

DH.86

Issue 03.21 – All additions/amendments and comments to malcolm.fillmore@air-britain.com

DH.86 Express Air Liner - single pilot op; short nose - only first four; 2300 then mod to long nose.
DH.86 two crew; production version.
DH.86A; 1936 production version, less steep windscreen.
DH.86B; auxiliary fins, introduced May 1937.

Series I and Series II refers to the use of Gipsy Six Series I or II engines; introduced late .35 with either fixed pitch airscrews (Series I) or DH controllable-pitch airscrews (Srs II).

- 2300 (Gipsy Six #6005/6037/6099/6120). Prototype DH.86; first flown by Hubert Broad 14.1.34 in single crew (short nose) configuration as **E.2**. CofA 4162 issued 30.1.34. Regd **G-ACPL** (CofR 4954) 23.4.34 to Imperial Airways Ltd, Croydon. Delivered Croydon 19.5.34 in Railway Air Services livery, named "Diana". Repainted in IAL colours as "Delphinus" 6.34. Modified to two-crew standard 8.34. Operated briefly by Railway Air Services Ltd 17.8.34-18.12.34, pending delivery of G-ACVZ. Departed on transfer to Karachi 15.2.36; arr 19.2.36; to Penang 11/12.7.36. Damaged Tourane 20.7.36; shipped to Singapore 10.36 for repairs. Operated (1.37) by Imperial Airways (Far East) Ltd, Bangkok. Shot at by Japanese warship 2.38; not damaged. Damaged in overshoot on landing in rain Haiphong, Indo-China 8.3.38; repaired. Transferred to Bangkok 22.8.38. Damaged on take-off Udon 11.3.39; repaired. Transferred to BOAC 1.4.40 and regd to them 22.8.40. To Cairo 10.40 following closure of Bangkok route. Regn cld 13.12.41 by Secretary of State. Impressed 13.12.41 as **HK844**. Serviced (30.1.42) at 118 MU Basrah. To "B" Flight, 117 Squadron, Bilbeis 4.3.42. Undercarriage collapsed when swung on take-off after starboard engines cut out Maaten Bagush Landing Ground 14, Egypt 10.4.42; possibly repaired. Soc 1.12.42.
- 2301 (Gipsy Six #6016/6017/6018/6019). To Tasmanian Aerial Services Pty Ltd with CofA 4407 issued 25.7.34. Regd **VH-URN** 27.9.34 to Holyman's Airways Pty Ltd; named "Miss Hobart". Crashed in Bass Strait off Wilson's Promontory 19.10.34; killing 10 (or 7) passengers and two crew, Victor Holyman and Gilbert Jenkins.
- 2302 (Gipsy Six #6022/6023/6024/6025). DH.86, single-pilot version, regd **G-ACVY** (CofR 5234) 21.7.34 to Railway Air Services Ltd, Croydon; named "Mercury". CofA 4464 issued 15.8.34; entered service 20.8.34. Mod to DH.86B standard. Failed to take-off from waterlogged Renfrew Aerodrome, struck boundary fence and tipped on nose 16.1.39; repaired (by 5.39). Operated by AAJC during WWII. Withdrawn from use following in-flight main spar failure en route Dublin to Speke 8.8.46, but landed safely. Cld & regd 22.10.46 to Skytravel Ltd, Speke (for spares use). To Heston, then to Langley for spares. Regn cld 5.11.48 by Secretary of State.
- 2303 (Gipsy Six #6093/6094/6096/6114). DH.86, single-pilot version, regd **G-ACVZ** (CofR 5235) 21.7.34 to Railway Air Services Ltd, Croydon; named "Jupiter". CofA 4600 issued 7.12.34; deld 19.12.34. Badly damaged when hit tree on landing in fog Renfrew 12.12.35. Roaded to Airwork Ltd, Heston for rebuild 1.36 and mod to two-crew version 3.36. Leased to Imperial Airways Ltd wef 21.1.37. Crashed at night in wood nr Elsdorf, nr Bergheim, 20mls W of Cologne, Germany 15/16.3.37 en route Croydon-Cologne; pilot Fit Lt George Holmes, Charles F Wolley-Dod (European Manager of IAL) and Charles E Langmann (of IAL) killed. Regn cld 4.37 as crashed.
- 2304 (Gipsy Six #6132/6139/6146/6147). Regd **G-ACWC** (CofR 5241) 29.1.35 to Imperial Airways Ltd, Croydon; named "Delia". CofA 4713 issued 5.3.35. Transferred to Khartoum 19/23.3.36. Operated (10.37) by Elders Colonial Airways, Freetown, WA. Transferred to Imperial Airways (Far East) Ltd, Bangkok 10/15.6.38. Fired on by Japanese 2.39; not damaged. Damaged on take-off Bangkok 23.5.39; repaired. Damaged when undercarriage collapsed on take-off Fort Bayard 11.10.39; shipped to Hong Kong for repairs. Transferred 1.4.40 to British Overseas Airways Corporation and regd to them 22.8.40. To Cairo 15.10.40 on closure of Bangkok route & CofA renewed 26.10.40. Crashed Minna, Nigeria 17.6.41, when ran out of fuel. Regn cld 18.6.41 as pwf. Transferred to RAF for spares 17.9.41.
- 2305 (Gipsy Six #6131/6133/6134/6138). Regd **G-ACWD** (CofR 5242) 29.1.35 to Imperial Airways Ltd, Croydon; named "Dorado". CofA 4706 issued 28.2.35; deld 4.3.35. Transferred to Imperial Airways (Far East) Ltd at Penang, departing Croydon 16.9.35; arr 30.9.35; survey flt to Hong Kong 2.10.35; back to Penang 9.10.35. Damaged Hanoi .37; repaired. Transferred to Bangkok 30.3.38. Damaged by engine fire Hong Kong 3.6.38; repaired by 8.38 (although no record of CofA renewal until 4.1.40). Undercarriage collapsed on landing Bangkok 28.10.38; repaired. Damaged on take-off Udon 6.3.40; repaired. Transferred to British Overseas Airways Corporation 1.4.40 and regd to them 22.8.40. Transferred to Cairo 15.10.40. CofA lapsed 3.3.41. Regn cld 5.11.41 by Secretary of State. Impressed 22.11.41 as **HK829** and to 216 Squadron (12.41). To "B" Flight, 117 Squadron, Bilbeis 4.3.42. To 1 Air Ambulance Unit (RAAF), Heliopolis 11.7.42. Badly damaged when undercarriage collapsed on landing Neffatia North 17.3.43. Soc 1.9.43 (or 28.3.43).
- 2306 (Gipsy Six #6095/6113/6115/6116). Regn **G-ACWE** (CofR 5243) reserved 1.35 for Imperial Airways (as "Daphne") but transferred to Qantas Empire Airways (to replace VH-USG). Regd **VH-UUA** 22.1.35 to Qantas Empire Airways Ltd, Brisbane; named "RMA Adelaide". CofA 4676 issued 14.2.35; dep Croydon on dely by air 22.2.35. Undercarriage collapsed on landing Winton 18.8.37; repaired. Regn cld 12.9.38 as sold India. Regd **VT-AKM** (CofR 358) 17.9.38 to

- Tata Sons Ltd, Bombay (based Juhu). Regn cld 13.1.42. Impressed into 2 Coast Defence Flight, Juhu as **HX789** 13.1.42 (or .41?). Later to No.5 Coast Defence Flight IAFVR, Cochin. Renamed 105 Flight 6.42. Damaged when undercarriage collapsed on take off Cochin 15.9.42. Probably not repaired and soc 2.7.43.
