

Brantlys in the UK – Individual histories compiled by Peter Davis, complementing the article in *Aviation World*, Winter 2023

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The compiler welcomes corrections and comments at pete.planewrite@btinternet.com

Corrected to September 2023

B.2, B.2A, B.2B, 305

Built at: Frederick, Oklahoma 1957 – 1969; Wichita, Kansas 1969 – 1989 and Vernon, Texas 1989 – 2010.

G-APSE B.2 c/n 14 (CofR R.6559). Built Frederick 1959

Regd 9.6.59 to Brantly Helicopters (Sales) Ltd, Fforestfach, Swansea. CofA No A6559. Flown from the Frederick plant to Philadelphia International with G-APSF in September, where it was dismantled for shipment to Portsmouth. Although a demonstrator, the author has found no reported sightings. Regn cld 23.11.60 on return to the USA in the same month, where it became N511R.

G-APSF B.2 c/n 15 (CofR R.6560). Built Frederick 1959

Regd 9.6.59 to Brantly Helicopters (Sales) Ltd, Fforestfach, Swansea. CofA No A6560. Flown from the Frederick plant to Philadelphia International with G-APSE in September, where it was dismantled for shipment to Portsmouth. It was the first to be seen in the country, and seems to have been the most active, as after a long transit it was assembled at Portsmouth and flown to Shoreham 2.4.60, where it carried out a demonstration flight and was noted as having a red, cream and gold colour scheme. It was reported to have attracted the most attention when it attended the RAeS Helicopter party at Dunsborough Park, Surrey 11.6.60. Regn cld 23.11.60 on return to the USA, where it became N511Z. (*Photo: 1960 BCAN p 52 taken 9.7.60*)

G-ARVY B.2 c/n 145 (CofR R.7499/1) Ex N5998X. Built Frederick 1961

Regd 30.1.62 to BEAS Ltd. Arrived London Airport (LAP) with Pawnee G-ARYT on a KLM flight 4.2.62. This was the first of many Brantlys imported by BEAS (aka 'Harvey') and became the main demonstrator. Displayed with G-ARXO at the Sywell Shackleton Sales Weekend 13–15.4.62. Demonstrated at White Waltham 31.5.62, Battersea Heliport on 16.6.62 and at the RNAS Yeovilton 'Air Day' on the 30th. Painted olive green, it was evaluated along with Hughes 269A XS349 (G-ASBL) at Middle Wallop in July for a potential AAC contract and displayed at the open day on 7.7.62. Presumably inconclusive, as the two types would compete again the following year.

Demonstrated to BUA Helicopters at Redhill on 30.8.62 and to the ETPS at Farnborough on 25.9.62. Displayed with G-ASHD at the Air Travel Fair at Biggin Hill 2.5.63 and on 26.6.63 was noted at Sandown when operating for Warner's Holiday Camps and with G-ASJX took part in the Beagle Sales Day at Shoreham on 12.9.63.

Destroyed in autorotative landing accident near Kidlington 28.8.64, the sole occupant escaping unhurt. Regn cld 30.8.64 as PWFU and dismantled for spares. ASN Occurrence 71850.

G-ARXO B.2 C/n 175 (CofR R.7547) (N2127U). Built Frederick 1961

Arrived LAP 9.3.62. Regd 16.3.62 to EHB Portman, Ramsbury, Wilts, named *Oscar*. Displayed with G-ARVY at Sywell Shackleton Sales Weekend 13-15.4.62. **Converted to a B.2B**. It became the first UK Brantly casualty when it crashed shortly after take-off at Kidlington 14.7.62 whilst on an instructional flight, the sole occupant

escaping unhurt. Regn cld 19.7.62 as PWFU. Some remains later noted with Beagle at Shoreham 9.62 but gone by 12.62. ASN Occurrence 66467.

G-ARYX B.2 C/n 182 (CofR R.7583) Ex N2134U. Built Frederick 1962

Regd 10.5.62 to BEAS Ltd. Arrived LAP 26.4.62. Attended AAC Middle Wallop Open Day 7.7.62, painted olive green. 23.7.62 demonstrations at Old Sarum. 30.8.62 demonstrated to BUA at Redhill.

R B 'Dick' Stratton, the BEAS Sales Manager had devised a project whereby the B.2 was developed as a means of carrying a Vigilant wire-guided anti-tank missile with Beagle-Auster responsible for the design and installation and the Vigilants, presumably replicas, provided by BAC. No further information has been found but on 11.11.62 Stratton accompanied the BEAS chief pilot in G-ARYX on an 'air test and weapons' at Kidlington, and on 12.12.62 carried out 'concealment practice' at Middle Wallop in the same aircraft.

On 3.3.63 it carried out trials with the Oxford City Police at Kidlington involving the carriage of dogs by helicopter, using a light framed box (kennel) attached to the port side aft of the passenger door. In operation the passenger door was removed, and the box, which accommodated a single Alsatian, had a forward-facing mesh door, accessible to the dog handler in the cabin, and removal allowed the dog to leap forward whilst the helicopter was still airborne in a low hover. Two days later this was demonstrated to senior police officers at Bramshill Police Staff College, Hampshire.

On 14.9.63 it was demonstrated at the nearby RAF Abingdon Battle of Britain display and at Blackbushe with G-ASEI on 22.10.63 and during the year had also carried out crop spraying trials. **Converted to a B.2B.**

Cr East Berkshire Golf Course, Crowthorne, Berks 15.6.64 whilst on an oil pipeline survey flight. Regn cld 8.7.64 as destroyed. ASN Occurrence 68025.

G-ARZI B.2 C/n 165 (CofR R.7597) Ex N2177U. Built Frederick 1962

Arrived at LAP 17.5.62 with G-ARZJ and G-ARZK in BOAC DC-7F G-AOII. Regd 30.5.62 to BEAS Ltd.

