

BOULTON & PAUL Civil Aircraft

P.6

X25 Ff late .18 [90hp RAF.1a]. Regd **K-120** 20.5.19 to Boulton & Paul Ltd. Regd **G-EACJ** (CofR 62) 31.7.19 to same owner. No CofA issued. Operated by Sales Dept as **X25**. Regn lapsed (undated).

P.7 Bourges

F2903 Regd **K-129** 20.5.19 to Boulton & Paul Ltd, Mousehold. Regd **G-EACE** (CofR 57) 31.7.19 to same owner. No CofA issued. Regn cld 5.20 as wfu.

P.8 Atlantic

P8-1 Unregd. Crashed on first flight 4.19.

P8-2 Regd **G-EAPE** (CofR 398) 6.11.19 to Boulton & Paul Ltd. Ff 10.5.20. No CofA issued. Regn cld 11.22 as lapsed.

P.9

C/n's were not allocated by B&P?

- Unregd prototype ff .19 [90hp RAF 1A] and shipped 8.19 to Lt AL Long, Tasmania, Australia. Flown across Bass Strait 15.12.19 [or 16 or 17.12.19]. Regd **G-AUDB** (CofR 44) 28.6.21 to CC Matheson & L Bacon, t/a Victorian Flying Service (with c/n P9.1). Regn NTU as crashed Briagolong, Vic 6.11.21 & dbf (prior to issue of CofA).

P9-1 Regd **G-EAPD** (CofR 397) 6.11.19 to Boulton & Paul Ltd, Mousehold. CofA 344 issued 20.4.20. Reportedly sold to Australia. Regn cld 11.20 as wfu.

It is possible that this was G-AUDB and not the above.

P9-2 Regd **G-EASJ** (CofR 492) 4.20 to Brig-Genl James George Weir, Glasgow. CofA 393 issued 14.7.20. Regd (CofR 836) 4.22 to Capt Francis Thomas Courtney, Croydon (but retained by Weir for Kings Cup 7/22 & dd to Courtney 8.22). CofA lapsed 13.7.22. Regn lapsed 4.23. Sold [between 1-5.27]. CofA renewed 10.1.28. Regd (CofR 1549) 13.1.28 to Henderson Flying School Ltd, Brooklands and assumed taken on tour to South Africa. Regn cld 3.28 as wfu. For sale 5.28. Regd in South Africa as **G-UAAM** .28. Regd **ZS-AAM** 1.29 to John Williamson [Wilkinson?], Kalk Bay, Cape (based Youngs Field); used for joy-riding. Regn cld 22.9.31.

P9-3 To Lt AL Long, Tasmania (unconfirmed). To Aviation Ltd 2.20. To Barnes. Regd **G-AUBT** (CofR 12) 28.6.21 to Life Insurance Co of Australia Ltd, Melbourne. CofA 51 issued 11.2.22. Regd (CofR 72) 4.11.22 to Howard O Jolley, Adelaide. Crashed after hitting car on take-off Serviceton, Vic 8.11.22. Regn cld 3.11.23.

4 Presumed P9/7" below.

It has been suggested that the prototype was in fact P9-1 and G-EAPD was P9-2 and that P9-4 was G-EASJ.

P9-5 Dd 2.20 to Aviation Ltd. To De Garis 5.20. Crashed nr Glenroy 9.7.20 and returned to Aviation Ltd. Regd **G-AUCT** (CofR 35) 28.6.21 to Aviation Ltd, Glenroy, Vic. Coy taken over by William Adams & Co Ltd, Melbourne 4.4.22. Sold 13.4.22 to FJ Barnes, Hamilton, Vic. Regn cld 27.6.22. Stated by CAA as "rebuilt as monoplane".