- 2307 (Gipsy Six #6026/6027/6029/6032). First flown 30.8.34. To Qantas Empire Airways with CofA 4499 issued 13.9.34. Regd **VH-USC** (CofR 483) 1.9.34 to Qantas Empire Airways Ltd, Brisbane; named "RMA Canberra". Delivered by air, leaving Croydon 24.9.34, arriving Brisbane 13.10.34; flown by Capt Lester J Brain, First Officer Dick Price & Flt Eng R Pink (16 days, 17 hrs 27 min). Damaged on landing Seletar 11.1.36; repaired. Sold 22.7.38 and regd 9.8.38 to MacRobertson Miller Aviation Co Ltd, Maylands. Impressed into RAAF as **A31-5** 24.9.40 and toc 30.9.40. To 1 Air Observers School, Cootamundra 13.1.41. Regd **VH-USC** 27.3.42 to (on loan) Qantas Empire Airways Ltd, Brisbane. Damaged when undercarriage collapsed during violent swing Brisbane 23.10.43 (13.10.43?); repaired. Badly damaged on crosswind landing Darwin 9.10.44 when it swung into a ditch and broke lower main spar. Soc (RAAF) 6.1.45 and burnt after being stripped for spares.
- 2308 (Gipsy Six #6038/6039/6040/6041). To Qantas Empire Airways with CofA 4511 issued 24.9.34. Shipped out on SS *Bendigo*; arr 12.11.34. Regd **VH-USD** (CofR 504) 22.1.35 to Qantas Empire Airways Ltd, Brisbane; named "RMA Brisbane". Sold 28.7.38 and regd 9.8.38 to MacRobertson Miller Aviation Co Ltd, Maylands. Regn cld 26.2.39 as sold India. Regd **VT-AKZ** (CofR 371) 17.3.39 to Tata Sons Ltd, Juhu. Impressed as **AX800** 21.6.40 and possibly used by 1 SFTS Ambala. To No.2 Coast Defence Flight, Juhu 4.41 for fitting with anti-submarine bombs. To 5 Coast Defence Flight, Cochin; renamed 105 Flight 6.42. Badly damaged Ahmedabad 18.12.41 on delivery to Bombay when port u/c collapsed during swing, repaired. Transferred to Indian DCA 1.9.43. Regd **VT-AKZ** to Tata Sons Ltd, Bombay. Regn cld 20.11.44 as wfu.
- 2309 (Gipsy Six #6048/6049/6050/6051). To Qantas Empire Airways with CofA 4522 issued 2.10.34. Shipped out to Brisbane; arr 1.12.34. Regd **VH-USE** (CofR 504) 22.1.35 to Qantas Empire Airways Ltd, Archerfield; named "RMA Sydney". Crashed shortly after take-off from Brisbane en route Darwin, hitting Mount Pirie (Petrie?) in cloud, near Belmont 20.2.42; Capt CHC Swaffield, co-pilot LS Marshall and 7 passengers killed. Regn cld 31.3.42.
- 2310 (Gipsy Six #6076/6077/6078/6079). To Qantas Empire Airways with CofA 4630 issued 27.12.34, (after tests at Hatfield following accidents). Flown out Croydon-Darwin (Capt AB Youell); dep 31.12.34 (probably 7.1.35); arr 23.1.35. Regd **VH-USF** (CofR 505) 22.1.35 to Qantas Empire Airways Ltd, Archerfield; named "RMA Melbourne". Flown Singapore to Brisbane 25-28 Feb 1935 with mail as part of the takeover of the Singapore-Darwin leg from Imperial Airways, pilot Capt Lester Brain to Darwin and Capt HB Hussey on to Brisbane. Impressed into RAAF as **A31-6** 28.9.40 and toc 5.10.40. To 1 Air Observers School, Cootamundra 20.1.41. Regd **VH-USF** 27.3.42 on loan to Qantas Empire Airways. Badly damaged in crash following port engine failure on take off Blackall, Queensland 9.7.44. Returned to RAAF at 3 CRD Amberley for salvage and stored in damaged condition. Sold 2.2.45 to MacRobertson Miller Aviation Co Ltd, Perth and issued 12.3.45; repaired & CofR renewed 22.5.45. Crashed on return landing at Geraldton, WA 24.6.45 shortly after take-off; pilot & passenger (of 11 aboard) killed.
- 2311 (Gipsy Six #6060/6061/6062/6070). To Qantas Empire Airways with CofA 4549 issued 18.10.34. Regd **VH-USG** 11.34 (but not officially taken up) to Qantas Empire Airways Ltd, Brisbane; named "RMA Melbourne". Flown from UK; dep 2.11.34. Entered tailspin after CofG change following movement of Gipsy Six carried as freight and crashed on delivery near Ilfracombe, 30 mls from Longreach, Queensland 15.11.34; 4 killed - Flt Lt DR (or RA) Prendergast, First Officer WV Creetes & Flt Eng FR Charlton (all on secondment from Imperial Airways) & E Broadfoot of Shell Oil Co.
- 2312 (Gipsy Six #6085/6086/6087/6088). To Tasmanian Aerial Services Pty Ltd with CofA 4572 issued 8.11.34. Regd **VH-URT** 29.1.35 to Holyman's Airways Pty Ltd, Launceston; named "Loina". Crashed into Bass Strait, near Flinders Island 2.10.35 en route Melbourne - Launceston; Chief Pilot AN Evans, second pilot M Brown, engineer E Best & 2 passengers killed.
- 2313 (Gipsy Six #6125/6126/6128/6129). Regd **G-ACYF** (CofR 5351) 7.12.34 to Jersey Airways Ltd, Jersey; named "The Giffard Bay". CofA 4668 issued 6.2.35. Loaned 12.36 to British Airways. Regn cld 6.38 as sold abroad (and CofA renewed 25.6.38). To Singapore and regd **VR-SBD** to Wearne's Air Services Ltd; named "Governor Murchison"; ferried Jersey to Hatfield 28.6.38; then departed Heston 7.7.38. Ferried to Australia 26.4.40; arr Sydney 3.5.40. Regd **VH-ADN** 24.6.40 to WR Carpenter & Co Ltd, t/a WRC Airlines, Sydney. To South Queensland Airways. Impressed into RAAF as **A31-2** 9.7.40. To 1 Air Observers School, Cootamundra 15.11.40. To 1 SFTS Point Cook 13.3.42. To 36 Squadron, Essendon 21.9.42. To 5 AD for repairs 4.12.42; to DH Mascot for repairs 4.1.43. To 34 Squadron, Parafield 3.4.43. To 35 Squadron, Maylands 30.5.43. To MacRobertson Miller 1.9.43 for conversion to air ambulance; but not undertaken. Damaged in forced landing 1 ml NW Maryborough 1.5.44 out of fuel en route 1 AAU for ambulance modifications. Salvaged by 3 CRD 30.5.44 but repairs abandoned. Soc 9.10.44.
- 2314 (Gipsy Six #6141/6145/6148/6152). Regd **G-ACYG** (CofR 5352) 7.12.34 to Jersey Airways Ltd, Jersey; named "The Grouville Bay". CofA 4722 issued 8.3.35. Loaned 5.11.35-26.1.36 to Imperial Airways Ltd. Crashed into fence on landing Jersey Airport 17.12.38 (pilot V Gorry-Wilson); repaired. Regn cld 21.7.40 as sold. Impressed into Royal Navy as **AX840** 21.7.40. Operated by 782 Squadron, Donibristle (7.40-12.40). (*Later allocated BD105; not taken up*). To 783 Squadron, Arbroath (6.41); coded "6". Damaged by gunfire from RN minesweeper off Bell Rock, nr Arbroath 8.7.42; Midshipman MR Dennison died of wounds; acft repaired. Damaged in crash-landing 19.7.43; repaired. Returned (1.44)

- to 782 Squadron, Donibristle. To DH Witney for repairs 25.9.44; probably reduced to spares and soc 4.3.45. (Also reported as to spares at Donibristle after 6.3.45).