Cld 2.11.62 and regd 16.11.62 to Heliconair Ltd and based Newcastle/Woolsington Airport where it was delivered 2.11.62, and four days later was handed over to the Durham Police HQ at Aycliffe for traffic work with the constabulary and based at RAF Middleton St George, when it carried both 'Police' and company names. (It can be seen on a YouTube film titled 'Brantly B-2 British Police Demonstration (early 60s)')

Returned to BEAS after an accident 2.2.63 and replaced by G-ASEI in March. Cld 1.4.63 and regd 1.5.63 to BEAS Ltd.

Cld 1.2.64 and regd 18.2.64 to P A W B Everard, Ratcliffe Hall, Leicester, carrying Everard's Brewery Ltd titles and was initially based at Rearsby where it was **converted to a B.2A** and then moved to Ratcliffe Hall. It attended the RAeS Helicopter Meet at Dunsborough Park, Woking, Surrey 13.6.64 and the King's Cup Air Race at Coventry in August 1966 with B.2B G-ASXE.

On 2.4.67 Ratcliffe Hall was the venue for the Helicopter Club's first 'Hover-In' when 'ZI' was joined by five other B.2s and two 305s.

Cld 22.9.67 and regd 13.10.67 to E C Francis, Chester, and based Old Colwyn helipad in Conwy. Damaged at Old Colwyn on an unknown date. CofA expired 27.2.69 and stored there until at least 1983. Regn cld 5.12.83 as PWFU.

G-ARZJ B.2 C/n 170 (CofR R.7598) Ex N2122U. Built Frederick 1962

Arrived at LAP 17.5.62 with G-ARZI and G-ARZK in BOAC DC-7F G-AOII. Regd 30.5.62 to BEAS Ltd. Attended the RAF Benson Battle of Britain display on 15.9.62 and the Coventry Air Pageant on 5.8.63. **Converted to B.2B.** Cr and burnt on the beach at Llanfairfechan, Caernarfonshire, on 12.4.64 when on a training flight from Gorddinog Hall, the sole occupant escaping. Regn cld as PWFU 15.5.64 and dismantled for spares 9.64 at Kidlington. ASN Occurrence 66661.

G-ARZK B.2 C/n 171 (CofR R.7599) Ex N2123U. Built Frederick 1962

Arrived at LAP 17.5.62 with G-ARZI and G-ARZJ in BOAC DC-7F G-AOII. Regd 30.5.62 to BEAS Ltd. Reported as olive green in early '63. Loaned to P A W B Everard in 1964, operating from Ratcliffe Hall, Leicestershire. while 'ZI underwent Conversion to B.2B. Attended the RAeS Helicopter Meet at Dunsborough Park, Woking, Surrey 13.6.64.

Cld 12.7.65 and regd the same day to F J Wallis, initially operating from Stapleford, prior to moving to the owner's home at Stoney Hills, Great Warley, Essex. It was unintentionally launched by a ground engineer while undergoing blade tracking at Kidlington on 24.4.67, descending from 30 ft (9 m) into a heavy landing. Cld 14.6.67 as destroyed. ASN Occurrence 71849.

G-ASEH B.2A C/n 303 (CofR R.7768). Built Frederick 1963

Regd 2.1.63 to BEAS Ltd. Arrived at Kidlington from LAP 19.1.63 and two weeks later displayed in Anthony Crook Motors' showroom on the Kensington High Street, London for a few days. On 19.3.63 it was demonstrated to Pontin's Holiday Camps at Hurn and in May carried out pleasure flying at the Biggin Hill Air Travel Fair.

Allocated as **XS682** as a possible contender for the AAC Unit Light Helicopter concept on 21.6.63 for evaluation trials at A&AEE Boscombe Down but was not required, its reg having been cancelled in error on 9.7.63 but quickly restored.

On 14.9.63 it was in the static at the nearby RAF Abingdon Battle of Britain display and on 28.9.63 gave a crop spraying demonstration at a 'Farm Fair' at Brotherhouse Bar strip, Postland near Spalding, Lincs, as did Hiller 360 G-APOF and Pawnee G-ASLA.

It was the first UK Brantly to become waterborne when it was trialled with floats in the Oxford area in October 1963. Reported as demonstrated to the Army at Luton 10.3.64 with Hughes 300 N9302F and two days later was at RAF Weston-on-the-Green to film parachutists jumping from a static Kite balloon and an RAF Sport Parachute Club Rapide. As in the previous year it carried out joy riding at the Biggin Hill Air Travel Fair in 5.64, and also attended the RAeS Helicopter Meet at Dunsborough Park, Woking, Surrey 13.6.64. Operated by Pontins Ltd 10.64.

Cld 3.2.66 and regd 14.2.66 to R H Everett, Poulton House, Ower, Hampshire, and based there and Kidlington and noted as at Romsey in 67. **Converted to B.2B** by 1969. Regn cld 15.12.70 as PWFU.

G-ASEI B.2A C/n 304 (CofR R.7769). Built Frederick 1963

Regd 2.1.63 to BEAS Ltd. Arrived LAP 1.2.63.

Noted as in use by Heliconair Ltd at Woolsington 1.1.63 and later delivered to RAF Middleton St George for operations with the Durham Police as a replacement for G-ARZI. Cld 6.6.63 and regd to Heliconair 8.7.63. Demonstrated at Blackbushe with G-ARYX 22.10.63. Offered for sale after refusal of the Home Office to continue support for Durham Police Force's helicopter operations.

Cld 27.4.65 and regd 5.5.65 to Taxicabs (City) Ltd, Glasgow and based at Renfrew. Cr Burleigh Wood near Bladon, Oxon 19.10.65 whilst on local flight from Kidlington, in which pilot was killed. Regn cld 1.12.65 as destroyed. Civil Accident Report No. EW/C/0116.

G-ASEW B.2A C/n 308 (CofR R.7401). Built Frederick 1963

Regd 13.2.63 to BEAS Ltd. Arrived LAP 26.2.63 aboard Seaboard World CL-44.

Cld 8.4.63 and regd 6.5.63 to S B J Z de Ferranti, Kerfield House, Knutsford, Cheshire, where it resided in a purpose-built hangar in the grounds and visited the Biggin Hill Air Fair later in the month. It suffered an accident at Knutsford 18.9.66 and was returned to BEAS at Kidlington by road 22.9.66 and moved on to Stansted four days later where it was repaired by Field Aviation.

