

No.1 1983



# ARCHIVE

The AIR·BRITAIN Civil Aviation Historical Quarterly



DH.60M Moth G-AALG, featured in this issue, was superbly finished for HRH The Prince of Wales in 1929 and was later owned for a time by Jean Batten. (Flight 7894)



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As ARCHIVE moves into its fourth year of publication it is a particular pleasure to be able to introduce two new items in this edition. The first, from the prolific researches of our Piper specialist Colin Smith, covers the complete production of the TAYLOR J-2 CUB and is intended to be presented in three parts. Colin would like us to thank C.Dufriche, J.M.G.Gradidge, H.Kofoed, O.G.Nordbo, R.W.Peperell and R.W.Simpson for their assistance, together with credits due to the US Civil Register and various Air-Britain registers for information used.

The second new item is our first attempt at a complete South American register. The civil register of URUGUAY must be one of the most orderly anywhere but it still contains more than a fair share of unsolved problems. We have chosen to present it in a form which allows the problems to be identified and discussed, for remember that part of the aim of ARCHIVE is the exchange of just this kind of data. Credits for this register must go initially to Nery Mendiburu who provided the Editor with the first draft several years ago, to John Davis for much additional material, Graham Slack for his detailed draft, and for their varied contributions to the whole to Ian Burnett, Freddy Ceulemans, Mike Gradidge, Fred Kirby, Gary Kuhn and Mark Miranda.

Elsewhere the mixture is much as before. We continue the long-running saga of THE DH.60 MOTH in our "Whole Truth" series from the pen of Malcolm Fillmore. Malcolm is also responsible for adding much detailed comment to the UK C of A APPLICATIONS series which, like IMPRESSMENT REVIEW, is compiled by our UK Register Historical Co-ordinator, Bernard Martin. As usual the complete register of NEW ZEALAND is the work of Janic Geelen, while that of BELGIUM is from the files of Silvain Croes. The original material from which CASUALTY COMPENDIUM is extracted was provided by Phil Butler.

Once again thanks are also due to all those who sent in items of FEEDBACK or answers to Casualty Compendium and the problems posed on this page. May we continue to remind readers that photos are always welcome (any size, b & w or colour) and that the closing date for any contributions is approximately the beginning of the month prior to publication. The three remaining ARCHIVES this year will be distributed in June, August and December; material should therefore reach the editorial address by the first of May, July or November to be certain of inclusion in the next edition.

## HOW? WHAT? WHERE?

First this time are a couple of problems related to both the New Zealand register and the DH Moth history. Roy Hough has unearthed a newspaper report about two unemployed youths who stole an Auckland Aero Club Moth intending "to fly to Australia" on 20.4.34 but only got as far as the mud of Manukau Harbour. The Moth was not too seriously damaged - we have no write-off report - but the youths were grounded in Borstal. What was the Moth involved?

By coincidence Martin Smith has unearthed this photo (below) of "A Wellington Moth somersaulting at Wanganui" which also defies identification. On the back of the print is the date 21.8.32 but whether this refers to the accident or the date that the copy was made we do not know. Perhaps anyone who has seen the original in print can help to identify the Moth?



Turning to the problems set on page 82/86, we have very little on Hudson G-AGAR and no comments at all about the Consul G-AJGH or the Chummy!

The photograph of the Fokker F.VIIb produced a rapid and detailed reaction from Harm Hazewinkel and from Joop Gerritsma. It shows not PK-AFG but PK-AFC (c/n 5071) named "Abel Tasman" of KNILM which made the first postal flight from the Netherlands East Indies to Australia. The aircraft left Batavia on 12.5.30, reaching Canberra on the 20th and, starting the return leg the next day, it arrived back in Batavia after fewer stops on 25.5.30. The flight was a private venture backed by official and private support, the Fokker being leased from KNILM. Despite its success and profitability the exercise was not repeated due to the route protection policies of the Australian government. Not until 3.7.38 did KNILM fly officially into Sydney from Batavia.

The crew members in the photograph are identified as Capt M.P.Pattist of the Aviation Division of the Royal Netherlands Indies Army (far left), J.J.Moll of KNILM (in flying suit) and mechanic S.Elleman (far right). The civilians, however, remain unidentified.

The photo below (from The Aeroplane Collection, via George Jenks) raises some interesting problems. The central feature is clearly an Aeronca VR-SAS and the location is Singapore (Kallang) airport, possibly on the official opening date of 12.6.37. According to the Air-Britain S.E.Asia Registers VR-SAS was a DH.60X Moth and George comments that the only Aeroncas that could have possibly progressed from Britain to Singapore were the untraced c/n AB107 or G-ADYT which was sold abroad in 12.37. Can anyone positively identify it?

The Tiger Moth on the far right is RAF K2588, next to it the Hawk Major may be VR-RAH or VR-RAV, and the nearest Tiger (which bears the same rudder markings as the Hawk, presumably the Kuala Lumpur Flying Club) seems likely to be VR-RAO on the original print. Further comments or photos illustrating these aircraft would be welcome!



# Aircraft Production List : 2

## The Taylor J-2 Cub



PART ONE

Taylor J-2 Cub LN-FAB, c/n 980, "Fabian" is the oldest aircraft flying in Norway. It was photographed by Kay Hagby en route to the KZ-Rallye in June 1982.

The Taylor Aircraft Corporation was formed from the assets of the liquidated Taylor Brothers Aircraft Corporation in 1930. Taylor Aircraft continued the designation system started by the earlier manufacturer by using an alphabetical system followed by a number denoting the number of places (i.e. seats). Thus Taylor Brothers built the B-2 and C-2, both known as Chummies, and a glider which was presumably the model D-?.

Taylor built a series of Cub aircraft differing only in the power plant. These were the E-2 (Continental A-40), the F-2 (Aeromarine AR-3), the G-2 (Taylor design) and the H-2 (Szekely SR-3). By 1935 only the E-2 remained in production and it was in this year that the design office was asked to modify the airframe, rounding off the rather angular appearance of the E-2. The result, quite naturally, became the model J-2; a coincidence as the designer's name was Jamouneau. It was at this point that the system changed because later models switched to a numerical system using the J-2 as the starting point. It was also decided to retain the name Cub for this new model.

The prototype J-2 appeared in July 1935 and production deliveries started in March the following year. C/ns followed in order from the prototype 500 but several blocks were reserved purely for exports, these were 556 to 560, 791 to 800, 952 to 999 and 1100 to 1200. Aircraft Associates in California set up a production line, presumably for parts supplied by Taylor from Bradford, Pennsylvania, which was the home of the company. These are often referred to as the "Western Cub" and civil registers of the time have shown c/ns as 899 to 902 and 1245 to 1262.

A serious set-back occurred on the night of 16-17th March 1937 when the factory was destroyed by a fire. However, some production was able to restart at Bradford very soon afterwards. Due to the backlog of orders and the small size of the Bradford facility, it was decided to look for another plant, hence the move to Lock Haven - also in Pennsylvania - where production started in July 1937.

A further change took place later that year when in November the company adopted the name by which it is known to this day, the Piper Aircraft Corporation. It is recorded that the first aircraft to carry the Piper plate was c/n 1937, rather a coincidence it seems! It must be remembered however that due to the exports being in separate blocks some lower c/ns were also built as Pipers, viz: 993 to 999, 1123 to 1130, 1150 to 1167, and 1178.

In 1938 the model J-2 was phased out in favour of a redesigned aircraft. This was the J-3, which remained in production until 1947, except that during 1942-45 it was built as variants of the O-59 and L-4.

In the listing which follows the c/n is given, followed by the initial registration and the earliest date found in the USCARS. Some of these dates may have been added after actual registration and may therefore seem out of place. 'cx' without a date shows that the aircraft was on the 2.40 register but not on the 6.63 register which is the next one known to be available.. Cancellation dates before 1971 are calendar years, 71-72 indicates 1.71 to 6.72; later dates such as 72-73 are for 7.72 to 6.73 for example. A letter E is for the date of the US Export Certificate. Aircraft known to be current have the full registration underlined.

Taylor J-2 Cub, a brief specification:			
Overall length	22ft 5ins		
Overall height	6ft 8ins		
Wing span	35ft 3ins		
Empty weight	563 lbs		
Gross weight	970 lbs (37 hp model)		
	1000 lbs (40 hp model)		
Maximum speed	87 mph		
Cruising speed	70 mph		
Cruising range	210 miles at a consumption of 2 1/4 US gal/hour		
Power plant	Continental A-40 of 37 hp		
	later uprated to 40 hp		

500	X15951	7.35	509	NC15965	3.36	518	NC15974	4.36
	NC15951	cx		N15965	cx 64-65		cx	
501	NC15956	3.36	510	NC15966	3.36	519	NC15975	4.36
	cx	38		cx	39		cx	
502	NC15957	3.36	511	NC15967	3.36	520	NC15976	4.36
	cx	37		cx			cx	
503	NC15958	3.36	512	NC15968	.36	521	NC15977	4.36
	cx			cx	36		cx	38
504	NC15959	3.36	513	NC15969	3.36	522	NC15978	4.36
	cx	38		cx			cx	38
505	NC15960	3.36	514	NC15970	.36	523	NC15979	4.36
	cx	38		cx	36		cx	
506	NC15962	3.36	515	NC15971	4.36	524	NC15980	4.36
	cx	38		N15971	cx 70		cx	
507	NC15963	3.36	516	NC15972	4.36	525	NC15981	4.36
	cx			cx			N15981	cx 64-65
508	NC15964	3.36	517	NC15973	4.36		N15981	5.66
	cx			cx	37		cx	9-12.80

526	NC15982	.36	533	NC16300	4.36
	cx	36		cx	
527	NC15983	4.36	534	NC16301	4.36
	cx			cx	
528	NC15984	.36	535	NC16302	4.36
	cx	36		cx	38
529	NC15985	3.36	536	NC16303	4.36
	cx	38		cx	39
530	NC15986	4.36	537	NC16304	4.36
	cx			cx	37
531	NC15998	4.36	538	NC16305	4.36
	cx			cx	
532	NC15999	.36	539	NC16306	4.36
	cx	36		cx	

540	NC16307	4.36	581	NC16344	5.36
	cx			cx	
	N16307	7.75	582	NC16345	5.36
541	NC16308	3.37		cx	
	cx		583	NC16346	5.36
542	NC16309	5.36		cx	38
	cx		584	NC16347	6.36
543	NC16310	4.36		cx	
	cx		585	NC16348	6.36
544	NC16311	5.36		cx	
	cx		586	NC16366	5.36
545	NC16312	5.36		cx	37
	cx		587	NC16367	6.36
546	NC16313	4.36		cx	
	cx		588	NC16368	5.36
547	NC16314	5.36		cx	
	N16314		589	NC16369	8.36
548	NC16315	4.36		cx	
	N16315	cx 74-77		N46793	10.77
	N16315	9.81		N16360	5-6.80
549	NC16316	5.36	590	NC16370	5.36
	N16316	cx 70		cx	
550	NC16317	5.36	591	NC16371	5.36
	cx			cx	
551	NC16318	5.36	592	NC16372	6.36
	cx			cx	
552	NC16319	5.36	593	NC16373	6.36
	cx			cx	
553	NC16320	5.36	594	NC16374	5.36
	cx			cx	
554	NC16321	5.36	595	NC16375	6.36
	cx			cx	38
555	NC16322	5.36	596	NC16376	6.36
	cx			cx	
556	G-AIEK	5.36	597	NC16377	.36
	scrapped	39-45		cx	36
S557	15118	12.37	598	NC16378	6.36
	cx	38		cx	
S558	CF-AYY	5.36	599	NC16379	7.36
	Dbr 1.7.38 at			cx	39
	Hamilton, Ontario		600	??	
S559	SE-AEW	6.36	601	NC16380	6.36
	OY-AFW	6.61		cx	37
S560	CF-AZF	5.36	602	NC16381	6.36
	Dbr 28.2.39 at			N16381	cx 64-65
	Glace Bay, NS.		603	NC16382	6.36
561	NC16324	6.36		cx	39
	cx		604	NC16383	6.36
562	NC16325	5.36		cx	
	cx		605	NC16384	6.36
563	NC16326	5.36		N16384	cx 70
	cx		606	NC16385	6.36
564	NC16327	.36		cx	
	cx	36	607	NC16386	6.36
565	NC16328	5.36		cx	
	cx		608	NC16387	6.36
566	NC16329	5.36		cx	
	cx		609	NC16388	6.36
567	NC16330	5.36		cx	
	cx		610	NC16389	6.36
568	NC16331	5.36		cx	
	N16331		611	NC16390	6.36
569	NC16332	5.36		cx	39
	cx		612	NC16391	6.36
570	NC16333	5.36		cx	
	cx		613	NC16392	7.36
571	NC16334	5.36		cx	
	N16334		614	NC15324	6.36
572	NC16335	5.36		cx	
	cx		615	NC16600	6.36
573	NC16336	5.36		cx	
	cx		616	NC16601	6.36
574	NC16337	5.36		cx	38
	cx		617	NC16602	6.36
575	NC16338	5.36		cx	
	cx		618	NC16603	6.36
576	NC16339	5.36		cx	
	cx		619	NC16604	6.36
577	NC16340	5.36		cx	
	cx		620	NC16605	.36
578	NC16341	5.36		cx	36
	cx		621	NC16606	6.36
579	NC16342	5.36		cx	37
	cx	37	622	NC16607	6.36
580	NC16343	5.36		cx	
	cx		623	NC16608	6.36
	N16743	3.73		N16608	