- 2315 (Gipsy Six #6142/6151/6153/6154). To Tasmanian Aerial Airways with CofA 4716 issued 6.3.35. Regd **VH-USW** (CofR 521) 13.5.35 to Holyman's Airways Pty Ltd, Launceston; named "Lepena". Forced landed Hunter Island, 30 ml off Tasmania 13.12.35 after interplane strut failure and shortly after crash of VH-URT. This led to CofA type suspension for two days. Salvaged and repaired at Essendon. Taken over 1.7.36 by Australian National Airways Pty Ltd, Essendon; regd to them 25.11.36. Damaged on landing Wagga, NSW 29.12.37 avoiding cattle; repaired but undercarriage collapsed again 6.1.38 and roaded to Melbourne for repairs. Impressed into RAAF at Essendon as **A31-4** 13.9.40. To 1 Air Depot 19.12.40. Damaged in gales 27.12.40; repaired 4.41. To 1 Air Observers School, Cootamundra 16.4.41. Regd **VH-USW** 27.3.42 to QANTAS Ltd. Back to RAAF as **A31-4** 4.5.42 and converted to air ambulance at 1 Air Depot. To 2 Air Ambulance Unit, New Guinea 3.7.42. To Civil Aviation Dept, Archerfield 7.9.44. To 3 Air Depot 28.9.44. Crashed (date unknown) and stored 3 AD (2.2.45). Sold "as is" and issued 14.2.45 to MacRobertson Miller Airways. Regd **VH-USW** 3.5.45 to MacRobertson Miller Aviation Co Ltd, Perth. Sold 19.11.46 to Universal Flying Services Ltd, England. Departed Perth 11.46 (pilot Tim Bowen/navigator Jim Orchard of British Aviation Svs and painted "Jim & Tim's Bamboo Bomber". Flight abandoned on delivery Allahabad, India 26.12.46 due to excessive tail flutter. *Rumours that parts were still extant in 1977 and were shipped to Australia as basis of rebuild were almost certainly untrue.*
- 2316 (Gipsy Six #6164/6165/6166/6167). Regd **G-ACZN** (CofR 5439) 7.12.34 to Jersey Airways Ltd, Jersey; named "The St Catherine's Bay". CofA 4752 issued 22.3.35; deld 26.3.35. Regd (CofR 6532) 26.11.35 to Imperial Airways Ltd, Croydon (leased 8.11.35-22.1.36). Regd (CofR 6695) 31.1.36 to Jersey Airways Ltd, Jersey. Crashed near Jersey Airport 4.11.38 after take off; killing all 13 on board including pilot F/O Alwyn GM Carey and one person on ground. Regn cld 7.1.39 as wfu.
- 2317 (Gipsy Six #6170/6171/6172/6173). Regd **G-ADCM** (CofR 5603) 15.2.35 to Imperial Airways Ltd, Croydon; named "Draco". CofA 4764 issued 30.3.35. Badly damaged when forced landed through icing and hit snow covered tree stump Zwettl, Austria 22.10.35; 2 injured, pilot NJ Capper. Regn cld 12.35 as wfu.
- 2318 (Gipsy Six #6181/6182/6183/6184). Regd **G-ACZO** (CofR 5440) 7.12.34 to Jersey Airways Ltd, Jersey; named "The Ouaine Bay". CofA 4771 issued 9.4.35. Damaged on landing St Aubins Beach, Jersey 17.8.35; shipped to England for repairs; CofA renewed 30.11.35. Regn cld 21.7.40 as sold. Impressed into Royal Navy as **AX841** 21.7.40 but not used. Destroyed by enemy bombing at Lee-on-Solent 16.8.40 (quoted as 16.7.40 but erroneous). Also allocated serial **BD106**, not taken up.
- 2319 (Gipsy Six #6190/6191/6192/6193). Regd **G-ADCN** (CofR 5604) 15.2.35 to Imperial Airways Ltd, Croydon; named "Daedalus". CofA 4783 issued 15.4.35; deld 17.4.35. Flown to Khartoum, Sudan 26.1.36-1.2.36 for survey flights to West Africa; to Kano, Nigeria 13.2.36. Damaged on take-off El Fasher 14.4.36; repaired. Damaged Abesher 23.12.36; repaired. Crashed on landing El Geneina, Sudan 5.4.37; repaired. Transferred to Imperial Airways (Far East) Ltd, Bangkok 11.37. Destroyed in hangar fire during engine tests for CofA renewal Donmuang, Bangkok 3.12.38 (or 5.12.38). Regn cld 5.12.38 as wfu.
- 2320 (Gipsy Six #6204/6209/6214/6215). To Misr-Airwork with CofA 4865 issued 27.5.35. Regd **SU-ABN** .35 to Misr-Airwork Ltd, Cairo; named "Khartoum"; delivered 10/12.6.35. Damaged in forced landing 45 mls East of Rutbah Wells, Iraq 11.1.39; repaired. Swung on landing RAF Lydda 23.4.42; lower port wing, inboard engine, prop & port u/c damaged.
- 2321 (Gipsy Six #6205/6206/6207/6208). Regd **G-ACZP** (CofR 5441) 7.12.34 to Jersey Airways Ltd, Jersey; named "The Belcroute Bay". CofA 4830 issued 11.5.35; deld 15.5.35. Modified to DH.86A status? Loaned 5.36 to British Airways Ltd. Allocated for impressment into Royal Navy as **AX843** 21.7.40 but not used. Cld 28.8.40 & regd **G-ACZP** 29.8.40 to Railway Air Services Ltd, Speke. Cld & regd 4.10.46 to Skytravel Ltd, Speke; named 'Prince Igor'. CofA lapsed Squires Gate 18.4.47. Company in liquidation 9.47 and aircraft sold by auction 9.12.47. CofA test flight 18.2.48 by Scottish Airways Ltd but no CofA issued and believed stored thereafter at Prestwick. Cld 21.6.48 & regd 2.7.48 to Bowmaker Ltd, Bournemouth (a finance company). Ferried to Squires Gate (or Blackbushe?) 7.3.49. New CofR R2959 issued .50. Stored at Squires Gate. Cld 12.3.51 & regd 20.4.51 to Lancashire Aircraft Corporation Ltd, Squires Gate. CofA renewed 28.5.51. (Shown in register as cld 28.2.55 and regd to same owner 2.5.57; since its CofA was renewed twice during this period, it is assumed that this cancellation was a clerical error). Cld & regd 28.10.57 to Silver City Airways Ltd, Eastleigh. Cld 19.2.58 & regd 21.2.58 to Vivian Hampson Bellamy, Sarisbury Green, Southampton (deld 17.2.58); operated by Hampshire Aeroplane Club, Eastleigh. Ground looped on landing Barajas Airport, Madrid 21.9.58 following starboard tyre burst and damaged on removal from runway. Regn cld 5.1.61 as pwf. Remains stored behind hangar at Barajas until at least 8.63 but later burnt.