Cld 7.4.67 and sold back to BEAS and re-regd to them 18.6.68. It was noted at Windsor – Home Park in August 1970 with Police titles and by 1973 had been **converted to a B.2B**.

CofA expired 17.12.73 and reported as sold 3.2.75; not regd to a new owner, but retained as an instructional airframe. Cld 11.7.75 as PWFU. In 9.77 it was used as a prop at Salisbury Playhouse Theatre in the play *Close Secret* and then returned to BEAS and noted as still there as late as 1990.

G-ASHD B.2A C/n 314 (CofR R.7844). Built Frederick 1963

Regd 2.4.63 to Pontin's Ltd, Bournemouth, Hampshire and based at Hurn. Arrived LAP 24.4.63. Displayed with G-ARVY at the Air Travel Fair at Biggin Hill 2.5.63 mounted on a box. Noted at Exeter 20.2.64 awaiting spares. Attended the RAeS Helicopter Meet at Dunsborough Park, Woking, Surrey 13.6.64. Noted as White Waltham-based in early 1966 and during the year was briefly a TV star when it appeared in fake RAF markings in *What the Butler Saw*, which was an episode in *The Avengers* series filmed between 27.12.65 and 7.1.66, and first broadcast 25.1.66.

After departing Clacton 19.2.67 it ditched into River Colne near Brightlingsea, Essex, and sank while filming catamaran *Lady Helmsman*, which later rescued the occupants. Wreck recovered by local fishermen and transferred to Farnborough by the Air Accident Investigation Branch. Regn cld 22.6.67 as destroyed. ASN Occurrence 178330. Some components stored as spares at THM, Weston-Super-Mare, where only the boom was noted 2.02.

G-ASHJ B.2B C/n 319 (CofR R.7853). Built Frederick 1963

Regd 9.4.63 to BEAS Ltd. Arrived LAP 8.7.63. Believed to have been the first B.2B off the production line.

Allocated as **XS683** as a contender for the AAC Unit Light Helicopter concept 21.6.63 and reg cld 9.7.63. Delivered to Boscombe Down 18.7.63 for evaluation by 'D' Sqn A&AEE and returned to Kidlington 14.10.63.

Re-regd 18.10.63 to BEAS Ltd as G-ASHJ. On 19.3.64 it carried out demonstrations at Leavesden and was displayed at the Biggin Hill Air Travel Fair in 5.64. Attended the RAeS Helicopter Meet at Dunsborough Park, Woking, Surrey, 13.6.64. Assisted with the International Balloon Race held at Stanton Harcourt, Oxon, 12.5.65 along with Hiller 360 G-ASIG. On 4.9.65 it was at Portsmouth with G-ASUN and G-ASXE to film a powerboat race.

Cld 23.05.67 and regd 2.8.67 to F J Wallis, Loughton, Essex.

Cld 24.3.71 and regd 12.8.71 to R H Ryan t/a Ryan Aviation, Cleadon, County Durham and based Usworth with Ryan – Cars. Aircraft Finance titles and visited the Business & Light Aviation Show at Cranfield in 9.73.

Cld 16.4.75 and regd 24.6.75 to A G Dean, Usworth. CofA expired 14.10.75 but regn not cld as WFU until 26.9.84. Some parts were reported to have been incorporated in G-WASP at East Fortune in the late 'seventies. Last reported as in Leeds area 1984.

G-ASHK B.2A C/n 315 (CofR R.7854). Built Frederick 1963

Regd 9.4.63 to BEAS Ltd. Arrived LAP 24.4.63.

Allocated as **XS681** as a contender for the AAC Unit Light Helicopter concept 21.6.63 and delivered to Boscombe Down 26.6.63 for handling and performance trials by 'D' Sqn A&AEE. Reg cld 9.7.63 although it continued to fly as G-ASHK until 16.7.63. Delivered to RAF Idris, Libya aboard A&AEE Beverly C.1 XB261 in company with Hughes 269A XS684 (G-ASBL) for hot weather trials 24.7.63. Returned to Boscombe Down aboard A&AEE Bristol 170 XJ470 22.8.63 and after further trials was returned to Kidlington on 14.10.63.

Re-regd 18.10.63 to BEAS Ltd as G-ASHK. Attended the RAeS Helicopter Meet at Dunsborough Park, Woking, Surrey, 13.6.64.

Cld 8.7.64 and regd 14.7.64 to J Sutcliffe & Son (Grimsby) Ltd, Louth and based at Skegness, Ingoldmells aerodrome.

Cld 23.2.70 and regd 17.3.70 to E Bay, Swansea, Glamorgan, and based at Fairwood Common although also reported as based at Blackbushe in 1971. It had been **converted to a B.2B** by 1970.

Cld 1.9.75 and regd 9.10.75 to S N Cole, Woad Farm, Newport Pagnell, Bucks, where it had an accident 18.12.75. Rebuilt by BEAS at Coventry Airport. Stored Stoke Goldington by 78. Regn cld 3.2.82 as PWFU.

G-ASJX B.2B C/n 325 (CofR R.7959). Built Frederick 1963

Regd 9.7.63 to BEAS Ltd. Arrived LAP 25.7.63. CofA No A7959. On 17.8.63 it was demonstrated to Flairavia Ltd at Biggin Hill. With G-ARVY It took was demonstrated at the Beagle Sales Day at Shoreham on 12.9.63, along with G-ARVY, and at Blackbushe on 23.10.63 being noted with Wessex Helicopters titles at Kidlington the same month, possibly on loan or for demonstrations.

Cld 5.11.64 and regd 9.11.64 to Wessex Helicopters Ltd initially based at Eastleigh but at Thruxton by mid-1966.

Cld 15.9.66 and regd 29.9.66 to J Stone, Bruton, Somerset where it sustained an accident on 12.10.66 and was subsequently repaired by Field Aviation at Stansted.