Above: The design from which all later Cubs were derived, a Taylor E-2 Cub N13179, c/n 60, at Oshkosh in 1972. (Charles N.Trask)

Opposite: This is the way the Cub was sold - one of the Taylor Brothers advertisements for the E-2 which appeared in 'National Power Glider' in December 1930. (Charles N.Trask collection)

624	NC16609	6.36	654	NC16639	7.36		N16669	9.72
	cx			cx	38		NC16670	7.36
625	NC16610	6.36	655	NC16640	7.36	685	cx	
	cx			cx		686	NC16671	7.36
626	NC16611	6.36	656	NC16641	.36		cx	
	cx			cx	36	687	NC16672	7.36
627	NC16612	6.36	657	NC16642	7.36		cx	
	cx	37		cx	39	688	NC16673	10.36
628	NC16613	6.36	658	NC16643	7.36		cx	
	cx			cx		689	NC16674	.36
629	NC16614	6.36	659	NC16644	2.37		cx	36
	cx			cx		690	NC16675	7.36
630	NC16615	6.36	660	NC16645	7.36		cx	37
	cx			cx		691	NC16394	8.36
631	NC16616	6.36	661	NC16646	7.36		cx	
	cx			cx		692	NC16396	7.36
632	NC16617	6.36	662	NC16647	7.37		cx	
	cx			cx		693	NC16397	7.36
633	NC16618	6.36	663	NC16648	7.36		cx	
	N16618	cx 70		cx		694	NC16398	7.36
	N16618	71-72	664	NC16649	.36		cx	
	cx	73-74		cx	36	695	NC16399	8.36
634	NC16619	6.36	665	NC16650	7.36		cx	
	cx			cx		696	NC16686	7.36
635	NC16620	6.36	666	NC16651	7.36		cx	
	cx			cx		697	NC16687	8.36
636	NC16621	6.36	667	NC16652	8.36		cx	38
	N16621			N16652	cx 70	698	NC16688	8.36
637	NC16622	7.36	668	NC16653	7.36		cx	
	cx			cx		699	NC16689	7.36
638	NC16623	6.36	669	NC16654	7.36		cx	
	cx			cx	37	700	X16395	6.36
639	NC16624	7.36	670	NC16655	7.36		16395	12.37
	cx	38		cx			model J-2S	cx 38
640	NC16625	6.36	671	NC16656	7.36	701	NC16691	7.36
	cx			cx	39		cx	
641	NC16626	6.36	672	NC16657	7.36	702	NC16692	7.36
	cx			cx			cx	
642	NC16627	6.36	673	NC16658	7.36	703	NC16693	7.36
	cx			cx	38		N16693	cx 64-65
643	16628	8.36	674	NC16659	7.36	704	NC16694	7.36
	NC16628	2.38		cx	39		cx	
	cx		675	NC16660	7.36	705	16695	10.36
644	NC16629	7.36		cx			NC16695	6.37
	cx		676	NC16661	7.36		cx	
645	NC16630	7.36		cx		706	NC16696	9.36
	cx			cx	37		cx	
646	NC16631	.36	677	NC16662	7.36	707	NC16697	8.36
	cx	36		cx			cx	
647	NC16632	.36	678	NC16663	8.37	708	NC16698	7.37
	cx	36		cx			cx	
648	NC16633	6.36	679	NC16664	7.36	709	NC16699	7.36
	cx			cx			N16699	cx 70
649	NC16634	7.36	680	NC16665	7.36		N16699	71-72
	cx			cx	39	710	NC16700	8.36
650	NC16635	6.36	681	NC16666	7.36		cx	
	cx			cx		711	NC16701	8.36
651	NC16636	8.37	682	NC16667	8.36		cx	
	cx			N16667	cx 70	712	NC16702	8.36
652	NC16637	7.36		N16667	71-72		cx	
	cx		683	NC16668	7.36	713	NC16703	8.36
653	NC16638	7.36		cx			cx	39
	cx		684	NC16669	7.36			
	N16608			N16669	cx 64-65			

# Now it's The Taylor Cub



## Performance Proven Statements

**TAYLOR BROTHERS** now offer you a real airplane you can afford to buy and fly.

This roomy two-place "Cub" with dual controls makes it possible for you who fly or desire to learn to fly, to own as an individual or a club an airplane that can be operated and maintained at "automobile costs".

In the first three weeks of best flights the New TAYLOR CUB made over 300 landings under all field and weather conditions, with perfect control and ease on each flight. Cruising radius 250 miles.

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An 13 year old youth landed the ship alone on his first flight.

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The CUB has been deliberately stalled and does not fall off on either wing.

Has taken off in 25 feet.

#### SPECIFICATIONS

Wing Spread—35' 4"  
Weight Empty, 450 lbs.  
Weight Full Load, 850 lbs.  
Climb per minute 700 feet  
Landing speed—21 miles per hour.

A Real Two-Place Light Airplane

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Powered With a **10 H.P.**

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I would like to have a demonstration of your airplane.

Name \_\_\_\_\_

Address \_\_\_\_\_

714	NC16704	8.36
	cx	
715	NC16705	8.36
	cx 38	
716	NC16708	8.36
	cx	
717	NC16709	8.36
	cx	
718	NC16710	8.36
	cx	
719	NC16711	8.36
	cx 37	
720	NC16712	8.36
	cx	
721	NC16713	8.36
	cx	
722	NC16714	8.36
	N16714 cx 71-72	
	N17614 72-73	
723	NC16715	8.36
	cx	
724	NC16716	8.36
	cx	
725	NC16717	8.36
	cx	
726	NC16718	1.37
	cx 39	
727	NC16719	8.36
	cx	
728	NC16720	8.36
	cx 37	

729	NC16721	8.36
	cx	
730	NC16722	8.36
	cx	
731	NC16723	5.36
	cx	
732	NC16724	12.36
	cx 38	
733	NC16726	.36
	cx 36	
734	NC16725	8.36
	cx	
735	NC16728	8.36
	cx 38	
736	NC16727	8.36
	cx	
737	NC16729	8.36
	cx 39	
738	NC16730	8.36
	cx	
739	NC16731	8.36
	cx	
740	NC16732	8.36
	cx	
741	NC16739	8.36
	cx	
742	NC16740	8.36
	cx	
743	NC16741	8.36
	cx	
744	NC16742	8.37
	cx 39	

745	NC16743	8.36
	cx	
746	NC16744	8.36
	cx	
747	NC16745	9.36
	N16745	
748	NC16746	9.36
	cx	
749	NC16747	8.36
	cx 39	
	N16747 74-77	
750	NC16748	8.36
	cx	
751	NC16749	8.36
	cx	
752	NC16750	8.36
	cx	
753	NC16751	8.36
	cx	
754	NC16752	8.36
	cx	
755	NC16753	8.36
	cx	
756	NC16754	8.36
	cx 39	
757	NC16755	8.36
	cx	
758	NC16756	8.36
	cx 39	
759	NC16757	8.36
	cx	

760	NC16758	8.36
	cx	
761	NC16759	8.36
	cx	
762	NC16760	8.36
	cx	
763	NC16761	6.37
	cx	
764	NC16762	9.36
	cx	
765	NC16763	9.36
	cx	
766	NC16764	8.36
	cx	
767	NC16765	8.36
	cx	
768	NC16766	8.36
	cx	
769	NC16767	1.37
	cx	
770	NC16768	9.36
	cx 38	
771	NC16769	8.36
	N16769	
772	NC16770	.36
	cx 36	
773	NC16771	8.36
	cx	
774	NC16772	9.36
	cx	
775	NC16773	8.36
	cx	
776	NC16774	10.36
	cx	
777	NC16775	9.37
	cx	
778	NC16776	9.36
	cx	
779	NC16777	9.36
	cx	
780	NC16778	9.36
	cx	
781	NC16779	9.36
	cx	
782	16780	11.36
	NC16780	1.39
	cx	
783	NC16781	9.36
	cx	
784	NC16782	9.36
	cx	
785	NC16783	12.37
	cx	
786	NC16784	9.36
	N16784 cx 64-65	
787	NC16785	9.36
	cx	
788	NC16786	9.36
	cx 39	
789	NC16787	9.36
	cx	
790	NC16788	9.36
	cx	
791	CF-AZK	6.36
	Dbr 1.6.49 at	
	Stettler, Alberta	
792	PP-TCX	26.8.38
	cx 15.10.47	
	Regd as H-2 as	
	fitted with SR-3	
793	CF-AZL	7.36
	wfu 27.3.48	
794	ZS-AHT	12.36
	CR-AAQ 2.39	
	w/o 2.39 at	
	Inhambane	
795	??	
796	Portugal ??	
797	CF-BAP	9.36
	rebuilt c/n 1 as	
	CF-RCJ	
798	CF-AZG	9.36
	Dbr 30.3.51	
799	Morocco ??	
800	??	

