orders in 1942. (Another candidate to be discounted was KLM's H-NAEN also en route Amsterdam-Batavia at this time. However it left only on 11.10.28 and was damaged in a landing 150 miles W of Baghdad which resulted in six days delay, putting it well behind PK-AFD.)
- 15.11.28 This was also a Latécoère 23 of Aeropostale, F-AISN c/n 80, which stalled in, killing the crew.
- 9.12.28 SPCA Météore 63 F-AIPA c/n 3 of Air Union. Accident was off Porto Vecchio due to navigation error, crew killed.

Further 'new' casualties from 1930:

- 10.2.30 Air Union Goliath forced landing and destroyed at Marden, Kent.
- 19.2.30 US amphibian "Tampa" damaged in landing accident at Santos.
- 2.3.30 Ford trimotor "Rio de la Plata" wrecked at Cordoba.
- 12.3.30 Junkers of Guinea Airways Ltd crashed near Wau aerodrome.
- 29.3.30 "City of Sydney" in forced landing near Wyndham, North Australia.
- 7.4.30 D-1649 of DLH crashed at Limpsfield Common on Croydon - Berlin freight service.
- 8.4.30 NYRBA trimotor "Santiago" damaged at Buenos Aires.
- 30.4.30 I-RUDO damaged at Sete, en route Naples - Barcelona.
- 1.5.30 Herr Espenlaub seriously injured as Wesermunde when one of three rockets powering experimental a/c exploded.
- 30.5.30 CIDNA aircraft crashed after take-off at Yesilkoy (Istanbul) en route to Sofia.
- 31.5.30 Handley Page aircraft of New Guinea Goldfields Co wrecked near the source of the Bulolo River.
- 4.6.30 Airship "Sidenhurst" crashed in Baltic Sea en route Stockholm to Stolp in Pomerania.
- 10.6.30 Italian flying boat "Aeroespresso D.6" crashed on take-off, Mitylene, Greece.

to be continued...



ARCHIVE

The AIR·BRITAIN Civil Aviation Historical Quarterly



Miles Monarch G-AFLW featuring in the 1938 Certificates of Airworthiness in this edition, was still very active with the late John Randall when caught at the 1974 PFA Rally at Sywell by Bernard Martin.



The AIR-BRITAIN Civil Aviation Historical Quarterly

Edited by David Partington

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Nailsworth, Gloucestershire GL6 0EA.

The contents of this edition of ARCHIVE are perhaps not entirely typical, nor are they exactly what was intended! The production delays of a year ago are now past but their effect has been to produce a wealth of accumulated contributions, particularly for Feedback and Casualty Compendium. These sections are somewhat longer than is usually the case but on the credit side it is extremely encouraging to see reader participation increasing in recent months. After all, that was one of the expressed aims of this publication.

Unfortunately it has not been possible to include Part 8 of the DH.60 Moth story in this edition but lepidopterists will doubtless be interested in the special feature The Last Great Tiger Moth Sale. This article originated from a tender document discovered by Janic Geelen and submitted along with his Complete New Zealand Register. It has been worked on by Malcolm Fillmore who checked out the subsequent identities and fates of the aircraft listed and added further details from his records.

We must also count the Republic Seabee production list as a success in the last edition. It produced many nostalgic sighs and a welcome response which filled a great many of the gaps and corrected some errors. There are no credits on the update in this issue, but thanks are due to Ian Burnett, J.Chillon, B.Collman, H.Dekker, P.MacDemitria, K.Measures and T.Smith for their contributions. Every effort has been made to update the US data to 31.7.81.

The Belgian register has now reached an interesting stage, with a trickle of US imports and a flood of European ex-military machines. Now well into 1959 in the main register, a special feature this time is the pre-war balloon register, probably the most complete list on this topic yet published.

Our intention to cover the designs of Stelio Frati this quarter has been postponed, partly for reasons of space as explained above, and partly because two late offers of assistance arrived which we are sure will make the end product more complete. A survey of Dutch-registered Piper Cubs is also in hand for the near future.

Photographs are still needed for all articles but in particular the editor would like to hear from anyone with suitable prints or negatives for the Frati production, any of the Belgian Meteors or Harvards featured in this edition, and any VO- or VP-F registered aircraft. A few correspondents have asked what the photo requirements are for ARCHIVE. Simply good clear prints, any size - the larger the better but those at the top of this page are contact-size originals. Alternatively negatives may be sent, they will always be returned but prints will only if requested.

Equally, if you have an idea for an article or would like to make a contribution, please get in touch with the editor right away. Lets make 1982 Participate In Archive Year!

PUZZLE PICTURE

The aircraft in ARCHIVE 3/81 was the Benes-Mraz Be.550 Bibi. Only one example came onto the UK register, G-AGSR imported 1938 as OK-BET and w/o 25.10.51. Photo was by Jim Halley at Whitchurch 8.47.

Now a similar problem. What's this on the right ??



HOW, WHAT, WHERE ??

Here are two problems that we do want the answers to. The top picture we know was taken at the Delhi Air Pageant in 1933 and shows from back to front Moth VT-ABO, Moth Major VT-ADP and Moth VT-ACO. The figure masks a Monospar which we would like to identify if possible. Any suggestions welcome.



The lower picture comes from Noam Hartoch, showing four F.24 Arguses somewhere in Italy. Considering the known registrations of this type and studying the print under a hand lens it would seem that the first is I-FULE, the second I-FRIF and the third may be I-FRIE. Readers are unlikely to be able to read this evidence clearly but if anyone can suggest a suitable date or place we would be delighted to publish the answers.

Other readers with unidentified aircraft or similar problems are invited to submit them to the Editor for possible use in this feature.

SOUTH AMERICAN AVIATION NEWS:

The Editor has recently received copies of this publication which he can thoroughly recommend to Archive readers. It covers historical and current aspects of all types of aviation in the continent. Generously illustrated and written in English, a sample copy can be obtained for £1 /\$2US from the editor: Mario B. de M.Vinagre, Caixa Postal 5216, 09720 Rudge Ramos, SP, Brazil. Alternatively UK orders for Air-Britain members may be placed through D.M.Hannah, Witham Manor, Witham-on-the-Hill, Bourne, Lincs PE10 0JH. A year's subscription for six issues costs £6.00.

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The last great Tiger

SALE



Many of the surplus Tiger Moths found their way to Rollasons at Croydon where scenes such as this were common in the early fifties.
(M.Fillmore)

After the war, the Air Ministry disposed of the greater proportion of its surplus equipment as scrap. Some of the aircraft which could be converted for civilian use were sold by tender and a document under A.M. reference A.172019/53/C.19(b) has just come into the editor's hands (from New Zealand!) setting out details of 222 Tiger Moth Mark 2 s which were offered for sale by individual tender on 18 August 1953. Unfortunately details of the prices accepted are not currently available but we have added to the raw data of lot number and serial, the known purchaser (from the other RAF records held by the AHB) and its subsequent fate.

Lots 1 to 121 were lying at 9 MU Cosford, lots 122 to 186 at 10 MU Hullavington and lots 187 to 222 at 33 MU Lyneham. All aircraft were sold as is, where is.

Lot No.	Serial	Purchaser	Official Date of Sale	Registration and Other Notes	Lot No.	Serial	Purchaser	Official Date of Sale	Registration and Other Notes
1	BB750	ABAC	02.10.53	G-AORA - Regd to Luton F/C 17.05.56.	22	N6670	ABAC	06.10.53	G-AOCV - Regd to J.G. Powell 11.06.56 after sale by Wolverhampton Aviation.
2	DE164	HSA	04.09.53	G-ANCY - Regd to A.J. Whittemore (Aeradio) Ltd 12.09.53.	23	N6730	WAR	04.11.53	D-EMWE - Cvt'd at Croydon.
3	DE170	WAR	04.11.53	G-ANRY - Regd 25.05.54.	24	N6735	ABAC	09.10.53	G-ANFZ - Regd 13.11.53 to Channel Islands Aero Club, although initial conversion work at Wolverhampton.
4	DE193	WAR	04.11.53	I-GATO - Cvt'd at Croydon 1958.	25	N6777	ABAC	15.10.53	G-ANER - Regd 02.10.53 to Cotswold Aero Club.
5	L6944	ABAC	07.12.53	G-ANDH - Regd to Universal F/Svs 21.09.53.	26	N6811	ABAC	21.09.53	ZK-BJI - Sold to New Zealand from Wolverhampton.
6	N5477	ABAC	21.09.53	Not regd. Used for spares by Wolverhampton Avn Ltd.	27	N6851	ABAC	16.10.53	G-ANRE - Regd 03.05.54 to East Riding F/C (Speeton) Ltd.
7	N6473	WAR	16.11.53	G-AOBO - Regd 23.04.55.	28	N6908	ABAC	02.10.53	G-AOBK - Regd 07.04.55 to Luton Flying Club
8	N6667	WAR	04.11.53	G-APRB - Regd 25.11.58 after sale to Wiltshire School of Flying for Jackaroo conversion.	29	N6915	ABAC	30.09.53	Not cvtd and fate untraced.
9	T7040	MFS	22.09.53	Not cvtd.	30	T7335	ABAC	25.09.53	G-ANSR - Regd 17.06.54 to Southern Flying Schools Ltd.
10	T7048	WAR	04.11.53	00-CJZ - Cvt'd at Croydon.	31	T7391	ABAC	25.09.53	G-APJR - Regd 11.11.57 to Coventry (Civil) Avn Ltd.
11	T7167	"AF Mini" (Believed error for A.F.MUIR)	14.09.53	G-ANBT - Regd to Muir & Adie Ltd 01.09.53.	32	T7417	ABAC	12.10.53	G-ANEV - Regd 06.10.53 to Cardiff Aeroplane Club.
12	T7229	FAIREY AERO CLUB	10.09.53	G-ANCX - Regd to Fairey Avn Co Ltd 15.09.53.	33	T7467	ABAC	30.09.53	G-ANIZ - Regd 07.12.53 to Skegness Air Taxi Service Ltd though cvtd at Wolverhampton.
13	T7230	WAR	04.11.53	Stored by Rollasons until sold as G-AFVE 1/78.	34	T7608	WAR	04.11.53	G-APIO - Regd 09.12.57 to N.H.Jones though never cvtd.
14	T7269	NIGHTSCALE AERO SERVICE	28.09.53	G-ANDA - Regd 24.09.53.	35	T7740	WAR	04.11.53	G-AORZ - Regd 22.05.56.
15	T7272	ABAC	07.12.53	G-ANDV - Regd to London Transport Sports Assn F/C 30.09.53.	36	T7750	ABAC	30.09.53	G-ANIY - Regd 07.12.53 to Skegness Air Taxi Service Ltd.
16	T7302	ABAC	21.09.53	G-ANGT - Regd to Muir & Adie Ltd 24.11.53.	37	T7792	ABAC	02.10.53	G-ANLX - Regd 08.01.54 to Luton F/C.
17	N6580	ABAC	21.09.53	G-APAM - Regd to Wiltshire School of Flying 03.04.57 after sale by Wolverhampton Aviation.	38	N6797	ABAC	16.10.53	G-ANEH - Regd 29.09.53 to Defford Aero Club (Worcs) Ltd.
18	N6652	WAR	04.11.53	G-AOUX - Regd 25.09.56.					
19	N6739	WAR	04.11.53	I-NONO - Cvt'd at Croydon.					
20	N6750	ABAC	02.10.53	G-ANVI - Regd to Derby Avn Ltd 30.09.54.					
21	T6256	WAR	04.11.53	G-APLR - Regd 24.03.58.					

39	N6840	ABAC	07.10.53	G-ANDR - Regd 23.09.53 to Wiltshire School of Flying.	71	DE363	ABAC	07.12.53	G-ANFC - Regd 13.10.53 to Royal Engineers F/C.
40	N6847	ABAC	02.10.53	G-APAL - Regd 03.04.57 to Wiltshire School of Flying after sale by Wolverhampton Avn.	72	DE410	ABAC	15.10.53	G-ANEN - Regd 02.10.53 to Link Training Svs Ltd.
41	N6848	WAR	04.11.53	G-BALX - Stored until sold at Fair Oaks 1/73.	73	DE516	AJW	05.11.53	G-APOC - Regd 11.07.58 to Rollason Acft & Engines Ltd.
42	N9186	ABAC	07.10.53	G-ANEK - Regd 01.10.53 to Darlington & District A/C although cvtd at Thrupton.	74	DE582	ABAC	15.10.53	G-ANEO - Regd 02.10.53 to Link Training Svs Ltd.
43	N9389	ABAC	30.09.53	G-ANJA - Regd 07.12.53 to Skegness Air Taxi Service Ltd.	75	DE623	MFS	22.09.53	G-ANFI - Regd 16.10.53.
44	N9455	WAR	04.11.53	Not cvtd and fate untraced.	76	DE638	ABAC	07.10.53	G-ANEJ - Regd 01.10.53 to Darlington & District A/C.
45	N9508	ABAC	16.10.53	G-APCU - Regd 18.06.57 to Yeadon Avn Ltd.	77	DE670	ABAC	07.10.53	G-ANEA - Regd 24.09.53 to Short Bros & Harland Ltd for Rochester F/C.
46	R4776	WAR	04.11.53	G-ASSC - Stored until regd 27.04.64.	78	NL780	1831 RNVR SQDN, RNAS STRETTON	28.09.53	G-ANOF - Regd 19.02.54 to Frank Murrell, Sherburn.
47	R4958	ABAC	28.10.53	G-ANME - Regd 11.01.54 to Leicester Aero Club.	79	NL906	ABAC	09.10.53	G-ANFY - Regd 13.11.53 to Channel Is A/C (Jersey) Ltd and cvtd Wolverhampton.
48	R4961	ABAC	02.10.53	Initially regd 6/56 as as G-AOCV but replaced by N6670 (see lot no. 22) but eventually regd 30.07.57 to J.Pothecary as G-APJP.	80	NL914	ABAC	21.10.53	G-ANFO - Regd 22.10.53 to Norfolk & Norwich A/C.
49	R5018	ABAC	29.10.53	G-ANED - Regd 24.09.53 to Airwork Ltd for use of Strathtay A/C but never cvtd.	81	NM185	AJW	04.09.53	G-AODW - Regd 09.08.55 to Continental Acft Svs Ltd, Croydon.
50	T7849	ABAC	02.10.53	G-ANEZ - Regd 20.10.53 to Fairey Avn Co Ltd.	82	T5952	ABAC	16.10.53	Not cvtd and fate untraced.
51	T7862	ABAC	15.10.53	G-ANFK - Regd 22.10.53 to Swansea & District A/C.	83	T6022	WAR	04.11.53	G-ANOX - Regd 08.03.54.
52	T7922	ABAC	02.10.53	G-APAK - Regd 03.04.57 to Wiltshire School of Flying after sale by Wolverhampton Avn.	84	T6050	ABAC	16.10.53	G-ANEX - Regd 10.10.53 to Ramsgate F/C.
53	W7970	ABAC	16.10.53	G-ANCZ - Regd 16.09.53 to D.G.S.Cotter.	85	T6100	WAR	04.11.53	G-APPT - Regd 24.10.58.
54	EM964	HSA	04.09.53	G-ANCR - Regd 04.09.53.	86	T6168	WAR	04.11.53	SE-COL - Cvtd at Croydon.
55	EM973	AJW	06.11.53	G-ANNU - Regd 05.02.54 to W.A.Rollason Ltd.	87	T6169	ABAC	21.10.53	G-ANFL - Regd 22.10.53 to Norfolk & Norwich A/C.
56	N9367	ABAC	28.10.53	G-ANDJ - Regd 22.09.53 to West London Aero Svs Ltd.	88	T6176	ABAC	16.10.53	Not cvtd and fate untraced (although reported at Croydon 9/58.)
57	NM155	HSA	04.09.53	G-ANCP - Regd 04.09.53.					
58	N6865	ABAC	28.10.53	G-AOFO - Regd 17.10.55 to R.G.Simpson, Ancaster.					
59	N9209	ABAC	07.10.53	G-ANEB - Regd 24.09.53 to Short Bros & Harland Ltd for use of Rochester F/C.					
60	N9238	ABAC	07.10.53	G-ANEL - Regd 01.10.53 to Darlington & District A/C and cvtd at Thrupton.					
61	NL760	WAR	06.11.53	G-APJK - Regd 13.12.57. (Note sale originally shown as to AJW - and see lot 55.)					
62	R5086	WAR	04.11.53	G-APIH - Regd 25.10.57.					
63	R5108	WAR	04.11.53	Not cvtd and fate untraced.					
64	T5373	HSA	04.09.53	G-AOGB - Regd 17.11.55 to Fairey Avn Co Ltd after cvtd by Continental Acft Svs, Croydon.					
65	T5418	ABAC	06.10.53	G-ANEE - Regd 28.09.53 to Light Planes (Lancashire) Ltd.					
66	T5490	SOUTHERN AIRCRAFT	08.09.53	G-ANVE - Regd 14.09.54 to Wiltshire School of Flying.					
67	T5493	ABAC	06.10.53	G-ANEF - Regd 28.09.53 to Light Planes (Lancashire) Ltd.					
68	T5678	ABAC	21.10.53	G-ANFN - Regd 22.10.53 to Norfolk & Norwich A/C.					
69	T5888	ABAC	21.10.53	G-ANFM - Regd 22.10.53 to Norfolk & Norwich A/C.					
70	R4905	ABAC	25.09.53	G-ANFJ - Regd 16.10.53 to Coventry (Civil) Avn Ltd.					



T6176 the fate of which is still unknown. (M.Fillmore)

89	T6192	ABAC	16.10.53	To Yeadon Avn but conversion abandoned 1957.
90	DE715	AJW	06.11.53	G-APMX - Regd 09.05.58 to Rollason F/G.
91	DE720	ABAC	28.10.53	G-AOET - Regd 07.10.55 to Giro Avn Co Ltd.
92	DE775	ABAC	07.10.53	G-ANDZ - Regd 24.09.53 to Short Bros & Harland Ltd. Not cvtd but used as agricultural mock-up.
93	DE784	AJW	06.11.53	G-ARMS - Regd 25.04.61 to Rollason Acft & Engines Ltd.
94	DE873	AJW	06.11.53	G-APVP - Regd 29.07.59 to Rollason Acft & Engines Ltd.
95	DE931	AJW	06.11.53	G-ANJF - Regd 09.12.53 to W.A.Rollason Ltd.
96	DE955	AJW	06.11.53	G-ANST - Regd 29.06.54 to W.A.Rollason Ltd.
97	DF123	ABAC	02.10.53	G-ANLP - Regd 07.01.54 to Luton F/C.
98	PG640	AJW	04.09.53	G-APCC - Regd 11.06.57 to Rollason Acft & Engines Ltd.