Cld 7.6.67 and regd 10.7.67 to A & B Cars (Distributors) Ltd, Newton-le-Willows, Lancashire. Cld 4.5.68 and regd 10.6.68 to Dixon Motors (Perth) Ltd, Perth and based Scone. Resided at the company garage and used for commuting in the Forres area until it cr into a garden at Dalhousie Street, Perth, whilst *en route* Perth to Scone on 4.7.68. Both occupants escaped. Regn cld 4.7.68 as destroyed.

G-ASLO B.2B C/n 330 (CofR R.8006) Ex N2168U Built Frederick 1963

Arrived LAP 11.9.63 in Pan Am 707 as N2168U. Regd 3.9.63 to Ferranti Shipping Co Ltd and based on his estate at Llanfairfechan, Wales. CofA No A8006. Regn cld 12.10.71 on sale to Ireland and regd as **EI-AVK** to Helicopter Maintenance Ltd, Ballina 19.10.71.

Restored to UK register at Coventry Airport and re-regd 19.3.73 as **G-ASLO** to Miss A B Boardman, Warrington, Lancashire. Cr Newton-le-Willows, Merseyside 15.6.74. Regn cld 7.5.81 as destroyed. Parts used in rebuild of G-WASP circa 1977 at East Fortune and the boom was still there 1983.

G-ASUM (1) B.2B C/n 419 Regn allocated 7.64 but NTU. To G-ASUN (2).

G-ASUM (2) 305 C/n 1004 Regn allocated but NTU. To G-ASUN (1).

G-ASUM (3) 305 C/n 1005 (CofR R.8266) Ex N2236U. Built Frederick 1965

Regd 2.10.65 to BEAS Ltd. Arrived LAP 20.11.65 and Kidlington on the 23rd.

Regn cld 23.9.66 and returned to USA in October for ground resonance investigations as N16616.

G-ASUN (1) 305 C/n 1004 N2204U Regn allocated but NTU.

G-ASUN (2) 305 C/n 1005 N2236U Regn allocated but NTU.

G-ASUN (3) B.2B C/n 419 (CofR R.8267). Built Frederick 1964

Regd 14.7.64 to BEAS Ltd and arrived LAP 1.8.64 in a CL-44. On 4.9.65 it was at Portsmouth with G-ASHJ and G-ASXE to film a powerboat race.

Cr Shipton-on-Cherwell, Oxon. 6.5.67 when on a training flight from Kidlington during a hailstorm, pilot escaping unharmed. Regn cld 23.2.73 as PWFU.

G-ASXD B.2B C/n 435 (CofR R.8341). Built Frederick 1964

Regd 7.10.64 to BEAS Ltd. CofA No A8341. Arrived LAP 3.2.65 on Pan Am 707 N793PA.

Cld 9.3.65 and regd 10.3.65 to Kebbell Developments Ltd & United Marine (1939) Ltd, Watford, Herts, and based Leavesden, but by 1967 reported as based at Sarratt, Herts. By mid-1968 it was operated by Mr B Absalom as Point-to-Point Helicopters at Leavesden. It was one of eight Brantlys that attended the Helicopter Club's first 'Hover-In' at Ratcliffe Hall, Leicester on 2.4.67 and prior to the King's Cup Air Race at Tollerton on 19.7.67, along with G-ATFH, it took part in a race for helicopters, in which the latter won; both aircraft again taking part at the same location for that year's race on 24.8.68 when it came second, with G-ATFH again the winner.

Cld 7.9.76 and regd 26.1.77 to SN Cole t/a Brantly Enterprise, Ranger Lodge, Stoke Goldington, Bucks. Address later changed to West Batsworthy Farm, Rackenford, Tiverton, Devon.

Cld 12.11.90 and regd the same day to Lousada PLC, Oakley, Bedford.

Cld 7.1.16 and regd the same day to Susan Crossland; Trustee of Brantly G-ASXD Group, Eaglescott Airfield, Burrington, Devon. **Current 2023.**

G-ASXE (1) B.2B C/n 436 Regd but NTU. To N2271U in 1964.

G-ASXE (2) B.2B C/n 445 (CofR R.8342). Built Frederick 1965

Regd 7.10.64 to BEAS Ltd. CofA No A8342. Demonstrated at the opening of Panshanger Flying School 15.8.65 and at Coventry six days later for the King's Cup Air Race. On 4.9.65 it was at Portsmouth with G-ASHJ and G-ASUN to film a powerboat race and was again a visitor to the Kings Cup Air Race at Coventry in August 1966, when it accompanied B.2 G-ARZI.

Cld 13.2.68 and regd 28.2.68 on charter to plant hire company Freeman's of Bewdley (Aviation) Ltd, Stourport-on-Severn, Worcestershire, and bore its titles. It appeared in the TV series *The Persuaders* in 1971 and competed in the 2nd World Helicopter Championships at Middle Wallop 23–26.7.73, when it was placed 17th out of the 23 participants.

Cld 9.4.74 and regd to Freeman's of Bewdley (Aviation) Ltd 1.7.74 as owner and based at Halfpenny Green, South Staffs.

Cld 10.3.76 when the owner upgraded to 305 G-ATLO. Regd 26.3.76 to Sims Automatics, Glasgow. Noted in storage in a barn at Woad Farm, Newport Pagnell 6.76.

Cld 7.2.77 and re-regd the same day as **G-WASP** to D S and Mrs E A McGillivray and W Glenn t/a Western Air (Scotland) Partners Ltd, Glasgow and based Glasgow Airport and at Maryhill by March. It visited the RNAY Wroughton Families Day on 16.7.77, the Business and Light Aviation Show at Cranfield on 3.9.77 and was included in an auction held by Anvil Aviation at Teesside on 20.5.81.

Regd 6.11.81 to C J Leanard, Middlesborough, Cleveland.

Reg cld 5.8.82 and regd 17.8.82 to P A Taylor, St Ives, Huntingdon. Based Redhill by mid 1983.

Cld 19.11.86 and regd 19.11.86 to W C Evans and M L Morris, Bicester, Oxon, and based at Kidlington and visited many fly-ins during 1987.

Cld 29.8.96 and regd the same day to N J R Minchin, Godalming, Surrey. Cld 14.5.02 on transfer to US register as **N2052Y** with a Swedish address. By 10.02 at Wellesbourne Mountford. To Vasteras Flygmuseum, Hasslo Airfield, Sweden, by August 2004 initially noted as **G-WASP** but later became **N2052Y** with the UK reg adapted to the name, *The WASP*.