801	NC16935	9.36
	N16935	
802	NC16936	9.37
	cx	
803	16937	7.36
	NC16937	10.38
	cx	
804	NC16938	10.36
	cx	
805	NC16939	9.36
	cx	
806	NC16940	9.36
	cx 39	
807	NC16941	10.36
	cx	
808	NC16942	9.36
	cx	
809	NC16943	9.36
	N16943 cx 70	
810	NC16944	9.36
	cx 39	
811	NC16945	.36
	cx 38	
812	NC16946	9.36
	N16946 cx 70	
813	NC16947	9.36
	cx	
	N16947 2.77	
814	NC16948	9.36
	cx 39	
815	NC16949	9.36
	cx	
816	NC16950	10.36
	cx	
817	NC16951	12.37
	cx 39	
818	NC16952	9.36
	cx	
819	NC16953	9.36
	cx	
820	NC16954	10.36
	N16954 cx 64-5	
821	NC16955	11.36
	N16955 cx 70	
	N16955 3.81	
822	NC16956	10.36
	cx	
823	NC16957	9.36
	cx	
	N16957 1.75	
824	NC16958	10.36
	N16958	
825	NC16959	9.36
	cx 39	
826	NC16960	10.36
	N16960 cx 70	
827	NC16961	10.36
	cx	
828	NC16962	11.36
	cx 39	
829	NC16963	11.36
	cx 39	
830	NC16964	11.36
	cx	
831	NC16965	10.36
	cx	
832	NC16966	10.36
	cx	
833	NC16967	9.36
	cx 37	
	NC17856 1.38	
	N17856 cx 70	
834	NC16968	10.36
	cx	
835	NC16969	9.36
	cx 37	
836	NC16970	9.36
	cx	
837	NC16971	9.36
	N16971	
838	NC16972	9.36
	cx	
839	NC16973	9.36
	cx	
840	NC16974	9.36
	cx	

841 NC16975 9.36  
cx 37  
842 NC16976 9.36  
cx  
843 NC16977 10.36  
cx  
844 NC16978 10.36  
cx  
845 NC16979 10.36  
cx  
846 NC16980 10.36  
cx  
847 NC16981 11.36  
cx  
848 NC16982 9.36  
cx 37  
849 NC16983 9.36  
cx  
850 NC16984 9.36  
N16984 cx 70  
851 NC16985 10.36  
cx  
852 NC16986 10.36  
cx  
853 NC16987 10.36  
cx  
854 NC16988 10.36  
cx  
855 NC16989 10.36  
cx  
856 NC16990 10.36  
cx 38  
857 NC16991 10.36  
cx  
858 NC16992 10.36  
cx  
859 NC16993 10.37  
cx  
860 NC16994 11.37  
cx  
861 NC16995 11.36  
cx  
862 NC16996 10.36  
cx  
863 NC16997 11.36  
cx 39  
864 NC16998 10.36  
cx  
865 NC16999 10.36  
cx  
866 NC17200 11.36  
cx  
867 NC17201 10.36  
cx  
868 NC17202 10.36  
cx 38  
869 NC17203 1.39  
cx  
870 NC17204 .36  
cx 36  
871 NC17205 11.37  
cx  
872 NC17206 10.36  
N17206 cx 64-65  
873 NC17207 10.36  
cx  
874 NC17208 10.37  
cx  
875 NC17209 12.37  
cx  
876 NC17210 11.38  
cx 39  
877 NC17211 10.36  
cx  
878 NC17212 11.37  
cx  
879 NC17213 10.36  
cx  
880 NC17214 11.37  
cx  
881 NC17215 10.36  
cx 37  
882 NC17216 10.36  
cx  
883 NC17217 10.37  
cx 39



J-2 Cub NC17246, c/n 912, at Keene, New Hampshire on 23.6.47, remained on the US Civil Register until 1970. (Photo Charles N.Trask)

884 NC17218 10.36  
cx  
885 NC17219 10.37  
cx 38  
886 NC17220 5.37  
N17220 cx 4.82  
887 NC17221 10.36  
cx  
888 NC17222 10.36  
cx 37  
889 NC17223 10.36  
cx  
890 NC17224 10.36  
cx  
891 NC17225 10.36  
cx 37  
892 NC17226 10.36  
cx  
893 NC17227 11.37  
cx  
894 NC17228 2.39  
cx  
895 NC17229 10.36  
cx  
896 NC17230 11.36  
cx  
897 NC17231 11.36  
cx  
898 NC17232 11.36  
N17232 cx 71-72  
N17232 72-73  
cx 74-77  
899 NC17233 12.37  
cx  
900 NC17234 1.37  
cx  
901 NC17235 3.37  
cx  
902 NC17236 5.37  
cx  
903 NC17237 11.37  
cx  
904 NC17238 5.37  
cx  
905 NC17239 11.36  
cx  
906 NC17240 1.37  
cx  
907 NC17241 11.37  
cx  
908 NC17242 11.36  
cx 39  
909 NC17243 11.36  
cx 37  
910 NC17244 11.36  
cx  
911 NC17245 4.37  
cx  
N17859 cx  
912 NC17246 11.37  
N17246 cx 70  
913 NC17247 11.36  
N17247  
914 NC17248 11.36  
cx  
915 NC17249 11.37  
cx

916 NC17250 12.36  
cx  
917 NC17251 11.36  
cx  
918 NC17252 11.36  
cx  
919 NC17253 11.36  
cx  
N4973E by 4.62  
cx 70  
N4973E 5.78  
920 NC17254 11.36  
cx  
921 NC17255 1.37  
cx  
922 NC17256 12.36  
cx  
923 NC17257 11.36  
cx 39  
924 NC17258 4.37  
cx 39  
925 NC17259 12.36  
cx  
926 NC17260 8.37  
cx  
927 NC17261 12.36  
N17261 cx 74-77  
928 NC17262 .36  
cx 36

929 NC17263 10.37  
cx  
930 NC17264 3.37  
cx  
931 NC17265 12.36  
cx  
932 NC17266 12.36  
cx  
933 NC17267 11.36  
cx  
934 NC17268 12.36  
cx  
935 NC17269 11.36  
N17269  
936 NC17270 12.36  
cx  
937 NC17271 11.36  
cx 39  
938 NC17272 11.36  
N17272  
N13RN 5.71  
939 NC17273 12.36  
cx  
940 NC17274 11.36  
cx  
941 NC17275 11.36  
cx 38  
942 NC17276 11.36  
cx

943 17277 9.36  
NC17277 12.37  
cx  
N17277 71-72  
944 NC17278 12.36  
cx  
945 NC17279 11.36  
cx  
N14608 4.74  
946 NC17280 10.37  
cx  
947 17281 9.36  
NC17281 1.37  
cx  
948 17282 9.36  
NC17281 12.37  
cx  
949 NC14712 10.36  
cx  
950 NC17283 12.36  
cx  
951 NC17284 12.36  
cx  
N17284 5.73  
952 CX-AAT cx  
953 Philippines  
E6.37  
954 SE-AFO cx  
955 PP-TCT 13.7.37  
956 Portugal  
957 G-AESK .37  
wfu cx 5.38  
958 VH-UYT 25.6.37  
VH-PCM 5.51  
VH-BPK 9.55  
w/o 10.6.72 near  
Bullo River  
VH-UYT 1.5.78  
959 VH-UYM 4.37 cx  
VH-UYM .54  
cx 77-78  
960 VH-UXW 5.37  
dbf 28.6.39  
cx 6.39  
961 LN-EAN 15.3.37  
cx 19.5.48  
to spares to  
rebuild c/n 980

to be continued . . . .



Above: Very few J-2 Cubs were registered in South America. One which is believed to be still current is c/n 955, PP-TCT. (C.Dufriche coln)  
Below: A wintry shot of LN-EAN, c/n 961, on skis. (via Kay Hagby)



# Complete Civil Registers : 3

## New Zealand

PART EIGHT



Air Travel (NZ) Ltd's Dragon ZK-AHT actually carried three different New Zealand registrations in its civil career but unfortunately only wore these third and final marks for three months before it was written off.

ZK-AHA DH.82A Tiger Moth 3789 19.1.39  
UK C of A dated 15.12.38 and imported by Air Survey & Transport Co; to Otago Aero Club; impressed 5.10.39 as NZ713, operated by No.1 EFTS; Government gift to Marlborough Aero Club 4.9.46 and registered ZK-AKJ on 31.7.46.

ZK-AHB DH.82A Tiger Moth 3832 4.3.39  
UK C of A dated 29.12.38 and imported by Air Survey & Transport Co; to Waikato Aero Club; impressed 12.10.39 as NZ707, operated by No.1 EFTS and No.2 EFTS; Government gift to Wairarapa & Ruahine Aero Club 20.1.47 and registered ZK-ANP 27.1.47.

ZK-AHC Piper J-3C Cub 2709 20.5.39  
F/f in USA 11.2.39, arrived NZ 22.5.39. Nelson Aero Club "Brig Arrow"; stored during war, then to Waikato Aviation Ltd, Rotorua. Subsequently many private owners and despite at least one major accident is currently airworthy and registered to R.N.Davis-Goff, Masterton, as J-3C-65.



Two of the still active 1939 vintage Cubs, above: ZK-AHC in an attractive modern paint scheme at Christchurch on 10.9.78; below: ZK-AHD wearing generous sized markings!



ZK-AHD Piper J-3C Cub 2707 20.4.39  
Imported 4.39, J.R.Franklin, Porangahau; stored during war, then to R.A.Armstrong, Hastings; to J.L.Armstrong, Waipukurau 10.11.75 and currently airworthy as J-3C-50.

ZK-AHE Piper J-3C Cub 2708 16.6.39  
Date of Manuf. 2.39; B.Owen, Christchurch; stored during war, then to Middle Districts Aero Club and many subsequent owners. Currently airworthy with R.A.Burnside, Pukekoma near Balclutha since 7.12.77 as J-3C-65.

ZK-AHF DH.82A Tiger Moth 3935 .39  
UK C of A dated 10.3.39 and imported by Air Survey & Transport Co; to Auckland Aero Club; impressed 1.10.39 as NZ723, operated by Flying Instructors School; crashed into sea near mouth of Whau Creek, Auckland Harbour 6.1.41.

ZK-AHG DH.82A Tiger Moth 3936 .39  
UK C of A dated 13.4.39 and imported by Air Survey & Transport Co; to Middle Districts Aero Club d/d 10.6.39; impressed 6.10.39 as NZ705, operated by No.1 EFTS, No.2 EFTS; sold to M.B.Youngman, Greendale 17.2.47 and registered ZK-AOG on 27.7.47.

ZK-AHH DH.82A Tiger Moth 82052 13.6.39  
UK C of A dated 3.5.39 and imported by Air Survey & Transport Co; to Marlborough Aero Club d/d 4.7.39; impressed 5.10.39 as NZ711, operated by No.1 EFTS, No.2 EFTS; spun and crashed at Ashburton 16.11.42.

Note: At this point in the register a number of reallocations occur, largely due to aircraft being diverted for military use without taking up their intended marks. We have not used the traditional (1) and (2) for these allocations since in all cases the first was ntu. There is no known record of reservations for ZK-AHK, -AHQ prior to those listed below.

ZK-AHI DH.94 Moth Minor "94706" ntu  
UK C of A application made 2.9.39. A/c not built.

ZK-AHI DH.94 Moth Minor 94001 9.41  
Ex G-AFRD, VH-AAQ. F/f in UK 24.4.39, C of A issued 15.5.39, op by Leicestershire AC and wfu 23.8.39; shipped to Australia, f/f Sydney 7.6.40, last as VH-AAQ 9.7.40; shipped to NZ, f/f 27.9.41. De Havilland Aircraft of NZ Ltd; impressed 7.10.42 as NZ596; returned to DeH A/c of NZ Ltd and registered ZK-ALN 19.8.47.

ZK-AHJ DH.94 Moth Minor Coupe 94061 ntu  
UK C of A dated 18.10.39, imported by Air Survey & Transport Co; impressed as NZ591 before civil use. Registered ZK-AKL 30.5.46.

ZK-AHJ Porterfield 35-90 De Luxe Sport 316 21.6.40  
Ex ZK-AFT, NZ581. Released by RNZAF to New Plymouth Aero Club; again impressed 7.10.42 as NZ598; sold to C.H.R.Liddell and registered ZK-APJ 26.9.46; to W.R.Willmott 1.5.47; wfr 11.9.74 and currently on loan to RNZAF Museum, Wigram.

ZK-AHK DH.94 Moth Minor 94012 .41  
 Ex G-AFON. UK Cof A dated 12.7.39 to London Aero-  
 plane Club; arrival date in NZ unkn but f/f NZ  
 12.9.41. De Havilland A/c Co(NZ) Ltd; to New Ply-  
 mouth Aero Club; impressed 13.9.42 as NZ597, optd  
 by Communications Flight and 22 Sqdn; sold to New  
 Plymouth Aero Club, registered ZK-AKM 12.11.46.