- 2322 (Gipsy Six #6229/6230/6231/6232). Regd **G-ACZR** (CofR 5442) 7.12.34 to Jersey Airways Ltd, Jersey; named "La Saline Bay". CofA 4879 issued 29.5.35; deld 31.5.35. Regd (CofR 6533) 26.11.35 to Imperial Airways Ltd, Croydon (leased 11.11.35-18.12.35). Regd (CofR 6669) 27.1.36 to Jersey Airways Ltd, Jersey. Accident at Jersey Airport 27.12.38; repaired. Regn cld 21.7.40 as sold. Impressed into Royal Navy as **AX844** 21.7.40 and operated by 782 Squadron, Donibristle. Spun in following take off Donibristle 31.3.43; killing 2 crew including pilot Petty Officer F Parr and 5 of 6 passengers. Also allocated serial **BD104**; not taken up.

- 2323 (Gipsy Six #6236/6237/6238/6239). Regd **G-ADEA** (CofR 5679) 18.5.35 to Hillman's Airways Ltd, Stapleford; named "Drake" by Lady Cunliffe-Lister on 20.6.35. CofA 4844 issued 5.6.35. Taken over by British Airways Ltd, Heston 11.12.35; regd to them (CofR 6898) 9.4.36. Badly damaged when struck by lightning 11.36. Regd (CofR 8132) 11.10.37 to Airwork Ltd, Heston. Regn cld 6.38 as sold abroad (and CofA renewed 5.7.38). Ferried Hatfield-Heston to Singapore 7.7.38 - 14.7.38. Regd **VR-SBC** to Wearne's Air Services Ltd, Singapore; named "Governor Ibbetson". To Australia 13.6.40. Regd **VH-UZX** 17.7.40 to WR Carpenter & Co Ltd, t/a WRC Airlines, Sydney. Impressed into RAAF as **A31-7** 2.1.41. Modified to air ambulance by ANA. To 1 Air Ambulance Unit 25.3.41; shipped ex Laverton 30.4.41 and received Cairo 3.7.41. To Gaza 22.7.41. Damaged on ground in enemy attack Mersa Matruh 31.1.42; to Heliopolis and repaired, reflowed 24.4.42. Wfu 9.43 following unavailability of 77 octane fuel. Last reported at British Aircraft Repair Unit, Heliopolis for disposal 25.2.44. Soc 22.10.48.
- 2324 (Gipsy Six #6243/6244/6245/6246). Regd **G-ADEB** (CofR 5680) 18.5.35 to Hillman's Airways Ltd, Stapleford. CofA 4845 issued 20.6.35. Taken over by British Airways Ltd, Heston 11.12.35 and regd to them (CofR 6851) 24.3.36. Crashed into mountains nr Altenkirchen, Germany, 35ml SE of Koln (Cologne) 12.8.36, whilst on mail flight en route Hanover-Gatwick; Capt Charles G Gill and W/Op KJ Bayliss killed. Regn cld 12.36 as wfu.
- 2325 (Gipsy Six #6251/6252/6253/6254). Regd **G-ADEC** (CofR 5681) 18.5.35 to Hillman's Airways Ltd, Stapleford. CofA 4846 issued 1.7.35; deld 2.7.35. Taken over by British Airways Ltd, Heston 11.12.35; regd to them (CofR 6627) 10.1.36. Regd (CofR 8100) 2.9.37 to Airwork Ltd, Heston and stored pending sale. CofA lapsed 17.9.37 and renewed 26.9.38. Regn cld 10.38 as sold. Regd in Uruguay as **CX-AAH** to Cia Primeras Lineas Uruguayas de Navegacion Aerea, (PLUNA), Montevideo; named "Santa Rosa de Lima". Damaged beyond repair on landing Artigas, Uruguay 22.10.45 and subsequently broken up (but still on 1950 register).
- 2326 (Gipsy Six #6268/6269/6270/6271). To Holyman's Airways Pty Ltd with CofA 4960 issued 15.7.35. Regd **VH-UUB** (CofR 542) 27.9.35 to Holyman's Airways Pty Ltd, Launceston; named "Loila". Taken over 1.7.36 by Australian National Airways Pty Ltd, Essendon; regd to them 25.11.36. Damaged in forced landing in bad weather Seymour, Vic 3.12.36; repaired. Impressed into RAAF at Essendon as **A31-3** 13.9.40. To 1 Air Observers School, Cootamundra 10.11.40. To 1 Air Depot 14.2.41. Converted to air ambulance and to 1 Air Ambulance Unit 24.4.41; departed Laverton 30.4.41, arrived Cairo 3.7.41. To Gaza 9.9.41. Destroyed by fire Heliopolis 19.4.42 when struck by Beaufighter X7804 which had engine failure on take-off.
- 2327 (Gipsy Six #6289/6290/6297/6298). Allocated to Wrightways Ltd, Croydon 7.35 but NTU. Regd **G-ADMY** (CofR 6126) 9.8.35 to British Continental Airways Ltd, Croydon; named "St George". CofA 5003 issued 26.8.35; deld 28.8.35. Absorbed 1.8.36 into British Airways Ltd and regd (CofR 7668) 17.2.37 to them. CofA lapsed 4.10.37. Regd (CofR 8136) 14.10.37 to Airwork Ltd, Heston. CofA renewed 9.5.38. Regd (CofR 8587) 25.6.38 to Mrs Lillian Hartigan Falk; operated by British-American Air Services Ltd, Heston. Regd (CofR 8928) 2.12.38 to (BAAS parent company) LHG Ltd, Heston. Operated by Imperial Airways Ltd 4.12.38-22.12.38. Cld 23.6.39 & regd 26.6.39 to British-American Air Services Ltd, Heston. Regn cld 4.4.40 as sold. Impressed as **X9442** 10.5.40 and intended for 24 Squadron for ambulance use but in poor condition. To DH Witney for major inspection 6.40 and released to 9 MU Cosford 29.11.40. To 782 Squadron, RNAS Donibristle 28.2.41. Repaired by DH Witney 14.2.42; also 30.12.42. Soc 4.4.44 (although reported still in service 12.44?).
- 2328 (Gipsy Six #6385/6400/6401/6407). DH.86A Srs I regd **G-ADFF** (CofR 5728) 7.11.35 to Imperial Airways Ltd, Croydon; named "Dione". CofA 5303 issued 13.1.36; deld 15.1.36. Initially based Croydon; to Khartoum (after 2.36). Conv to DH.86B 4/5.37. Damaged Lagos 21.3.39; repaired & CofA renewed 15.8.39. Transferred to British Overseas Airways Corporation, Khartoum 1.4.40 and regd to them 22.8.40. Transferred to Alexandria 5.40. Regn cld 15.8.41 by Secretary of State. Impressed as **AX760** at RAF Cairo 15.8.41 and operated by Lydda Communications Flight. Damaged when undercarriage collapsed taxiing for take off Lydda 26.11.41. Soc 30.7.42.
- 2329 (Gipsy Six #6314/6315/6316/6317). DH.86 to Misr Airwork with CofA 5068 issued 10.9.35. Regd **SU-ABO** to Misr Airwork SAE; named "Al Fostat", and later "Beyrouth". Forced landed Gianacis Airport 8.6.45 when fabric became loose; presume repaired. Current 1.46 & noted at Almaza during .46.
- 2330 (Gipsy Six #6344/6345/6346/6347). DH.86 Ff 23.9.35. CofA 5115 issued 23.9.35 to The Union Steamship Co Ltd. Shipped to NZ on SS *Waipawa*; arr Lyttelton 20.11.35. Regd **ZK-AEF** (allotted 14.8.35) (CofR 43/CofA 152) 10.12.35 to Union Airways of New Zealand Ltd, Wellington; named "Kotuku". First flight in NZ 2.1.36 (or 30.12.35). Regn cld 17.11.39. Impressed into RNZAF as **NZ552** 17.9.39. To Air Gunners & Air Observers School, Ohakea 14.11.39; coded "1"; became 3 SFTS Ohakea 28.10.40. To 2 (GR) Squadron, Nelson 2.1.41. Shipped (ex Auckland) 8.3.41 on SS *Karetu* to Fiji Detached Flight, Nadi; arr Lautoka 13.3.41; air-tested 22.3.41. To 4 (GR) Squadron, Nadi 8.10.41. To Comm Flight, Nausori 26.5.42 (25.6.42?). Badly damaged in taxiing accident Nausori 7.12.43. Shipped back to DHNZ at Rongotai 31.12.43 for spares use. Soc 12.7.44.