G-ASXF (1) 305 C/n 1005 N2236U Regd 10.64 but NTU. To G-ASUM 7.64

G-ASXF (2) 305 C/n 1014 (CofR R.8343). Built Frederick 1965

Regd 7.10.64 to BEAS Ltd. CofA No A8343. It was the first 305 to be imported into the UK, and as a publicity stunt on 12.2.66 it was exhibited in the ballroom of the Europa Hotel, Grosvenor Square, London, with B.2B G-ATFH parked at a meter outside. Exhibited at the Hannover Air Show in May and flew Frank Sinatra into Blackbushe 15.8.66 when doing film work locally. Reported as delivered to Stansted by road for repairs 5.9.66.

On 16.1.67 it conveyed Home Secretary, Roy Jenkins, from Teesside Airport to the Durham County Hall complex where he laid the foundation stone for the new Durham Constabulary HQ and was one of eight Brantlys that attended the Helicopter Club's first 'Hover-In' at Ratcliffe Hall, Leicester on 2.4.67 and during the year appeared in the film *Mission Top Secret*, and on occasions had been used by the Thames Valley Police in the late 1960s when they made *ad hoc* use of BEAS helicopters; and was probably on charter when it was noted at Middle Wallop in 1968 with Everard's Brewery Ltd titles.

Cld 17.8.70 and regd 2.9.70 to Air Gregory Ltd, Denham.

Cld 2.5.71 and regd 11.11.71 to Express Aviation Services Ltd, Biggin Hill. Noted in outside storage at Woad Farm, Newport Pagnell 6.76. CofA expired 16.2.79. Returned to Biggin Hill for rebuild but abandoned and noted

at Thrupton by 2.82. Cld 24.5.82 as PWFU and later seen stored at Amen Corner, Binfield, Bracknell in 3.91 when owned by R J Scott. It was still there in 2019 but has since been reported as no longer at that location although it may have been in a workshop. Current in 2023.

G-ATFG B.2B C/n 448 (CofR R.8593). Built Frederick 1965

Regd 16.6.65 to BEAS Ltd. CofA No A8593. Incorrectly initially painted as G-ATFH. It was one of eight Brantlys that attended the Helicopter Club's first 'Hover-In' at Ratcliffe Hall, Leicester, on 2.4.67. BEAS moved to Coventry Airport 1974-75.

Cld 3.11.77 and regd 14.11.77 to S N Cole, Ranger Lodge, Stoke Goldington, Bucks. Attended the Business and Light Aviation Show at Cranfield 6-7.9.79.

Cld 12.6.80 and regd same day to R J Chapman Ltd, Tunbridge Wells, Kent (based at Shoreham by '83). Stored in damaged condition Woad Farm, Newport Pagnell 1983-87. Cld 25.9.87 as WFU.

Acquired by the Aviation Preservation Society of Scotland in 1987 and rebuilt using some components from B.2Bs G-ASLO and G-AXSR and loaned to the Museum of Flight at East Fortune, where it was placed on display in 1996 until being acquired by Elfan Ap Rees for The Helicopter Museum, Weston-Super-Mare, where it arrived 21.1.04.

G-ATFH B.2B C/n 449 (CofR R.8594) Built Frederick 1965

Regd 16.6.65 to BEAS Ltd. CofA No A8594. Incorrectly initially painted as G-ATFG. As a publicity stunt on 12.2.66 it was parked at a meter outside the Europa Hotel, Grosvenor Square, London while 305 G-ASXF was exhibited in the ballroom. Painted black and gold it went to Japan in 7.66 for location work on the James Bond film, *You Only Live Twice*, returning via LAP in September wearing Japanese-type markings and spurious registration OS-7241. In May 1967, as G-ATFH, and still in this livery, it was at Plymouth, on floats with large B.E.A.S. titles, as a camera ship for Francis Chichester's return to Plymouth after circumnavigating the Globe.

It was one of eight Brantlys that attended the Helicopter Club's first 'Hover-In' at Ratcliffe Hall, Leicester on 2.4.67 and prior to the King's Cup Air Race at Tollerton on 19.7.67, along with G-ASXD, it took part in a race for helicopters, and won, a success it repeated the following year at the same location on 24.8.68, when it was also accompanied by G-ASXD which came second. Noted still with James Bond livery at Kidlington on 11.4.70.

Cld 31.10.71 and regd 17.7.72 to R G Woodward, Brookmans Park, Herts.

Cld 17.1.73 and regd 9.5.73 to S N Cole, Newport Pagnell, Berks.

Cld 23.6.75 and regd 28.6.75 to C W Udale (Plant) Ltd, Oakham, Rutland. On initial climb from Highfield Farm, Empingham, Leics on 10.4.76 the tail rotor detached causing it to crash and burst into flames killing the pilot, the owner/passenger later dying of his injuries. Cld 3.2.77 as destroyed. ASN Occurrence 65696.

G-ATGH B.2B C/n 451 (CofR R.8652). Built Frederick 1965

Regd 14.7.65 to BEAS Ltd.

Cld 18.1.66 and regd 1.2.66 to M Caborn-Waterfield, Shaftesbury, Dorset, initially based at the owner's home but by mid-66 based at a private strip 5 mi NE Compton Abbas. It was one of eight Brantlys that attended the Helicopter Club's first 'Hover-In' at Ratcliffe Hall, Leicester, on 2.4.67.

Cld 24.8.70 and regd the same day to BEAS Ltd.

Cld 6.7.72 and regd 23.10.72 to C T Lousada, Husborne Crawley, Beds, and based there. In store at Coventry by 1975 where BEAS then based.

Cld 8.6.77 and regd same day to S N Cole, t/a Brantly Enterprise, Stoke Goldington, Bucks.

Cld 5.10.77 and regd 25.11.77 to R Crook, Lyneham, Wilts and based at Kidlington. Attended the VAC Fly-In at Finmere on 16.1.83.