ZK-AHL DH.94 Moth Minor 94046 .39  
 UK C of A dated 15.8.39, imported by H.Buckingham,  
 Airwork (NZ) Ltd, Wellington; impressed 23.9.42 as  
 NZ595; sold to Airwork (NZ) Ltd and registered  
 ZK-ALD 5.9.46.

ZK-AHM DH.82A Tiger Moth 82231 ntu  
 UK C of A dated 13.7.39, imported by Air Survey &  
 Transport Co but impressed as NZ714 before civil  
 registration; operated by No.1 EFTS, CFS; Govern-  
 ment gift to New Plymouth Aero Club on 7.7.49;  
 registered ZK-AXB 30.8.50 to Southland & Otago  
 Aerial Topdressing Co Ltd.

ZK-AHM Rearwin 9000KR Sportster 654D 9.2.42  
 Ex VH-ADM. Date of Manuf.29.1.40, arrived NZ 12.41,  
 Auckland Aero Club; impressed 12.10.42 as NZ568;  
 sold to Auckland Aero Club and regd ZK-AKF 18.4.46.

ZK-AHN DH.94 Moth Minor 94071 ntu  
 No UK C of A issued; imported and impressed as  
 NZ592; sold to Auckland Aero Club, registered  
 ZK-AJX 10.5.46.

ZK-AHN Rearwin 9000KR Sportster 656D .42  
 Ex VH-ADL. F/f USA 22.2.40, US Export C of A dated  
 28.2.40, arrived NZ 12.41; Auckland Aero Club;  
 impressed 12.10.42 as NZ569; sold to Auckland Aero  
 Club, registered ZK-AKA 18.4.46.

ZK-AHO DH.82A Tiger Moth 82230 ntu  
 UK C of A dated 13.7.39, imported by Air Survey &  
 Transport Co but impressed as NZ716 before civil  
 registration; operated by No.1 EFTS; sold 23.2.46  
 to J.D.Neave, registered ZK-ANE 12.12.46.

ZK-AHO Beech AT-11 Kansan 3691 .43  
 Ex 42-37208. Date of Manuf. 5.4.43, made wheels-up  
 landing on initial test flight, Wichita, Kansas  
 12.4.43; sold to NZ Government (£13,000), rebuilt  
 as air survey aircraft, arrived NZ 8.43; NZ Aerial  
 Mapping Co Ltd, Hastings; wfu 31.12.80, flown to  
 Hobsonville 18.1.82, **preserved** at MoTaT, Auckland.



The air survey Kansan ZK-AHO at Hamilton on 5.11.77.

ZK-AHP DH.94 Moth Minor "94715" ntu  
 UK C of A application made 2.9.39. A/c not built.

ZK-AHP Howard DGA-15P 535 31.7.46  
 Ex NC22436. Built .41; imported by Superior Oil Co,  
 Houston, Texas 29.7.42; NZ C of A issued 2.10.42;  
 impressed by USAAF (as UC-70) 9.6.43 as 44-32667;  
 operated on behalf of US military attache; "wanted  
 by C.O. of 42 Sqd RNZAF 30.5.45 but Chief of Air  
 Staff wrote on 9.6.45 that the a/c was not to be  
 taken on charge due to spares problems. At the time  
 it was stored at Rongotai." Sold to NZ Government  
 (£2,250) for use by Civil Aviation Administration;  
 Regd to NZ Govt but destroyed by fire in Centennial  
 building, Wellington, 25.9.46.

ZK-AHQ Percival P.28 Proctor II H.216 9.46  
 Ex BV654, G-AHVL. Arrived NZ 9.46; L.E.Clark, Otago  
 Aero Club; crashed at Invercargill 5.6.49.

ZK-AHR DH.82A Tiger Moth 82232 ntu  
 UK C of A dated 19.7.39, imported by Air Survey &  
 Transport Co but impressed as NZ715 before civil  
 registration, operated by No.1 EFTS; sold 6.4.47 to  
 A.J.McIntosh, registered ZK-ARV 16.9.48.



Proctor II ZK-AHQ before its demise in 1949.

ZK-AHR Lockheed C-60A Lodestar 2490 22.10.43  
 Ex 42-56017. Left USA on 'Benjamin I' 14.7.43, arr  
 NZ 8.43; Union Airways of NZ Ltd "Karoro"; re-reg-  
 istered ZK-AHU 12.8.44.

\*This was the last use of the final letter R until  
 ZK-DZR in 2.75, though one or two alphabetically  
 later marks had used 'R during 1974.

ZK-AHS DH.89A Dragon Rapide 6423 2.12.44  
 Ex ZK-AGT, NZ558. Air Travel (NZ) Ltd; to NZNAC  
 "Mokai" 4.11.48; to West Coast Airways 22.1.57; to  
 NZ Tourist Air Travel Ltd 1.5.65; to Mt.Cook &  
 Southern Lakes Tourist Co 19.6.74; wfu .74 and  
 presented to MoTaT, Auckland.

ZK-AHT DH.84 Dragon 2 6090 3.44  
 Ex ZK-ADR, ZK-AER, NZ551. Air Travel (NZ) Ltd, d/d  
 24.3.44; crashed on Mt.Hope, near Nelson, 30.6.44  
 killing two, including passenger Bert Mercer the  
 founder of the company.

ZK-AHU Lockheed C-60A Lodestar 2490 12.8.44  
 Ex 42-56017, ZK-AHR. Union Airways of NZ Ltd  
 "Karoro"; stolen and crashed on take-off at Mangere  
 aerodrome, Auckland 13.5.45. Pilot was a mechanic  
 employed by Union Airways.



Lodestar ZK-AHU, possibly at Mangere, was the only civil  
 example in NZ at the time of its theft and destruction.

ZK-AHV Percival P.34 Proctor III H.43 29.1.45  
 Ex R7538. Shipped to NZ aboard 'Empire Grace', arr  
 21.12.44, assembled by RNZAF, Hobsonville 1.45;  
 Public Works Department (Civil Aviation Branch);  
 crashed in Grebe Valley, near Lake Monowai while  
 on supply drop 24.1.47. Cancelled 28.4.47.



Proctor III ZK-AHV served for only two years with the CAB.

ZK-AHW De Havilland DH.86 DHNZ.2332 28.2.45  
 Ex ZK-AEG, NZ553. Rebuilt by de Havilland A/c Co  
 (NZ) at Rongotai using parts of ZK-AEH/NZ554. F/f  
 10.11.44, flew 86hrs with RNZAF before becoming  
 ZK-AHW. Union Airways of NZ Ltd "Korimako", oper-  
 ated Palmerston North-Napier-Gisborne service at a  
 loss despite 96% load factor; to NZNAC "Korimako"  
 1.8.46; to RNZAF 8.10.46, engines removed for use  
 in DH.89Bs; broken up at Palmerston North 11.46;  
 cancelled 23.10.46. T/t 6566 hrs 25 min including  
 1379 hrs since rebuild.



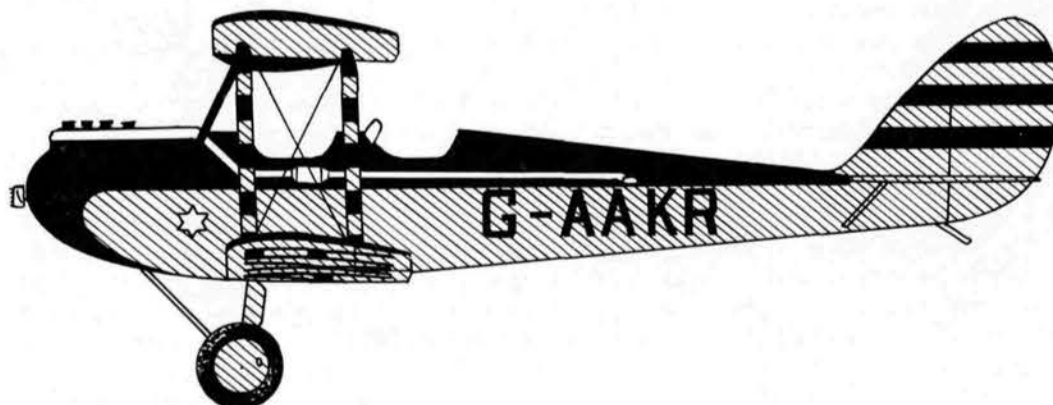
# The Whole Truth:



## DH.60 MOTH

### PART TWELVE

- 1376 Gipsy I To DH Australia with C of A issued 9.8.29. Regd VH-UMU 11.29. Owned by R.MacPherson, Melbourne .30. Regn canc as wfu 8.45.
- 1377 Gipsy I To DH Australia with C of A issued 9.8.29. Regd VH-UMD 9.29. Owned by P.Knapman, Exeter, S.Australia .30. Regn canc 12.47.
- 1378 Gipsy I To SCADTA (Sociedad Colombo-Alemana de Transportes Aereos), Colombia with C of A issued 1.8.29. Regn and fate untraced.
- 1379 Gipsy I To J.Malcolm Newman, Caboolture, Queensland, Australia with C of A issued 19.8.29. Regd VH-UMO 11.29. Remains extant - owned by A.Oliver, Port Macquamo in 1957; J.R.Hall, Forbes, NSW in 1964; temporarily off register since 1965. Believed currently owned by Bunn Bros, Albury, NSW.
- 1380 Gipsy I Regd G-AAKW 8.29 to Walter Adamson of Irvin Air Chute Co, Letchworth and C of A issued 10.8.29. Regn canc as sold 3.35 and reportedly to Germany as D-EKIV (although see c/n 1097). German regn canc as sold abroad 1.36. Restored to Airwork Ltd, Heston as G-AAKW 14.2.36 and C of A renewed 31.7.36. Again canc as sold 4.37 and this time regd in Switzerland as HB-AFU. Crashed 1.8.38.
- 1381 Gipsy I To Maurice de Limelette, Brussels with C of A issued 11.9.29 and regd OO-AKM 2.10.29. Sold to H.Abeelee, Ostende. Regn canc 26.3.46 but presumed destroyed in WWII.
- 1382 Gipsy I The first of a batch of eleven DH.60M's for the RAF under Contract No. 912850/29. The serials J9922 to J9932 were not issued entirely sequentially. In the absence of better information, it is assumed they were ordered for use initially by 5 FTS Sealand. C/n 1382 was J9931 - nothing else known.
- 1383 Gipsy I Issued as J9932 to Home Aircraft Depot, Henlow 25.10.29 and to 5 FTS Sealand 6.5.30. Returned to DeHavillands for reconditioning 21.8.30; work completed 7.11.30 and to Kenley for storage 11.11.30. Issued to Andover Station Flight 18.5.32 and to Boscombe Down 20.10.33. Returned to Andover 20.11.33 and back to Kenley, probably for storage 19.1.34. Issued to Eastchurch Anti-Aircraft Group 19.2.34 and reported on charge of their Station Flight 7.38. Converted to Instructional Airframe 1645M in 1939.
- 1384 Gipsy I Became J9922 and whilst service history is not known it was refurbished by DeHavillands in 1932 and in process acquired a Gipsy II engine. Regd G-ABNE to DeHavilland Aircraft Co Ltd 6.31. C of A issued 22.7.31 and used briefly by DH School of Flying, Hatfield. Sold in Germany and regn canc 10.31. Regd D-2296 7.32 to Bata-Schuh AG, Ottmuth with a new British C of A dated 22.7.32. To Czechoslovakia as OK-ATH .33, still owned by Bata and based at Brno (or Napajedla). Returned to UK and restored to Airwork Ltd, Heston as G-ABNE 16.11.35. The C of A was renewed 28.11.35 and the Moth promptly returned to Bata in Czechoslovakia - this time as OK-ATT! British regn canc 1.36. The purposes of this transaction are unclear - it may have returned to the UK for refurbishing and the British restoration necessary for certification purposes only. Subsequent fate unknown.
- 1385 Gipsy I To RAF as J9923 and issued to 5 FTS Sealand in 1930. Crashed at Sealand on 22.4.30 when the unfortunate pilot fell out of the aircraft when his safety straps broke during a roll.
- 1386 Gipsy I To RAF as J9924. No fate traced.
- 1387 Gipsy I To RAF as J9925. Delivered direct to 5 FTS Sealand 7.10.29 and returned to DeHavillands for reconditioning 29.8.30. To Kenley for storage 7.11.30 and issued to Andover Station Flight 18.5.32. Returned to Kenley 19.1.34 and re-issued to RAF (Coastal Area) Leuchars 19.2.34. To 504 Squadron Hucknall 14.6.35 presumably as squadron hack. Transferred to Station Flight (unidentified but probably Hucknall) 3.12.35 and then to store at 1 ASU Waddington 8.9.37. Re-issued to 17 ERFTS Barton 17.3.38. To 5 SoftTT Locking 25.2.39 and converted to Instructional Airframe 1308M (nominally at or via 10 MU Hullavington). Soc as reduced to produce 31.12.43 (a census date).
- 1388 Gipsy I To RAF as J9926. Nothing known.
- 1389 Gipsy I To RAF as J9927. Nothing known.
- 1390 Gipsy I To RAF as J9928. Nothing known.
- 1391 Gipsy I To RAF as J9929. Known to have been on charge 5 FTS Sealand 6.30 and 2.31.
- 1392 Gipsy I To RAF as J9930.
- 1393 Gipsy I To DeHavilland India for "Mr.Crosbie" and C of A issued 21.8.29. Regd in India 11.29 as VT-ABA to DeHavilland Aircraft Co Ltd and sold 4.30 to B.D.Mukerji, Calcutta. Re-regd to G.Goenka, Calcutta 11.30. Fate unknown.
- 1394 Cirrus III Regd to National Flying Services Ltd, Hanworth as G-AAKP 30.7.29 and C of A issued 3.8.29. Refurbished by DeHavillands with Gipsy I engine for H.O.Wrigley, Heston .30. Regd 28.10.35 to Cinque Ports Flying Club, Lympne. Impressed as AW148 24.6.40 at 46 MU Lossiemouth where it was stored until issued to St.Andrews UAS, Dyce 22.5.41. Reduced to Instructional Airframe 3759M 21.5.43 and delivered to No.1298 ATC Squadron at Huntley, Aberdeen.