99	R4895	WAR	04.11.53	G-AOAF - Regd 14.03.55.	139	NM138	ABAC	20.10.53	G-ANEW - Regd 06.10.53 to Airways Aero Assns Ltd.
100	R4959	WAR	04.11.53	G-ARAZ - Regd 25.03.60.	140	T5378	WAR	24.10.53	G-ANPZ - Regd 26.04.54.
101	R5016	ABAC	06.10.53	G-ANES - Regd 02.10.53 to G.Clifton, Spalding.	141	T5634	WAR	24.10.53	Not cvtd and fate untraced.
102	T6235	WAR	04.11.53	G-AOCX - Regd 18.06.56.	142	NL996	WAR	24.10.53	G-ANDT - Regd 22.09.53.
103	T6238	ABAC	06.10.53	ZK-BJH - Sold to New Zealand from Wolverhampton.	143	N9402	ABAC	30.09.53	G-ANDG - Regd 21.09.53 to Universal F/Svs.
104	T6388	WAR	04.11.53	G-AOXY - Regd 12.11.57.	144	NM182	WAR	05.11.53	G-ANNR - Regd 02.02.54.
105	T6397	ABAC	06.10.53	G-ANGJ - Regd 24.11.53 to Muir & Adie Ltd.	145	R4897	AJW	25.09.53	G-ANDC - Regd 31.08.53.
106	T6872	HSA	04.09.53	Not cvtd and fate untraced.	146	R4907	TRANSAIR	02.09.53	G-ANCS - Regd 12.09.53 to C.Nunn t/a Transair F/C.
107	T6904	WAR	04.11.53	G-AOBR - Regd 23.04.55.	147	R4960	ABAC	12.10.53	G-ANDP - Regd 22.09.53 to Wiltshire School of Flying.
108	T6991	AJW	04.09.53	G-APAY - Regd 11.04.57.	148	R5238	WAR	24.10.53	G-ANRZ - Regd 25.05.54.
109	T7035	ABAC	02.10.53	G-ANDB - Regd 28.11.53 to Derby Avn Ltd.	149	"R5475"	WAR	24.10.53	Actually N5475 but not cvtd and fate untraced.
110	DF155	ABAC	18.11.53	G-ANFV - Regd 01.12.53 to Orkney F/C and cvtd at Wolverhampton.	150	T5812	ABAC	20.10.53	G-ANFS - Regd 27.10.53 to F.W.Haines, Fairwood Common although cvtd at Thruxton.
111	EM726	ABAC	28.09.53	G-ANDE - Regd 23.09.53 to Airways Aero Assns Ltd.	151	DE253	ABAC	20.10.53	G-ANFR - Regd 27.10.53 to E.N.Husbands, Fairwood Common although cvtd at Thruxton.
112	T7023	ABAC	02.10.53	G-ANTM - Regd 23.07.54 to Luton F/C.	152	DE256	WAR	24.10.53	G-APRX - Regd 16.01.59.
113	EM733	ABAC	16.10.53	G-ANEY - Regd 10.10.53 to Ramsgate F/C.	153	T5703	WAR	24.10.53	G-AMES - Regd 11.12.59.
114	EM908	ABAC	07.10.53	G-ANEC - Regd 24.09.53 to Short Bros & Harland Ltd for Rochester F/C.	154	NL915	WAR	05.11.53	G-ANDS - Regd 22.09.53.
115	K4254	WAR	04.11.53	G-APVT - Regd 07.08.59.	155	T5842	ABAC	05.10.53	G-ANDK - Regd 22.09.53 to West London Aero Svs although not cvtd and RTS White Waltham '56.
116	N6478	ABAC	15.10.53	G-AOGS - Regd 30.01.56 to Cotswold A/C.	156	T6365	ABAC	12.10.53	G-ANDW - Regd 30.09.53 to London Transport Sports Assn F/C although not cvtd and sold to Rollasons 1961. Fate untraced although reported under overhaul in 1967.
117	N6547	ABAC	15.10.53	G-ANRD - Regd 04.05.54 to Blackpool & Fylde A/C.	157	T6126	ACTS	24.10.53	G-ANCL - Regd 02.09.53.
118	R5042	ABAC	07.10.53	G-ANEM - Regd 01.10.53 to Darlington & District A/C.	158	T6500	ABAC	12.10.53	G-ANDO - Regd 22.09.53 to Wiltshire School of Flying.
119	R5130	WAR	04.11.53	G-APOV - Regd 15.08.58.	159	T7110	WAR	24.10.53	00-SOY - Cvtd at Croydon 1960.
120	R5237	WAR	04.11.53	G-ANRA - Regd 26.04.54.	160	T7213	ABAC	05.10.53	G-ANGD - Regd 24.11.53 to Southend-on-Sea Municipal F/C.
121	T5717	WAR	04.11.53	Not cvtd and remained at Croydon and Rochester until late 70's.	161	T7297	ABAC	16.12.53	G-ANFA - Regd 09.10.53 to F.R.J.Britten and N.D.Norman, Bembridge although cvtd by Herts & Essex Aero Club, Broxbourne.
122	DE319	WAR	24.10.53	Not cvtd and fate untraced.	162	T7732	ABAC	24.10.53	Not cvtd and fate untraced.
123	DE471	J.ELLIS	06.11.53	G-ANCT - Regd 09.09.53 to C.M.M.Grece t/a Wallop A/C but he died in 1954 and a/c remained uncvtd. Sold to T.H. Marshall, Christchurch in '56 and Hants & Sussex Avn in '59 and civilianised at Portsmouth.	163	T7794	WAR	04.11.53	G-ASPV - Regd 05.03.54 but not cvtd. Supplied to Norway as spares.
124	DE507	WAR	05.11.53	G-ANRB - Regd 26.04.54.					
125	DE680	ACTS	25.09.53	G-ANBZ - Regd 02.09.53.					
126	DE814	WAR	30.09.53	G-ANNS - Regd 02.02.54.					
127	DF118	WAR	24.10.53	G-APOU - Regd 15.08.58.					
128	DF129	WAR	05.11.53	G-ANTN - Regd 30.07.54.					
129	EM840	ACTS	25.09.53	G-ANBY - Regd 02.09.53 but not cvtd and eventually used for spares at Ringway and Rochester.					
130	N9184	ACTS	09.09.53	G-ANCK - Regd 02.09.53.					
131	N9445	WAR	24.10.53	G-APOG - Regd 28.07.58.					
132	R4896	ABAC	05.10.53	G-AQJK - Regd 05.04.56 to T.H.Marshall t/a Christchurch A/C.					
133	T6553	WAR	24.10.53	G-APIG - Regd 23.10.57.					
134	R5137	WAR	04.11.53	Not cvtd and fate untraced.					
135	K4276	WAR	18.02.54	G-AOJX - Regd 18.04.56.					
136	N6754	ABAC	24.10.53	G-ANFB - Regd 09.10.53 to Wolverhampton Avn Ltd.					
137	N9503	ABAC	18.02.54	G-ANFP - Regd 28.10.53 to Cardiff Aeroplane Club, though only cvtd after sale to HSA in 1958.					
138	L6936	ABAC	05.10.53	G-ANPK - Regd 05.04.54 to T.H.Marshall t/a Christchurch A/C.					



The unconverted fuselage of T7794, the erstwhile G-ASPV, was still present at Croydon in January 1972 in common with a number of others. (John Wegg)

164	DE305	ABAC	05.10.53	G-ANDL - Regd 22.09.53 to West London Aero Svs.	196	T6709	TRANSAIR	02.09.53	G-ANCV - Regd 09.09.53 to C.M.M.Grece t/a Wallop A/C.
165	NM126	ABAC	05.10.53	G-APJO - Regd 23.12.57 to Crop Culture (Aerial) Ltd, Bembridge - interim period not traced.	197	T6749	WAR	18.09.53	Not cvtd and fate untraced.
166	DE313	WAR	24.10.53	G-APRA - Regd 11.11.58.	198	T7736	WAR	18.09.53	PH-BIS - Cvtd at Croydon.
167	DE417	WAR	24.10.53	G-AOXS - Regd 09.11.56.	199	T7996	TRANSAIR	02.09.53	G-ANCW - Regd 09.09.53 to C.M.M.Grece t/a Wallop A/C. Not cvtd despite sales to T.H. Marshall and Miss G.M. Henderson both at Christchurch.
168	DE486	WAR	04.11.53	G-APRY - Regd 16.01.59.	200	T8197	WAR	18.09.53	G-APRC - Regd 25.11.58 to Wiltshire School of Flying. Conversion to Jackaroo abandoned.
169	DE563	ABAC	30.09.53	G-ANDF - Regd 21.09.53 to Universal Flying Svs.	201	DE395	TRANSAIR	03.09.53	G-AOIK - Regd 20.08.56 to Hants & Sussex Avn. Fate not known.
170	DE639	WAR	24.10.53	G-APLI - Regd 07.03.58.	202	DE446	DCA BERMUDA	11.12.53	
171	DE714	M & A	25.09.53	G-ANBX - Regd 01.09.53.	203	DE458	TRANSAIR	03.09.53	G-AOXF - Regd 03.10.56 to Hants & Sussex Avn.
172	DE744	AIR COURIERS (TPT) LTD	04.09.53	G-ANCN - Regd 04.09.53.	204	DE419	TRANSAIR	02.09.53	G-APMM - Regd 18.04.58 to Bustard F/C after sale via Hants & Sussex Avn and D.Bianchi.
173	DE773	ABAC	25.09.53	To Fairey Avn, White Waltham and reduced to spares before conversion.	205	DE632	TRANSAIR	03.09.53	G-AOGP - Regd 20.01.56 to Hants & Sussex Avn.
174	DE883	WAR	05.11.53	G-ANSU - Regd 29.06.54.	206	DE712	TRANSAIR	03.09.53	G-APJL - Regd 02.12.57 to J.S.Lewery after sales to Hants & Sussex Avn and D.E.Bianchi.
175	R4848	WAR	18.02.54	Not cvtd and donated to Surbiton ATC 04.11.56.	207	DE738	TRANSAIR	03.09.53	G-ANDD - Regd 30.09.53 to Warden Avn & Eng'g. Not cvtd although sold to Hants & Sussex Avn 6/55.
176	R4878	WAR	04.11.53	G-AOBP - Regd 23.04.55.	208	EM723	TRANSAIR	03.09.53	Not cvtd and fate untraced.
177	T7811	BERMUDA AERO CLUB	18.02.54	Fate not known.	209	N5476	WAR	18.09.53	Not cvtd and fate untraced.
178	T7841	ABAC	20.10.53	G-ANFT - Regd 27.10.53 to A.Jones, Fairwood Common and cvtd Thruxton.	210	N9370	WAR	18.09.53	G-ANMK - Regd 18.01.54 to F.W.Haines, Fairwood Common although cvtd at Croydon.
179	W7952	M & A	25.09.53	G-ANBU - Regd 01.09.53.	211	R4845	WAR	18.09.53	Not cvtd and fate untraced.
180	NL980	ABAC	30.09.53	Not cvtd and fate untraced.	212	T6099	TRANSAIR	03.09.53	G-AOGR - Regd 20.01.56 to Hants & Sussex Avn.
181	DF128	ABAC	05.10.53	G-AOJJ - Regd 05.04.56 to T.H.Marshall t/a Christchurch A/C.	213	T6227	TRANSAIR	03.09.53	G-APSS - Regd 18.02.59 to Hants & Sussex Avn.
182	DF133	ABAC	12.10.53	G-ANDN - Regd 22.09.53 to Wiltshire School of Flying.	214	T6558	WAR	18.09.53	D-ENRO - Cvtd at Croydon 1960.
183	N6642	ABAC	05.10.53	G-ANDI - Regd 22.09.53 to West London Aero Svs although actually cvtd as G-ANDM.	215	T6578	WAR	18.09.53	Not cvtd and fate untraced.
184	N6808	WAR	24.10.53	G-AOEC - Regd 22.08.55.	216	T6857	WAR	18.09.53	Not cvtd and fate untraced.
185	N9215	ABAC	05.10.53	G-APRG - Regd to T.H. Marshall t/a Christchurch A/C.	217	"T7112"	WAR	18.09.53	Actually T7012 (T7112 crashed in Perthshire 30.08.46). Not cvtd and fate untraced.
186	N9240	ABAC	05.10.53	G-ANDM - Regd 23.09.53 to D.E.Bianchi, White Waltham but exchanged and cvtd as G-ANDI.	218	T7149	WAR	18.09.53	Not cvtd and fate untraced.
187	BB735	TRANSAIR	02.09.53	G-ANBV - Regd 01.09.53 to Adie Avn Ltd.	219	T7276	WAR	18.09.53	G-APTV - Regd 27.04.59.
188	DE168	TRANSAIR	02.09.53	G-ANFX - Regd 09.11.53 to Hants & Sussex Avn.	220	T7291	TRANSAIR	03.09.53	G-AOXG - Regd 03.10.56 to Hants & Sussex Avn.
189	N6710	ABAC	18.09.53	G-ANUZ - Regd 18.03.54 to Universal Flying Svs.	221	T7363	TRANSAIR	03.09.53	G-AOIL - Regd 20.08.56 to Hants & Sussex Avn.
190	N9310	TRANSAIR	02.09.53	G-ANPN - Regd 20.04.54 to J.F.Morgan, Sherburn but cvtd at Thruxton.	222	R4975	PORTSMOUTH AERO CLUB	24.10.53	Not cvtd - used as spares 6/55.
191	R5239	TRANSAIR	03.09.53	G-ANVV - Regd 15.11.54 to Hants & Sussex Avn.					
192	T5429	TRANSAIR	03.09.53	G-AOCW - Regd 14.06.56 to Hants & Sussex Avn.					
193	T5807	TRANSAIR	02.09.53	G-ANBW - Regd 01.09.53 to Adie Avn Ltd.					
194	T5878	TRANSAIR	03.09.53	G-AOGT - Regd 30.01.56 to R.F.Saywell.					
195	T6266	TRANSAIR	02.09.53	G-ANCU - Regd 09.09.53 to C.M.M.Grece t/a Wallop A/C. Not cvtd despite subsequent sales to T.H.Marshall and Hants & Sussex Avn.					



ABBREVIATIONS

ABAC	Association of British Aero Clubs (purchasing on behalf of member clubs).
ACTS	Aerocontacts Ltd, Gatwick and Croydon.
AJW	A.J.Whittemore (Aeradio) Ltd, Croydon.
HSA	Hants & Sussex Aviation Ltd, Portsmouth.
M&A	Muir & Adie Ltd, Croydon.
MFS	Marshall's Flying Services Ltd, Cambridge.
WAR	W.A.Rollason Ltd, Croydon. (Restructured as Rollason Aircraft & Engines Ltd 1956).

Left: Typical of the state in which many Tigers reached their new owners - although G-ANMP/EM943, optimistically labelled "Trans-Penine" (sic), was not one of the above disposals.

(M.Fillmore)

Complete Civil Registers : 3

New Zealand

PART FOUR



A pre-war shot of the immaculate Puss Moth ZK-ACX (G.A.Jenks collection).

- | | | | | | |
|--------|--|------|---------|--|--|
| ZK-ACW | Heath Parasol | 1 | .31 | | |
| | Built by W.S.Dini, Christchurch, test flown 24.9.29, registered in 1931. Sold to J.P.Bell, Cromwell 12.4.36 and to W.R.Willmott, Timaru 24.6.40 "Phoenix". Cr at Timaru 23.10.41, written off after flood damage 6.2.47. | | | | |
| ZK-ACX | De Havilland DH.80A Puss Moth | 2204 | .31 | | |
| | Arrived NZ 11.31, Sir Bruce Stewart, Christchurch, to A.J.Bradshaw (t/a Southland Airways Ltd) "Hikuwai", fleet no.1, 3.11.35. Impressed as NZ567 26.6.40 and survived to become ZK-AJN post-war. Still in existence in stored condition. | | | | |
| ZK-ACY | De Havilland DH.60G Moth | 1234 | .32 | | |
| | Ex G-AAWN. Hawke's Bay & East Coast Aero Club, Hastings. Crashed at Napier 24.12.36. | | | | |
| ZK-ACZ | De Havilland DH.60M Moth | 3049 | | | |
| | Arrived NZ 2.3.33, Western Federated Flying Club, New Plymouth and Wanganui. Government loan aircraft. Missing over Cook Strait 23.3.37. | | | | |
| ZK-ADA | De Havilland DH.60G Moth | 1909 | | | |
| | Marlborough Aero Club, Blenheim. Government loan aircraft. Impressed as NZ514 5.10.39 to No.2 EFTS, New Plymouth. Collided with NZ521 at New Plymouth 6.9.40 and dbr. | | | | |
| ZK-ADB | De Havilland DH60G Moth | 1910 | | | |
| | Southland Aero Club, Invercargill. Government loan aircraft. Impressed as NZ513 27.9.39, fate unknown. | | | | |
| ZK-ADC | De Havilland DH.83 Fox Moth | 4025 | .32 | | |
| | Southland Aero Club, Invercargill. Arrived 1.33 and test flown 21.1.33. Leased by A.J.Bradshaw (t/a Southland Airways) from 10.12.36. Stalled and crashed when landing at Big Bay, West Coast, 30.12.36. Pilot was Bradshaw, one passenger killed. | | | | |
| ZK-ADD | Robinson Redwing II | 7 | .33 | | |
| | Ex G-ABMV. H.T.Parry, Hokitika, test flight 30.6.33; to G.A.Green, Ahaura 17.2.39. C of A expired 3.6.40 and cancelled 28.8.41, aircraft donated (?) to ATC at Invercargill, becoming INST.112 on 9.2.42. Stored and ordered to be burnt at Invercargill 23.10.45. | | | | |
| ZK-ADE | Waco UIC | 3820 | 11.6.34 | | |
| | Arrived NZ 2.12.33, test flown 6.12.33, Wellington Aero Club, fitted as air ambulance. Impressed as NZ574 on 12.9.39 as communications aircraft, restored to register in 1946 as ZK-ALG. | | | | |
| ZK-ADF | De Havilland DH.60M Moth | 1399 | 9.5.34 | | |
| | Ex VH-UMR. Auckland Aero Club, to M.A.Scott, Hamilton. Destroyed in mid-air collision with Desoutter ZK-ACJ and resulting crash at Waihou 28.11.34. | | | | |
| ZK-ADG | De Havilland DH.60G Moth | 894 | 1.8.34 | | |
| | Ex G-AUIR, VH-UIR. Auckland Aero Club. Crashed near Mangere, 28.2.39. | | | | |
| ZK-ADH | De Havilland DH.83 Fox Moth | 4085 | .34 | | |
| | Arrived NZ 22.3.34, Canterbury Aero Club, Christchurch, test flown 26.3.34. Leased to Air Travel (NZ) Ltd from 11.2.35 to 6.35. Dbr landing in fog near Wigram 7.6.36 and cancelled 11.3.37. The wings, undercarriage and tail unit were used, together with new fuselage (no. T/S 2810) to construct a 'new' Fox Moth, registered ZK-AGM in 6.38. | | | | |



The ill-fated Auckland Aero Club Gipsy Moth ZK-ADG.



Right: A wartime shot of the Waco UIC ZK-ADE in RNZAF markings as NZ574. (via Janic Geelen)

ZK-ADI De Havilland DH.83 Fox Moth 4097 .34
Arrived NZ 8.12.34, Tourist Air Travel & Transport Service NZ Co Ltd, Christchurch, renamed Air Travel (NZ) Ltd. Damaged by collision with bull, Weheka, 8.2.35 (for which reason ZK-ADH was leased), repaired. Impressed as NZ566 on 12.4.43, sometime with Rongotai Communications Flight, survived the war to become ZK-ASP on 16.7.48.

ZK-ADJ Miles M.2F Hawk Major 119 21.9.34
Ex G-ACXU. Manawatu Aero Club "Spirit of Manawatu", took part in 1934 MacRobertson Air Race (Race No.2, finishing fifth on handicap) then shipped across Tasman Sea arriving NZ 12.11.34. To Middle Districts Aero Club, Palmerston North, sold to Wellington Aero Club 20.1.36. Dbr in forced landing near Maxwell on 21.3.36, parts used to service ZK-AEQ.

ZK-ADK De Havilland DH.60G-III Moth Major 5114 .35
Arrived NZ 26.3.35, Hawkes Bay & East Coast Aero Club, Hastings, Government gift aircraft. Impressed as NZ508 9.10.39, to No.2 EFTS, New Plymouth. Written off at New Plymouth 28.4.41.

ZK-ADL De Havilland DH.60G-III Moth Major 5115 5.4.35
Wairarapa & Ruahine Aero Club, Masterton. Impressed as NZ521 9.10.39, to No.2 EFTS New Plymouth, coded K, hit by NZ514 (ZK-ADA) at New Plymouth 6.9.40 and became INST.25 at Woodbourne, later Rongotai. Fate unknown.

ZK-ADM De Havilland DH.60G-III Moth Major 5118 .35
Southland Aero Club, Invercargill, Government gift aircraft. Impressed as NZ512 27.9.39, to No.2 EFTS New Plymouth where it crashed on 6.9.40.

ZK-ADN De Havilland DH.60G-III Moth Major 5119 .35
Otago Aero Club, Dunedin, Government gift aircraft. Impressed as NZ515 26.9.39, to No.2 EFTS New Plymouth where it crashed on 4.9.41.

ZK-ADO De Havilland DH.60G-III Moth Major 5120 23.5.35
West Coast United Aero Club, Greymouth. Government gift aircraft. Crashed at Waiho 20.6.35, t/t 46:40.

ZK-ADP De Havilland DH.60G-III Moth Major 5121 .35
Wellington Aero Club, Government gift aircraft. Impressed as NZ503 12.9.39, to No.2 EFTS New Plymouth later becoming INST.47 with ATC at Wanganui.

ZK-ADQ Avro 616 Avian IVM 435 3.35
Ex G-AATV, SU-AAG, G-AATV. K.R.Johnstone, Timaru; later converted from Genet Major to Gipsy Major, sold to C.H.R.Liddell, Wellington. Crashed 13.6.48 at Ashburton.

ZK-ADR De Havilland DH.84 Dragon 2 6090 15.4.35
East Coast Airways Ltd, Gisborne "Huia", f/f 25.3.35. Re-registered ZK-AER 30.12.37, reasons unknown.

ZK-ADS De Havilland DH.84 Dragon 2 6091 15.4.35
East Coast Airways Ltd, Gisborne "Tui"; taken over by Union Airways of NZ Ltd 1.7.38. Impressed as NZ550 on 13.10.39, shipped to Fiji, soc at Nausori 4.7.43.