Cld 17.10.86 and regd same day to T C Barry, South Cerney, Glos.

Cld 10.8.87 and regd 6.1.88 to D Nieman, Milton Common, Oxon.

Cld 21.4.89 and regd same day to Helihire Ltd, Leicester. Cld 6.11.97 on transfer to **N199BB**.

G-ATJY B.2B C/n 455 (CofR R.8750). Built Frederick 1965

Regd 13.10.65 to Douglas Arnold Aviation and Shipping Co Ltd, Ashford, Middlesex. CofA No A8750. Based Blackbushe in '66.

Cld 13.8.66 and regd 13.9.66 to C E Rose, High Wycombe, Bucks on charter. It was one of eight Brantlys that attended the Helicopter Club's first 'Hover-In' at Ratcliffe Hall, Leicester on 2.4.67, was at the RAF Wethersfield 50th Anniversary Airshow on 1.6.68, the Middle Wallop Army Air Day 26.7.69, and the Torbay Aircraft Museum, Devon, 11.8.72 for the arrival and handover of Sycamore XG544.

Cr whilst on a training flight at Kidlington 9.11.72, when at 10 ft (3 m) a main rotor blade detached causing the other blades to come off. Instructor killed, and the owner escaping with minor injuries. Cld 17.7.73 as PWFU. CAA Accident Report 12/1973. Remains reported as stored in the open at Kidlington in 1974.

G-ATLO (1) 305 C/n 1021 Regd 7.12.65 to T E B Sopwith, London but NTU. To N2214U.

G-ATLO (2) 305 C/n 1027 Regd 3.3.66 but NTU. To N2219U.

G-ATLO (3) 305 C/n 1028 (CofR R.8808) Built Frederick 1966

Regd 11.5.66 to BEAS Ltd.

Cld 13.8.66 and regd 21.9.66 to Bouley Investments Ltd, St Hellier, Jersey, and del the following month. The company was owned by Leonard Matcham who lived at Brecqhou, one of the Channel Islands, which he also owned, and used it to commute to Jersey. In 1969 he commissioned a series of Brecqhou stamps featuring helicopters that he had used, the 75p one depicting G-ATLO.

Cld 2.7.68 and regd 6.8.68 to Douglas Arnold (Aviation) and Shipping Co Ltd, Ashford, Middlesex.

Cld 19.8.69 and regd 28.10.69 to John Willment Properties Ltd, Twickenham, Middlesex and based at Fair Oaks.

Cld 15.4.76 and regd the same day on charter to Freemans of Bewdley (Aviation) Ltd, Astley Garage, Stourport-on-Severn, Worcs, and based at Astley Helidrome. This was the plant hire company that had previously owned B.2B G-ASXE. Cr into a copse near Astley village 1.10.76 when on a test flight from its home base and DBF, the pilot and two passengers receiving slight injuries. Severe vibration had caused loss of control due to failure of a main rotor gearbox attachment bolt due to fatigue. Regn cld as destroyed 5.12.83. CAA AAR 5/1978.

G-ATSJ 305 C/n 1024 (CofR R.8981). Built Vernon 1966

Initially regd 14.3.66 to BEAS Ltd, but NTU.

Regd 11.5.66 to T E B Sopwith, London and operated from his home Axford House, Axford, Hampshire and Gatwick. This replaced 305 G-ATLO c/n 1021 which was NTU. It attended the RAeS show at Staverton on 11.6.66 and was one of eight Brantlys that attended the Helicopter Club's first 'Hover-In' at Ratcliffe Hall, Leicester on 2.4.67.

Cld 1.7.67 and regd 22.12.67 to Endeavour Aviation Ltd, Brighton, Sussex, a company formed by Sopwith and based at Gatwick. In the thirties, his father, aviation pioneer Sir T O M Sopwith, had a yacht named *Endeavour*.

Cld 30.5.68 and regd 13.11.68 to Alan Mann Racing, Ltd, Byfleet, Surrey on charter and based Fair Oaks.

Cld 14.5.69 and regd 25.7.69 to Sunderland Print Ltd, Halesowen, Worcestershire and based Halfpenny Green.

Cld 13.1.75 and regd 28.1.75 to Autair Ltd, Luton.

Cld 25.6.75 and regd 7.7.75 to R H Ryan, Sunderland, County Durham and based Usworth. Noted in storage in a barn at Woad Farm, Newport Pagnell 6.76. Took part in the British Helicopter Assn Championships at Stowe School, Bucks, 5.6.77. Rolled over on landing at Sutton Bank airfield near Thirsk 24.6.77. Repair was considered, but not proceeded with. Cld as destroyed 30.7.81. The remains, cockpit and fwd fuselage noted on forecourt of Ryan's Garage, Tyne Dock, South Shields, 12.83. ASN Occurrence 152359.

G-ATUR (1) 305 C/n 1025 Allocated but NTU. To N2217U.

G-ATUR (2) 305 C/n 1029 (CofR R.9058) Ex N12H. Built Frederick 1966

Regd 13.5.66 to BEAS Ltd and del Kidlington 08.66 as N12H.

Cld 18.10.66 and regd 7.11.66 on charter to carpet manufacturer Cyril Lord Ltd, Belfast, NI, and based at the owner's home at Donaghadee until the company's collapse after his resignation in 1968.

Cld 15.5.68 and regd 10.6.68 on charter to Turriff Construction Corp Ltd, Warwick, and based Baginton. CofA expired 6.11.70.

Cld 12.11.71 and regd 29.11.71 – 19.5.72 to Shackleton Aviation Ltd, London. Regn cld as WFU 21.3.73. To A O Heidberg, Iceland as **TF-DEV** 2.75.

G-ATUS (1) 305 C/n 1026 Allocated but NTU. To N2218U.

G-ATUS (2) 305 C/n 1030 (CofR R.9059) Built Frederick 1966

Regd 13.5.66 to BEAS Ltd.

Cld 23.8.66 and regd 29.9.66 to Quinton Hazell Ltd, Colwyn Bay, Denbighshire, and del the following month.