P9-6 Regd **G-EAWS** (CofR 648) 21.4.21 to Boulton & Paul Ltd, Norwich. CofA 477 issued 27.4.21. CofA lapsed 16.5.24. CofA renewed 21.2.27; loaned 5.27 to Norfolk & Norwich Aero Club, also operated by Capt Joseph Dawson-Paul (of B&P). Damaged in unpowered "runaway" at Cramlington 11.6.27; repaired. Operated [10.27] as "personal" aircraft by test pilot Sqdn Ldr Cecil Arthur Rea. Crashed on take-off Lympe 30.3.29 during Easter Flying Meeting. Regn cld 15.5.29 as crashed. Sold .30 and rebuilt by Ernest Thomas Worsell, Bradbourne Vale Road, Sevenoaks (based Sundridge) as a single-seater parasol with 10hp Singer water-cooled engine and which flew successfully (unregd but still wearing regn marks). Wfu after struck ditch taxiing and tipped up on nose.

P9-7 Regd **G-EBEQ** (CofR 904) 8.22 to Boulton & Paul Ltd, Mousehold. Ff 4.9.22. CofA 663 issued 30.7.23. CofA lapsed 29.7.24; regn lapsed 8.24. Regd (CofR 1306) 10.9.26 to Flt Lt Frank Ormond Soden, Central Flying School, RAF Wittering. CofA renewed 27.7.27. Regd (CofR 1539) 13.12.27 to Lt Hugh Kennedy, London SW7 (based Stag Lane). Flown Croydon-Paris-Switzerland 10.28 (& then based there). Sank through ice on take-off from frozen lake nr St Moritz, Switzerland 10.2.29. Regn cld 8.29 as destroyed. Rebuilt and regd **CH-259** 4.9.30 to Greiner & Hans Gerber, Zurich. Regn cld 26.1.32.

Also suggested as P9-8?

P9-7" Reportedly dd 2.20 for Aviation Ltd (uncertain). Regd **G-AUCP** (CofR 32) 28.6.21 to RS Falkiner, Groongal, NSW. Sold 7.5.23 & regd (CofR 82) 9.5.23 to Howard O Jolley, Melbourne. Flown by Edgar Percival in the Herald Cup Race, Essendon .23. Regd (CofR 93) 1.2.24 to New Era Insurance Co of Australia Ltd (Howard Jolley), Melbourne. Regd (CofR 129/CofA 100) 25.11.25 to Miss V Collinson, South Yarra, Vic. Sold 29.9.26 & regd 28.3.27 to AT Tilt, Malvern, Vic. Sold 3.9.27 & regd 25.10.27 to FCR Jaques, Melbourne; operated by Willaura Ltd. Crashed Willaura, Vic 16.12.27. Regn cld 9.1.28.

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Note: The three shipped to Australia were supplied via Capt AD Lang; the 3rd being dd 11.20. All three were (prior to 1/25) at some stage owned by Howard Jolley (see Aeroplane 1.4.25).

P.41 Phoenix

P41/1 Regd **G-AAIT** (CofR 2037) 11.6.29 to Boulton & Paul Ltd, Mousehold. Ff 7.7.29. No CofA issued. Rebuilt as mk II & reflowed 12.6.30. Regn cld 11.35 as wfu.

P.64 Mail-Carrier

P.64 Regd **G-ABYK** (CofR 3853) 14.7.32 to The Air Council, London SW1 (based Croydon). Ff 23.3.33. No CofA issued. Crashed Martlesham Heath 21.10.33. Regn cld 1.34 as wfu.

P.71A

P71A/1 Regd **G-ACOX** (CofR 4926) 22.3.34 to Boulton & Paul Ltd, Mousehold. CofA 4509 issued 19.9.34. Transferred 25.10.34 to (successor company) Boulton Paul Aircraft Ltd. Regd (CofR 5530) 8.1.35 to Imperial Airways Ltd, Croydon, named "Boadicea"; deld 16.4.35. Fatal crash in English Channel 25.9.36. Regn cld 1.37 as wfu.

P71A/2 Regd **G-ACOY** (CofR 492&) 22.3.34 to Boulton & Paul Ltd, Mousehold. CofA 4550 issued 14.10.34. Transferred 25.10.34 to (successor company) Boulton Paul Aircraft Ltd. Regd (CofR 5531) 8.1.35 to Imperial Airways Ltd, Croydon; named "Britomart"; deld 16.4.35. Badly damaged on landing Evere/Haren Airport, Brussels 25.10.35. Regn cld 29.5.36 as wfu.