ZK-ADT De Havilland DH.60G Moth 1101 8.12.34
Ex G-AAJO. Flown UK - Sydney by last British owner S.G.White, 11.34. Sold to Airwork (NZ) Ltd, Wellington, to Union Airways of NZ Ltd "Huia", to NZNAC, to A.B. Baker, Whitehall 31.7.47; several owners until wfu 18.1.65 and stored by owner H.L.Middleton, Pukekohe. To be rebuilt.

ZK-ADU De Havilland DH.80A Puss Moth 2001 5.6.35
Ex G-AATC, VH-UON. R.G.Whitehead & R.Nicholl, "Youth of New Zealand", flown Sydney to Doubtless Bay on 22.11.34. Sold to A.J.Bradshaw t/a Southland Airways, 10.8.36, impressed as NZ593 on 2.7.40, used by F.I.S. and by No.2 EFTS, written off when hit by DH.82 NZ661 on the ground at Ashburton 16.12.42.

ZK-ADV Tui Sports 1 13.12.34
Modified Lincoln Sports, built by F.A.N.North of Auckland, test flown 4.1.34. Sold to L.B.McKenzie, Hamilton. Crashed 29.8.41 Ohope Beach.

ZK-ADW Genairco DH.60X Moth 9
Arrived NZ 31.8.34 as VH-UMK, flown as such by owner G.E.Marni-Kerry until crashed at Maraetai 25.11.34. Sold to F.B.Cadmin, Auckland as ZK-ADW. to Rotorua & Bay of Plenty Aero Club, wfu 1947, fate unknown.

ZK-ADX Boeing-Canada 40H-4 8 22.8.35
Ex CF-AMS. Arrived NZ 11.7.35, New Zealand Airways Ltd Dunedin. Wfu after 14 hrs flying, sold to G.Cross of Timaru for £55! on 28.12.37. Exported by K.R.Farmer, Melbourne, regd VH-ADX 18.7.34, to R.Parer, Wau, NG 6.7.39. Crashed at Black Cat Gap 21.9.39.

ZK-ADY Boeing-Canada 40H-4 7
Ex CF-AMR. Arrived NZ 11.7.35, New Zealand Airways Ltd, Dunedin, not flown. To A.J.Bradshaw, Invercargill, not used. To R.Parer, Wau and regd VH-ACL 26.1.40. To Mandated Airlines Ltd 4.4.41, wfs 11.41, destroyed by bombing at Wau 21.1.42.

ZK-ADZ De Havilland DH.60G Moth 871 12.3.36
Ex NZPAF 871. West Coast United Aero Club, Greymouth. Crashed into sea off Greymouth 11.4.37.

ZK-AEA British-Klemm B.K.1 Eagle 106 14.3.36
Ex VH-USP, as which it was flown Richmond, NSW to Mangere 18.10.35 by owner W.M.O'Hara of Malang, Java. Named "Zealandia". Shipped to Australia 5.36, crashed at Eumungerie, NSW, 24.5.36 killing O'Hara. Canc 7.36.

ZK-AEB De Havilland DH.60M Moth 1560 16.5.37
Ex NZPAF 1560. Canterbury Aero Club, Christchurch, to R.Grant, Collingwood. Impressed as NZ520 13.10.39, to No.2 EFTS; to INST.38 at New Plymouth, later Harewood, Christchurch. Fate unknown.

ZK-AEC De Havilland DH.89 Dragon Rapide 6334 16.9.36
Cook Strait Airways Ltd, Wellington "Mercury". Impressed as NZ555 17.9.39, to Air Gunners & Air Observers School, Ohakea '4', to Fiji 5.11.40, soc 19.9.45.



Top: Two of the Canadian production of four Boeing 40H-4s were exported to New Zealand but they saw little use as the register entry for ZK-ADX above indicates.
Centre: BK Eagle VH-USP made the first solo trans-Tasman crossing by a NZ national on 18.10.35. It was photographed at Milson during a tour of NZ in early 1936 before being repainted briefly as ZK-AEA.
Bottom: Cook Strait Airways Rapide ZK-AEC over Wellington.

/to be continued..

U.K. C of A

Applications

PART EIGHT

The third item in this section involves Topsy Trainer G-AFJR, seen here at Sywell on 14.4.62.



Type	Applicant	Regn	c/n	C of A No., Validity Date, Recipient and Remarks
DH.60G Moth	de H	ZK-AGU	1925	6403 3.10.38 David Crozier Ltd
		ZK-AGV	1926	6642 7.6.39 David Crozier Ltd
Topsy Trainer	Topsy Acft Co Ltd	G-AFJR	2	6404 6.10.38 R.E.Bibby
DH.60M Moth	S/Ldr.A.H.Wheeler	G-AFKM	1509	6472 25.1.39
DH.82 Tiger Moth	de H	ZS-APE	3768	6427 3.11.38 de H Acft Co of S.Africa
	de H	ZS-APF	3769	6428 3.11.38 de H Acft Co of S.Africa
M.2H Hawk Major	P & P	G-AFKL	221	6406 12.11.38 Reading Aero Club
BA Eagle II	Luis Fontes thru' Rollason Acft Svs Ltd	G-AFKH	142	6407 10.10.38 Luis Fontes
Hawk Trainer MK III	HM King Ghazi I of Iraq	YI-GFH	797	6420 21.10.38
DH.82 Tiger Moth	de H	G-ADHR	3371	-) Both applications dated 11.10.38 were erroneous,
DH.84 Dragon	Air Despatch Ltd	G-AECZ	6015	-) having previously been regd. Subsequently deleted.
Wicko GM.1	Foster Wikner Acft Co	G-AFKK	8	6668 3.7.39 (TRF)
Monarch	P & P	ZS-AOY	791	6433 9.11.38 Aero Svs (Pty) Ltd
Topsy Trainer	Topsy Acft Co Ltd	G-AFJS	3	6418 22.10.38 Yorkshire Aeroplane Club
Bristol Blenheim MK I	Bristol	G-AFLA	9222	6440 18.11.38
		G-AFLB	9223	6441 18.11.38
		G-AFLC	9224	6442 18.11.38
		G-AFLD	9225	6466 12.12.38
		G-AFLE	9226	6467 12.12.38
		G-AFLF	9227	6468 12.12.38
		G-AFLG	9228	6484 9.1.39
		G-AFLH	9229	6485 9.1.39
		G-AFLI	9230	6486 9.1.39
		G-AFLJ	9231	6493 27.1.39
		G-AFLK	9232	6494 27.1.39
		G-AFLL	9233	6495 27.1.39
		G-AFLM	9234	6503 15.2.39
		G-AFLN	9235	6504 15.2.39
		G-AFLO	9236	6505 15.2.39
		G-AFLP	9237	6507 24.2.39
		G-AFLR	9238	6508 24.2.39
		G-AFLS	9239	6509 28.2.39
DH.89A Rapide	de H		6420	6431 11.11.38 P.Legastelois (as F-ARII)
Heck Trainer 3308G	Parnall Acft Ltd	G-AFKF	T.20	6762 14.9.39 (TRF)
DH.82 Tiger Moth	de H		3791	No C of A issued - appln dated 25.10.38, Canx 19.11.38. To de H Acft Co of S.Africa.
		VT-AKS	3792	6474 19.12.38 Karachi Aero Club
			3770	6436 14.11.38 de H Acft Co of S.Africa
			3771	6437 17.11.38 de H Acft Co of S.Africa
Topsy Trainer	Topsy Acft Co Ltd	G-AFKP	5	6424 9.12.38 Duke of Richmond & Gordon
Ely 700	Peterborough Acft Co Ltd	G-AEVE	AB.120	6458 8.12.38 (TRF) Acft Exchange & Mart Ltd
DH.60M Moth	Charles Brian Field			Appln dated 26.10.38 was not proceeded with. Although not positively identified it was possibly ex RAF.
Hawk Trainer MK III	P & P	L-220	798	6453 1.12.38 (TM) Egyptian Army A/F
Hawker Hurricane	Hawker Acft Ltd	G-AFKX	W.O.5436	6636 25.5.39 (T/TRF)
Topsy Trainer	Topsy Acft Co Ltd	G-AFJT	4	6423 21.11.38 Major J.E.D.Shaw
Ely 700	Peterborough Acft Co Ltd	G-AFLT	AB.130	No C of A issued - c/n swapped on certification with G-AFLU (see below)
		G-AFLU	AB.131	6473 Aircraft Exchange & Mart Ltd (C of A issued to c/n AB.130 - see above)
DH.89A Rapide	de H	F-ARIJ	6424	6446 22.11.38 Paul Legastelois
		F-ARIK	6425	6448 25.11.38 Paul Legastelois
		F-ARIL	6427	6449 28.11.38 Paul Legastelois
		F-ARIM	6428	6457 7.12.38 Paul Legastelois
Monarch	P & P	G-AFLW	792	6435 18.11.38

Hillson Helvellyn	F.Hills & Sons Ltd	G-AFKT	HA.200	-	No C of A issued - appln dated 5.11.38. Later received Authorisation to Fly on communications duties for manufacturer 30.4.40 before being dismantled 11.42.
Q.6	Percival	VH-ABL	Q.34	6506	27.2.39 (TM) P.G.Taylor
		VH-ABY	Q.35	6562	27.4.39 (TM) Australian Civil Air Board
DH.82 Tiger Moth	de H	G-AFLX	3790	6430	26.10.38 Bristol Aeroplane Co Ltd
Short Empire Boat	Short Bros (R & B) Ltd	G-AFKZ	S.1003	6803	26.2.40 Imperial Airways
Cierva C.40	Cierva	G-AFDP	OBC.265	-	) No C of A's issued - applns dated 17.10.38.
		G-AFDR	OBC.266	-	) Erected and flown by B.A.M. Co with c/n's 1001/1002 although built by Oddie, Bradbury & Cull Ltd. Believed transferred to RAF.
DH.89A Rapide	de H	G-AFLY	6426	6443	30.11.38 Airwork Ltd
		G-AFLZ	6429	6444	14.12.38 Airwork Ltd
		G-AFMA	6430	6445	3.1.39 Airwork Ltd
Wicko GM.1	Foster Wikner Acft Co Ltd	G-AFKS	6	6482	5.1.39
DH.82 Tiger Moth	de H	G-AFMC	3793	6454	6.12.38 Merseyside Aero & Sports Co Ltd
		G-AFMD	3794	6455	6.12.38 Merseyside Aero & Sports Co Ltd
			3795	6469	13.12.38 The Air Survey & Transport Co Ltd) as
			3789	6470	15.12.38 The Air Survey & Transport Co Ltd) ZK-AGZ/
			3832	6476	29.12.38 The Air Survey & Transport Co Ltd) AHA/AHB/
			3833	6481	5.1.39 The Air Survey & Transport Co Ltd) AGW/AGX/
			3834	6483	undated The Air Survey & Transport Co Ltd) AGY)
			3835	6487	10.1.39 The Air Survey & Transport Co Ltd)
DH.89A Rapide		G-AFME	6431	6459	13.1.39 Airwork Ltd
		G-AFMF	6432	6460	20.1.39 Airwork Ltd
		G-AFMG	6433	6461	1.2.39 Airwork Ltd
		G-AFMH	6434	6462	6.2.39 Airwork Ltd
		G-AFMI	6435	6463	20.2.39 Airwork Ltd
		G-AFMJ	6436	6464	27.2.39 Airwork Ltd
Short Commercial landplane (14/38)	Short Bros (R & B) Ltd	G-AFMK	S.1022	-	) No C of A's issued - applns dated 16.12.38 - these
		G-AFML	S.1023	-	) were the Short S.32 long range airliners whose
		G-AFMM	S.1024	-	) construction was abandoned early in 1940.
Moss M.A.2	Moss Brothers Acft Co Ltd	G-AFMS	2	6872	18.10.40 (TM)
Tipsy Trainer	Tipsy Acft Co Ltd	G-AFMN	6	6477	27.1.39 E.D.Ward
Baddesley Sawfly No.201	Baddesley Acft Ltd		201	-	No C of A issued - appln dated 26.11.38. Absolutely nothing is known of this aircraft or of the company despite some detailed research.
DH.82 Tiger Moth	de H		3880	6492	27.1.39 de H Acft Co of India (as VT-AKW)
DH.89A Rapide		HB-AME	6437	6524	22.3.39 Alpar Schweizerische Luftverkehr A.G.
		HB-AMU	6438	6532	29.3.39 Alpar Schweizerische Luftverkehr A.G.
Q.6	Percival	VT-AKU	Q.36	6531	16.3.39 Tata Ltd
Taylorcraft Plus	Taylorcraft Aeroplanes (England) Ltd	G-AFNW	100	6578	12.5.39 (T) County Flying Club Ltd
DH.82 Tiger Moth	de H		3930	6511	3.3.39 The Imperial Iranian Army
			3931	6512	3.3.39 The Imperial Iranian Army
			3932	6514	4.3.39 The Imperial Iranian Army
			3933	6515	4.3.39 The Imperial Iranian Army
			3934	6516	6.3.39 The Imperial Iranian Army
			82005	6538	5.4.39 The Imperial Iranian Army
			82006	6539	5.4.39 The Imperial Iranian Army
			82007	6540	5.4.39 The Imperial Iranian Army
			82008	6541	5.4.39 The Imperial Iranian Army
			82009	6542	5.4.39 The Imperial Iranian Army
			82047	6560	24.4.39 The Imperial Iranian Army
			82048	6564	26.4.39 The Imperial Iranian Army
			82049	6565	26.4.39 The Imperial Iranian Army
			82050	6566	27.4.39 The Imperial Iranian Army
			82051	6568	1.5.39 The Imperial Iranian Army
			82092	6616	18.5.39 The Imperial Iranian Army
			82093	6615	18.5.39 The Imperial Iranian Army
			82094	6618	19.5.39 The Imperial Iranian Army
			82095	6619	19.5.39 The Imperial Iranian Army
			82096	6620	19.5.39 The Imperial Iranian Army
Heston special high speed land monoplane	The Heston Acft Co Ltd	G-AFOK	5/1	-	) No C of A issued - applns dated 17.1.39. These
		G-AFOL	5/2	-	) were the Heston Racers designed and built for D.Napier & Sons. G-AFOK crashed on first flight 12.6.40 and G-AFOL construction abandoned.
DH.82 Tiger Moth	de H	G-AFNP	3881	6496	2.2.39 Midland Aero Club
		G-AFNR	3882	6497	2.2.39 Midland Aero Club
		G-AFNS	3883	6498	3.2.39 Midland Aero Club
		G-AFNT	3884	6499	3.2.39 Midland Aero Club
		G-AFNU	3885	6500	3.2.39 Midland Aero Club
		G-AFNV	3886	6501	3.2.39 Midland Aero Club
		ZK-AHF	3935	6520	10.3.39 Air Survey & Transport Co Ltd
GAL.33 Cagnet	General Acft Ltd		106	-	No C of A issued - appln dated 21.1.39. This was a twin boom pusher light trainer which flew as T-46 and later with the S of AC as W7645.
DH.89A Rapide	de H	CR-AAT	6439	6561	25.4.39 Dept of Railways, Portuguese E.Africa
		CR-AAU	6440	6571	4.5.39 Dept of Railways, Portuguese E.Africa
		G-AFNC	6442	6654	21.6.39 (TRF) Acft Operating Co Ltd
		G-AFND	6443	6658	29.6.39 Acft Operating Co Ltd

Short S.33 Empire Boat	Short Bros (R & B) Ltd	G-AFPZ G-AFRA G-AFRB	S.1025 S.1026 S.1027	6816 6826 -	20.4.40 (TRF) 8.5.40 -	Imperial Airways - No C of A issued - appln dated 27.1.39. Construction abandoned early 1940.
Q.6 DH.60G Moth	Percival Southern Motor & Acft Co	G-AFMV G-AFPY	Q.37 RC/SA/1	6536 6521	5.4.39 (TM) 10.3.39	Viscount Forbes Horton Kirby Flying Club
Guardian (2 seater monoplane) H.P.Harrow	Peterborough Acft Co Ltd Secretary of State for Air	G-AFZT G-AFRG G-AFRH				- No C of A issued - appln dated 9.2.39. Aircraft not completed
GAL.41 Monospar ST.25 (Pressure Cabin) Cygnet II	General Acft Ltd	G-AFVR	K.6933 K.7029 105 109	6534 6535 -	4.4.39 (TM) 4.4.39 (TM) -	No C of A issued - appln dated 25.2.39. Flew as T-45 and later T-0222. Scrapped 1947
				6670	5.7.39 (TM)	



Above: G-AFVR Cygnet II which received its C of A on July 5th 1939 and survived until written off on August 26th 1969. Photograph by Bernard Martin at Booker on 21.5.66.

Right: The sole remaining Hawker Tomtit, G-AFTA now flies at Old Warden in its original identity as K1786. It received its first C of A on 28.4.39 and was flown by the legendary Alex Henshaw and Neville Duke. Here it taxis out at the Shuttleworth Display on 31.7.77. (D.P.)



Tipsy Trainer DH.89A Rapide Avro 504N	Tipsy Acft Co Ltd de H Martin Hearn Ltd	VT-AKQ G-AFRK G-AFRM	7 6441 K.1964	6513 6517 -	2.3.39 8.5.39 -	Indian Air Survey & Transport Ltd I.O.M. Air Svs Ltd No C of A issued - appln dated 9.3.39. Destroyed by fire Hooton PK 8.7.40
Miles M.18	P & P	G-AFRO	1075	-	-	No C of A issued - appln dated 11.3.39. Flew as U2 and later U-0222
H.P.Harrow	Secretary of State for Air	G-AFRL	K7027	6708	20.7.39 (TRF)	
Hillson Praga	F.Hills & Sons Ltd	G-AELL G-AEPI	HA.14 HA.12	- 6682	- 30.6.39	No C. of A issued. Appln dated 18.3.39.
DH.82 Tiger Moth Hawker Tom-tit Monarch	de H C.B.Field P & P	ZK-AHG G-AFTA G-AFRZ PH-ATP	3936 30380 793 794	6543 6563 6525 6526	13.4.39 28.4.39 22.4.39 18.4.39	The Air Survey & Transport Co Ltd Leicester Aero Club Ltd Lord Malcolm Douglas Hamilton Nationale Luchtvaart School
Monospar ST.25	General Acft Ltd	G-AFSA G-AFSB	101 102	6527 6528	22.4.39 22.4.39	