- 2331 (Gipsy Six #6350/6351/6352/6353). DH.86 CofA 5163 issued 8.10.35 to The Union Steamship Co Ltd. Shipped to NZ on SS *Waipawa*; arr Lyttelton 20.11.35; reflowed 8.12.35 (possibly 2.12.35). Regd **ZK-AEG** (allotted 14.8.35) (CofR 44/CofA 153) 10.12.35 to Union Airways of New Zealand Ltd, Wellington; named "Karoro". Regn cld 17.11.39. Impressed into RNZAF as **NZ553** 13.10.39 at Unit 27 Hobsonville. To Air Gunners & Air Observers School, Ohakea 14.11.39; coded "2"; became 3 SFTS Ohakea 28.10.40. To NZ General Reconnaissance Squadron, Whenuapai 11.40;

- to 2 (GR) Squadron, Nelson 2.1.41. Shipped (ex Auckland) 8.3.41 on *SS Karetu* to Detached Flight Fiji, Nadi; arr Lautoka 13.3.41. Returned by *HMS Monowai* to Union Airways, Milson for overhaul 13.8.41; arr 11.9.41; reflown 15.12.41. To 1 SFTS Wigram 12.41. Returned 8.42 to Comm Flight Nausori, Fiji. Damaged in take-off accident Nadi, Fiji 19.12.42. To DHNZ at Rongotai 23.2.43 for rebuild and ultimately used major components of NZ552 & NZ554; reflown 10.11.44; returned to RNZAF Woodbourne 16.11.44 and stored pending disposal. Deld (on loan) 28.2.45 & regd **ZK-AHW** 9.3.45 to Union Airways of New Zealand Ltd; named "Korimako" (and given c/n DHNZ.2332). Taken over (on merger) by NZNAC 1.8.46 but CofA lapsed 31.8.46. Regn cld 21.10.46. Returned to RNZAF at Ohakea 30.9.46 but to spares use (for their DH.89s) 8.10.46. Soc for spares 28.11.46 but still extant 4.47 & fuselage sold to WO GE Tynan for conversion to caravan. Tynan was posted away and sold shell to third party locally.
- 2332 (Gipsy Six #6356/6357/6358/6359). DH.86 CofA 5191 issued 31.10.35 to The Union Steamship Co Ltd. Regd **ZK-AEH** (allotted 14.8.35) (CofR 47/CofA 156) 17.12.35 to Union Airways of New Zealand Ltd, Wellington; named "Korimako". Delivered by sea on *SS Port Wyndham*; arr Lyttelton 12.35. First flight in NZ 6.1.36 (or 8.1.36). Regn cld 28.11.39. Impressed into RNZAF as **NZ554** 25.10.39. To Air Gunners & Air Observers School, Ohakea 14.11.39; coded "3" and fitted with bomb racks under fuselage. Unit became 3 SFTS Ohakea 28.10.40. Crashed into fence & trees on downwind heavily laden take off Ohakea 13.11.40. Soc 1.41. Used for spares in rebuild of NZ553 .43/44.
- 2333 (Gipsy Six #6411/6412/6413/6415). DH.86A Srs I regd **G-ADUE** (CofR 6344) 19.12.35 to Imperial Airways Ltd, Croydon; named "Dardanus". CofA 5309 issued 20.1.36; deld 21.1.36. Converted to DH.86B Srs 1 4/5.37. Op 5.39 by British American Air Services Ltd, Croydon. To Bangkok 20/26.6.39. Damaged when shot up by Japanese seaplanes en route Hong Kong to Bangkok 8.11.39 and landed safely on Waichou Island; flown out to Fort Bayard 13.12.39; to Hong Kong 20.12.39 and Singapore 30.12.39 for repair. Returned to service 16.1.40. To British Overseas Airways Corporation, Khartoum 1.4.40; cld & regd to them 22.8.40. Regn cld 20.9.41 by Secretary of State. Impressed as **AX762** 20.9.41, but in fact wore incorrect serial **AX672**. Operated (11.41) by 216 Squadron (but also reported as deld 5.42). To "B" Flight, 117 Squadron, Bilbeis 4.3.42. To 1 Air Ambulance Unit, RAAF Heliopolis 18.6.42. Badly damaged when undercarriage collapsed on landing in soft sand Siwa, Egypt 23.6.42 (24.6.42?). Soc.
- 2334 (Gipsy Six #6419/6420/6421/6422). DH.86A Srs I regd **G-ADUF** (CofR 6345) 19.12.35 to Imperial Airways Ltd, Croydon; named "Dido". CofA 5314 issued 25.1.36; deld 27.1.36. Converted to DH.86B Srs 1 4/5.37. Damaged Basle 5.8.37; repaired. To West Africa 8.39. To British Overseas Airways Corporation 1.4.40; cld & regd to them 27.8.40. To Cairo 22/26.5.41. Regn cld 5.11.41 by Secretary of State. Impressed as **HK828** 5.11.41 but released almost immediately & leased from BOAC to Misr-Airwork Egypt. Regd as **SU-ACR** 11.41 to Misr Airwork SAE, Almaza; named "Beirut". Probably sold (6.47) to Lawrence Azzopardi for operation by Peacock Air Charter, Alexandria. Damaged on landing Croydon 13.7.47. Regd **G-ADUF** 24.5.48 to Field Aircraft Services Ltd, Croydon. CofA renewed 2.6.49. Cld 28.5.49 & regd 3.6.49 to John Alexander Walter Hill, Jersey; operated by Dawn Hire Ltd. New CofR R649 issued .50. CofA lapsed 1.6.50. Cld 20.12.50 & regd 28.12.50 to Air Navigation & Trading Co Ltd, Squires Gate. CofA renewed 4.5.51. Cld 11.10.51 & regd 17.10.51 to Gulf Aviation Ltd, Bahrain. CofA lapsed 3.5.52 and regn cld 17.6.52 as pwf.
- 2335 (Gipsy Six #6426/6427/6428/6429). DH.86A Srs I regd **G-ADUG** (CofR 6346) 19.12.35 to Imperial Airways Ltd, Croydon; named "Danae". CofA 5321 issued 7.2.36; deld 12.3.36. Converted to DH.86B Srs 1 4/5.37. To West Africa 5.11.38. To British Overseas Airways Corporation 1.4.40; cld & regd to them 22.8.40. CofA lapsed 19.10.40. Regn cld 5.11.41 by Secretary of State. Impressed as **HK831** 5.11.41. Operated (12.41) by 216 Squadron, El Khanka. Shot down between 21.12.41 & 31.12.41. Soc 15.2.42.