This Cliff Minney drawing depicts the Cirrus-engined G-AAKR (c/n 1395) in the black and orange colours of National Flying Services.

- 1395 Cirrus III Regd to National Flying Services Ltd, Hanworth as G-AAKR 30.7.29 and C of A issued 3.8.29. Refurbished by DeHavillands with Gipsy I engine for The Hon Denys Finch-Hatton, Stag Lane .30. Regd 7.8.30 to Nigel B.Cohen, Lympne. Fatal crash (killing Cohen) near Royal Oak Inn, near Lympne 18.9.31. Regn canc 11.31.
- 1396 Cirrus III Regd to National Flying Services Ltd, Hanworth as G-AAKS 30.7.29 and C of A issued 3.8.29. Crashed Hesselthal-am-Main, Germany 24.3.30 and regn canc 7.30.
- 1397 Gipsy I To Firma Haus Bergmann Cigarettenfabrik, Dresden, Germany (via Alfred Friedrich) with C of A issued 19.8.29. DH records show registration D-1737 but German records indicate D-1738 (no registration at all was shown in ARB files). Crashed 9.30 but rebuilt and re-regd 12.30 to C.R.Schmidt, Berlin (C of A renewed in England 25.11.30). Re-regd D-ETER 9.34. Regd in Netherlands as PH-ASU 30.12.37 to A.M.Noordenbos. Regd 3.4.39 to A.D.de Koster. Lapsed 3.4.42 and presumably destroyed in WWII.
- 1398 Gipsy I To DH Australia with C of A issued 10.8.29 and regd VH-UNE 12.29. To Aero Club of South Australia. Crashed Parafield, SA 23.6.34.
- 1399 Gipsy I To DH Australia with C of A issued 10.8.29 and regd VH-UMR 11.29. To K.E.Wedgewood, Randwick, NSW. To New Zealand and regd ZK-ADF 9.5.34 to Auckland Aero Club. Sold to W.A.Scott, Frankton. Collided with Desoutter I ZK-ACJ over Waihou 28.11.34 and supposedly written off, although it was later reported (in Jan 1936) to be flying at Auckland.
- 1400 Gipsy I To DH Australia with C of A issued 17.8.29 and regd VH-UNX 5.30. To MacRobertson Miller Aviation Co. Crashed Ord River Station, NT 7.11.34.
- 1401 Gipsy I To DH Australia with C of A issued 17.8.29 and regd VH-UOZ 9.30. Impressed as A7-118 8.40. Later became INST MOTH 17 as an instructional airframe.
- 1402 Gipsy I Allocated to H.G.Selfridge Jnr but NTU. Regd G-AALF 8.29 to A.H.Youngman and C of A issued 29.8.29. Regd 6.2.30 to James D.Turner, Heston. Believed sold in 1930 but regn not cancelled until 11.31 and issue of export C of A on 16.11.31. Regd in Denmark as OY-DEG 12.31 to Bjorn Andersen. Crashed Sondeborg 2.10.32.
- 1403 Gipsy I To DH Australia with C of A Issued 30.8.29 and regd VH-ULM 1.12.30 to Civil Aircraft Board, Department of Defence. Issued to Tasmanian Section of Australian Aero Club, Launceston and regd to them 12.35. Survived war without impressment and sold to Royal Victorian Aero Club, Essendon 9.46. Sold 10.50. Sold 1.51 to Kingsford Smith Aviation Services, Mascot. Owned by R.W.Betts, Hebel in 1957. By 1965 owned by D.L. & L.J.McIver, Sydney, NSW. Sold .66 to P.Moore, Fivedock, NSW. Sold by .69 to L.Penna, Bendigo, Victoria. Regn canc as wfu Bendigo 6.71. Sold to Joe Drage and restored to flying condition in his Historical Aircraft Museum at Wodonga, Victoria.

Seen at Bankstown airport, Sydney, in December 1961, VH-ULM c/n 1403 has retained the same registration since 1929 and is still active in Australia. (via M.P.Fillmore)



- 1404 Gipsy I To DH Australia with C of A issued 30.8.29. Regd VH-ULN 12.30. WFU and regn canc 8.45.
- 1405 Gipsy I To DH Australia with C of A issued 7.9.29. Regd VH-ULO 12.29. To Civil Aircraft Board, Dept of Defence. Regn canc 12.39 but remains preserved at Birdwood Hill Museum, Adelaide.
- 1406 Gipsy I To DH Australia with C of A issued 9.9.29. Regd VH-ULP 11.29. To Civil Aircraft Board, Dept of Defence. Impressed as A7-78 1.40.
- 1407 Gipsy I To DH Australia with C of A issued 6.9.29. Regd VH-UNP 3.30. To Queensland Air Navigation Ltd (presumably Qantas). Collided with DH60G VH-UHS over Essendon 11.6.79.
- 1408 Gipsy I To DH Australia with C of A issued 7.9.29. Regd VH-UNB 12.29. To Qantas. Crashed Ayr, Queensland 10.4.30.
- 1409 Gipsy I Regd G-AALS 9.29 to J.T.Briggs, Brooklands and C of A issued 12.9.29. Sold to G.M.Christian .30. Regd 15.8.32 to Manser W.Bartlett, Brooklands. C of A expired 10.3.33 and regn canc 26.10.34 as sold but nothing else is known.
- 1410 Gipsy I Regd G-AALX 9.29 to Airwork Ltd, Heston and C of A issued 27.9.29. Used by J.Cantrill 4.30 but no ownership change known. Sold to P.H.Meadway, West Malling .30 and operated by West Kent Aero Club. Regd 9.5.34 to Brooklands Flying Club Ltd. Final C of A renewed 5.12.36 and regn canc as PWFU 25.9.37, probably as a result of an accident.
- 1411 Gipsy I Regd G-AALG 8.29 to Sqn.Ldr.David S.Don as nominee for HRH Prince of Wales. Based at Windsor Great Park. C of A issued 5.9.29 and used for Royal Tour in East Africa late 29/early 30. Believed sold to Lord Cardigan 4.30 but also reported with Flt.Lt.E.H.Fielden as nominee of The Prince of Wales in 6.30. Then based at Northolt. Re-engined with Gipsy II. Sold 2.33 to Jean Batten. Left on attempt to fly from UK to New Zealand 9.4.33 but forced landed 3 miles from Karachi 16.4.33. Returned to UK and rebuilt. Regn canc as sold 12.33 and to Andor Hertelendy, Budapest as HA-AAB. Crashed in Italy early .34 and again returned to UK for rebuild. C of A renewed 26.4.34. The precise date of UK restoration as G-AALG is not known but on 14.1.35 it was registered to Newcastle-upon-Tyne Aero Club, Cramlington. Impressed as X5104 10.1.40 and to 12 MU Kirkbride. To 18 MU Dumfries 1.8.40 and issued to Scottish Airways 13.9.40. To Belfast UAS 2.7.41. SOC by RAF as scrap 25.8.42 possibly following an accident.

Possibly providing the reason for the cancellation of G-AALX (c/n 1410), this photo shows the Brooklands Flying Club Moth receiving attention after crashing at Surbiton on 6.3.37. The damage to undercarriage, engine and lower wing would not in itself appear to justify permanent cancellation; does any reader have records of this or any possible later accident to the aircraft?