DH.82 Tiger Moth	de H	ZK-AHH	82052	6569	3.5.39	The Air Survey & Transport Co Ltd
DH.91 Albatross		G-AFDL	6805	6533	4.4.39	(TRF) Imperial A/W Ltd
		G-AFDM	6806	6651	16.6.39	(TRF) Imperial A/W Ltd
Q.6	Percival	VT-AKR	Q.38	6702	19.7.39	(TM) HEH The Nizam's State Railway
DH TK.5	de H	G-AFTK	2266	-		No C of A issued - appln dated 29.3.39. Aircraft did not fly.
DH.82 Tiger Moth		VT-ALB	82577	6688	28.6.39	Karachi Aero Club
		VT-ALC	82578	6676	28.6.39	Bombay Flying Club
		VT-ALD	82579	6677	28.6.39	Northern India Flying Club
		VT-ALE	82580	6678	28.6.39	Delhi Flying Club
		VT-ALF	82581	6679	29.6.39	United Provinces Flying Club
		VT-ALG	82582	6680	29.6.39	Bengal Flying Club
		VT-ALH	82583	6681	29.6.39	Madras Flying Club
DH.89A Rapide			6444	6583	11.5.39	China National Avn Corpn
AW.23	Secretary of State for Air	G-AFRX	K3585	6756	30.8.39	(TM)
DH.94 Moth Minor	de H	G-AFRD	94001	6586	15.5.39	(TRF)
		VH-AAM	94002	6622	22.5.39	de H Acft (Pty) Ltd
		G-AFNY	9401	6587	22.6.39	Capt The Hon L.J.O.Lambart
		G-AFRY	9402	6649	1.7.39	
		G-AFRR	9403	6588	30.6.39	R.A.Walley
DH.89A Rapide			6449	6751	23.8.39	Mario B.Andra (became PP-NAA)
DH.94 Moth Minor		G-AFPC	94007	6593	23.6.39	The RAF Flying Club
		CF-BFQ	94003	6698	14.7.39	De Havilland Acft. of Canada
		VT-ALI	94004	6665	29.6.39	Bombay F/C.
		ZS-ARE	94005	6656	21.6.39	De Havilland Acft. of South Africa.
DH.82 Tiger Moth Mk.2	Secretary of State for Air	G-AFSX	82004	6545	(TRF) 20.4.39	
DH.82 Tiger Moth	de H	G-AFSG	82097	6546	19.5.39	The Newcastle-upon-Tyne A/C
		G-AFSH	82139	6547	8.6.39	The Newcastle-upon-Tyne A/C
		G-AFSK	82140	6550	8.6.39	The Newcastle-upon-Tyne A/C
		G-AFSL	82141	6551	8.6.39	The Newcastle-upon-Tyne A/C
		G-AFSI	82142	6548	9.6.39	The Newcastle-upon-Tyne A/C
		G-AFSJ	82182	6549	23.6.39	The Newcastle-upon-Tyne A/C
		G-AFSM	82183	6552	29.6.39	The Newcastle-upon-Tyne A/C
		G-AFSN	82184	6553	28.6.39	The Newcastle-upon-Tyne A/C
DH.60G Moth	de H	G-AFTG	1927	6567	7.6.39	Malling Avn Ltd
DH.89A Rapide	de H	G-AFSO	6445	6554	22.5.39	Western A/W Ltd
DH.94 Moth Minor	de H	G-AFOM	94008	6591	22.6.39	The London A/C
		G-AFPG	94009	6594	26.6.39	Light Planes (Lancs) Ltd
		G-AFNF	94010	6589	30.6.39	Newcastle-upon-Tyne A/C
		ZS-ARF	94011	6686	(TRF) 4.7.39	De Havilland Acft. of South Africa.
		G-AFON	94012	6690	12.7.39	The London A/C (Actually issued as 6592)
DH.82 Tiger Moth	de H	G-AFSP	82584	6555	9.6.39	Thanet A/C
		G-AFSR	82585	6556	22.6.39	Ipswich A/C
		G-AFSS	82586	6557	21.6.39	Exeter A/C
		G-AFST	82587	6558	5.7.39	The Plymouth & District A/C
		G-AFSU	82588	6559	5.7.39	Weston A/C
DH.94 Moth Minor	de H	G-AFPK	94013	6683	3.7.39	North Eastern A/W
		G-AFNG	94014	6590	4.7.39	Cambridge A/C
		G-AFPB	94015	6600	7.7.39	British Avn Insurance Co Ltd
		G-AFPH	94016	6601	1.7.39	Light Planes (Lancs) Ltd
DH.82 Tiger Moth	de H	G-AFTJ	82575	6570	4.5.39	The Marquess of Londonderry
DH.94 Moth Minor	de H	VR-SBE	94017	6697	(TRF changed to S) 14.7.39	Royal Singapore F/C
		G-AFOB	94018	6597	7.7.39	Norfolk & Norwich A/C
		G-AFNE	94019	6621	8.7.39	Ards Airport Ltd
		HB-OMU	94020	6687	10.7.39	N M Weber
		G-AFOT	94021	6599	7.7.39	Bristol & Wessex Aeroplane Club
		G-AFOD	94022	6598	11.7.39	Airwork F/C
Tipsy Trainer	Tipsy A/C Co Ltd	G-AFRT	8	6574	1.5.39	
		G-AFRU	9	6699	17.7.39	Aircraft Rentals Ltd
		G-AFRV	10	6706	22.7.39	Airtraining (Oxford) Ltd
		G-AFSC	11	6700	18.7.39	Airwork Ltd
Miles Hawk Tr.III	P & P	G-AFTR	1078	6575	10.5.39	
		G-AFTS	1079	6576	18.5.39	
DH.94 Moth Minor	de H	G-AFNH	94023	6596	15.7.39	Newcastle-upon-Tyne A/C
		G-AFOE	94024	6610	14.7.39	Airwork F/C
		-	94025	6689	10.7.39	Dr.Crespo de Carvalho (As CS-ABS)
		G-AFPT	94026	6613	15.7.39	The Edinburgh F/C
		G-AFOX	94027	6611	17.7.39	Redhill F/C
		VH-ACK	94028	6718	26.7.39	Royal A/C, Perth

(Initial entry was as G-AFPL but changed to VH-ACK on appln and to VH-ADA on issue)

/to be continued..

Commentary: While it is evident that large batches of production aircraft account for a sizeable proportion of the Applications at this time, there are still some items worthy of comment. The batch of Blenheims G-AFLA to G-AFLS was registered for delivery to the Turkish Air Force during April 1939. Another military machine is Hurricane Mk.1 G-AFKX, an experimental version which was originally L1606. The sole Armstrong Whitworth AW.23 G-AFRX was used by Flight Refuelling Ltd and was formerly K3585. G-AFTG was the last of the DH.60G Moths to be built and was erected at Hatfield about six years after construction. Contrary to information previously published elsewhere, it was not imported from Switzerland - the mis-quoted previous identity of HB-OFI in fact relates to c/n 1297.

The next instalment will include early Moth Minor and Taylorcraft production aircraft as well as Ansons G-AFUH to T, Wicko G-AFKU, Heck G-AEMR and Saro Shrimp G-AFZS. Photographs of these or any other candidates will be more than welcome, the Applications date from late April 1939.

Aircraft Production List : I

Republic RC-3 Seabee



Seabee N335G , c/n 808, at Fort Lauderdale on 21.2.76. (Ian Macfarlane)

PART TWO : ADDITIONS

The layout of this section is identical to that of the original article. In every case the c/n is followed by the complete, amended sequence of registrations. The nature of the amendment will be seen by referring to the original.

C/n	Registration	C/n	Registration	C/n	Registration	C/n	Registration
	Prototype was NX41816, was this c/n 1, later NX87451 ?	169	N6000K	405	N6205K, N26CB	593	N6364K, CF-GZX
4	NX87454, N87454. Four prototypes built, so were c/ns 2, 3 also NX-registered ?	173	to Chile, but also reported as N600JK unconfirmed (?)	410	CX-AID	594	N6365K
9	N87459, N600PJ (?) but N87459 current 31.7.81.	174	N6004K	424	N6221K, CF-FVS	595	N6366K
18	N87468, N157A	186	N6016K, HK-...	426	N6227K	596	N6367K
19	N87469, CF-IHZ	189	N6019K, PP-... ntu?	429	N6223K	597	N6368K
31	XB-COH	196	N6026K, N602K	431	N6225K	603	N6374K, CF-JKS, N10198
41	N87490, N36WT	198	F-BDRK	432	N6226K	606	N6377K, N5869
48	N87496, CF-FXQ, N5843N	201	N6029K, YV-...	441	N6238K, C-GGXD	613	N6384K, VO-ACF, CF-GPF
51	N87499, N144SG	204	LV-...ntu, CC-...	446	TI-104, N68184	621	CF-ECY
59	CF-ECR, N174G	205	N6030K	447	XB-DIF	623	CF-DKD
73	VO-ABG, CF-GRP	206	N6031K	448	N6243K	625	CF-FLO
84	CF-ECS	207	N6032K	449	N6244K, N118P	628	CF-FOT
85	N87527	209	N6034K	451	N6246K, CF-GDT	629	N6391K
87	CF-DJW	211	N6036K, CF-GPZ, N79299, N64667	452	CF-EJJ	631	N6393K, (CF-ESU), C-FESU
88	N87529	227	N6052K, CF-MYG, N283GM	453	CF-DJZ	637	N6399K, N8006E
90	N87530, CF-FKA	240	N6065K	454	N6247K	642	Initially exported to UK, I-AIAG
91	N87531	241	N6066K, CF-JKC	456	N6249K, C-GRPJ	643	Initially exported to UK, I-AIAH
92	N87532	243	CF-ECT	461	N6254K, N76JC	653	N6409K, N1CD
111	N87550, CF-BFR	245	CF-DLP, C-GAJH	464	N6257K, CF-IXO, N62544	663	N6418K, N60CB (photo p62)
117	CX-AGS	262	N6082K, N27CB	471	N6261K, N295CW	664	N6419K, LV-RYI
120	N87558, N14R, SE-IIO	270	PP-...ntu, SE-AXR, LN-IKK	485	N6275K, N444DL	675	CX-AMM
129	N87567, N875JA	272	N6089K, N3743C	492	XB-COA	676	CX-AMQ
131	N87569	275	N6092K, N9042N	493	CX-...ntu, VT-CMS	677	F-BCJU
132	ZS-BEE	292	N6109K, N300RH	494	N6281K	681	N6431K, CF-FAU
134	CF-EJF	302	to Chile	495	N6282K	690	N6440K, CF-PBU, N6440K
136	XB-DAY	303	LV-...ntu, CC-...	502	N6289K, CF-NPR	697	N6447K
138	N87571, N6100K	304	C-601 Colombia	512	N6299K, CF-HAG	698	VO-ABI
145	N87578, CF-GTW	306	N6120K	513	N6300K	704	N6453K, N9FJ
146	TF-TAB, TF-VIA	308	N6122K	514	N6301K	738	N6484K, VO-ABG, CF-GUR
149	N87581, C-GCEK	333	N6145K	515	CF-DKA, C-FDKA	741	CF-DKE
150	N87582, N191VW (not confirmed, currently N191V)	344	N6156K, CF-IXL	516	CF-ECV, C-FECV	742	XB-DEL, LN-OAW, SE-CBW
155	LV-FEZ	351	N6163K, CF-HEG, N926Z	520	CF-DYF	751	N6489K, CF-KHA
159	N87590, CF-IHW	362	N6174K converted to UC-1 as N428MD	521	CF-EJM	753	N6491K
160	N87591, F-BCJP	364	N6176K	525	F-BDRL	754	N6492K
162	N87593	365	N6177K	526	F-BDRM	755	N6493K
163	N87594	366	LV-...	527	N6306K	756	N739, N4764C
164	N87595	367	LV-NRN	529	N6308K	757	N740
168	N87599	388	N6197K, CF-KSN	531	N6310K	758	N741, N4765C
		389	N6198K	532	N6311K	759	CF-DLV
		390	N6199K	533	CX-ALX	760	N6494K, CF-LSE
		392	CF-ECU, CF-FRX	534	CX-AML	761	N6495K
		393	CF-EJI	535	CX-AML	764	N6498K, N385G
		404	SE-...ntu, N6204K	564	N6340K, LV-NNR	766	N6500K, CF-GCP
				567	N6343K	775	N6509K, CF-HYX
				572	XB-COG	779	N6513K, CF-JBN, N11NW
				573	XB-DAX	786	N7520K, CF-HAY, N1428V
				579	N6350K, N12LS		
				587	N6358K, N42AW		
				592	N6363K, D-ELPO		

797	N6531K, CF-HCN, N6326T N217G	956	N6673K
806	N6540K, C-GIES, N6540K	957	N6674K, CU-N159
809	N6543K, CF-DKO	964	N6681K, CF-GAC, N937Z
810	N6544K, CF-DKP, C-FDKP	966	N6683K, to French Caribbean
819	N6553K, N1TB, N2TB	993	N6710K, CU-P184, CU-N184
821	(XB-DIH), VR-BAC	995	N6712K, to French Caribbean
823	N6556K, SE-AXW	997	N6714K, F-VNAB
824	N6557K	1005	N6722K, ZP-...
831	N6561K, CF-BKU, N6561K	1010	N6727K, CF-GAA, CF-WNA
838	N6568K	1011	CF-FSD
839	CF-DKM	1012	CF-DKN
841	CF-FDQ	1015	N6728K
842	G-...ntu, N6569K, PI-C205	1017	N6729K
844	N6571K, CF-OMP, C-FOXP	1018	N6730K
861	CF-...ntu, N6587K	1019	N6731K, VO-PAV, IDFAF 60
866	CF-FJH	1020	N6732K
867	N6594K, CF-FJI	1021	N6733K
873	N6600K, CF-MXY	1022	N6734K
880	N6607K, N8005E	1023	N6735K, CF-DKY
889	N6616K, N22BH	1034	N6746K, N990JW
892	N6619K, LV-NWW	1037	N6749K, ZP-...
896	N6623K, CF-FSF	1039	N6751K, CF-GAF
909	N6636K	1046	N6758K, CF-HDQ
910	CF-DLW, LN-RAB	1048	N6760K, CF-JLI
913	CF-FLR	1049	N6761K
914	N6637K	1050	N6762K
916	N6639K, CF-DKQ	1051	CF-FVV, N6591K (2)
917	N6640K, CF-DKR	1052	CF-FVW, N6593K
918	N6641K, CF-DKS	1054	N6764K, N36W, N36WT
919	N6642K, CF-FSG	1055	N6765K, F-OAAL
920	N6643K	1060	N6770K, CF-GRL
921	N6644K, CF-DKT		
922	N6645K, CF-DKU		
923	N6646K, CF-DKV		
924	N6647K, CF-DKW		
925	N6648K, CF-DKX		
926	N6649K		
930	N6653K		
932	N6626K (but see also 898)		
933	N6656K, CF-GPV		
937	N6660K, C-GBDJ		
940	N6663K, N28CB		
941	N6664K, CF-HTW		
942	N6665K, N37WT, CF-TXQ		
943	N6666K, CF-FLV		
946	N6669K, N75896		
947	N6515K (2)		
952	N6566K		
954	N6569K		

ADD:
2002 N25CB regd 8.78 to
STOL Amphibian Corpn

UNIDENTIFIED:
CX-AIB regn on Bonanza
CU-N178
F-OABR regn on Beech 17
HP-497
TG-CIP possibly 558
TI-411



A pair of out-of-sequence marks: above is N20CB (522) from G.Jenks, below is N42AW (587) from M.Fillmore.



CANCELLATIONS

While it is not intended to compile a complete list, the following details mainly concerning European Seabees have been received:

368	destr 16.4.48	724	destr 30.7.59
401	b/u 5.9.51	726	wfu 2.59
402	dbr 17.10.47	781	destr .53
411	destr 5.47	823	destr 13.3.53
412	destr 27.2.47	827	destr 10.11.56
469	destr 16.10.51	864	sank 23.3.48
525/6	both believed	905	destr 28.2.49
	w/o in gale, New	910	destr 8.9.47
	Caledonia 14.3.48	986	dbr 26.5.51
627	destr 9.5.57	1019	w/o 15.5.48
644	sank 20.1.57	1058	CofA exp 12.57
645	destr 23.8.58		



Above: UC-1 N87589 at Mount Hope, Ont 15.9.73 (G.Jenks)
Below: N9510U at Pomano Airpark, Fl 3.10.80 (I.MacFarlane)



'TWIN BEE' CONVERSIONS

The major producer of twin conversions appears to be the United Consultants Corpn. At first the original c/n was simply amended as follows:

158 N87589 became UC-1R158
362 N6174K became UC-3R362, to N428MD in 1967

This poses the question was there a UC-2R ?

Later production seems to have been in a separate c/n sequence and possibly the first four numbers were not used - representing earlier conversions as above.

UC001	
UC002	
UC003	
UC004	
UC005	N9500U built 1968
UC006	N9501U " "
UC007	N9502U
UC008	
UC009	N9504U
UC010	
UC011	
UC012	N3RB, N123BL (STOL UC-1)
UC013	
UC014	N568DE (STOL UC-1)

Two others are known: N9503U (probably UC008)
N9510U

Further details would be welcome.

Impressment Review

PART EIGHT

Regn.	Type	C of A No. & Expiry date	Air Min Alloc'n	Owner and base shown
G-ACZS	Avro 638 Cadet	4585 2.12.39	E	Airwork Flying Club Ltd., Heston 29.8.39. Housed at Denham by 10.12.39. Sold Abroad 10.6.41.
G-ACZT	British Klemm Eagle	4613 24.8.40	NAC1	J.Carr, Newtownards 1.9.39. Destroyed by enemy action 5.5.41.
G-ACZY	DH.82 Tiger Moth	4692 1.3.40	ERT	Bristol Aeroplane Co.Ltd., Filton 1.9.39. Taken on charge under Air Ministry Contract No.A.109869/40 dated 5.9.40. C of A extended to 8.3.41.
G-ADAB	Miles M.2H Hawk	4584 25.5.40	T	J.M.Houlder, Brooklands 31.8.39. To A.J.Cripps, West Molesey.
G-ADAG	DH.89 Dragon Rapide	4675 13.7.40	NAC2 then ERT	Airwork Ltd., Cheltenham 29.8.39. Housed at Renfrew by 7.12.39. NAC2 allocation initially but then taken over under Air Ministry Contract No.A.34983/39 dated 15.7.40 for use for observer training. C of A extended to 17.12.41.
G-ADAH	DH.89 Dragon Rapide	4690 28.6.40	NAC2	E.L.Gandar Dower, Stromness 31.8.39. To Secretary of State for Air and later to Allied A/W (Gandar Dower) Ltd. C of A progressively extended to 28.7.40, 28.8.40, 28.9.40, 24.12.41, 20.11.43, 20.12.43, 20.1.44, 20.2.44 and 12.11.45.



G-ADAH survived for some considerable time in its Allied Airways colours. Still named 'Pioneer' it was photographed at Booker on 23.5.67 by Malcolm Fillmore.

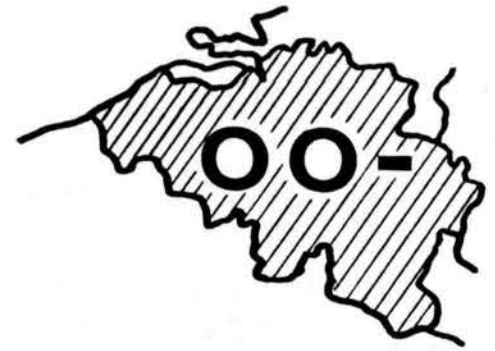
G-ADAI	DH.89 Dragon Rapide	4828 7.6.40	ERT	As for G-ADAG although not moved to Renfrew. Scottish A/W Ltd., Inverness 1.9.39. C of A progressively extended to 14.2.41, 16.4.42, 24.6.43, 16.6.44 and 21.8.45.
G-ADAJ	DH.89 Dragon Rapide	4829 15.12.39	NAC	
G-ADAK	DH.89 Dragon Rapide	4827 14.4.40	NAC	Mutual Finance Ltd., Croydon. To Mrs M.M.Bruce (Hon. Mrs Victor Bruce) 11.1.40 at Cardiff. To Anglo-European A/W Ltd., Cardiff 1.2.40. To Air Dispatch Ltd., Cardiff 14.5.40. Impressed 7.7.40. Owner notified 16.7.40. C of A extended to 14.5.40 and 11.6.41.
G-ADAL	DH.89 Dragon Rapide	4715 11.10.39	NAC	Wrightways Ltd., Croydon. Impressed 14.4.40. London Transport (Central Omnibus) Sport Association Flying Club, Hanworth 31.8.39. Impressed 2.3.40. Owner notified 2.4.40.
G-ADAN	DH.Moth Major	4641 13.4.39	T	
G-ADAP	DH.85 Leopard Moth	4672 29.8.39	NAC1	Wg.Cdr.F.O.Sodon, RAF DFC, RAF Finningley 1.9.39. Impressed 26.5.40. Owner notified 12.6.40.
G-ADAT	DH.Gipsy Moth III	3784 12.4.40	T	As for G-ADAN but at Broxbourne 31.8.39. Impressed 12.2.40. Owner notified 2.4.40.
G-ADAU	Avro 631 Cadet	4631 6.9.39	ERT	Air Service Training Ltd., Hamble. Dismantled airframe to ATC and written off 26.2.42. C of A extended to 6.9.40.
G-ADAV	Avro 631 Cadet	4632 8.5.40	ERT	As for G-ADAV but handed over to ATC 31.8.41 and C of A extended to 8.8.41.
G-ADAX	Airspeed AS.5A Courier	4782 13.4.40	NAC	Portsmouth, Southsea & Isle of Wight Aviation Ltd., Portsmouth. Impressed 10.5.40. Owner notified 12.6.40.
G-ADAY	Airspeed AS.5 Courier	4838 3.5.40	NAC	As for G-ADAX but Impressed 31.3.40 and owner notified 12.6.40.
G-ADAZ	Airspeed AS.6A Envoy	4760 29.9.39	NAC5	Air Service Training Ltd., Hamble. Impressed 29.3.41. Owner notified 7.4.41. C of A extended to 10.1.41 and 9.2.42.
G-ADBE	Pitcairn Autogiro	V.79 24.4.40	E	Hon.A.E.Guinness, Gatwick 1.9.39. W.G.Andrews & B.A.Davy, Heston 1.9.39. Impressed 12.5.40. Owner notified 13.6.40.
G-ADBH	DH.85 Leopard Moth	4185 1.2.40	NAC1	
G-ADBL	AW.16	- -	E List 4	Sir W.G.Armstrong Whitworth Aircraft Ltd., Whitley. Air Publicity Ltd., Heston 29.8.39. Impressed 23.6.40. Owner notified 8.7.40.
G-ADBM	Avro 504N	4705 14.2.40	E	
G-ADBN	Monospar ST.12	4709 11.1.40	NAC	E.Noddings, Croydon. To Air Dispatch Ltd., Cardiff 1.3.40. Impressed 11.8.40. Owner notified 28.8.40. C of A extended to 10.4.41.
G-ADBO	Avro 504N	4729 14.4.40	E	Air Publicity Ltd., Heston 29.8.39. Impressed 23.6.40. Owner notified 8.7.40.
G-ADBP	Avro 504N	4756 15.4.39	E	
G-ADBR	Avro 504N	4757 2.6.39	E	As for G-ADBO.
G-ADBT	Miles M.2H Hawk Major	4670 5.6.40	T	S.J.Hawley, Meir 2.9.39.