- 2336 (Gipsy Six #6446/6447/6448/6449). DH.86A Srs I regd **G-ADUH** (CofR 6347) 19.12.35 to Imperial Airways Ltd, Croydon; named "Dryad". CofA 5381 issued 7.3.36; deld 9.3.36. Damaged in accident Croydon Aerodrome 15.7.36; repaired (at cost of £3,466). Converted to DH.86B Srs I 4/5.37. Regn cld 10.38 as sold. Regd in Ireland as **EI-ABT** 14.10.38 to Aer Lingus Teoranta; named "Sasana". Regd **G-ADUH** 26.11.46 to Domin Louis Steiner, Liverpool (based Speke); CofA renewed 9.12.46. Cld 13.1.47 & regd 24.1.47 to C Treen & HD Collins Free t/a Union Air Services, Gatwick. Cld 3.10.47 & regd 11.10.47 to Bond Air Services Ltd, Gatwick. CofA lapsed 8.12.47 and renewed 8.6.50. Cld 8.1.51 & regd 30.1.51 to Aerocontacts Ltd, Gatwick. Cld 29.3.51 & regd 3.4.51 to Gulf Aviation Co Ltd, Bahrain. Reported as tailwheel damaged Beirut early 5.51 while on delivery. Collided on ground with Auster J/1 G-AIBO at Muharraq, Bahrain 23.5.51. Regn cld 13.8.51 as destroyed.
- 2337 (Gipsy Six #6451/6452/6453/6454). DH.86A Srs I regd **G-ADUI** (CofR 6348) 19.12.35 to Imperial Airways Ltd, Croydon; named "Denebola". CofA 5329 issued 18.2.36; deld 21.2.36. Converted to DH.86B Srs I 4/5.37. To Bangkok; arr 31.12.38. Damaged Hong Kong 16.3.39; repaired. No record of CofA beyond lapse at 17.3.39. To British Overseas Airways Corporation 1.4.40; cld & regd to them 22.8.40. To Lagos, West Africa (8.41). Regn cld 5.11.41 by Secretary of State. Impressed as **HK830** 5.11.41. Operated (12.41) by 216 Squadron. To "B" Flight, 117 Squadron, Bilbeis 4.3.42. Damaged in taxiing accident after port tyre burst Bilbeis, Egypt 11.3.42. Soc 31.12.42.
- 2338 (Gipsy Six #6472/6473/6474/6475). DH.86A Srs I regd **G-ADVJ** (CofR 6396) 4.2.36 to Blackpool & West Coast Air Services Ltd, Squires Gate; named "Ronaldsway" (and see G-ADVJ below; possibly the DH.86 named "Spirit of Blackpool" (5.36)). CofA 5430 issued 8.4.36; deld 22.4.36. Regn cld 9.36 as sold abroad. Regd **EI-ABK** (CofR 40) 16.9.36 to Aer Lingus Teoranta; operated initially by Irish Sea Airways named "Eire/Erin" (later just "Eire"). (UK CofA renewed 23.3.37). Converted to DH.86B Srs I 12.37. Regd **G-ADVJ** 30.10.46 to Bond Air Services Ltd, Gatwick; named "County of Sussex". CofA renewed 12.11.46. New CofR R1083 issued .50. Flown ex UK to Bahrain 25.7.50-9.8.50 for

- Gulf Aviation Co Ltd. CofA lapsed 7.9.50; cld undated. Regd 30.1.51 to Aerocontacts Ltd, Gatwick. Cld 31.7.51 & regd 1.8.51 to Gulf Aviation Co Ltd, Bahrain (replacement for G-ADUH). Regn cld 18.3.52 as wfu prior to CofA expiry 30.7.52. In store Bahrain 8.52.
- 2339 (Gipsy Six #6468/6484/8486/6487). DH.86A Srs I regd **G-ADVK** (CofR 6397) 4.2.36 to Blackpool & West Coast Air Services Ltd, Squires Gate; named "Spirit of Liverpool". CofA 5318 issued 21.4.36. CofN 6.12.37 to West Coast Air Services Ltd. Converted to DH.86B Srs I standard. Regd (CofR 8146) 19.10.37 to Isle of Man Air Services Ltd, Derbyhaven; named "Ronaldsway" (see also G-AENR). Damaged when port propeller broke inflight and embedded in fuselage 14.9.38. Deld 8.12.38 & regd (CofR 8950) 21.12.38 to Jersey Airways Ltd, Jersey. Badly damaged when hit floodlight & fence on landing Jersey 31.12.38; repaired. Cld 28.3.39 & regd 22.4.39 to Guernsey Airways Ltd, Jersey. Lost to German occupation of Jersey 6.40 whilst still on overhaul for CofA renewal. Regn cld 20.8.40 as sold. Reported parked outside terminal building after occupation and possibly transferred to Luftwaffe in France.
- 2340 (Gipsy Six #6496/6497/6498/6499). DH.86A Srs I regd **G-ADYC** (CofR 6524) 29.2.36 to British Continental Airways Ltd, Croydon; named "St Columba". CofA 5502 issued 14.5.36. Merged into British Airways Ltd, Gatwick 1.8.36 and regd to them (CofR 7665) 16.2.37. Converted to DH.86B 6.37. Sold (but not regd) 8.37 to Airwork Ltd, Heston. Regn cld 11.37 as wfu. Converted by Airwork to radio trainer for Air Ministry (under Contract No.686051/37). To RAF as **L8037** and toc 18.7.38 at Electrical & Wireless School, Cranwell; named "The Citadel IV"(?). To 24 Squadron, Hendon 2.7.42. Transferred to Royal Navy (4.43?) and to 782 Squadron, Donibristle 26.6.43. Still on charge 2.45.
- 2341 (Gipsy Six #6492/6493/6495/6496). DH.86A Srs I regd **G-ADYD** (CofR 6525) 29.2.36 to British Continental Airways Ltd, Croydon. CofA 5512 issued 19.5.36. Merged into British Airways Ltd, Gatwick 1.8.36 and regd to them (CofR 7666) 16.2.37. Converted to DH.86B .37. Sold (but not regd) 8.37 to Airwork Ltd, Heston. Regn cld 11.37 as wfu. Converted by Airwork to radio trainer for Air Ministry (under Contract No.686051/37). To RAF as **L8040** at Electrical & Wireless School, Cranwell 11.8.38. To 3 School of Reconnaissance. To 24 Squadron, Hendon 20.2.42. To DH Witney for repairs 8.6.42. To 3 S of GR, Squires Gate 9.9.42. Transferred to Royal Navy and to 782 Squadron, Donibristle 1.10.42; named "Merlin IX". Starboard u/c collapsed taxiing Hatston 22.1.44; repaired? Soc 5.2.45.
- 2342 (Gipsy Six #6613/6615/6616/6618). DH.86A Srs II for Misr-Airwork; initially flown as **E-2** with small inset fins. Modified with "Zulu shield" end-plate fins as prototype DH.86B Srs I; type amended 2.10.36. To Misr Airwork with CofA 5743 issued 1.1.37. Regd **SU-ABV** .37 to Misr Airwork SAE; named "Al Mahroussa" Regd in UK as **G-AJNB** 8.4.47 to Lawrence Azzopardi (and Albert Horsting de Pauw) t/a Peacock Air Charter, Alexandria, Egypt; named "Paul". CofA renewed Hanworth 9.5.47; ferried to Croydon same day; to Lyons 10.5.47. CofA lapsed 8.5.48; wfu Wadi Halfa, Sudan. Seized by High Court of Khartoum in action between The Shell Co of the Sudan and Albert Horsting de Pauw; offered for sale by tender "as is" Wadi Halfa 9.48. Regn cld 2.8.49 as sold abroad but believed allowed to go derelict.
Note: This aircraft visited the UK as G-AJNB several times, flying unofficial scheduled services to Croydon; returning Lyons-Croydon 31.5.47; to Lyons 5.6.47; returned Croydon 13.7.47. Departed Croydon 19.7.47; returned ex Ajaccio 14.8.47. Dep Croydon 20.8.47; returned 7.9.47; departed 25.9.47 for Le Touquet.