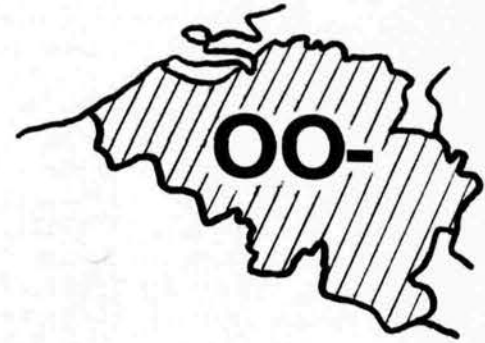
- 1412 Gipsy I Regd G-AARB 9.29 to Sqn.Ldr.Frank O.Soden, Brooklands and C of A issued 23.9.29. Used by him at Amman. C of A lapsed in period 22.9.30 and 30.7.31. Regn canc as sold 7.33 but restored 11.33 and C of A renewed 21.11.33. Sold to Jean Batten and flown by her from England to Darwin in 15 days, departing 8.5.34 and arriving 23.5.34. Regd 24.10.35 to Michael Sassoon, West Malling. Regd 19.5.39 to Mrs Gabrielle Patterson, Raymond Gordon and Miss Barbara Lyall, Maylands. Destroyed by fire at Maylands 6.2.40 and regn canc at 1.12.46 census.
- 1413 Gipsy I Regd G-AARI 9.29 to DeHavilland Aircraft Co Ltd and used as demonstrator. C of A issued 25.9.29. Regd 9.7.30 to The Hon.Leopold O.Russell, Heston - named "The Sketch". Regn canc as sold 1.33.
- 1414 Gipsy I Regd G-AARD 9.29 to Sir Phillip Sassoon, Stag Lane and C of A issued 27.9.29. Rebuilt by Airwork Ltd using wooden fuselage c/n 1833 2.31, new C of A issued 19.2.31. See c/n 1833.
- 1415 Gipsy I To Major Shirley G.Kingsley, Buenos Aires, Argentina with C of A issued 9.10.29.
- 1416 Gipsy I Regd G-AARL 9.29 to John E.Carberry, Nairobi, Kenya and C of A issued 27.9.29. Regd to Samuel N. Turner, Kenya 28.5.31. Regn canc on sale to J.R.King, Johannesburg, South Africa 9.31 in exchange for Waco C.50 ZS-ABZ but identity untraced (possibly ZS-ADG or ZS-ADI).
- 1417 Gipsy I Regd G-AARH 9.29 to F.G.T.Dawson, Heston and C of A issued 27.9.29. Regd to University Aero Club, Cambridge 22.5.36. Impressed as AV997 9.6.40 at 46 MU Lossiemouth. To 32 MU St.Athan 30.11.40. Whilst on delivery by No.4 Ferry Pilots Pool, it was torn away from its pickets and blown over by a gale at Prestwick 6.12.40. The wreck was taken to 63 MU Carluke for salvage and the aircraft soc 16.1.41.
- 1418 Gipsy I To DH Australia with C of A issued 9.10.29. Regd VH-UNL 2.30. To Matthews Aviation Pty Ltd, Essendon. Crashed Western Junction, Tasmania 28.2.31.
- 1419 Gipsy I To DH Australia with C of A issued 9.10.29. Regd VH-UNN 5.30. To E.W.Lyell, Bourke, NSW. Crashed Griffith, NSW 7.1.31.
- 1420 Gipsy I To DH India and C of A issued to D.P.Jecjebhay of Bombay 11.10.29. Regd VT-ABM 2.30. Returned to UK and regd to Sqn.Ldr.H.O.Long as G-ABMZ 6.31 - C of A issued 14.8.31. Sold to Henly's Ltd. Sold to Gravesend School of Flying by 1935. Regd 10.7.36 to Leonard A.K.Halcomb, Netherthorpe. Regd 29.8.40 to W.S.Shackleton Ltd and regn canc same day as sold abroad. Returned in fact to India and regd VT-ANT 1.41 to Govt of India and used by Madras Flying Club. Regn canc 12.2.43.
- 1421 Gipsy I To DH India with C of A issued 16.10.29. Regd VT-ABO 3.30 and sold to Aero Club of India and Burma, Delhi. Subsequently regd to United Provinces Flying Club. Regn canc 12.10.33.
- 1422 Gipsy I To Rt.Hon.Lady Daisy F.Somers with C of A issued 30.10.29 and regd in Australia as VH-UND 12.29. Based by her at Malvern, Victoria. Subsequently used by Australian National Airlines. Impressed as A7-102 7.40.
- 1423 Gipsy I To Dosoabhey N.Bhiwandiwalla, Bombay, India with C of A issued 18.10.29. Whilst no regn is noted in either DH or ARB records, it was thought at one time that this became VT-ABP. It is now believed that this was in fact the registration given to a Heath Monoplane homebuild in 5.30 and that the Moth in fact became VT-ABB (see also c/n 1155). Assuming this to be correct it was sold to Bombay Flying Club 4.34 and regn canc 18.11.34.
- 1424 Gipsy I Regd G-AARU 12.10.29 to Francis S.Symondson, Colyton, Devon and C of A issued 17.10.29. Remained with him until impressed as X5119 2.3.40 at 20 MU Aston Down. To 2 AACU Gosport 27.6.40 and to 1 AACU Farnborough 30.10.40. Transferred to Telecommunications Flying Unit, Hurn 6.9.41 and to 38 MU Llandow 8.2.42. Issued to Queens UAS, Belfast 11.9.42 and used by Belfast Communications Flight. To 5 MU Kemble 16.1.43 and converted to Instructional Airframe 4030M 22.7.43 and issued to 2061 ATC Squadron, Idris, Wales.
- 1425 Gipsy I To SCADTA - Sociedad Colombo - Alemana de Transportes Aereos, Colombia with C of A issued 17.10.29 and fate unknown.
- 1426 Gipsy I To Aero Club of East Africa with C of A issued 31.10.29. Regd 30.12.29 as VP-KAF and formally presented to the club as a gift by Sir Charles Wakefield. Suffered a major accident and rebuilt 1936 as VP-KBZ. Apparently impressed into KAAU 9.39, although no serial can be traced.
- 1427 Gipsy I To Spanish Royal Air Force with C of A issued 7.11.29 and delivered as MW-124.
- 1428 Gipsy I To Spanish Royal Air Force with C of A issued 7.11.29 and delivered as MW-125.
- 1429 Gipsy I To Major Shirley G.Kingsley, Argentina with C of A issued 14.12.29.
- 1430 Gipsy II Regd G-AASL 18.11.29 to De Havilland Aircraft Co Ltd and fitted with prototype Gipsy II engine (serial no. 2000). Used for test flying and C of A issued 6.6.30. Subsequently used by DH School of Flying. Regd 17.2.36 to London Transport (Central Omnibuses) Sports Association Flying Club,

- Broxbourne. Impressed 6.12.39 as X5127 at 20 MU Aston Down. Issued to 9 SFTS Hullavington 21.5.41. Returned to store at 46 MU Lossiemouth 13.4.42. To 10 Air Gunners School, Barrow 12.6.42 and transferred to 3 AGS Mona later in 1942. To 5 MU Kemble 17.8.43 and soc .44.
- 1431 Gipsy I To Gabriel Prudholm, Switzerland as CH-252 but not delivered and regn not taken up. (DH records give identity as CH-251 but this conflicts with c/n 1437.) C of A issued 20.11.29 to Wood Bros and regd in Australia as VH-UNI 1.30. To National Airways Ltd, Perth. Survived WWII without impressment and owned by C.S.Wright, Mount Hope, NSW in 1957, and still regd to him.
- 1432 Gipsy I Allocated initially to Messrs. Tozer, Kemsley & Millbourn, but NTU. The ARB record shows C of A No.2320 initially allocated to Gabriel Prudholme on 2.12.29 with a note that this was cancelled in favour of a new C of A No.2459 issued to Marshall Chang Hsenk Liang of Shanghai on 28.3.30.
- 1433 Gipsy I Regd G-AASM 11.29 to Henlys (1928) Ltd, Heston and C of A issued 16.11.29. Sold to Leicestershire Aero Club, Desford 2.30 and named "Fernie". (Actually to club as a gift from H.C.S.Tyler, W.A.North and T.T.Sawday.) Regd 5.12.33 to Brooklands Flying Club. Crashed between Willberry Avenue and The Warren, Cheam, Surrey 22.4.34. Regd canc 12.34.
- 1434 Gipsy I Regd G-AASZ 12.29 to Sir Hugh Clifford and C of A issued 18.12.29. Sold to G.S.Burney, Brooklands .30 and later (5.30?) to Brooklands Aero Club. Crashed Hanworth 18.7.32. Rebuilt as a DH60G with unidentified wooden fuselage 10.32 and sold to R.C.T.Spier, Lympe. Regd 24.2.37 to Yorkshire Aviation Services and Country Club, Sherburn. To RAF Linton-on-Ouse 14.9.39 and impressed 12.2.40 as X5043. To 24 MU Ternhill and issued to Sound City Films Ltd for decoy purposes 19.12.40.
- 1435 Gipsy I To Norwegian Army as 101 with C of A issued 21.12.29. Assembled at Kjeller and TOC 3.4.30. To Flying School, Kjeller for postal flights and regd N-45 30.5.31. Crashed Kjeller 2.8.31 and regn canc 17.11.31.
- 1436 Gipsy I To Norwegian Army as 103 with C of A issued 21.12.29. Assembled at Kjeller and TOC 14.2.30. Sold to Wideroes Flyveselskap, Oslo, dd 15.3.34 and regd LN-ABU (1) 22.3.34. The regn was probably not used since the Moth crashed Jarevannet 27.3.34, and was replaced by 115 (c/n 141/Nor).
- 1437 Gipsy I To Von Werner Schetty, Basel, Switzerland as CH-251 with C of A issued 3.12.29. Re-regd HB-UXE .35 Fate not known.
- 1438 Gipsy I Regd G-AASA 10.29 to A.H.Youngman as nominee for H.Gordon Selfridge Jnr and C of A issued 9.11.29. Regd 18.9.30 to Oscar Garden, Brooklands and named "Kia-Ora". Flown from Heston to Wyndham, Australia starting 17.10.30 and arriving 4.11.30. UK regn canc 12.31. Flown on to New Zealand 11.30 and regd there .31 as ZK-ACK to Auckland Aero Club. Sold to Waikato Aero Club, Hamilton 4.12.37. Impressed as NZ510 12.10.39 and to INST.37 at Hobsonville.
- 1439 Gipsy I Regd G-AASF 11.29 to Malcolm Campbell (London) 1927 Ltd (for sale to Y.V.Chatge?) and C of A issued 23.11.29. Loaned to Man Mohan Singh, Heston 1.30 and named "Miss India" for England to India flight. First attempt left Heston on 11.1.30 but ended in forced landing at Moyon, France 12.1.30. The second attempt ended on 3.2.30 when the Moth forced landed on a hillside at Cosenza, Calabria after leaving Naples. The Moth was badly damaged. Repaired, the third attempt started at Croydon on 8.4.30 and arrived in India on 10.5.30. Regd to Man Mohan Singh 30.5.30, the UK regn was canc 12.31. Regd in India as VT-ADE 5.32 to H.H.Patiala (the interim two years is a mystery). Regn canc 31.8.39.
- 1440 Gipsy I Regd G-AASD 6.11.29 to Lt.Col.George L.P. Henderson, Brooklands and C of A issued 9.11.29. Although the UK regn was not canc until 3.32, it is known that this Moth was delivered new to Salim Sassoon Daniel in Iraq where it was in fact the first private aircraft in the country. Regd YI-ASD .30. Fate not known.
- 1441 Gipsy I Regd G-AASR 11.29 to Bristol and Wessex Aeroplane Club and probably a rebuild of wrecked G-AAHB (c/n 1352). It certainly used the same engine - since the accident was fatal, the new registration and c/n may have been to disguise the reality. C of A issued 2.12.29. Regd to Cambridge Aero Club 11.12.34. Impressed as AW110 3.6.40. To 46 MU Lossiemouth for storage and to 32 MU St.Athan 10.11.40. SOC (but possibly used for decoy purposes).
- 1442 Gipsy I The third (see c/n 1435/6) to the Norwegian Army 105 with C of A issued 21.12.29. Assembled Kjeller and TOC 14.2.30. To Army Air Force Flying School, Kjeller as N-46 30.5.31 for postal flights. Reverted to Army 105 17.11.31. SOC 15.4.34 and reduced to spares at Kjeller.
- 1443 Gipsy I To Comte de Sibour (via Morane) and C of A issued 4.1.30. Regd F-AJKT 18.2.30. Regn canc early 1932.
- 1444 Gipsy I To DH Australia with C of A issued 17.1.30 and regd VH-UNU 4.30. To New England Motor Co, Brisbane. Crashed Somerton, Victoria 8.3.38.
- 1445 Gipsy I To Danish Army (Flyverkorpsset) as S-106 with C of A issued 23.12.29. SOC pre-1934, possibly after accident.
- 1446 Gipsy I To Danish Army as S-107 with C of A issued 23.12.29. Sold and regd OY-DEH 4.34. Flown to UK by Lt.P.Perch 19.10.42 and stored at Turnhouse. Overhauled by Marshalls of Cambridge postwar and returned to Denmark with fresh C of A issued 21.9.46. Regd to A.D.Thomsen, Herning .52. Sold to J.Aasted, Skovlunde .53. Regn canc 15.12.59.
- 1447 Gipsy I To The Air Survey & Transport Co Ltd, Hobsonville, New Zealand with C of A issued 8.1.30. Regd ZK-ABF .30. Sold to Hamilton Airways Ltd. Regd 12.5.30 to Cadbury-Fry-Hudson Ltd and named "The Chocolate Plane". Sold to Otago Aero Club. Impressed into RNZAF as NZ516 26.9.39. Crashed New Plymouth 5.2.41.
- 1448 Gipsy I To The Air Survey & Transport Co Ltd, Hobsonville with C of A issued 30.12.29. Regd ZK-ABE .30, erected in NZ and ff 6.4.30. Sold to Wairarapa & Ruahine Aero Club, Masterton 8.5.30. Crashed Masterton 3.7.39 and regn canc 17.7.39.
- 1449 Gipsy I To The Air Survey & Transport Co Ltd, Hobsonville with C of A issued 30.12.29. Regd ZK-ABA .30. Sold to J.H.W.Lett, t/a Gisborne Aerial Transport Co, Gisborne 3.31. Sold to Manawatu Aero Club (later renamed Middle Districts Aero Club). Crashed Palmerston North 10.3.38.
- 1450 to 1459 were a further batch of Moths for the RAF. These were supplied without engines under AM Contract No.932183/29.
- 1450 Gipsy I To Home Aircraft Depot (HAD) Henlow 17.12.29 as K1103. Issued to 601 Squadron, Hendon 17.3.30 and to 604 Squadron Hendon 12.6.30. Struck boundary fence on landing at Hendon 28.9.35 and SOC 8.11.35.
- 1451 Gipsy I To HAD Henlow 12.29 as K1104. Issued to Inland Area 12.30 (unit not identified) and SOC 2.9.35.
- 1452 Gipsy I To HAD Henlow 17.12.29 as K1105. Issued to RAF Leuchars (Coastal Area) 5.5.30. Allocated to Cardington 7.6.35 but not delivered since it crashed on same day (whilst on charge of RAF Cranwell - so possibly on delivery). SOC 20.7.35.

to be continued. . .