G-ADBV	DH.89 Dragon Rapide	4795	7.4.40	NAC	Western A/W Ltd., Weston-super-Mare. Impressed 2.3.40. Owner notified 16.3.40.
G-ADBW	DH.89 Dragon Rapide	4796	8.3.40	NAC2 then ERT	Airwork Ltd., Cheltenham 29.8.39. Taken over under Air Ministry Contract No.A.34983/39 dated 15.7.40. C of A extended to 22.4.41.
G-ADCF	Miles M.2H Hawk Major	4765	28.4.40	T	C.D.Brown, Carlisle 31.8.39.
G-ADCG	DH.82 Tiger Moth	4695	8.11.40	ERT	The de Havilland Aircraft Co.Ltd., Hatfield 1.9.39. Taken over under Air Ministry Contract No.A.113012/40 dated 30.10.40.
G-ADCH	DH.82 Tiger Moth	4696	17.10.40	ERT	As for G-ADCG. C of A extended to 27.1.42.
G-ADCJ	Miles M.2H Hawk Major	4674	12.3.40	T	A.Hopkinson, Heston 31.8.39. Initial entry for D of T, Admiralty replaced by List 4 Appendix A.
G-ADCO	DH.85 Leopard Moth	4700	27.4.40	NAC	Birkett Air Service Ltd., Heston. Impressed 31.3.40. Owner notified 12.6.40.
G-ADCP	DH.84 Dragon 2	4723	3.5.40	NAC	Isle of Man Air Services Ltd., Isle of Man Airport. Impressed 10.5.40. Owner notified 12.6.40.
G-ADCS	Martin-Baker MB.1	-	-	E	Martin-Baker Aircraft Co.Ltd., Denham 31.8.39.
G-ADCT	DH.84 Dragon 2	4747	21.2.40	NAC	Scottish A/W Ltd., Inverness 1.9.39. Noted crashed by 11.6.40.
G-ADCU	Miles M.2H Hawk Major	4689	10.8.40	-	Initial allocation given as Appendix 2 OGD. Replaced by List 4 Appendix B. Further entry A.I 1(c) T. Major H.L.Higman, Hooton 1.9.39. It is possible that the Other Govt. Dept. was the Admiralty signified by the A and possibly the I meaning that it became an Instructional airframe.
G-ADCV	Miles M.2H Hawk Major	4691	20.3.40	T	J.E.D.Holder, Hawksridge Aerodrome, Denham 31.8.39. To R.R.Paine Hatfield 23.6.44.
G-ADCX	Avro 631 Cadet	4688	10.1.40	ERT	Air Service Training Ltd., Hamble. Airframe to ATC 1.9.41 after C of A extended to 7.4.41.
G-ADCY	Miles M.2H Hawk Major	4694	14.3.40	OGD	R.C.Ramsey, Bekesbourne, Canterbury 31.8.39. Impressed 30.6.40. Owner notified 16.7.40. Not taken on RAF charge and probably became an instructional airframe. In the light of G-ADCU above the OGD was probably the Admiralty.
G-ADDA	Avro 504N	4759	5.5.39	E	Air Publicity Ltd., Heston
G-ADDB	Klemm L.25C Swallow II	4839	14.5.40	E	Mrs.V.L.Ford, Carswell Manor, Faringdon, Berks. 31.8.39. Undated pencil entry shows "On loan to Plymouth Wing of ATC, W.Muirfield Ltd., Crown Hill, Plymouth".
G-ADDD	DH.89A Rapide	4802	3.9.40	NAC	Western A/W Ltd., Weston-super-Mare. Imp 25.7.40. Owner notified 29.7.40.
G-ADDE	DH.89A Rapide	4815	5.1.40	NAC	North Eastern A/W Ltd., Croydon. Imp 31.3.40. Owner notified 12.6.40. C of A extended to 8.2.41.
G-ADDG	Stinson Reliant	V.71	17.2.40	NAC1	C.E.Horne, Hatfield. To J.Barend de Jong Claydent, Gatwick 1.9.39. Imp 31.3.40. Owner notified 26.4.40. Pencil note also shows W.S.Shackleton Ltd but no date.
G-ADDI	DH.84 Dragon II	4836	13.6.40	NAC	Great Western & Southern Air Lines Ltd., Lands End, St.Just. C of A extended to 13.7.40, 27.7.40, 3.8.40, and then to W.S.Shackleton Ltd. 3.2.42. C of A extended to 23.3.42, 15.3.43, 15.4.43, 15.5.43. Then to Vickers Armstrongs Ltd., Castle Bromwich 15.7.43. C of A extended to 12.7.44. Lapsed until MAP Permit No.28 issued 27.2.45 to Vickers Armstrong Ltd. Valid until 26.4.46.
G-ADDK	Miles M.2P Hawk Major	4896	13.7.39	T	Cardiff Aeroplane Club Ltd., c/o Airwork Ltd., Bristol 29.8.39. Notification received 18.11.39 that aircraft stationed at Cardiff and flown on Permit JP86 dated 9.11.39. C of A extended to 12.11.40. Imp 11.8.40. Owner notified 28.8.40.
G-ADDN	Short Scion	4900	19.5.40	NAC5	Southend Flying Svs. Ltd., Newcastle 1.9.39. At Gravesend 6.10.39 on hire to Aircraft & Allied Enterprises Ltd. Imp 31.3.40. Owner notified 12.6.40.
G-ADDO	Short Scion	4944	30.7.40	NAC5	Great Western & Southern Air Lines Ltd., Shoreham. To Aircraft & Allied Enterprises Ltd. 27.7.39 of Weston and Doncaster but at Newcastle until transferred to Barnstaple by 29.8.39. Imp 7.7.40. Owner notified 11.7.40.
G-ADDP	Short Scion	4947	12.5.40	NAC5	H.G.Thyne, Lympne, Nash Aircraft Sales & Hire Ltd., Croydon. To Williams & Co., Stanley Park, Blackpool 4.7.39 and present on 1.9.39. Imp 31.3.40. Owner notified 12.6.40.
G-ADDR	Short Scion	5431	13.4.37	NAC5	Short Bros. (Rochester & Bedford) Ltd., Rochester. Imp 31.3.40. Owner notified 12.6.40.
G-ADDV	Short Scion	5517	23.3.40	NAC	Southern A/W Ltd., Weston-super-Mare 1.9.39. Imp 10.5.40. Owner notified 12.6.40.
G-ADDX	Short Scion	5508	21.2.40	NAC	Details as for G-ADDV but C of A extended to 14.3.41.
G-ADEG	Avro 643 Cadet	4719	10.8.40	E	Tollerton Aero Club Ltd., Tollerton 31.8.39.
G-ADEH	Avro 643 Cadet	4720	22.3.40	E	Details as for G-ADEG.
G-ADEI	Avro 504N	4915	23.3.40	E	H.B.G.Michelmore, Hedon Hill.
G-ADEK	Bristol Type 143	-	-	E	Bristol Aeroplane Co.Ltd., Filton. Airframe only 31.8.39.
G-ADEL	Spartan Cruiser III	4790	2.6.40	NAC	Scottish A/W Ltd., Renfrew 1.9.39. Imp 10.5.40. Owner notified 12.6.40.
G-ADEO	Avro Avian IV	5587	15.7.37	E	The Alpha Club c/o Air Service Training Ltd., Hamble. Imp 2.3.40. Owner notified 29.3.40.
G-ADET	Avro 504N	4888	3.2.40	E	Air Publicity Ltd., Heston 29.8.39. Imp 23.6.40. Owner notified 8.7.40.

to be continued...

Complete Civil Registers : I

BELGIUM



Post-war series: OO-...

PART 8

C of R number	Type	c/n	Reg.date
Regn.	Identity, owner and cancellation details		

1127 OO-CFF	Douglas DC-7C Ex N8229H. Ialco Bell, Wilmington, USA, leased to SABENA, h/o 26.1.57, arr Brussels 31.1.57. Regd and transferred to Congo 12.2.57 with C of R no C.270; restored to Belgium 27.12.60 (as C of R 1349), returned to Ialco-Bell 27.1.64 and sold to Skylease, Liberia, to EC-ATQ Spantax 3.64.	45162	12.2.57
1128 OO-CPO	Cessna 172 Ex N7482A. K.Poole, Bulape-Mweka with C of R no C.260. To 90-CPO, 9Q-CPO AC Kinshasa, current.	29582	2.3.57
1129 OO-SMC	Douglas C-47B-5-DK Ex 43-48785, KP.13/OT-CNG. Belgian Government (Ministry of Defence), leased to SABENA and restored to OT-CNG 1958 although not cancelled until 14.1.72.	26046	13.3.57
1130 OO-SMD	Douglas C-47B-5-DK Ex 43-48787, KN.18/OT-CWH. Belgian Government (Ministry of Defence), leased to SABENA, restored to K-18/OT-CWH in 1958 and crashed at Paulis, Congo, 1.12.58. Canc 24.1.72.	26048	13.3.57
1131 OO-CUA	Cessna 310 Ex (N5326A). Sobelair, Leopoldville, with C of R no C.273. Operated by Air Congo. w/o Usumbura 26.5.61.	35526	1.4.57
1132 OO-CUB	Cessna 310 Ex (N5327A). Sobelair, Leopoldville, with C of R no C.274. Operated by Air Congo. To Sobelair, Brussels as OO-CUB (1365) 30.3.61, to SABENA 29.9.64 and re-regd OO-SEK (1524), operated in Libya and sold as D-IDIX 4.73. (Note: this aircraft presumably became 90-CUB before 30.3.61, but not 9Q-CUB ?)	35527	1.4.57
1133 OO-CUC	Cessna 310 Ex (N5324A). Sobelair, Leopoldville, with C of R no C.275. Operated by Air Congo. To 90-CUC. 9Q-CUC and regd to Sobelair, Brussels as OO-CUC (1382) 7.7.61, to SABENA 7.1.65 and re-regd OO-SEL (1542), operated in Libya. Canc 9.4.70, to Brussels Air Museum.	35524	1.4.57
1134 OO-AWD	DH.104 Dove 1 Ex OO-AWD, OO-CWD (C of R no.632). SABENA, Brussels. Sold as D-INKA canc 28.6.57, restored 1.8.58 as OO-DAL (1192) and w/o 19.6.59.	04011	8.5.57

1135 OO-CFG	PA-18 Super Cub 150 Soc.Aer.Pulverisation, Rutshuru with C of R no C.276. Sold as VP-KSG 1958, later 9U-BFG	18-5415	10.5.57
1136 OO-ARJ	Percival P.31 Proctor 4 Ex NP246, G-ANWU. Cogea Nouvelle, Keerbergen; to Publiciel, Grimbergen. Written off Grimbergen and broken up there, canc 4.2.70.	H.642	21.5.57
1137 OO-ARK	Percival P.31 Proctor 4 Ex NP325, G-ANWV. Cogea Nouvelle, Keerbergen. Cancelled 27.12.63 reasons unknown.	H.696	21.5.57
1138 OO-ARL	Percival P.31 Proctor 4 Ex NP329, G-ANWF. Cogea Nouvelle, Keerbergen. Cancelled 30.9.63, reasons unknown.	H.700	21.5.57
1139 OO-CRG	Orlican Super Aero 45 De Cuyper, Kamina, with C of R no C.278. Re-regd 90-CRG, 9Q-CRG.	51192	27.5.57
1140 OO-RHC	Orlican Aero 45 Ex OK-DDD. L.Vogels, Grimbergen. Wfu after crash, details unknown, canc 3.8.70.	4930	3.7.57
1141 OO-SEA	Cessna 310 Ex (N5345A). SABENA, Grimbergen; arr Brussels 19.7.57. Crashed Zaventem 17.1.67, canc 2.3.67.	35545	23.7.57
1142 OO-EVB	DH.82A Tiger Moth Ex DF198, BAF:ETA.8, T.8. CNVAV, to Cogea Nouvelle Oostende. Canc 14.4.64 after damage 14.7.63. To UK 10.65 with ATC at Biggin Hill, to G-BBRB 21.11.73 and current.	85934	23.7.57
1143 OO-EVD	DH.82A Tiger Moth Ex NM209, BAF: ETA-22, T-22. CNVAV, crashed at Samree 23.10.57 possibly dbr, canc 17.11.59.	86517	23.7.57
1144 OO-CCO	Scheibe Bergfalke II/55 Aero Club du Congo Belge, Leopoldville, with C of R no C.280. To AC Lukala, re-regd 90-CCO, 9Q-CCO; believed dbr 2.8.69.	360	13.7.57



Above: Small numbers of Aero 45s were registered in Western Europe in the late fifties as the Czechs attempted to break into the light aircraft market. OO-RHC was second hand however, having been built in 1949 as OK-DDD. (R.W.Simpson)



Left: Proctor OO-ARJ in a makeshift enclosure at Grimbergen on 5.3.69. It appears to have been damaged by that time. (J.A.Sexton)



A pair of Tiger Moths belonging to the Centre National de Vol a Voile (CNVAV, or National Zweefvliegcentrum - NZVC) with glider towing equipment clearly visible. Unfortunately we have no location information or dates for these photos. OO-EVP (1174) was shot by Freddy Ceulemans and OO-EVE (1151) by Silvain Croes.

SABENA has made extensive use of its fleet of Cessna 310 and 310B twins based at the Civil Aviation School at Grimbergen since 1957/8. They were brought in to replace the Safirs and only now are themselves due for replacement by Xingus. OO-SED (1167) at Brussels National by R.W.Simpson.

1145 DH.89A Dragon Rapide 6785 25.7.57
OO-ARN Ex NR686, BAF: D.4. Cogea Nouvelle, Keerbergen, to Air Brousse, Leopoldville 1959 but no Congo C of R no known. Crashed Luozi, Congo 20.6.60 and canc 5.9.60.

1146 Cessna 310 35546 2.8.57
OO-SEB Ex (N5346A). SABENA, Grimbergen. Arr Brussels 27.7.57. Current.

1147 DH.82A Tiger Moth 84993 27.7.57
OO-CGO Ex T6693, SAAF:2226, ZS-DKX. Aero Club de Goma with C of R no C.272. Later 90-CGO, 9Q-CGO.

1148 DH.82A Tiger Moth 84224 26.7.57
OO-CVA Ex T7855, SAAF:589. ZS-DET, ZS-DCH. Aero Club de Jadotville with C of R no C.281. Cancelled.

1149 DH.82A Tiger Moth 85382 26.7.57
OO-CKT Ex DE360, SAAF:2461, ZS-DKV, VP-YPC. Owner unkn, C of R no C.282. Wfu 16.10.57.

1150 DH.82A Tiger Moth 85651 14.8.57
OO-EVC Ex DE721, BAF: ETA.17, T.17. CNVAV, crashed Brasschaat 10.63, canc 31.12.63.

1151 DH.82A Tiger Moth 85953 14.8.57
OO-EVE Ex EM722, BAF: ETA.25, T.25. CNVAV, current.

1152 DH.82A Tiger Moth 85969 14.8.57
OO-EVI Ex EM738, BAF: T.28. CNVAV, crashed Baudour, 1.5.58, canc 17.11.59.

1153 DH.82A Tiger Moth 85900 14.8.57
OO-EVK Ex DF151, BAF: ETA.9, T.9. CNVAV, crashed Temploux 27.5.60, canc 16.6.60.

1154 DH.82A Tiger Moth 82166 16.8.57
OO-SOK Ex N6922, G-APBY. Belgian Government, used by SABENA Flying School, Grimbergen. Crashed at Grimbergen 20.9.58, canc 18.10.58, used to repair OO-SOW (1236).

1155 DH.82A Tiger Moth 85466 16.8.57
OO-SOL Ex DE470, G-ANMY. Belgian Government, used by SABENA Flying School, Grimbergen. Crashed at Grimbergen 19.10.58 and canc 12.2.59. (Note: This aircraft originally mispainted as OO-SOC and delivered as such in error.)

1156 DH.82A Tiger Moth 83814 29.8.57
OO-CCI Ex T7418, G-ANNE. Aero Club du Congo Belge, Leopoldville with C of R no C.279. To AC Kinshasa and re-regd 90-CCI, 9Q-CCI.

1157 Bell 47H-1 1538 17.9.57
OO-SHW SABENA, used in Belgian Antarctic Expedition. Sold as SE-HBE 26.10.62, to LN-OQG 6.70 and to G-AZYB 7.72.

1158 DH.82A Tiger Moth 85470 10.57
OO-JIM Ex DE474, G-ANKL. Publiciel, Grimbergen. Accident 15.6.58 (dbr ?) and canc 30.11.67.

1159 Stampe SV.4B 4 29.10.57
OO-ATO Ex OO-ATD (462), MX457. Assn.des Recherches Aerologiques. To Legermuseum 30.4.62, now with the Brussels Air Museum.

1160 Percival P.44 Proctor 5 Ae.84 30.10.57
OO-ARM Ex G-AHZY. Cogea Nouvelle, Keerbergen; to Publiciel, Grimbergen; to Young Aero Club, Grimbergen. Canc 6.1.71 and stored by Brussels Air Museum.

1161 Schleicher Rhonlerche II unkn .57
OO-ZUA Re-regd OO-KEI 26.1.59 for AC Keiheuvel 26.1.59, current status unknown.

1162 Topsy T.66 Nipper 1 26.11.57
OO-NIP Ex (OO-RSA). Avions Fairey SA, Gosselies. F/f 2.12.57. Canc 15.6.60.

1163 SE.3130 Alouette II 1099 16.11.57
OO-CWH Gov.Gen.du Congo Belge, Leopoldville with C of R no C.283. Operated by SABENA. Sold to SABENA and re-regd OO-SHV (C of R 1253) 3.7.59. Canc 12.1.68 to IDFAF (Israel).

1164 DH.82A Tiger Moth 85832 14.12.57
OO-EVH Ex DE972, BAF: T.27. CNVAV, to Zoute Aviation Club. At some time repaired with wings of OO-EVO. Canc 14.1.72, stored by Brussels Air Museum.

1165 DH.82A Tiger Moth 85948 14.12.57
OO-EVQ Ex DF212, BAF: ETA.23, T.23. CNVAV, crashed Aalst 21.4.62, canc 31.12.63.

1166 Cessna 310 35597 17.12.57
OO-SEC Ex (N5397A). SABENA, Grimbergen. Arr Brussels 16.12.57. Crashed Kasenga, Katanga 18.1.61 and canc 22.6.61.

1167 Cessna 310 35611 17.12.57
OO-SED Ex (N5411A). SABENA, Grimbergen. Arr Brussels 30.12.57. Operated by Air Katanga. Current.

1168 DH.89A Dragon Rapide 6380 7.12.57
OO-CJU Ex ZS-AKT, SAAF:1560. ZS-AKT. Air Brousse, Leopoldville with C of R no C.284. To 90-CJU 3.61, later 9Q-CJU.

1169 Morane-Saulnier MS.502 Criquet 219 .12.57
OO-CPC Ex F-BEJT, F-BHCA. Leheu, Verviers. Wreckage at Saarbrucken, Germany, from 7.64; canc 15.12.67.

1170 Douglas DC-4-1009 42949 11.1.58
OO-SBV Ex VH-ANC. SABENA, Brussels; leased to Lebanese International 1959 and sold to Trans Mediterranean Airways as OD-ADO 21.3.60. Cr Azaiba 21.1.63.

1171 Cessna 310B 35616 29.1.58
OO-SEE Ex (N5416A). SABENA, Grimbergen. Arr Brussels 23.1.58, operated by Linair 1964. Crashed Beigem (is this Baaigem?) 9.9.76, w/o.

1172 DH.82A Tiger Moth 86338 7.2.58
OO-EVG Ex NL891, BAF: ETA.15, T.15. CNVAV, Verviers. Canc 14.1.72 and stored at Brussels Air Museum.

1173 DH.82A Tiger Moth 86507 7.2.58
OO-EVM Ex NM199. BAF: ETA.19, T.19. CNVAV, St.Hubert. Canc 14.1.72, fate unknown.

1174 DH.82A Tiger Moth 86515 7.2.58
OO-EVP Ex NM207, BAF: T.21. CNVAV, Goetsenhoven. W/o in accident at Goetsenhoven 8.10.72 and canc 11.74, to Brussels Air Museum as T.21.

1175 Douglas DC-7C 45308 10.2.58
OO-SFG SABENA, Brussels, h/o 5.2.58, arr Brussels 14.2.58, leased to Caledonian as G-ARYE 5.4.62 and on return sold immediately as D-ABAR 22.2.66.