- 2343 (Gipsy Six II #4007/4008/4009/4010). DH.86A Srs II regd **G-ADYG** (CofR 6528) 21.5.36 to British Airways Ltd, Gatwick. CofA 5563 issued 30.6.36. Converted to DH.86B Srs I .37 (with Gipsy Six #6866/6867/6871/6872). Sold (but not regd) 12.37 to Airwork Ltd, Heston. Regn cld 12.37 as sold abroad; but NTU. Regn cld 6.38 as pfwu. Sold to RAF as **N6246** 27.8.38 (Contract No. 773287/38). Operated by 24 Squadron, Hendon. Destroyed in hangar fire at Hendon 21.4.43. Soc 5.5.43.
- 2344 (Gipsy Six II #4011/4012/4013/4014). DH.86A Srs II regd **G-ADYH** (CofR 6529) 21.5.36 to British Airways Ltd, Gatwick. CofA 5599 issued 21.7.36. To A&AEE Martlesham Heath 10.36 for trials following spate of accidents. Converted to DH.86B Srs I .37 (with Gipsy Six #6560/6561/6562/6563). Sold (but not regd) 8.37 to Airwork Ltd, Heston. Regd (CofR 8261) 13.12.37 to West Coast Air Services Ltd, Speke. Operated by AAJC throughout war. CofA lapsed 27.4.46. Cld & regd 22.10.46 to Skytravel Ltd, Speke. CofA renewed 15.4.47. Regd 27.10.47 to (Australian) Henry Warren Grindrod Penny, London EC2; for operation by Intercontinental Airways (England) Ltd, Croydon (in practice its Australian associate, Intercontinental Airlines Pty Ltd, Sydney – aka Intercontinental Air Tours); named "Denebola". Flown to Australia by "new" ICAT pilot Capt WT "Bill" Mellor; departing Croydon 30.10.47 and arriving Darwin 26.11.47 & Sydney 28.11.47 with 10 migrants. Flown 2.48 by Penny (as G-ADYH) Sydney-RAAF Tocumwal to inspect RAAF Lodestars. Regn cld 30.4.48 as sold abroad. Not regd in Australia and starboard undercarriage collapsed when brake seized on take-off Darwin 10.3.48; remained hangared Darwin 3-5.48 & repaired. After Australian DCA refused to allow Penny further migrant charter flights, he transferred aircraft 13.4.48 to Francis J Grigware (an American principal of Manila, Philippines company, South Eastern, a similar business) and departed Darwin 19.5.48 (pilot Donati) for Singapore, ostensibly en route UK for CofA renewal. Operated in Burma and Malaya by ICAT under command of Capt Donati flying for Indonesian independence movement until went u/s at Penang 9.48 (by which time "owner" Grigware was in gaol in Rangoon), later repaired. Continued to be operated by AURI, initially as G-ADYH and possibly allocated but did not use **RI-008** 10.48. Captured by Dutch forces at Maguwo 19.12.48 and ferried to Bandoeng. Scrapped Bandoeng .49 and Gipsy Six engines used for locally-built aircraft there.
- 2345 (Gipsy Six II #4015/4016/4017/4018). DH.86A Srs II regd **G-ADYI** (CofR 6530) 21.5.36 to British Airways Ltd, Gatwick. CofA 5631 issued 26.8.36. Converted to DH.86B Srs I .37 (fitted with Gipsy Six #6818/6819/6820/6821). Sold (but not regd) 8.37 to Airwork Ltd, Heston. Regd (CofR 8292) 5.1.38 to Wrightways Ltd, Croydon. Regn cld 14.4.40 as sold. To

- 24 Squadron, Hendon 5.5.40. Impressed as **AX795** 21.7.40 and painted as such late 8.40. To 1 Signals School, Cranwell 14.10.40. To RAE Farnborough 22.11.40 for fitting with (unspecified) equipment; returned to 1 SS 31.3.41. To RAF Halton 10.6.42. Transferred to Royal Navy 27.10.42. Soc 27.5.43 by DH Witney during major inspection.
- 2346 (Gipsy Six #6775/6786/6787/6806). DH.86A Srs I regd **G-ADYE** (CofR 6526) 29.2.36 to British Continental Airways Ltd, Croydon; named "St Chad"? (or similar). CofA 5605 issued 28.7.36. Merged into British Airways Ltd, Gatwick 1.8.36 and regd to them (CofR 7667) 16.2.37. Converted to DH.86B .37. Sold (but not regd) 8.37 to Airwork Ltd, Heston. Regn cld 11.37 as sold abroad; CofA renewed 16.12.37. Shipped to Uruguay on *Argentino*; arr Montevideo 1.38. Regd **CX-ABG** to Cia Primeras Lineas Uruguayas de Navegacion Aerea, (PLUNA), Montevideo; named "San Felipe y Santiago". Wfu ('47-'49) and reportedly destroyed in a fire .49 (still on 1950 register).
- 2347 (Gipsy Six #6584/6585/6586/6587). DH.86A Srs I regd **G-ADYF** (CofR 6527) 29.1.36 (probably error for 29.2.36) to British Continental Airways Ltd, Croydon (but merged into British Airways Ltd, Gatwick 1.8.36 before delivery.) CofA 5647 issued 2.9.36. Struck tree & crashed Rowley Farm, Lowfield Heath shortly after take-off from Gatwick 15.9.36 on night mail service to Hamburg; 3 of 4 crew killed including Capt WF Anderson (Chief pilot of British Airways). Accident due to wireless operator's shoe trapped in rudder bar. Regn cld 4.37 as crashed.
- 2348 (Gipsy Six #6414/6523/6525/6532). DH.86A Srs I regd **G-ADYJ** (CofR 6531) 15.5.36 to British Airways Ltd, Gatwick. CofA 5515 issued 19.5.36. Converted to DH.86B Srs I. Sold (but not regd) 8.37 to Airwork Ltd. Regn 10.37 cld as sold. Refurbished and sold by DH at Hatfield and delivered to 24 Squadron, Hendon as **L7596** 9.10.37 (Contract No. 670941/37). Crashed on hill Kirby-in-Furness, nr Ulverston, Lancs 28.6.39 whilst flying in cloud en route Biggin Hill to Belfast; pilot Wing Cdr DF Anderson and carrying the Secretary of State for Air, Sir Kingsley Wood & Asst Chief of Air Staff, AVM Sir Sholto Douglas to open new Belfast Airport. Soc 1.2.40.
- 2349 (Gipsy Six #6444/6445/6464/6465). DH.86A Srs I regd **G-AEAP** (CofR 6645) 27.1.36 to Imperial Airways Ltd, Croydon; named "Demeter". CofA 5408 issued 17.3.36. Converted to DH.86B Srs I 4/5.37. To West Africa .37. To British Overseas Airways Corporation 1.4.40 and regd to them 22.8.40. CofA lapsed 6.2.41. To Cairo 24.2.41. Regn cld 22.10.41 by Secretary of State. Impressed as **HK843** (possibly by 216 Squadron). To "B" Flight, 117 Squadron, Bilbeis 4.3.42. To 1 Air Ambulance Unit, Iraq 6.42. Destroyed by fire whilst evacuating patients from Pachino, Sicily 23.7.43 when Verey pistol went off.
- 2350 (Gipsy Six #6573/6574/6575/6576). DH.86A Srs I regd **G-AEFH** (CofR 6865) 15.4.36 to Railway Air Services Ltd, Croydon; named "Neptune". CofA 5437 issued 10.8.36; deld 12.8.36. Converted to DH.86B Srs I 4.37. Flown Exeter-Bordeaux 17.6.40; abandoned Bordeaux, France on evacuation 18.6.40. Regn cld 18.6.40 as pfwf. Acquired by a pilot with GR11/33 and flown to Algiers 7.40. Operated by unit until probably destroyed in Allied invasion on Tunis airfield 10.11.42.