# Complete Civil Registers : 1

## BELGIUM



### Post-war series: OO-...

PART THIRTEEN

C of R number	Type	C/n	Regn.date
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Regn.	Identity, owner and cancellation details
1716 OO-JDB (3)	SIAI-Marchetti S.205-18/F 341 3.4.67 A.Delhamende, Gosselies; to Royal Antwerp A C; to G.van Poucke, Wevelgem; current.
1717 OO-JAN (2)	Piper L-4H Cub 11529 7.4.67 Ex 43-30238, OO-AAT, OO-PAX (see CofR 524). Built from original fuselage of OO-PAX. P.J.Hollanders, Diest; to AC Kiewit .69; returned to Hollanders. Cancelled 8.2.80.
1718 OO-TAP	MS.892A Commodore 150 10660 7.4.67 Ex F-BODI. Aero Nord, Moorsele; to Ghent Avn Club; to Stork Aviation, Ghent; to R.Delbrassine, Namur; to G.Godeau, St.Ghislain; canc 4.9.81 as sold to Rwanda, marks not known.
1719 OO-VDD	Beech 65-B80 Queen Air LD-333 10.4.67 Ex N7820L. Delta Air Transport, Antwerp; leased to SABENA 13.9.67 to 12.5.70; canc 12.5.70 and sold as F-BRNP regd 21.7.70.
1720 OO-ZBF	Schleicher Ka 6C Rhonsegler unkn 17.4.67 Fed.de Clubs Belges de Vol a Voile, Namur; to AC Keiheuvel, Balen-Nete.
1721 OO-HAQ	SIAI-Marchetti S.205-18/F 342 21.4.67 A.Delhamende, Gosselies; canc on sale as LN-VYH 3.8.67, to G-BBRX 13.11.73.
1722 OO-VVN	Jodel D.140R Abeille 506 25.4.67 CNVAV/NZVC; to AC de la Meuse, Namur; to Rentavia, Grimbergen; to AC du Hainault, Maubrai; current.
1723 OO-ZKI	Schleicher Ka 6CR Rhonsegler 4070 .67 CNVAV/NZVC; re-registered OO-IVA on unknown date; w/o in crash at St.Hubert 18.6.76.
1724 OO-ZIO	Grunau Baby III '1' 10.5.67 AC Brasschaat; to Van den Borne & Baecke, Weelde.
1725 OO-DPD	PA-28 Cherokee 140 28-21528 12.5.67 Ex (OE-APD), OE-DPD, G-AVDD. Farner Air Service, Wevelgem. Sold as HB-OZG 10.7.68.
1726 OO-STB	Boeing 727-29QC 19402 18.5.67 SABENA, Brussels. F/f 27.5.67, d/d 6.6.67. Canc 26.1.76 and transferred to Belgian Air Force as CB-01; restored briefly to SABENA as OO-STB from 3.7.78 to 18.9.78; reverted to CB-01.



Above, top: The SIAI-Marchetti agency of A.Delhamende at Gosselies was particularly active in the late sixties, an early import being S.205-18/F OO-JDB (1716) photographed at Antwerp on 12.10.73 (A.le Nobel). Above: This Rallye Commodore OO-TAP (1718) was unusual in having a large Belgian flag painted on its fin (R.W.Simpson).



OO-STB (1726) operating the Heathrow-Brussels service on a rather wet 8.7.72 (Martin Smith).

1727 OO-STC	Boeing 727-29 19401 18.5.67 SABENA, Brussels. F/f 1.6.67, d/d 9.6.67. Canc 28.2.74 on sale to Hapag Lloyd as D-AHLO, later sold as N577JB 11.7.81.
1728 OO-SKY	Piper L-4J Cub 12893 22.5.67 Ex 44-80597, HB-OWN, D-EGUH. Publi-Sky, Antwerp; to Publi-Fly, Balen-Nete, current.
1729 OO-SKZ	Piper J-3C-90 Cub 22992 22.5.67 Ex NC3908K, PH-NCV. Publi-Sky, Antwerp (though believed regd nominally to T.Declercq); canc on sale to UK 5.12.75, regd G-BDJP 11.12.75.

1730 OO-ZBD	Schleicher Ka 6E Rhonsegler 4086 6.6.67 De Dorlodet, Namur; to AC Universitaire, Louvain.
1731 OO-JDC	SIAI-Marchetti S.205-20/R 377 15.6.67 A.Delhamende, Gosselies. Canc 27.4.70 on sale as D-ECNZ.
1732 OO-ZDR	Aeromere M.100S unkn 16.6.67 J.B.Twaddle (?), Ghent. Cancelled 1969.
1733 OO-ZAS	Schleicher Ka 8B 8704 20.6.67 CNVAV/NZVC; to AC des Ardennes, St.Hubert 12.4.74.
1734 OO-ZAT	Schleicher Ka 8B 8705 20.6.67 CNVAV/NZVC; to Vliegclub Meeuw.
1735 OO-GRW	Wassmer WA.40A Super IV 23 23.6.67 Ex F-BKBC. G.Reynaerts, Wevelgem. Crashed Izegem 1.5.70, cancelled 25.11.76.
1736 OO-STD	Boeing 727-29QC 19403 29.6.67 SABENA, Brussels. F/f 11.7.67, d/d 22.7.67; canc 16.1.76 and transferred to Belgian AF as CB-02.
1737 OO-GPD	Jodel DR.1050 Ambassadeur 528 6.7.67 Ex F-BLRX. Garage Polyte, Diest; to H.de Bulpaep, Grimbergen .77.
1738 OO-SIT	Reims/Cessna F.150G 0218 19.7.67 Sotramat SA, Antwerp; crashed Boechout 26.8.74, cancelled 3.77.
1739 OO-SIV	Cessna 182K 57946 19.7.67 Ex N2746Q, (D-ENCY). Sotramat SA, Antwerp; to Ets Orgra, Brussels. Sold as D-EBYG 5.77 and canc in Belgium 19.1.77.
1740 OO-GUF	Reims/Cessna F.150G 0153 20.7.67 Ex OE-AVT. Gentse Universitaire Vliegclub, Ghent. Cancelled 30.10.79, reason unkn.
1741 OO-VDE	Beech 65-B80 Queen Air LD-344 24.7.67 Delta Air Transport, Antwerp. Canc 12.5.70 on sale as F-BRNR, regd 24.8.70.
1742 OO-HSL	PA-28 Cherokee 235B 28-10894 31.7.67 Ex N9226W. AC FBA, Koln-Butzweilerhof; to Ets.A. Prevot & Cie, Brussels and re-regd OO-JVE 7.70;

Right: A superb shot of DH Heron OO-BIA (1744) on the apron at Brussels National by Gilbert de Herdt. While the registration clearly denotes B.I.A.S. ownership, the Heron wore full SABENA livery operating the inter-city Common Market Commuter services.

Below: Cherokee 235 OO-JVE (1742) on 28.12.71 at Gosselies where it is still based. (Tom Dunstall)



to N.Waucquez, Gosselies; to D.Ceuppens, Gosselies, current.

1743	MS.880B Rallye Club	879	3.8.67
OO-VAB	Ex (TU-TDW). Vlaamse Luchtvaartbond, Antwerp; to Raf de Vijlder, Antwerp; to V.Melotte, Hasselt.		
1744	DH.114 Heron 1B	14043	23.8.67
OO-BIA	Ex G-5-13, G-ANCI, 4X-ARL. B.I.A.S., Brussels; leased to SABENA. Cancelled 3.9.68 and restd as G-ANCI 4.11.68; wfu Southend .72.		
1745	Scheibe SF.25A Motorfalke	4555	29.8.67
OO-WIZ	Ex D-KARA. Golden River Avn Club, Wevelgem; to Western Aviation; to P.Deliens, Namur; sold as G-BECF (regd 14.7.76) and canc 7.8.76.		
1746	Schleicher Ka 8B	8708	29.8.67
OO-ZAW	CNVAV/NZVC; to Zoute AC, current.		
1747	Schleicher Ka 7 Rhoadler	7206	30.8.67
OO-ZAG	CNVAV/NZVC, St.Hubert; cancelled 17.12.81.		
1748	DH.104 Dove 6	04493	4.9.67
OO-WIP	Ex PH-ILI. Golden River Avn Club. Wevelgem; to Western Aviation .70; cancelled 23.11.70 and sold to Senegal as 6V-ACL, dbr .72.		



Above: Dove OO-WIP retained its former Philips colour scheme in Belgium; photo at Antwerp by G.de Herdt. Below: Another ex-Dutch machine, minimally re-registered, Sentinel OO-PBB is still current. (F.Ceulemans)



1749	Stinson L-5B-VW Sentinel	76-3401	15.9.67
OO-PBB	Ex 44-17114, PH-PBB. Aeropan Luchtreklame, Genk; current.		
1750	Jodel DR.105A Ambassadeur	98	22.9.67
OO-MAY	Ex LX-MAY. E.Lemineur, St.Hubert; to L.Lezin (t/a		

Les Ailes Lezin), St.Hubert; to J.Hameleers, St. Hubert, current.

1751	Schleicher Ka 8B	8703	22.9.67
OO-ZAR	CNVAV/NZVC, St.Hubert; to Vliegclub de Wouw 6.74.		
1752	Riley DH.104 Dove 1	04256	28.9.67
OO-BPL	Ex SAAF.108, G-ASUW. B.I.A.S., leased to British Petroleum, Tripoli; damaged in f/1 just north of Benina airport due to fuel shortage on take-off 22.1.68, returned to UK in Carvair for repair; leased to SIDMA .69; sold to Sotramat .71; cancelled 13.2.75 on sale as G-ASUW, N99254 2.77.		



Riley Dove OO-BPL (1752) after its accident at Benina on 22.1.68. Photo by Ian Callier, who happened to be there!

1753	Jodel D.112	1293	10.67
OO-MOG	Ex F-BMOG. E.M.Deom, Grimbergen; to J.L.Volters; to G.Dony; to W.Collin; to R.Collet (all Grimbergen); current with G.Paul, Grimbergen.		
1754	Reims/Cessna F.150H	0226	13.10.67
OO-SIU	Sotramat SA, Antwerp; to R.Hendrickx & E.M.Deom, Gosselies. Cr 2.7.68 at Aalst, cancelled.		
1755	SIAI-Marchetti S.205-18/R	4-104	20.10.67
OO-HAQ (2)	A.Delhamende, Gosselies; re-regd OO-MAQ .69; may have been owned by A.S.P.E., then AC Elsenborn, but Delhamende still in register. Crashed 9.10.70 at Baraque-Michel, NW of Elsenborn.		
1756	PA-32 Cherokee Six 260	32-708	31.10.69
OO-PET (3)	Ex N3785W. J.Petillion, Wevelgem; to A.Coesens, Overboelaere, 71; current.		
1757	DHC-3 Otter	148	6.11.67
OO-HAD	Ex Bul44669. Expedition Antartique Belgo-Neerlandaise; crashed in the Antarctic 9.2.70, cannibalised for spares for OO-SUD (CofR 1271). Note: This US Navy identity is correct, see photo below, but was previously quoted for OO-SUD c/n 297. Did the latter have a previous identity?		