1176 PA-23 Apache 160 23-213 11.2.58
OO-APH Ex N1176P. Plouvier, Kortrijk, to De Cuyper, to R.Vandenbulcke, Ghent. Canc 22.6.77 and sold as G-BEXO, current.



OO-APH hangared at Wevelgem, with Anson OO-VIT behind. Both were owned by P.Plouvier in the early sixties. (R.W.Simpson)

1177 Cessna 310B 35620 13.2.58
OO-SEF Ex (N5420A). SABENA, Grimbergen. Arr Brussels 1.2.58. Current.

1178 Cessna 310B 35626 14.2.58
OO-SEG Ex (N5426A). SABENA, Grimbergen. Arr Brussels 6.2.58. Current.

1179 DH.89A Dragon Rapide 6458 27.2.58
OO-AFG Ex R5922, G-AKNV, EI-AGK, G-AKNV. Avions Fairey, Gosselies; to Air Affairs, Gosselies 10.4.62; re-regd OO-CNP 10.4.64 with new C of R no.1496, L.Huybrechts. Canc 10.8.70, to Brussels Air Museum for restoration.

1180 Cessna 310B 35636 10.3.58
OO-SEI Ex (N5436A). SABENA, Grimbergen. Arr Brussels 1.3.58. Current.

1181 Topsy T.66 Nipper 1 2 4.4.58
OO-NIX Club Aer. Carolo-regien. C of A expired 25.4.62 and canc 15.10.76.

1182 Topsy Junior 3 J.112 4.4.58
OO-TIX Avions Fairey SA, Gosselies. Not completed, regn cancelled 13.9.61.

1183 Douglas DC-7C 45495 25.4.58
OO-SFK SABENA, Brussels, h/o 28.4.58. Leased to Caledonian as G-ASHL 9.4.63, restored 11.65 with C of R no.1621, sold to Spantax EC-BDM 6.5.66.

1184 Supermarine Spitfire LF.IXC unkn 25.4.58
OO-ARF Ex MK923. BAF: SM.37. Cogea Nouvelle, Oostende. Canc 26.11.63 on sale as N93081, later N521R.

1185 DH.82A Tiger Moth 84569 25.4.58
OO-SOM Ex T6102, G-ANNC. Belgian Government, used by SABENA Flying School, Grimbergen. Canc 23.12.71 stored at Brussels Air Museum.

1186 Zlin Z.226T Trener-6 870 29.4.58
 OO-AJT Ex OK-JED. Van der Noot d'Assche, Brussels. Sold
 (2) as F-BKRX 31.10.62, to D-EBWY 3.67.
 1187 Vickers V.610 Viking 1B 223 29.4.58
 OO-EEN Ex G-AIVJ, D-ABIR, (D-BABY), D-BONA. Aviamer
 Airlines "Sinjoor", Antwerp. Wfu 7.60 Southend,
 scrapped there by 4.62.
 1188 Piel CP.301A Emeraude 238 21.6.58
 OO-ANA Club National d'Aviation, re-regd OO-VOR (1561)
 15.4.65. (This is not c/n 241 as often quoted,
 that remained in France as F-BIMN until 1975)
 1189 Armstrong Whitworth Meteor NF.11 unkn 4.7.58
 OO-ARO Ex WD661, EN.18 'ND/F'. Cogea Nouvelle, Ostende.
 Sold to Congo and canc 2.3.61.
 1190 Armstrong Whitworth Meteor NF.11 unkn 4.7.58
 OO-ARP Ex WD741, EN.21 'ND/J'. Cogea Nouvelle, Oostende.
 Sold to Congo and canc 2.3.61.
 1191 Armstrong Whitworth Meteor NF.11 unkn 4.7.58
 OO-ARS Ex WD730, EN.6 'KT/W'. Cogea Nouvelle, Oostende.
 Sold to Congo and canc 2.3.61.
 1192 DH.104 Dove 1 04011 1.8.58
 OO-DAL Ex OO-AWD, OO-CWD (632), OO-AWD (1134), D-INKA.
 Sotramat SA, Antwerp. Crashed at Cugny, France
 19.6.59 and canc 11.9.59.
 1193 SZD-9c Bocian P.311 9.8.58
 OO-SZE CNVAV, to SABENA. Current.
 1194 Gloster Meteor F.8 unkn 27.8.58
 OO-ART Ex EG.164 'VT/F'. Cogea Nouvelle, Oostende. Canc
 2.3.61, used as gate guardian at Wevelgem until
 broken up.
 1195 Gloster Meteor F.8 unkn 27.8.58
 OO-ARU Ex EG.162 'SV/J'. Cogea Nouvelle, Oostende. Sold
 to Congo, canc 2.3.61.
 1196 Gloster Meteor F.8 unkn 27.8.58
 OO-ARV Ex EG.178. Cogea Nouvelle, Oostende. Sold to
 Congo, canc 2.3.61.
 1197 Stampe SV.4C 1190 .9.58
 OO-PAM Ex V.48. CNVAV, to Schepens, Antwerp; to Royal
 Antwerp Aviation Club; to Atlass, Antwerp;
 current with J.Leisen, Moorseele.
 1198 Stampe SV.4C 1197 .9.58
 OO-RLC Ex V.55. L.Rans, canc 22.10.60 on sale as PH-BOZ,
 restored as OO-LEL 20.12.70 with C of R no.2062.
 1199 Percival P.40 Prentice 1 PAC.215 19.9.58
 OO-OPO Ex VS613, G-AOPO. Publiciel, Grimbergen; to
 Crommelinckx, Ghent; C of A expired 25.10.62 and
 canc 22.3.77. To Brussels Air Museum.

1205 Auster 6 2826 25.9.58
 OO-FDE Ex VT990, BAF: A.11. F.C.A.B., Balem-Nete, canc
 as wfu 1.4.71, to Brussels Air Museum as A.11.
 1206 Auster 6 2827 25.9.58
 OO-FDF Ex VT991, BAF: A.12. F.C.A.B., Virton, crashed
 at Virton 27.5.62 and canc 19.3.63.
 1207 Auster 6 2825 25.9.58
 OO-FDG Ex VT989, BAF: A.13. F.C.A.B., Ghent, crashed at
 Ghent 12.5.62, canc 19.3.63.
 1208 Auster 6 2834 25.9.58
 OO-FDH Ex VT995. BAF: A.15. F.C.A.B., Aalst, later Diest
 and Spa. Dbt at Spa 23.5.70, canc 1.4.71. Used on
 gate at Brasschaat, now stored in Brussels Museum.
 1209 Auster 6 2835 25.9.58
 OO-FDI Ex VT996, BAF: A.16. F.C.A.B., Verviers. Canc
 1.4.71, to Brussels Air Museum as A.16.
 1210 Auster 6 2832 25.9.58
 OO-FDJ Ex VT993, BAF: A.17. F.C.A.B., Zwartberg. Some-
 time damaged and repaired with wings and parts
 of OO-FDC. Canc 1.4.71, stored at Brussels Museum.
 1211 Auster 6 2831 25.9.58
 OO-FDK Ex VT992. BAF: A.18. F.C.A.B., Antwerp. Wfu at
 Antwerp, canc 1.4.71.



Above: Before and after - two views of Auster 6 OO-FDK, one of a dozen civilianised in 1958 and allocated to flying clubs. The top photo by R.W.Simpson shows it hangared at Antwerp, while Tom Dunstall found it had been put out to grass there on 18.10.70, lower photo.

Left: Prentice G-AOPO easily became OO-OPO but had only a short active career in Belgium and is now in the Brussels Air Museum. (R.W.Simpson)

1200 Stampe SV.4B 1189 24.9.58
 OO-MCI Ex V.47. C.Hanquier, Zwartberg; to Limburgse
 Vleugels; to F.B.A., Cologne/Butzweilerhof;
 to Y.Dumortier, Butzweilerhof, current.
 1201 Auster 6 2818 25.9.58
 OO-FDA Ex VT979, BAF: A.3. Federation des Clubs Belges
 d'Aviation (F.C.A.B.), Casteau. To Assn.des Amis
 du Musee de l'Air, Brussels; canc 17.11.76. stored
 at Brussels Air Museum.
 1202 Auster 6 2820 25.9.58
 OO-FDB Ex VT981, BAF: A.7. F.C.A.B., Namur. Canc as wfu,
 16.4.68.
 1203 Auster 6 2824 25.9.58
 OO-FDC Ex VT988, BAF: A.8. F.C.A.B., Zwartberg. Canc
 1.4.71, parts and wings used to repair OO-FDJ,
 remains stored at Brussels Air Museum.
 1204 Auster 6 2817 25.9.58
 OO-FDD Ex VT978, BAF: A.9. F.C.A.B., Gosselies. Canc as
 wfu 16.4.68, stored at Brussels Air Museum.

1212 Auster 6 2836 25.9.58
 OO-FDL Ex VT997, BAF: A.22. F.C.A.B., Virton. Canc as
 wfu 1.4.71 and stored at Brussels Air Museum.
 1213 Noorduyt AT-16 Harvard IIB 14A-2268 .9.58
 OO-AAR Ex KF568, BAF: H.58. H.De Paepe, Borgerhout. Canc
 11.9.59 on sale as D-FIBU, later Portuguese Air
 Force FAP:1794.
 1214 DH.82A Tiger Moth 85914 6.10.58
 OO-EVF Ex DF178, BAF: ETA.13, T.13. CNVAV, crashed at
 Virton 15.12.59 (? may be cancn date).
 1215 DH.82A Tiger Moth 82712 6.10.58
 OO-EVJ Ex R4771, BAF: T.29. CNVAV, crashed 4.4.64 at
 Antwerp, canc 14.1.72.
 1216 DH.82A Tiger Moth 86502 6.10.58
 OO-EVL Ex NM194, BAF: ETA.18. T.18. CNVAV, crashed Genk
 9.4.61, canc 13.4.61.
 1217 Armstrong Whitworth Meteor NF.11 unkn 10.10.58
 OO-ARR Ex WD775, EN.2 'KT/E'. Cogea Nouvelle, Oostende.
 Sold to Congo and canc 2.3.61.

THE PRE-WAR BELGIAN BALLOON REGISTER

As we remarked in Archive 2/81, the listing of pre-war balloons was completely inadequate due to a missing page in the editorial records. Now thanks to the efforts of Silvain Croes and Gaston de Mol and to those readers who also sent lists and comments, we can present the most complete list available of pre-war Belgian Balloons.

01	O-BBEA	Société Avia	1200	3	12.8.21	SABCA	canc 16.8.26
02	O-BBEB	Société Avia	600	5	12.8.21	SABCA	canc 16.8.26
03	O-BBEC	Société Avia	1200	6	12.8.21	SABCA	canc 16.8.26
04	O-BBED	Société Avia	600	8	12.8.21	SABCA	canc 16.8.26
05	O-BBEE	Société Avia	600	11	12.8.21	SABCA	canc 16.8.26
06	O-BBEF	Zodiac	2200		12.3.23	Dumoncin & De Muyter "Belgica"	lost at sea, 1925, canc 16.8.26
07	O-BBEG	SABCA	1200	1	12.3.23	SABCA	canc 16.8.26
08	O-BBEH	SABCA	600	2	12.3.23	SABCA	canc 16.8.26
09	O-BBEI	Scutenaire	900		.23	A.Scutenaire	canc 1.7.23
10	O-BBEK	Dumortier	900		8.6.24	J.Dumortier	canc, details unknown
11	O-BBEL	Gheude	400		27.7.25	C Van Damme	canc 19.1.35
12	O-BBEM	SABCA	600	3	27.7.25	C Van Damme, to Van Den Bemden	canc 29
13	O-BBEN	Scutenaire	500		1.7.25	A.Scutenaire	canc 3.5.28
14	O-BBEO	E.Carton	1200		14.4.26	Van Sommeren, to A.Scutenaire	canc 22.6.28
15	O-BBEP	Dumortier	675		26.6.26	A.Denis, to H.Van Sommeren	canc 24.7.36
16	O-BBEQ	Zodiac	900		26.6.26	Bom'mas Club, Koekelberg	canc 12.5.29
17	O-BBER	Gheude	450		23.6.26	Gheude, to Van Den Bemden	canc 10.8.34
18	O-BBES	Zodiac	2200		19.6.26	Veenstra & Quersin	canc, details unknown
19	O-BBET	Zodiac	1200		19.6.26	Veenstra	canc 11.8.34
20	O-BBEU	Zodiac	900		19.6.26	Veenstra	canc, details unknown
21	O-BBEV	Dumortier	500		30.8.26	Denys & Van Gheluwe, to H.Van Sommeren	canc 10.8.34
22		Details unknown					
23		Details unknown					
24	O-BBEY	Lassogne	600		10.8.27	De Vlaeminck	canc 7.11.35
25	O-BBEZ	Gheude	630		26.4.28	L.Gheude, to H.Van Sommeren	canc 28.6.46
26	O-BBFB	Scutenaire	880		24.4.28	A.Scutenaire	canc 2.4.36
27	O-BBFA	Scutenaire	350		24.4.28	A.Scutenaire	canc 5.4.34
28	OO-BFC	Zodiac	900		11.5.29	Bom'mas Club, to Quersin	canc 31.8.38
29	OO-BFD	Gheude	630		19.3.30	P.Ricard	canc 31.1.37
30	OO-BFE	Scutenaire	1200		16.12.30	unknown	canc 25.3.46
31	OO-BFG	Gheude	606		20.6.31	H.Van Sommeren	canc 15.4.47
32	OO-BFH	A.Rietinger, Augsburg	14000		1.7.32	FNFRS, to AeCRB	canc 13.1.38
33	OO-BFF	E.Carton	850		22.8.32	Coeckelbergh	canc 28.2.50
34	OO-BEW	F.Van Den Bemden	2200		10.6.33	E.De Muyter	canc 14.8.37
35	OO-BFI	F.Van Den Bemden	650		10.6.33	J.De Vogelaer	canc 29.12.37
36	OO-BGK	Gheude	350		29.6.34	J.De Vogelaer	canc 26.2.46
37	OO-BFJ	Scutenaire	650		19.7.34	unknown	canc 25.3.46
38	OO-BFL	Cornier, Paris	2200		17.9.34	Quersin	canc 1.4.46
39	OO-BFM	Van Den Bemden	2200		19.9.34	Cercle Belgica "Belgica", to Section Central d'Aerostation	canc 27.2.46
40	OO-BFO	Van Den Bemden	625		20.4.35	Van Den Bemden	canc 26.2.46
41	OO-BFP	Veenstra	250		16.5.35	Van Drogenbroeck	canc 29.6.49
42	OO-BFQ	Van Sommeren	927		9.9.35	H.Van Sommeren	canc 15.6.38
43	OO-BFN	Coeckelbergh	930		12.7.35	Coeckelbergh	canc 28.2.50
44	OO-BFR	Coeckelbergh	250		8.11.35	Coeckelbergh	canc 28.2.50
45	OO-BFT	De Vogelaer	600		6.1.38	De Vogelaer	canc 7.3.38
46	OO-BFU	De Vogelaer	650		9.4.38	De Vogelaer	canc 26.2.46
47	OO-BFV	Van Der Maelen	630		17.5.38	A.Van Der Maelen	canc 3.3.48
48	OO-BFS	Van Den Bemden	2290		11.7.38	Coeckelbergh	canc 28.2.50
49	OO-BFW	Scutenaire	350		29.7.38	A.Scutenaire	canc 25.3.46
50	OO-BFX	Yvette Stassart	2285		23.8.38	Y.Stassart & De Muyter	canc 25.5.54
51	OO-BFY	Gheude	630		10.5.39	L.Gheude, to H.Van Sommeren	canc 15.4.54
52	OO-BFZ	Scutenaire	800		24.6.39	unknown seized 1.4.44,	canc 25.3.46
53	OO-BGA	maker unknown	930		3.7.39	Sect.Centr.d'Aerostation	canc 25.5.49
54	OO-BGB	maker unknown	930		24.7.39	Sect.Centr.d'Aerostation	canc 25.5.49

All the above are gas balloons.

From left to right the columns above read as follows: 1) C of R no. in separate balloon sequence, 2) registration, 3) manufacturer, 4) volume in cubic metres, 5) c/n if known, 6) registration date, 7) owner, name and 8) cancellation date.

It is possible, but by no means certain, that balloons surviving beyond 1929 were re-registered as OO-B..

1218 Armstrong Whitworth Meteor NF.11 unkn 10.10.58
 OO-ARW Ex WD729, EN.5 'KT/S'. Cogea Nouvelle, Oostende.
 Sold to Congo and cancelled on 2.3.61.

1219 Armstrong Whitworth Meteor NF.11 unkn 10.10.58
 OO-ARX Ex WD735, EN.11 'KT/T'. Cogea Nouvelle, Oostende.
 Sold to Congo and cancelled 2.3.61.

1220 Armstrong Whitworth Meteor NF.11 unkn 10.10.58
 OO-ARQ Ex WD594, EN.16 'ND/D'. Cogea Nouvelle, Oostende.
 Sold in Congo and cancelled 2.3.61.

1221 Armstrong Whitworth Meteor NF.11 unkn 10.10.58
 OO-ARZ Ex WD590, EN.19. Cogea Nouvelle, Oostende. Canc
 4.10.63, fate unknown.

1222 North American AT-6C Harvard IIA
 88-10635 11.10.58

OO-GEM Ex 41-33515, EX542, H.17. Cogea Nouvelle,
 (2) Oostende. Sold to Congo and cancelled 22.10.62.

1223 N.Am. AT-6C Harvard IIA 88-10014 11.10.58
 OO-GEN Ex 41-33344, EX371, H.26. Cogea Nouvelle,
 Oostende. To Portuguese Air Force, cancelled 24.5.62.

1224 N.Am. AT-6C Harvard IIA 88-10554 11.10.58
 OO-GEO Ex 41-33434, EX461, H.28. Cogea Nouvelle,
 Oostende. To Portuguese Air Force, cancelled 24.5.62.

1225 N.Am. AT-6C Harvard IIA 88-12546 11.10.58
 OO-GEP Ex 41-33653, EX680, H.45. Cogea Nouvelle,
 Oostende. Sold to Congo and cancelled 22.10.62.

1226 N.Am. AT-6C Harvard IIA 88-9260 11.10.58
 OO-GEQ Ex 41-33154, EX181, H.18. Cogea Nouvelle,
 Oostende. To Portuguese Air Force, cancelled 24.5.62.

1227 N.Am. AT-6C Harvard IIA 88-12327 11.10.58
 OO-GER Ex 41-33634, EX661, H.31. Cogea Nouvelle,
 Oostende. To Portuguese Air Force, cancelled 24.5.62.

1228 N.Am. AT-6C Harvard IIA 88-9689 11.10.58
 OO-GES Ex 41-33246, EX273, H.36. Cogea Nouvelle,
 Oostende. To Portuguese Air Force, cancelled 24.5.62.

1229 Piper L-4J Cub 12468 1.10.58
 OO-ACB Ex 44-80172, OO-GEL (719), LX-ACL, LX-ACB.
 C.De Vleminck, Grimbergen; Devleminck Air Service,
 Damaged at Grimbergen in u/c collapse 3.7.77 but
 still current.
 (Note: has f/n 11502 of c/n 11674; see no.719)

1238 Beech C-45G AF-55 25.2.59
 OO-GEU Ex 51-11498. Cogea Nouvelle, Oostende; to
 Aviation Benelux, Antwerp 16.1.61. Canc 17.4.68
 and displayed outside cafe at Melsbroek until
 removed and broken up 1974.

1239 Beech C-45G AF-14 25.2.59
 OO-GEY Ex 51-11457. Cogea Nouvelle, Oostende; sold as
 F-BJLI 14.3.60, to TU-TAB 10.64.

1240 Topsy T.66 Nipper 4 26.2.59
 OO-NIA Avions Fairey SA, Gosselies; to Van de Winckel,
 Brussels; to Group Aer. Namurois; to Zoute Avn
 Club; to E.De Troyer, Aalst 29.11.74, current.

1241 Topsy T.66 Nipper 5 26.2.59
 OO-NID Avions Fairey SA, Gosselies; sold D-EMIF 14.7.60.

1242 Topsy T.66 Nipper 6 26.2.59
 OO-NIF Avions Fairey SA, Gosselies, to Huybrechts,
 Brussels, cancelled 13.4.66 and sold as G-ATUH 8.66.

1243 Schleicher Rhonlerche II unkn 20.3.59
 OO-ZUB CNVAV, to Aero Club Keiheuvel, current.

1244 Topsy T.66 Nipper 7 17.4.59
 OO-NIG Avions Fairey SA, Gosselies; to Carol Air, sold
 23.8.62 as F-PKVC.

1245 Douglas DC-6A 45458 21.5.59
 OO-SMR Ex (N7819C), KY.1/OT-CDA. Belgian Government
 (Ministry of Defence), leased to SABENA, Brussels
 and returned to Air Force as KY.1, 12.10.59.