Cld 1.5.68 and regd 20.8.68 to A & B Cars (Distributors) Ltd, Newton-le-Willows, Lancashire, replacing B.2B G-ASJX, and bore an A & B Group logo. Cr at Barton Airfield 14.3.70 when it landed heavily and rolled over. Cld 25.5.70 as destroyed. ASN Occurrence 65784.

G-ATYB 305 C/n 1035 (CofR R.9176) Ex N12H. Built Frederick 1966

Regd 29.7.66 to BEAS Ltd. Cld 14.8.67 on sale to NI where it was registered the same day as **EI-ARU** to Helicopter Maintenance Ltd, Ballina and del 17.8.67. Cld 9.1.68 after being delivered Shannon - Kidlington 2.11.67. Noted 30.3.70 at Fairoaks. WFU.

G-AVCA (1) B.2B C/n 446 NTU

G-AVCA (2) B.2B C/n 466 (CofR R.9314). Built on the new Wichita production line in 1967

Regd 18.11.66 to BEAS Ltd. Appeared in *The Avengers* TV series episode *The Interrogators* in 1969. B.2B N4450 had crashed in the USA 2.7.67 and reg was cld 3.12.69 as exported to the UK where it was reported as being at Kidlington in 1970 as a spares source for G-AVCA – reason not known.

Cld 28.4.70 and regd 20.5.70 to Lusair Ltd, London WC1 and based at Kidlington.

Cld 29.10.76 and regd the same day to P J Smith, Codsall, Wrottesley, Wolverhampton, and based Halfpenny Green.

Cld 8.8.79 and regd same day to Mr M J and Mrs G M Page t/a Page Strumpshaw, Norwich and based at Norwich. Destroyed in landing accident near Strumpshaw 8.2.80. Cld 14.7.86.

G-AVIP B.2B C/n 471 (CofR R.9503). Built Wichita 1967

Regd 14.3.67 to BEAS Ltd. Arrived Kidlington 19.5.67.

Cld 9.6.67 and regd 30.6.67 on charter to Cosworth Engineering Ltd, Sywell, based on a private helipad, and was noted at RAF Odiham 8.9.68. Following C of A expiry 19.11.81 it was stored on the company premises at East Haddon.

Cld 18.9.89 and regd the same date to P J Troy-Davies, Royston. Attended the National Helicopter Championships at Billesley, Warks, in June 1990. Regn cld 9.11.94 but reinstated 19.12.94.

Cld 29.8.96 and regd the same date to N J R Minchin, Godalming, Surrey. Attended the Microlight Trade Fair at Popham 3.5.99. Based Liverpool by 7.00.

Cld 27.6.03 and regd the same date to W G Bradley, The Yard, Aberdesach, Caernarfon.

Cld 21.12.06 and regd the same date to M Richardson t/a Ilkeston Contractors Ltd, Ilkeston, Derbyshire.

Cld 22.2.11 and regd the same date to B R Pearson; Trustee of Eaglescott Brantly Group, Eaglescott Airfield, Devon. **Current 2023**

G-AVJN B.2B C/n 473 (CofR R.9536). Built Wichita 1967

Regd 12.4.67 to BEAS Ltd. CofA No A9536. Arrived LAP 4.6.67 and Kidlington the following day.

Cld 7.10.67 and regd 29.11.67 to Douglas Arnold Aviation & Shipping Co Ltd, Ashford and based at Fairoaks, the owner's airfield.

Cld 17.8.68 and regd 4.9.68 to R C Simon, Reading, Berkshire.

Cld 19.10.68 and regd 21.11.68 to Antar Motors Ltd, Godalming, Surrey and based at Fairoaks.

Cld 17.7.69 and regd 11.11.69 to Dean Aviation Ltd, London.

Cld 24.3.70 and regd 7.5.70 to R E Gardner (Haywards Heath).

Cld 23.11.71 and regd the same date to Dixon Motors (Perth) Ltd, Scone, sporting 'Dickson's of Perth' titles. Noted as based at Leavesden in early 1976.

Cld 12.3.76 and regd 12.4.76 to John Berry Ltd, Bramerton, Norwich, and based at Bramerton helipad, 8 nm SE of Norwich. Noted as based at Leavesden in early 1976.

Cld 29.5.84 and regd same date to B J and G A Finch, Chelmsford, Essex.

Cld 7.8.87 and regd with registration change to **G-OMAX**, to P D Benmax, and based at Denham.

Cld 19.12.08 and regd same date to A Murzyn, Bedford. Cld 13.3.12. Reported as being in a private collection of light aircraft at the Kestrel Caravan Park, Barton Seagrave, Northants by 9.21. **Current 2023.**

G-AWDU B.2B C/n 481 (CofR R.10066). Built Wichita 1968

Regd 23.2.68 to BEAS Ltd. CofA No A10066. Arrived LAP 20.4.68.

Cld 14.5.68 and regd 3.7.68 to A Smith (Culcheth) Ltd, Leigh, Lancs. Based Shoreham by 1975.

Cld 14.6.73 and regd 18.9.74 to A & B Cars (Distributors) Ltd, Merseyside, based at a helipad at Glazebury 7 nm NE of Warrington. Noted as based at Shoreham by '78.

Cld 12.12.78 and regd 19.12.78 to Hunter Aviation and General Engineering Services Ltd, Luton Airport.

Cld 24.7.79 and regd 4.1.80 to P Young, t/a Coleraine Landscape Services, Ballylease, Portstewart, NI. Over the weekend of 21–22.6.80 it took part in the British Helicopter Championships at Sandown Park, Esher, Surrey.

Cld 9.5.80 and regd 9.2.81 to SN Cole, Stoke Goldington, Bucks. Took part in National Helicopter Fair competition at Cheltenham Racecourse 30.5.81 and 19.6.82. Noted in storage at Woad Farm, Newport Pagnell in 1983.

Cld 15.12.88 and regd same date to G E J Redwood, Holcombe Rogus, Devon.

Cld 5.8.98 and regd same date to B M Freeman, Stourport-on-Severn.