- 2351 (Gipsy Six #6592/6593/6594/6595). DH.86A Srs I regd **G-AEJM** (CofR 7044) 6.7.36 to Wrightways Ltd, Croydon. Converted to (or built as) DH.86B Srs I .36. CofA 5669 issued 24.9.36; deld 7.10.36. To 24 Squadron, Hendon 12.4.40. Regn cld 14.4.40 as sold. Impressed as **X9441** 14.4.40; painted as such 1.41, when named "The Cathedral". Starboard engine caught fire on start up at Hendon 17.2.43 and aircraft burnt out; fitter LAC A Nixon killed when struck by propeller fighting fire. Soc 31.3.43.
- 2352 (Gipsy Six #6611/6612/6614/6617). DH.86B Srs I regd **G-AENR** (CofR 7346) 30.9.36 to Blackpool & West Coast Air Services Ltd, Squires Gate; named "Ronaldsway (see G-ADVK). Owner changed name 11.36 to West Coast Air Services Ltd. CofA 5787 issued 8.2.37. Regd (CofR 8147) 19.10.37 to Isle of Man Air Services Ltd, Derbyhaven. Damaged when hit wall on landing Ronaldsway 9.5.38; to DH for repairs. Deld to Jersey Airways Ltd 2.39 & cld 6.3.39 & regd 21.3.39 to Guernsey Airways Ltd, Jersey. Allocated for impressment by Royal Navy as **AX842** 21.7.40 but not taken up. Cld 28.8.40 & regd **G-AENR** 29.8.40 to Railway Air Services Ltd, Speke and operated throughout war. Hit by AA fire from Bristol merchant ship off Holyhead 18.10.41 en route Manchester - Dublin; landed safely. CofA lapsed 21.7.46. Cld & regd 22.10.46 to Skytravel Ltd, Speke. Company in liquidation 9.47 and presumed sold for spares. Scrapped Langley 11.48. Regn cld 5.11.48 by Secretary of State.
- 2353 (Gipsy Six #6659/6660/6661/6662). DH.86B Srs I regd **G-AETM** (CofR 7650) 6.4.37 to Allied Airways (Gandar Dower) Ltd, Dyce; named "The Norseman" for commencement of services from Woolsington (Newcastle) to Stavanger. CofA 5962 issued 29.6.37. Sold 4.39 to satisfy judgement debt (owed to Reggie Bisset). Cld 8.5.39 & regd 18.5.39 to Western Airways Ltd, Weston-super-Mare. Probably sold to Finland with regn **OH-SLA** reserved 12.39 (but probably not taken up). To Gatwick 10.1.40 for conversion to air ambulance by Airwork Ltd; handed over 27.1.40 to The Finnish Fund. Cld 31.1.40 & regd 1.2.40 to Henry McGrady-Bell, Gatwick on behalf of The Finnish Fund; named "Silver Star". Delivered ex Heston to Turku, Finland 15.2.40 - 20.2.40. Regn cld 20.2.40 as sold. Regd **OH-IPA** 26.2.40 to Finnish Government; still named "Silver Star". Intended for transfer to Finnish Naval Coastguard Service as **DH-1**, for use as air ambulance, but serial not taken up. Badly damaged on ground Malmi 27.5.40 (not 2.5.40) when it was struck by Brewster 239 BW-394. Regn cld 5.40. Rebuild by Aero O/Y abandoned and later scrapped.
- 2354 (Gipsy Six #6665/6666/6667/6668). DH.86B Srs I regd **G-AEWR** (CofR 7780) 7.5.37 to Railway Air Services Ltd, Croydon; named "Venus". CofA 5900 issued 29.6.37. Flown Exeter to Bordeaux 17.6.40 but abandoned at Bordeaux, France on evacuation 18.6.40. Regn cld 18.6.40 as wfu.

- 2355 (Gipsy Six #6719/6720/6721/6722). DH.86B Srs I regd **G-AFAJ** (CofR 8011) 22.7.37 to The de Havilland Aircraft Co Ltd, Hatfield. CofA 6018 issued 18.8.37. Regn cld 9.37 as sold abroad. To Devlet Hava Yollari (DHY) Turkey as **TC-ERK**; fleet no.7.
Note: While reported to Hurkus Airlines, Ankara 5.59; it has been confirmed that Hurkus never operated DH.86s. A Hurkus Rapide wearing the marks TC-ERK is on display in the Turkish Aviation Museum, Ankara.
- 2356 (Gipsy Six #6729/6730/6731/6732). DH.86B Srs I regd **G-AFAK** (CofR 8012) 22.7.37 to The de Havilland Aircraft Co Ltd, Hatfield. CofA 6043 issued 8.9.37. Regn cld 9.37 as sold abroad. To DHY Turkey as **TC-FER**; fleet no.8.
- 2357 (Gipsy Six #6746/6747/6748/6749). DH.86B Srs I regd **G-AFAL** (CofR 8013) 22.7.37 to The de Havilland Aircraft Co Ltd, Hatfield. CofA 6068 issued 30.9.37. Regn cld 12.37 as sold abroad. To DHY Turkey as **TC-GEN**; fleet no.9.
- 2358 (Gipsy Six #6756/6757/6758/6759). DH.86B Srs I regd **G-AFAM** (CofR 8014) 22.7.37 to The de Havilland Aircraft Co Ltd, Hatfield. CofA 6109 issued 29.10.37. Regn cld 12.37 as sold abroad. To DHY Turkey as **TC-HEP**; fleet no.10.
Note: While reported to Hurkus Airlines, Ankara .58; it has been confirmed that Hurkus never operated DH.86s.
- 2359 (Gipsy Six #6777/6778/6779/6780). DH.86B Srs I to WR Carpenter & Co Ltd with CofA 6141 issued 30.11.37. Regd **VH-UYU** (CofR 696) 10.3.38 to WR Carpenter & Co Ltd, t/a WRC Airlines, Mascot; named "RMA Carmania". Impressed into RAAF as **A31-8** 20.6.41. To 1 Air Depot 22.8.41 for conversion to air ambulance. To 1 Air Ambulance Unit, Fuka Main (LG17), Western Desert 10.11.41. Shot down by Bf110 of III/ZG26 2 mls S of LG.138, Libya 8.12.41; no casualties.
- 2360 (Gipsy Six #6788/6789/6790/6791). DH.86B Srs I to WR Carpenter & Co Ltd with CofA 6167 issued 18.12.37. Regd **VH-UYV** (CofR 698) 12.4.38 to WR Carpenter & Co Ltd, t/a WRC Airlines, Mascot; named "RMA Caronia". Impressed into RAAF as **A31-1** 11.12.39. To 1 FTS Point Cook 11.12.39. To 36 Squadron, Essendon 16.9.42. To 34 Squadron, Parafield 2.1.43. To 35 Squadron, Maylands 24.5.43. Converted to air ambulance by ANA 5.1.44 and to 2 Air Ambulance Unit, New Guinea 19.1.44. Badly damaged following tyre blow-out on take-off 15.8.44; wing spar broken. To 6 Air Depot 23.8.44. Soc 12.9.44.
- 2361 (Gipsy Six #6798/6799/6800/6801). DH.86B Srs I to WR Carpenter & Co Ltd with CofA 6172 issued 30.12.37. Regd **VH-UYW** (CofR 703) 9.5.38 to WR Carpenter & Co Ltd, t/a WRC Airlines, Mascot; named "RMA Carinthia". Ditched out of fuel off New Guinea 30 mls from Kavieng, New Ireland 15.3.40; remained afloat for some time before sinking.