/to be continued..



Top: OO-AFI (1237) another of the Devleminck flying school Cubs. This one became unairworthy in 1970 but the actual reason for cancellation is not known to us.

Centre: Well-known guardian of the cafe at Melsbroek outside Brussels National, OO-GEU (1238) was looking decidedly tatty by 29.9.73. (Martin Smith)

Bottom: OO-NIA (1240) is now the oldest existing Topsy Nipper. (OO-NIA and OO-AFI R.W.Simpson)

1230 Armstrong Whitworth Meteor NF.11 unkn 25.10.58
 OO-GEV Ex WD596, EN.20 'ND/H'. Leemans, Vilvoorde.
 Scrapped 1960, cancelled 30.9.63.

1231 Armstrong Whitworth Meteor NF.11 unkn 25.10.58
 OO-GEZ Ex WM221, EN.23 'ND/L'. Leemans, Vilvoorde.
 Scrapped 1960, cancelled 30.9.63.

1232 Piper L-4J Cub 12379 10.11.58
 OO-AED Ex 44-80083, OO-LIL (746). C.De Vleminck, Grim-
 bergen; Devleminck Air Service, damaged in u/c
 collapse 9.5.77, repaired, current.

1233 DH.82A Tiger Moth 85873 24.11.58
 OO-EVA Ex DF124, BAF: ETA.1, T.1. CNVAV, crashed Diest
 24.6.63, apparently repaired, C of A expired
 4.8.67 and aircraft used as spares for OO-EVE
 (1151), cancelled 5.4.77.

1234 DH.82A Tiger Moth 85875 24.11.58
 OO-EVR Ex DF126, BAF: T.31. CNVAV, crashed Gosselies
 and cancelled 29.12.64.

1235 Topsy T.66 Nipper 3 18.12.58
 OO-NIB Avions Fairey SA, Gosselies. Sold PH-MED 31.10.62.

1236 DH.82A Tiger Moth 84567 14.1.59
 OO-SOW Ex T6100, G-APPT. Belgian Government, used by
 SABENA Flying School, Grimbergen. C of A expired
 28.1.69, cancelled 23.12.71, stored at Brussels Air
 Museum.

1237 Piper L-4J Cub 12676 26.2.59
 OO-AFI Ex 44-80380, OO-GBA (661). C.De Vleminck, Grim-
 bergen; C of A expired 2.7.70. cancelled.

Casualty Compendium

PART FOUR

This edition covers accidents listed in all three earlier parts and its length is entirely due to the excellent response of the readership. Keep it up everyone please! My grateful thanks for their contributions to: I.A.Anderson, Lennart Andersson, C.M.de Lezenne Coulander, H.Dekker, V.E.Ferry, Gianni Gambarini, Peter Gerhardt, H.J.Hazewinkel, M.Hopkin, Roy Hough, George Jenks, F.J.Knight, V.N.Smith, W.Smith, F/L G.R.Sunderland (Retd), and G.Terry.



The photograph of Armstrong Whitworth Atlas G-EBYF comes to us from H.W.Harper MBE via Flt/Lt G.R.Sunderland (Retd), who comments that it appears to have been taken in 1931 in Argentina, although the exact date and place are unknown. We have no further information, nor does Peter Moss throw any further light on the matter - can any reader assist?

Additional details of previously published casualties:

- 23.2.20 Positively the last word on the demise of G-EANV ? On page 53 we commented that the guardian of the wreck must have been a British South Africa Police officer - not so! The BSAP operated only in Southern Rhodesia, he must therefore have been a member of the South African Police force. As to the alternative locations, Lemoen siding lies some 15 miles ENE of Beaufort West, while Acacia siding remains favourite at 6 miles ENE. Finally the vessel involved in the delivery of G-EANV was RMS Durham Castle, not Durban as shown. Despite the temptations of page 55 and the photo above the Editor will make a New Year Resolution not to comment on policemen again!
- 26.2.27 A contemporary Times report states that the two aircraft were on a goodwill flight around South America. Major Dargue and Lt.Whitehead of the 'New York' parachuted to safety but Capt.Woolsey and Lt.Benton in 'Detroit' were killed.
- 6.4.27 The report about the seaplane 'Argus' raises a number of points but no complete answer. The aircraft was a Dornier Wal, presumably built by CMASA as it was handed over to Sarmento de Beires (note spelling) at Marina di Pisa on 13.1.27. After suffering minor damage at Lisbon the flight, destination Argentina, left on 2.3.27. With several stops Pernambuco was reached on 20.3.27 but all sources show that the Wal arrived at Bahia on 7.4.27, continuing to Rio de Janeiro and beyond. On the northbound return flight the aircraft was forced to put down on the sea between Belem and British Guiana, the crew being saved by sailing boat. The original entry may be an error for 6.6.27, or possibly a minor incident was exaggerated.
- 6.4.27 The correct designation of the 'Santa Maria' is S.I.A.I. S.55M, the c/n was 10015 and serial MM45043. The incorporation of Marchetti into the company name did not take place until 6.4.37.
- 26.4.27 The Keystone was registered NX-179. It crashed into four feet of water after turning to clear trees at 20 feet. Both N.Davis and S.Wooster were drowned. The aircraft was rebuilt and used by West Indian Aerial Express.
- 24.5.27 As for its predecessor above (6.4.27), 'Santa Maria II' was a S.I.A.I. S.55M, c/n 10016, serial unknown. The flight was from Trepassey (Newfoundland) to Horta (Azores) but headwinds resulted in fuel shortage and the forced landing. Towed first by fishing vessel 'Infante de Sagres' and from 26.5.27 by the Italian SS 'Superga' it reached Horta on 30.5.27, departing 10.6.27 after overhaul and landing at Rome on 16.6.27.
- 28.5.27 The Junkers F 13 K-SALA was first leased as D-335 from 14.3.24 and registered to Aero OY on 29.5.26.
- 12.7.27 Herman Dekker adds to the accumulated data on H-NADQ that the remains were transported back to Schiphol and broken up; parts were used for H-NAEP and H-NAET. He suggests that the fuselage was stored and when Ahrenbergs-fly were seeking F.VIIs in 1937 it was sold with other parts to them and assembled as SE-AGH. Some sources indicate that they also bought G-AEHF from the League of Nations and this implies that SE-AGH may well have been a combination of these two aircraft. Any further comments ?
- 22.8.27 The crash of H-NADU was actually at St.Julians, Riverhead, near Sevenoaks at 0815 hours. The mechanic was killed but the pilot Van Dyk escaped.
- 17.9.27 This accident was to Fokker F.VII c/n 4840, NC-776 ex H-NACK operated by Reynolds Airways. It was joy-riding over Hadley Airport, near New Brunswick, NJ when it crashed into an orchard during an attempted forced landing. Two crew were killed along with five passengers and five other passengers seriously injured. Cause may have been engine failure at about 400 feet.
- 25.9.27 This aircraft still not identified! A Times report the following day quotes an English touring aeroplane having capsized on the beach at Cayeux-sur-Mer (note spelling).
- 11.11.27 'La Reine Elizabeth' was a Breguet 19GR Super Bidon flown by Belgian lieutenants Medaets and Verhaegen who were both injured in the crash, near Langres.
- 24.11.27 The Goliath was F-GEAB 'Savoie', c/n 5, and Yaldham Manor is near Sevenoaks. It seems that the pilot attempted to land in a field but bounced over a hedge into the next field and had to be extricated from the aircraft by onlookers with a fencing stake. The aircraft clearly survived the incident - see accident of 31.7.29 later.

- 26.2.28 This was the prototype Messerschmidt M20 on its first flight. The accident occurred when fabric stripped from the wing trailing edge. The pilot, Hans Hackmack (or Hackermach?), baled out at only 250 feet and was killed. The aircraft was reputedly D-1480 c/n 392 but this survived until long after 1928 and became D-UFON. Was a complete rebuild practical? Other reports say that the crashed aircraft carried no markings.
- 28.2.28 A Times report indicates that this was a Dornier Wal. No other details received.
- 12.3.28 Archive number 2/80 reveals the identity as DH.60X Moth G-EBSQ c/n 421, named 'Miss Propaganda'. The aircraft spun in from a stall at low altitude, killing Lady Carberry and pupil Dudley Cowie.
- 25.4.28 The flying boat was a five-engined machine designed by P.A. Richard and built by Service Aviation des Chantiers et Ateliers de Saint-Nazaire-Penhoet. First flew 25.6.26 and believed damaged during earlier trials. Reason for crash into Loire estuary unknown. Although Richard was killed the three crew survived.
- 24.7.28 Additional details are that the accident occurred at 1500 hours during a pleasure flight over Rotterdam. After striking the mast it fell into the water and the occupants were thrown out, the only fatality being a passenger who died after rescue. The correct original c/n of H-NABL should read 1533.
- 15.8.28 'General Machado' was a Fokker F.X, NC-53, c/n 704.
- 23.8.28 The Dereluft aircraft overturned in the forced landing. No other details received.
- 25.8.28 G-CATX was a Ford 4-AT-B c/n 4-AT-26 which was delivered new in July and began scheduled passenger flights with British Columbia Airways on 16.8.28. It crashed into the sea near Port Townsend, Washington state, when seen attempting a steep turn too low in foggy conditions. Wreckage not found. Two crew, five passengers and one dog were on board. The company, operating Vancouver-Victoria-Seattle, closed down following this accident.
- 13.9.28 Seaplane F-AIQP was Loire et Olivier H.198 c/n 1 of Ste. Transatlantique Aérienne carrying out experimental postal flights. It was catapulted from the liner 'Ile de France' at 1000 but developed magneto trouble and landed some 40 or 50 miles SW of Bishops Rock. The problem was corrected but owing to the state of the sea it was found impossible to take off again. The crew were taken off by trawler and landed at Newlyn the next day, the aircraft was taken in tow by a steamer bound for Brest.
- 20.9.28 Accident occurred during demonstration flight at Le Bourget. On landing following descent from 600 feet the tail skid touched first and the autogyro turned on its side probably as a result of a broken cable between the skid and the fuselage. The rotors were shattered but Senor de la Cierva and passenger were unhurt. This was probably a C.8L G-EBYY which arrived in Paris two days earlier and now belongs to the Musée de l'Air collection.
- 22.9.28 The Avian seaplane was a Mk.IIIA NX6663, c/n R3/CN/169, ex G-AAAP and named 'Seattle Spirit'. The flight had commenced at Hamble on 15.9.28 and the aircraft was later shipped to the USA and registered NC6663 as a landplane.
- 25.9.28 'Deutschland' was Junkers G 31 D-1427, c/n 3004.
- 3.10.28 Singapore Flying Club seaplane (actually Royal Singapore Flying Club) would surely have been one of either DH.60X G-EBUJ (450) or G-EBUK (451). Neither were cancelled at the time so salvage seems likely.
- 18.11.28 This was the prototype Rohrbach Romar D-1693 'Hamburg', c/n 29. A Times report of the incident also mentions a Dornier Super Wal and a Rohrbach Rocco adrift at the same time and suffering minor damage.
- 19.11.28 This report appears to be a delightful red herring! Roy Hough informs us of a Times report stating that "...an aerodrome hangar at Cowes which was built during the war and has recently been used by the Hon. Ernest Guinness, whose aeroplane was elsewhere, was completely wrecked...". Now where were the Isle of Wight Police...?!
- 3.12.28 Although the aircraft is not yet identified further details of the accident from press reports quote 17 people killed. Apparently having to take avoiding action at 300 feet to prevent a mid-air collision placed too much stress on the wing, which broke. The aircraft crashed into the sea near Ilha das Cobras and sank immediately. This seems to have taken place during Santos Dumont celebrations.
- 11.12.28 'Rheinland' was a Junkers G 31fi D-1473, c/n 3005.
- 19.2.29 The 'Dragon d'Annam' was Breguet 284T F-AIYB, c/n 1, destination Hanoi, crew Bellonte, Codos and Costes. It crashed after engine trouble onto the railway near Bondy, less than 10 km from take-off at Le Bourget, without serious injury to the crew.
- 2.3.29 This one has something of an international flavour to it! The aircraft was Avro Avian IV X-CRIA c/n 220, the first of a batch of 14 on delivery to a flying school in China. The pilot was one Wen Liu Chen (or Wenliu Tschen?), navigator a Dane, Christian Johannsen. After leaving Croydon they crossed the coast between Lympne and Dover but suffered a loss of power so turned back to make a precautionary landing at Langdon Hole, Dover. A gust of wind then tipped the Avian onto its nose, damaging the propeller. The aircraft was taken to Swingate where a new prop was fitted, tested on 3.3.29 and the flight to Amsterdam resumed the next day. The Avian arrived at Shanghai on 28.5.29. destined for use at Nanking.
- 28.3.29 This was a Renard-Stampe-Vertongen RSV.18 OO-AKA, which was being flown by Bob Vandavelde and Henry Aerden when it was written off in the forced landing at Lloret del Mar.
- 12.4.29 Note correct year of date. The Dornier Do R4 Super Wal was I-RIDE c/n 142 of Societa Anonima Navigazione Aerea (S.A.N.A.), Genoa. The fire occurred in Naples harbour during the night of 12/13.4.29.
- 19.5.29 The aircraft, said to have crashed at Tonbridge, in fact force-landed at Key Lands Siding, Paddock Wood railway station, on the Tonbridge-Ashford line. Type and registration are still unidentified but the aircraft was carrying only pilot, M.Sautereau, and mechanic with no cargo, from Croydon to Paris. The landing was caused by the discovery that the exhaust pipe had burnt through its covering. High winds created landing problems and the aircraft stopped only ten yards from a signal box - no doubt to the relief of its inmate!
- 20.5.29 D.23 was one of three Dornier Wals of the MLD (Marine Luchtvaartdienst) which had left the Netherlands on 3.4.29 on a flight to the Dutch East Indies. It caught fire while taking on fuel at Tanjung Priok, the port of Batavia. Another of the three, D.22, had crashed near Baghdad on 2.5.29 killing the pilot. The third was D.21.
- 24.5.29 D-1165 was a Heinkel HD 24 c/n 263 belonging to DVS.
- 7.6.29 'Youth of Britain' was G-AAEV, a DH.61 Giant Moth c/n 335 which was used by Alan Cobham on a tour of Britain between May and October 1929 in order to impress on local authorities the need for municipal airports. It was repaired after this incident and left the UK on 10.12.29 on delivery to Imperial Airways at Salisbury, Southern Rhodesia. It crashed at Broken Hill, SR, on 19.1.30.
- 21.6.29 'Numancia' was a CASA-built Dornier Wal M-MWAP, c/n W.16. With a crew of four it left Los Alcazares for a flight over the Atlantic but missed the Azores and, running out of fuel, had to put down on the sea. The Wal was found by HMS 'Eagle' and salvaged virtually undamaged.
- 20.7.29 The Pan American amphibian on this date was Sikorsky S-38B NC9137, c/n 114-9R.
- 31.7.29 This was the same Farman Goliath, F-GEAB, as mentioned in the Yaldham Manor incident on 24.11.27. On this occasion it was carrying bullion from London to Paris and required to make a forced landing in a field at Smarden adjoining the river Beult. The wind blew the aircraft across the field and only the presence of some bushes on the bank prevented it from continuing into the river. Some of the gold was thrown out into the river by the impact, to be recovered by spectators - no doubt under strict supervision! (Where were the police? - Ed.) A photograph of F-GEAB appears at the top of the next page.
- 24.8.29 DLH aircraft involved was a single-engined Fokker, exact type and registration not yet identified. Pilot, an American named Goss, apparently lost his way in mist.

The Farman Goliath F-GEAB which apparently developed a liking for Kentish fields - see items dated 24.11.27 and 31.7.29. This photograph shows it on the later date after the forced landing at Smarden with a group of local gold prospectors in the foreground! (see story). Photo per the late Mr.F.Cruttenden, via Kent Aviation Historical Research Society.



- 20.9.29 Correct date for this incident was 10.9.29. The aircraft concerned was Rohrbach Ro-X Romar D-1734 "Bremen", c/n 30 intended for Transatlantic operation with DLH. During a local flight and from a height of only 3 or 4 metres above the sea surface, the starboard engine stopped and the aircraft hit the water near Grömitz in Lübeck Bay. The 13 occupants were taken off by sailing boat but after four hours afloat D-1734 sank in over 15 metre of water. It appears to have later been raised and taken to Travemünde.
- 12.10.29 Registration I-AISZ appears to be incorrect. Gianni Gambarini suggests that it could be S.I.A.I. S.55R I-AASZ, c/n 10521, owned by Ministero dell'Aeronautica. The 'R' suffix indicates that the aircraft was used for record flights, rather than 'P' for passenger, and this may have been the purpose of this flight. The location given is close to Ibiza in the Balearics.
- 20.11.29 I-TACO was S.I.A.I. S.55P c/n 10519 of Societa Aerea Mediterranea, Rome, operating Rome/Ostia - Terranova Pausania (now Olbia) - Cagliari. It sank on alighting at Terranova Pausania.
- 27.11.29 This was the prototype Fokker F.32 NX124M, c/n 1201, used as a demonstration aircraft for Universal Air Lines and Western Air Express. It crashed into houses at Carle Place, near Roosevelt Field, Long Island, NY when both port engines failed on take-off. Universal cancelled their order for five.
- 12.12.29 The Libelle was of course ZK-ABI - see page 40/81, where the date is quoted as 13.12.29.
- 19.12.29 DLH 'Teneriffe' actually only took that name on 13.12.29 following a series of long distance test flights to the Canary Islands. It was the Arado V1 D-1594, c/n 47, and crashed in very bad weather at Neuruppin on a return flight to Berlin. The aircraft was burnt and only one of the three crew survived.
- 19.12.29 'Havana' was Consolidated Commodore NC659M, c/n 3, of NYRBA - New York, Rio, Buenos Aires Line. It survived this incident and was purchased by Pan Am in 9.30.
- 24.12.29 I-AZDB was a C.M.A.S.A.-built Dornier Wal c/n 79 of A.E.I. - Societa Anonima Aeroespresso Italiana of Rome. It was on a flight from Istanbul to Athens when it was lost in a forced-landing near Andros from which no wreckage was ever recovered. I-AZDB carried the fleet number D3.
- 6.1.30 Pan American NC8418 was a Ford 5-AT-C, c/n 5-AT-56 built in 6.29. It was actually supplied to Pan American-Grace.
- 7.4.30 This was Junkers W 33d D-1649 "Baikol", c/n 2544.
- 31.5.30 Handley Page aircraft was actually the sole W-9 Hampstead VH-ULK c/n W9-1. Formerly G-EBLE with Imperial Airways, it was sold to Ellyou Goldfields Development Corporation, New Guinea on 3.29 and operated between Wau and Salamaua until the accident occurred on its 251st trip. Pilot G.I.Thompson lost control in thick cloud over 8000' Kuper Range. The crew survived the crash by living off the cargo of bully beef, canned soup and condensed milk.
- 4.6.30 'Sidenhurst' was a Parseval-Natz PN29 semi-rigid airship of 77682 cubic feet capacity, used for advertising. The crew were saved.

Photos, page 55/81:

In the cabbage patch near Cardiff is BAC Drone G-ADUA, c/n 8. It must have been quickly repaired - only to be written off in Cambridgeshire on 20.12.36. The police officer could be Welsh.

The hedge near Tiverton contains Handley Page HP.42W G-AAXD "Horatius" which arrived there on 7.11.39. The aircraft was operated by NAC and pilot, Capt S.G.Giles, was diverted from Exeter inbound from France. Being low on fuel he attempted to force-land downwind on Tiverton Golf Course. The resultant damage led to Horatius being broken up for spares, though one propellor still stands outside the green-keeper's cottage - barely damaged.

A high proportion of the earlier casualties have now been identified but readers are asked to check carefully through the first three parts for any that so far have been missed or are incomplete. A short check-list of those still outstanding will be included with the next edition - please do your bit to see that it really is a short list.