Cld 4.6.09 and regd same date to N J M Freeman, Menith Wood, Worcester. Attended Helidays at Weston-Super-Mare in 2009 and 2010 and the Halfpenny Green Easter Open Day and Fly-In on 15.10.09. In storage at Shobdon by 2021. **Current 2023**

G-AWIO B.2B C/n 483 (CofR R.10214). Built Wichita 1968

Regd 30.4.68 to BEAS Ltd. CofA No A10214. Arrived Kidlington 26.6.68. Noted on floats in 1968.

Cld 26.7.68 and regd 31.12.68 to Chiltern Aircraft Co Ltd, Kidlington.

Cld 30.11.70 and regd 13.1.71 to G J Ward & E J Roche (Lord Fermoy), Eddington House, Hungerford, Berks and variously reported as based at Hungerford, Kidlington and Staverton and later in storage at Coventry.

Lord Fermoy had committed suicide 19.8.84 and it was cld 7.10.87 and regd same day with registration change to **G-OBPG** to A C Dent, Woodstock, Oxon and B P Green, Northampton. Attended the Cranfield PFA Rally on 1.7.88.

Cld 9.6.92 on restoration to **G-AWIO** on registration to J K Davies, Chester.

Regd 4.8.93 to Michael J Owen, Rhyl, Clwyd. Cld 29.11.95. Having not flown since 1995 it was auctioned on eBay in June 2020 with a starting bid of £45,000, and still unsold in March 2023 it was still on offer with starting bid of £25,000 and based at Baldock. Noted on a low loader heading towards Cambridge 16.2.23. **Current 2023**

G-AXSR B.2B C/n 474 (CofR R.11316) Ex N2237U. Built Frederick 1969

Regd 24.11.69 – 28.2.75 to BEAS Ltd. Noted at the Biggin Hill Air Fair on 20.6.70. CofA expired 1.1.74 and regn cld 1.6.76 as WFU. Fuselage noted at Kidlington 22.6.84 and later rebuilt.

Regd 10.12.85 as **G-ROOF** to roofing contractor S Lee, Wilden, Beds, and carried the titles 'LEE' 'The Number One.'

Cld 5.4.93 and restored on same date to **G-AXSR** to the same owner.

Cld 15.10.97 and regd same date to A Murzyn, Stevington, Beds. Noted at the PFA Rally, Cranfield on 3.7.98 and 3.7.99, the Air-Britain Fly-In at North Weald 25.8.01.

Cld 21.6.02. Regd **N276SA** to Southern Aircraft Consultancy Inc Trustee. Attended Helifest, Kemble 1.9.02, and was a regular visitor to Helidays at Weston-Super-Mare. Cr at Flixton disused Airfield, Bungay, Suffolk, 17.10.07 when engine stopped during licence proficiency check, and rolled over on landing, injuring one of the occupants. Cld by FAA 9.2.10. AAIB Bulletin 8/2008 - EW/G2007/10/06.

G-BPIJ B.2B C/n 465 Ex N2293U. Built Frederick 1967

Regd 23.3.89 to R B Payne, Cullompton, Devon and based at Halberton near Tiverton.

Cld 25.11.02 and regd same date to A D Whitehouse, Crewkerne, Somerset.

Cld 28.8.03 and regd same date to Seething Brantly Group, Seething, Suffolk who had purchased it for £30,000. DBR when it crashed at Hardwick Airfield, near Bungay 21.5.09 during a training flight when it lost tail rotor effectiveness in the hover and the left skid collapsed on landing, causing it to roll on its left side. Neither occupant injured. Cld 12.1.10. AAIB Bulletin 8/2009 - EW/G2009/05/15.

G-BPST see **G-OAPR**

G-BUKL B.2B C/n 2006 Ex N2550U. Built Vernon 1992

This has been the only Brantly-Hynes built airframe to come to the UK.

Regd 13.7.92 to Helihire Ltd, Leicester. Cld 30.3.95 on transfer to USA. Restored as **N2550U** 5.96.

G-OAPR B.2B C/n 446 Ex N2280U, **G-BPST** NTU. Built Frederick 1965

Regd 21.4.89 to E D Ap Rees t/a *Helicopter International* magazine, Weston-Super-Mare. Uses helipad at International Helicopter Museum. It has attended many events over the years including Badminton 21.4.91, the International Heli-Meet at Kilpeck 25.5.97, the British Helicopter Championships at Park Farm Golf Course near Tewkesbury 28–29.6.9, Helifest, Kemble 1.9.02 and is also a regular attendee at the Helidays at Weston-Super-Mare. **Current 2023**

G-OBPG see **G-AWIO**

G-OMAX see **G-AVJN**

G-ROOF see **G-AXSR**

G-ROTR B.2B C/n 403 Ex N2192U. Built Frederick 1964

Regd 9.12.91 to D N Yardley, Southampton.

Cld 16.11.99 and regd same day to P G R Brown, Crediton, Devon, and noted as based at Trenchard Farm, Eggesford, and Old Sarum from 1992 to 1997. Cld 17.4.09.

G-WASP see **G-ASXE**

N19GL B.2B C/n 2004 Ex N251TX, JA7886, N6259C. Built Vernon 1992

Southern Aircraft Consultancy Inc Trustee and reported as based at Hill Top Farm, Hambledon, Hampshire. Noted at the PFA Fly-in at Brooklands, Surrey 23.8.03, the PFA Fly-in at Kemble 3.7.05, the Biggin Hill Air Fair on 3.6.06, the Vintage Aircraft Fly-In at Goodwood 29.7.06, the New Year's Day Fly-In at Popham in 2010 and again at the Piper Anniversary Fly-In at Popham 13.5.12. Registered to Eastern Stearman Inc, Eaglescott, Devon in 2021. *FlightAware* reports it as being based: Cornwall 3.6.06; Dereham, Norfolk 18.9.10; Suffolk 3.5.13 and Surrey 10.7.15. **Current in 2023**

N119BB see G-ATGH

N276SA see G-AXSR

N2052Y see G-ASXE

N4450 B.2B C/n 463 Ex N1120K. Built Frederick 1966

Cr 2.7.67 and regn cld 3.12.69 as exported to the UK, where it was reported as at Kidlington in 1970 as a spares source for G-AVCA.