And now on to the next batch of casualties:

1930 Dates marked * are approximate.

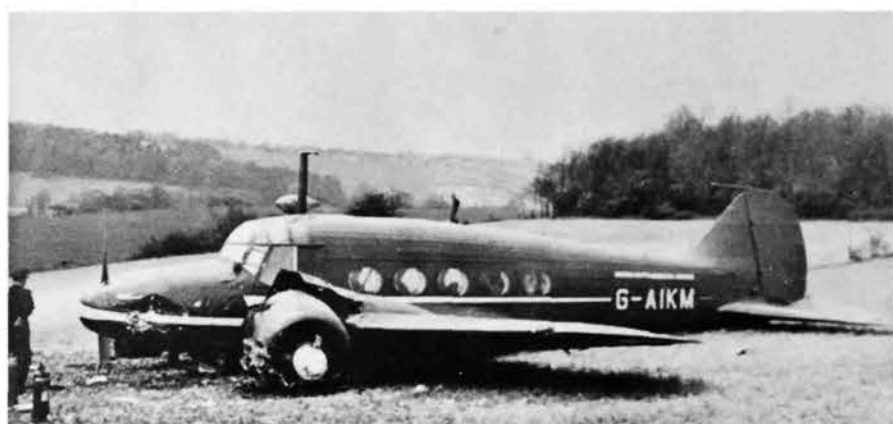
- 13.6.30 Potez 32 no.1521 of Aeropostale missing on Santiago - Mendoza route.
- 25.6.30 Flying boat crashed in sea between Barcelona and Majorca.
- 6.7.30 Puss Moth crashed on take-off from St.Johns, Newfoundland, destroyed.
- 7.7.30 DLH flying boat with 5 passengers crashed in sea off Bornholm on Stettin-Kalmar service. Sank.
- 19.7.30 Curtiss Tanager, winner of Guggenheim safety competition (!), crashed at Cleveland, Ohio, destroyed.
- 30.7.30 Sikorsky 'Montevideo' sank while taking off at Buenos Aires. Salvaged.
- 10.8.30 Goldenhoff (Swiss) tailless aircraft crashed at Dusseldorf.
- 22.8.30 Czech 3-engined airliner crashed at Iglau, Czechoslovakia on Prague - Bratislava service, 13P killed.
- 3.9.30 Austrian airliner A-23 on Vienna - Zurich flight, no passengers, crashed on east slope of Krottenkopf range, north of Partenkirchen.

- 11.9.30 CAMS of Aeropostale lost at sea near Baleares.
- 6.10.30 DLH Messerschmidt single engined 15-seater crashed on approach at Dresden on Berlin - Vienne service. 2 crew, 7 passengers killed. Dresden airport closed as 'unsafe'.
- 24.10.30 Farman stalled and crashed at Le Bourget. 2 C killed.
- 10.11.30* Sindicato Condor flying boat sank near Iguape, en route Porto Alegre - Rio. 1 killed.
- 21.11.30 I-RONY, four-engined seaplane lost at sea en route Barcelona - Marseilles.
- 8.12.30 Espenlaub D-1859 crashed at Lypne. Owned by a South African.

1931

- 28.1.31 'Condor de Plata' crashed Lake Rico, Cordilleras, Argentina,
- 1.2.31 Light aircraft designer E.Heath killed in crash at Chicago.
- 24.2.31 F-AITX Latecoere 32. en route Algiers-Marseilles, crashed in sea off Port Vendres.
- 7.3.31 DLH aircraft en route Amsterdam - Hannover, crashed Oldenzaal 10 miles from Dutch/German frontier and destroyed by fire. 4C, 5P escaped.
- 31.3.31 TWA Fokker crashed SW of Emporia, Kansas.
- 14.4.31 D-1928 of DLH crashed near Rietschin, Silesia. 2C killed 8P escaped, charter flight to Goerlitz.
- 25.4.31 Junkers en route Rio Grande - Porto Alegre, w/o in forced landing, Mosquito Island.
- 22.5.31 Junkers missing in New Guinea.
- 31.5.31 Cierva autogyro crashed at Sherburn-in-Elmet during display.
- 19.6.31 Fokker "from which the millionaire Lowenstein disappeared in 1929" destroyed by fire at Le Bourget.
- 4.7.31 Italian flying boat "W.113" in forced landing off Naples but towed into harbour.
- 7.8.31 Bellanca, call sign KHVCX. forced landing between Shetlands and Stavanger on transatlantic flight. Wreckage found 9.8.31; aircraft quoted as Model No.3830, works no.Q.7006.
- * 8.31 'Sulan' sank in Akureyri harbour, Iceland.
- 20.8.31 'FBW' crashed Salta, Argentina, 2-seater with 80hp Siemens engine.
- 26.8.31 'FEW' crashed at Cruz del Eye, Argentina, details as for 20.8.31.
- 8.9.31 Avions Fairey 'The Blue Bird' crashed near Nivelles, destroyed by fire.
- 12.9.31 Seaplane crashed off Natal, Brazil, and dbf. Was mail aircraft from German ship 'Cap Arcona'.
- 15.9.31 CIDNA aircraft crashed near Turnu Severin, Rumania, en route Belgrade - Bucharest.
- 24.9.31 Junkers F 13 on delivery to Chinese Government sank on take-off near Vizagapatam, India.
- 6.10.31 Mail seaplane from 'Bremen' crashed at Cobequid Bay, New York.
- 11.10.31 Five-seater cabin aircraft NC4770 missing between Babylon, Long Island, and Syracuse, NY.
- 19.10.31 Waco NC5406 wrecked at Bartica, British Guiana.
- 25.10.31 Latecoere 26-2 of Aeropostale crashed near Skirat, Morocco.
- 9.12.31 Aeropostale flight lost en route Algiers - Marseilles.
- 19.12.31 TWA 3-engined aircraft crashed near Oklahoma City on ferry flight.
- 29.12.31 F-AKEX written off at Oran.
- 31.12.31 Fokker of Union Airways Ltd crashed near Kaysers Beach, 25 mls W of East London, South Africa.

/ to be continued.



Readers are reminded that photographs of past or possible future entries (the series is intended to run to 1939) will be most welcome.

Meanwhile here are three somewhat later items to work on. Registrations are clearly visible, at least on the originals, so we will repeat that they are: Above left G-AIKM, above right G-AGMB, and below right G-AFZV. Details are required please of the dates and circumstances of each accident.



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FEEDBACK

With the backlog of recent editions of ARCHIVE now safely in subscribers' hands the editorial mailbag has been much fuller, with the result that this edition of Feedback is much larger than usual. Contributors to the Seabee update and to Casualty Compendium are identified elsewhere. For the efforts below we are indebted to: Ian Callier, Jacques Chillon, Barry Collman, Jerry Cooke, John Davis, Herman Dekker, Peter Gerhardt, J.R.Gregory, Noam Hartoch, John Havers, Fred Kirby, F.J.Knight, Joachim Leeker, Colin Smith, Martin Smith, V.N.Smith, Dave Sparrow, Flt/Lt G.R. Sunderland (Retd), E.R.Uren.

BELGIUM

- 63 O-BLUF, see p.112/80: c/n 3190 is acceptable, serial would then be 5089/18.
- 71 Comment in Feedback p.86/80 refers to no.43 O-BILL and not to no.71 O-BILL(2)!
- 141 O-BAIB and Feedback p.86/80. Further research by Mr Dekker shows 1500 and 4057 are indeed the same aircraft. Corrected and additional date information: H-NABC regd 13.9.20, sold Sabena 8.27, Dutch regn canc 13.8.28, O-BAIC 15.9.27. The Avia Exhibition of 1937 is the usual reason quoted for repainting as H-NABC but other suggestions include a Fokker anniversary in 1936 or for a film 'Hallo Hier Schiphol' in 1938: ideas still welcome here!
- 142 O-BAIC, as above, dates include, sold to Sabena 8.27, Dutch regn canc 13.8.28, O-BAIB 15.9.27.
- 270 OO-AMY/UPP. Mr.Dekker comments that Air Pictorial p.357 1963 shows a photo of the Nash Collection (later RAF Museum) D.VII with the caption "...which was found near Versailles". This provides a strong link with the quoted fate at Paris. Is there any more information available on this aircraft at Hendon?
- 240 OO-AIL. Some news cuttings clearly date the crash on 1.6.38, having struck the roof of a house at Sellinge during a thunderstorm the aircraft then crashed, so 'near Lypne' is merely an approximate location.
- 299 OO-ANY was insured in the name of Marc Herry for a year commencing 29.9.34. There was apparently a non-fatal collision in November 1934.
- 329 OO-AGM. The crash at Croydon was at about 5pm on 7.11.35. The aircraft landed short in poor visibility and the airframe was damaged.
- 331 OO-AGN. Crash occurred at about 5.30pm inbound from Brussels to Croydon. 4 crew and 7 passengers killed including Sir John Carden of Carden-Baynes Aircraft.
- 367 OO-AGR operating Congo - Brussels cr on approach to La Senia airport, Oran. 4C and 7P killed.
- 381 OO-AGT crashed S of Soest near Lake Mohne at 1.30 pm after leaving Dusseldorf for Berlin. 4C and 16P fatalities.
- 404 OO-AUA crashed at 4.45am inbound from Croydon with mail. 3 crew all killed.
- 406 OO-AUB attempting to land at Steene in fog struck chimney and crashed. Burnt out. Passenger list may suggest this was non-scheduled Frankfurt-London flight, includes Grand Duke & Duchess of Hesse, their children and Dowager Duchess. No survivors.
- 420 OO-ARW. Some sources suggest crash date 7.1.39, but a story datelined 17.1 describes the accident in which the Renard fell from 3000 ft onto a house.
- 427 OO-AUF. A contemporary report indicated that the Junkers was wrecked, two injured.
- C13 OO-CAD crashed 21.5.44, instructor Houart and pupil both killed.
- C25 OO-CAE was with AC Congo Belge around 1945-6.
- C41 OO-CAK correct date of accident 14.12.45, location Kouande again quoted. Aircraft burnt out.
- C37 OO-CAM was owned by Camille de Jacquier de Rosee around 1945-7.
- 536 OO-AAO currently in store near Hasselt.

- 548/696 To clear up some errors between owners and dates of the two OO-AVLs: 548 OO-AVL, 13.8.46 FC Avia, Brugge; 26.10.49 R.Boucer; 15.12.50 canc as sold to France. 696 OO-GEI, 8.7.47 Cogea SA; 10.11.54 Cogea Nouvelle SA; 24.12.54 Les Ailes Luxembourgeoises and re-regd OO-AVL; 12.1.61 W.Collin, Leglise; 13.9.65 canc to PH-
- 755 OO-APB. Noam Hartoch quotes this as NC74136 to OO-APB 20.1.48 (date of sale or regn ?), canc 10.48 to Israeli Air Force (and still wearing OO-regn in 8.49), to Arkia as 4X-AES 2.4.57, canc as wfu 26.6.66. The identity N27 thus seems to be spurious, the regn date as APB open to doubt and the dates of NC74136 uncertain. The editor has HB-ATO on 27.11.47 before OO-APB so how do they all fit correctly? Further assistance seems to be required!
- 770 Stirling OO-XAL damaged in f/l Macassar, Celebes 11.6.48. Repaired. Landing at Bovingdon 18.8.48 it overshot the runway and main road, coming to rest in a field and damaging props and u/c if not more. This fate should be substituted for the sale to Czechoslovakia: reader Brian Gomersall has made contact with a witness who can confirm crash details but not regn and date which are from contemporary accident report.
- 842 OO-AJM operated (and probably owned) at date of accident by Club National d'Aviation de Belgique, Grimbergen.
- 853 OO-MPH canc 1970.
- 856 NL204 confirmed by Dutch Civil Register but report in Air Pictorial 5.63 claims NL204 carried G-AJGS which would make it PH-TAZ. Any comments ?
- 857 OO-ADN Super Cruiser 12-3537 was built 1947 and sold to Spain but no identity known before OO-ADN on 12.50.
- 863 OO-ECI. Ex NC90580 before HB-ECI.
- 884 OO-NTR ex N5282C. As F-OAVN was w/o 1965.
- 933 OO-YAC suggested ex OO-SCF(2) ntu - confirmation?
- 944 OO-CCA Cr at Kindu 6.7.53 and wrecked, was then operated by I.G.C.B., four killed.
- 954 OO-CCY cr Elizabethville 13.3.60.
- 956 OO-CRC canc 26.11.58.
- 960 OO-CDH canc as 9Q-CDH 27.5.63.
- 981 OO-CEI ex NC2281M.
- 1070 OO-ARA full pi MH434, H.105, H.68, SM.41. One preference for CBAF5562 expressed - any others?
- 1071 OO-ANY. The identity of A.50 is quoted as c/n 86578, PG681.
- 1074 OO-ARB full pi MK297, H.116, H.55, B.15, SM.43. was allocated N11RS ntu, before N1882.
- 1079 OO-ARD full pi MH415, H.108, H.65, B.12, SM.40.
- 1087 OO-CRU w/o after accident on 26.9.56.
- 1097 OO-ARE full pi NH238, H.103, H.60, B.11, SM.36. Became N238V.
- Congo index p.67/81: C216 has same data as C210 listed in error. C210 is believed to be correct, so what was C216 ?
- C50 OO-CAZ crashed between Albertville and Elizabethville, the owner then was Aeromas.
- C53 Location Gao is in Mali, not in Congo.
- C70 OO-CCR was owned by Aeromas and damaged in a f/l at Keopoldville 12.4.47. Possibly w/o as result?
- C74 OO-CCU may be f/n 17783 and c/n 18093, exported to Belgium and not otherwise accounted for.
- C122 OO-CEC was ex F-BFAC.
- OO-CBG was not on delivery flight, was on 6th of 10 proving flights, cr 20 mls SW Gander in bad weather. 21 of 37 passengers killed - since they were being carried a/c must have had C of A ?
 - OO-CCZ The Baron insured the Proctor for 12 mths on 24.8.46, suggesting that regn was taken up.
 - OO-CEP ex ZS-BJP. Was added to AC Kivu insurance as VP-KFP in 1951, possibly 8.51. If regd at same time then C202 is likely as C of R no.

C of A Applications

- p23/81 VR-SAY - see also p58/81 - assuming that c/n 365 did become L5933, its final identity would be 1199M.



Left: Illustrating the entries in C of A Applications p.50/81 is this unserialised Portuguese Avian Seaplane at Hamble. Photo G.A.Jenks collection.

FIJI REGISTER

VQ-FAA Spartan. C of A expired 21.8.33 and a/c shipped to Australia with Fiji Airways Genaircos FAC and FAD. Regn VH-UUJ allocated to General A/c Co for it, but ntu. Possibly sold to C.Gatenby (as ?) though it is more likely that his Spartan was c/n 5 VH-UKQ.

VQ-FAB Libelle was resold to manufacturer for restoration and is exhibited as VQ-FAB at Immenstaad.

DQ-FAC Canc date 9.7.75.
 DQ-FAE Canc date 11.8.75.
 DQ-FAF Canc date 2.6.75.
 DQ-FAG correct canc date 12.4.72.
 DQ-FAL Canc date 3).6.76.
 DQ-FAY Canc date 19.11.75.
 DQ-FBD date to Screwair 26.4.72.
 DQ-FBF Canc date 31.10.72.
 DQ-FBH Canc date 6.10.79.
 DQ-FBI to C.Pearce 10.73, canc 7.2.75.
 DQ-FBJ canc date 28.4.72.
 DQ-FBK canc 26.11.80 and sold to Canada, C-GYMX
 DQ-FBL canc date 11.12.72.
 DQ-FBM landed on sandbank N of Nausori airport due to engine failure 2.77 (?), airframe covered by tide, canc.
 DQ-FBP canc 23.10.80 and sold to VH-BRQ.
 DQ-FBQ canc on lease to Malawi 16.7.74, restored 15.11.75 and arrived Fiji 20.11.75.
 DQ-FBR operated by Fiji Air Services, canc 19.3.73.
 DQ-FBT canc 19.7.74 on sale as VH-TYF.
 DQ-FBU in fact main transmission gear box mounting failed, Waivaka village, Viti Levu, 15.12.72. Canc 28.3.73.
 DQ-FBV(2) regd 6.7.73, arrived Fiji 16.8.73.
 DQ-FBW regd 15.9.72, canc 1.74.
 DQ-FBX C of A expired 7.1.74, canc 16.5.77.
 DQ-FBZ regd 15.2.73, canc 29.9.75.
 DQ-FCB regd 21.5.74, canc 29.9.75.
 DQ-FCC regd 23.10.74, owner Gilbert Is Government from 10.76
 DQ-FCD regd 12.73 and canc 9.6.75.
 DQ-FCE regd 4.3.75.
 DQ-FCF regd 25.6.75, arrived Fiji 15.7.75.
 DQ-FCG regd 17.8.75 and canc 9.4.80.
 DQ-FCH regd 7.1.76, canc 23.6.76 returned to Canada.
 DQ-FCI was imported by Ratu Gosea Gavidu for charter use, arrived Fiji 4.76 but never registered. Dismantled at Nadi 10.77 on sale to USA.
 DQ-FCJ regd 2.9.76. Canc 16.12.80 to USA.
 DQ-FCK arrived Fiji 23.12.76.
 DQ-FCL Hiller/Soloy UH-12EJ4, Pacific Crown Avn, arr Fiji 1st week of 1.77, C of A issued 21.1.77, destroyed by fire 20.3.79 refuelling at interior dam site on Viti Levu. Is the c/n of this aircraft known?
 DQ-FCM regd 9.5.77.
 DQ-FCN regd 24.10.77.
 DQ-FCO regd 4.10.77, canc 28.1.80 on sale of wreck to NZ. Had hit o/head cables 29.11.79 E of Nadi, dbr.
 DQ-FCP c/n 57-0143D, regd 23.12.77, canc 5.11.80 to USA.
 DQ-FCQ regd 30.12.77, canc 4.81 to VH-BQL, 14.5.81.

FIJI, continued:

DQ-FCR regd 27.4.78.
 DQ-FCS regd 26.5.78, canc 7.79.
 DQ-FCT regd 10.4.78, to Stardus Cruises Ltd 29.12.80.
 DQ-FCU regd 9.12.79.
 DQ-FCV/W both regd 6.9.79.
 DQ-FCX regd 21.2.79.
 DQ-FCY regd 26.7.79.
 DQ-FCZ regd 25.5.79.
 DQ-FDA regd 24.4.79, canc 17.12.79 to VH-
 DQ-FDB regd 26.9.79
 DQ-FDE/F both regd 28.3.80.

The following new registrations update the register to mid 1981:

DQ-FDC SNIA AS.350D Astar (1082) regd 14.11.79 to Pacific Crown Avn. Canc 3.81.

DQ-FDD DHC-6-210 (145)ex D-IBFD, N1375T. Regd 24.12.79 Fiji Air Ltd, current.
 DQ-FDG SNIA AS.350D Astar (1114) regd 30.1.80 to Pacific Crown Avn, cr during lifting operation 5.80, canc 28.8.80.
 DQ-FDH SNIA AS 350D Astar (1182) regd 21.5.80 to Pacific Crown Avn, current.
 DQ-FDI Cessna 172M (65457) regd 19.8.80 to Turtle Airways.
 DQ-FDJ Cessna U206G floatplane (05574) regd 30.1.81 to Gilbert Island Industries.
 DQ-FDK DHC-6-110 (27) ex CF-DTK, VP-LIS. Fiji Air Ltd.
 DQ-FDL Bell 206B (3062) regd 3.11.80 to Helicopter Services (Fiji) Ltd.
 DQ-FDN Cessna U206G regd 6.81 no other details.
 DQ-FDO Lake LA-4 regd 6.81, believed to be c/n 583 ex H4-AAD, VP-PBA.

IMPRESSMENT REVIEW

G-ACHL Owner Mr.de Preitas-Secchilary was a British Army officer serving in Palestine. Sale was to Messrs. Pinhas Steinberg and Abraham Schechterman representing the Etzel organisation. The sale fell through after lengthy delays and before settlement was reached the RAF impressed the Hawk which had remained at Lydda. Unconfirmed reports suggest allocation of serial AX838.
 G-ACHV At the time of Impressment this aircraft was at Ringway, along with G-ABRR, G-AESW, while G-ACLT, also of Air Taxis, was at Barton (see G-ACNJ below).
 G-ACJI Owner was Yorkshire Airways Ltd (delete 'The') although the Scion was operated by a subsidiary, the Yorkshire Aeroplane Club Ltd in their colours.
 G-ACMN was at Ringway at the time of Impressment, as was Personal Airways' G-ABSO.
 G-ACNJ No record in Barton Tower log of this aircraft ever being there, so Croydon is likely to be correct base.
 G-ACNK George Jenks reports that A.J.Jackson recorded this Avian at Hanworth by 1940. George can confirm that the Ringway log book shows G-ACNK being collected on 24.2.40 with Moth Major G-ADAN, destination Ternhill for Impressment.
 G-ACOK This is suggested as a possible candidate as the previous identity of the Shuttleworth Trust Avro 504 'E3404', as readers of Aeromilitaria will no doubt be aware. The accident at Kinmel Bay near Rhyl on 14.8.38 does not seem from local press accounts to have been too serious, with damage to the propeller, undercarriage and upper wings. Does any reader know what happened to 'COK afterwards and in particular whether it could have been sent to Portsmouth, the next link in the chain for E3404 ?

THE DH.60 MOTH

845 G-AABI was based at Sherburn-in-Elmet when in the ownership of Geoffrey Ambler.

FEEDBACK CONTINUED
 IN NEXT ARCHIVE...