Antarctic Otter OO-HAD (1757) with skis attached and US Navy serial visible below the tailplane. (S.Croes coln.)

1758	SIAI-Marchetti FN.333 Riviera	0102	9.11.67
OO-HAR	Ex I-ELYO, (OO-DEB). A.Delhamende, Gosselies; cancelled .71 and regd F-BTAM 28.1.72.		
1759	Fournier RF-4D	4033	13.11.67
OO-WAC	Sotramat SA, Beerse; cancelled 10.9.71 and regd G-AZIG on 10.11.71.		



Left: Three FN.333 Riviera amphibians were registered in Belgium to the Delhamende agency. This example OO-HAR (1758) was built in 1961 as I-ELYO and is current in France as F-BTAM. (Silvain Croes collection)  
Below: Not aerial blasphemy but merely Horizon OO-GOD (1761) carrying part of owner J.Godenne's name (H.Dekker at Grimbergen 27.6.75)

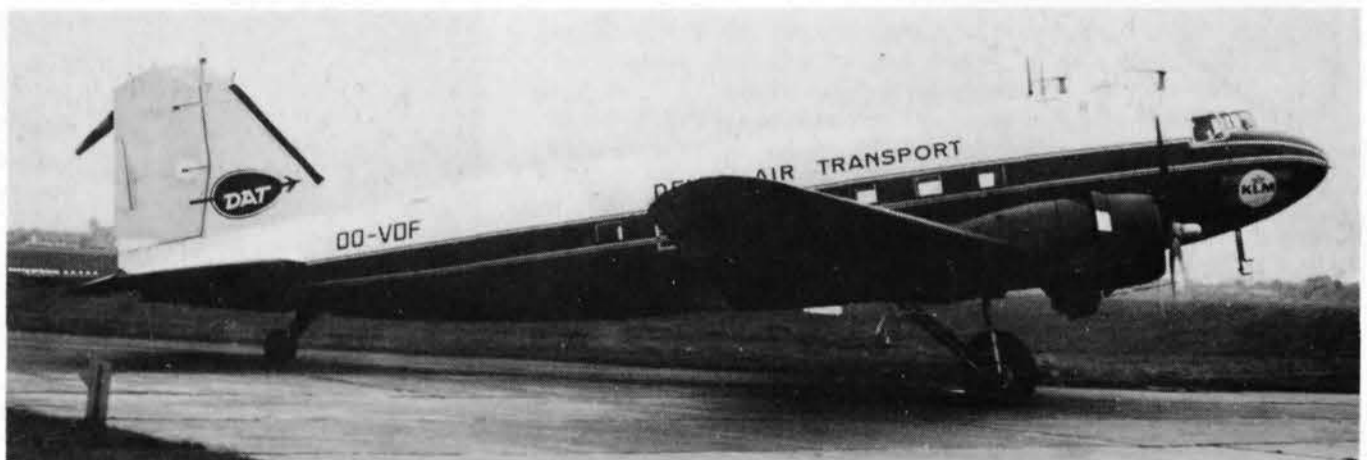
1760	Schleicher Ka 6CR Rhonsegler	6132	29.12.67
OO-ZTI	Ex D-4350. J.Paepe, Namur; to AC de la Meuse, Namur, current.		
1761	Gardan GY-80 Horizon 160	47	29.12.67
OO-GOD	Ex F-OCCV. J.Godenne, Gosselies; to Van der Elst, Grimbergen .75/6; to Barthol & Chenois, Virton.		
1762	Piper L-4J Cub	12949	19.1.68
OO-YOL	Ex 44-80653, F-BCPD. G.Delbecq, Aalst. Current.		
1763	Douglas C-47B	9410	9.1.68
OO-VDF	Ex 42-23548, FD864, PH-TCY, PH-DAC, JZ-PDC, PH-DAC. Delta Air Transport, Antwerp. Wfs and delivered Antwerp-Brussels 17.11.72, stored Wevelgem until sold as N6907, d/d ex Wevelgem to USA 26.5.75.		
1764	Gardan GY-80 Horizon 180	229	31.1.68
OO-UIL	Soc.Huize 't Veld, Moorsele; crashed landing at Moorsele 4.68; to SOCATA, Toussus-le-Noble for repair and remained until canc 16.3.71. Sold as F-BSYU 24.9.71.		
1765	Reims/Cessna F.150H	0226	31.1.68
OO-SIY	Sotramat, Antwerp; to P.Duron & P.Goossens, Antwerp 3.4.79, current.		
1766	Reims/Cessna F.172H	0479	31.1.68
OO-SIW	Sotramat, Antwerp; to Gentse Universitaire Vliegclub, Ghent; to W.de Roose, Ghent; to Les Ailes Luxembourgeois, Virton; to M.de Blauwvoert, Moorsele, current.		
1767	Aero Commander 500B	893-1	2.2.68
OO-DAM	Ex N9378R, D-IBAM. Aero Survey pvba, Antwerp.		
1768	MS.885 Super Rallye	30	7.2.68
OO-LIN	Ex PH-WIA. G.Mannaerts & R.Van den Broeck, Antwerp, to De Smet, Wevelgem; crashed at Arbrefontaine, Luxembourg 26.8.69.		
1769	Breguet 905S Fauvette	31	9.2.68
OO-ZGN	Ex F-CCJB. L.Van Dormael, Diest. Cancelled.		
1770	MS.880B Rallye Club	1194	14.2.68
OO-CLS	Aero Nord, Moorsele; to Limburgse Vleugels, Genk; damaged Genk 15.7.76 but repaired, current.		



1771	SIAI-Marchetti SF.260	105	22.2.68
OO-HAS	Ex I-SIAS. A.Delhamende, Gosselies. Canc 5.3.70 and sold as F-BRUQ, regd 23.3.70.		
1772	MS.880B Rallye Club	1195	8.3.68
OO-RAF	Raf de Vijlder, Antwerp. Current. (Presumably imported by Aero Nord agency)		
1773	Piper L-18C Super Cub	18-2055	8.3.68
OO-SPF	Ex 52-2455, RNedAF R-70. Aero Para Club Spa; to AC des Haute Fagnes, Elsenborn .70; to Aeromat Shop, Oostende .74; sold to UK, G-BCMD 4.9.74.		
1774	Piper L-18C Super Cub	18-2060	8.3.68
OO-SPG	Ex 52-2460, RNedAF R-53. Aero Para Club Spa; wfu and dismantled at Spa 11.7.76, canc .77.		
1775	Piper L-18C Super Cub	18-2070	8.3.68
OO-SPH	Ex 52-2470. RNedAF R-59. Aero Para Club Spa; crashed at Spa .72; cancelled 26.10.76.		
1776	Caudron C.800	9912/252	12.3.68
OO-ZVE	Ex F-CBUA. J.M.de Westgader & E.Vets, Ghent. Fitted with VW 1500 engine. Current.		
1777	Schleicher Ka 6E Rhonsegler	4163	18.3.68
OO-ZOQ	Royal Verviers Aviation. Current.		
1778	MS.880B Rallye Club	1162	22.3.68
OO-VLD	Vlaamse Luchtvaartbond, Antwerp; cr Borsbeek near Antwerp 17.5.71. Cancelled.		
1779	SIAI-Marchetti S.205-20/R	4-174	29.3.68
OO-FHD	A.Delhamende, Gosselies; shown as canc 1.5.68 but probably only on change of owner to F.H.Delforge, Antwerp; to H.Claes, Genk; to A.Delhamende; to A.Verhelst, Oostende; to Merlin Air Trade, Oostende; cancelled 16.9.80.		
1780	Beech V.35A Bonanza	D-8745	29.3.68
OO-JAC	J.Cousin, Grimbergen; belly landing at Oostende 7.7.77, repaired; current.		
1781	Stampe SV.4C	349	12.4.68
OO-SPM	Ex F-BCOC. Ecole Icare, Liege; to Aero Para Club Spa .71; to M.Isselee, Grimbergen .72; to G.Dony		



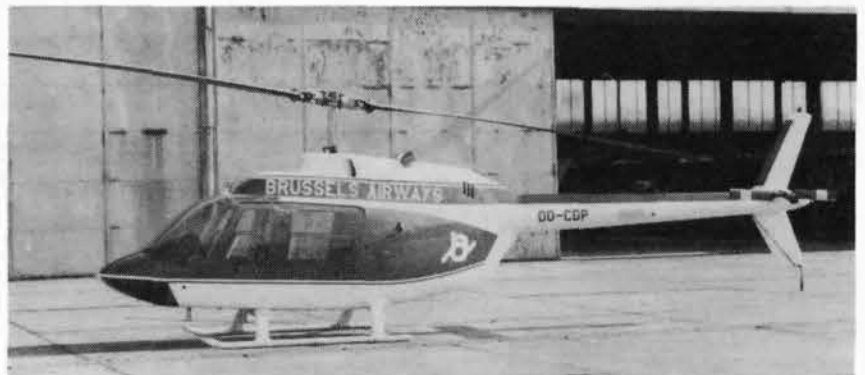
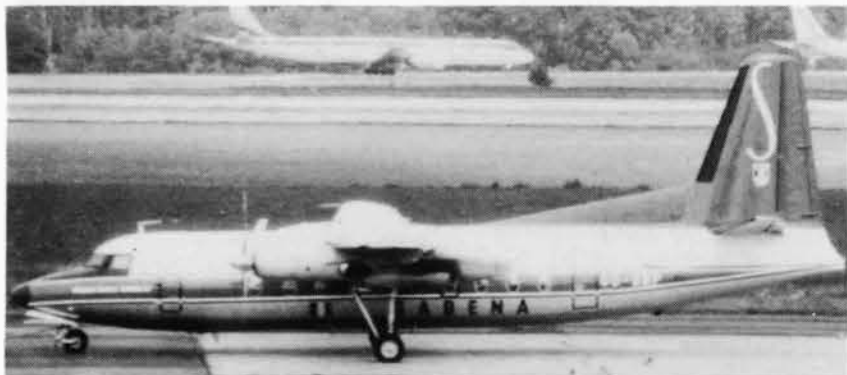
Above: Another Horizon, OO-UIL (1764) was sent to SOCATA at Toussus for repair after an accident and languished there in deleted marks for over two years before finally becoming F-BSYU. (DP at Toussus 30.7.69)  
Right: Delta Air Transport's first Dakota OO-VDF (1763) still in basic Schreiner colours and KLM stickers. (S.Croes collection)





Left: The Para Club of Moorsele's suitably registered Cessna 195 OO-PCM (1782) which was sold to Cliff Lovell in 1974 to become G-BBYE. (Freddy Ceulemans)

Below left: Following the Heron, BIAS leased their Friendship OO-SBP (1785) to SABENA as a Common Market Commuter. (S.Croes)  
Below right: Brussels Airways first acquisition was Jet Ranger OO-CDP (1789). (J.A.Sexton)



& Y.Joostens, Grimbergen 24.6.74; to Dr.Golstein, Genk; to Jan Peeters, Zonhoven; cancelled in 1981 reportedly following accident in Netherlands.

1782 Cessna 195 7550 12.4.68  
OO-PCM Ex N9857A, LN-BDV. Para Club de Moorsele, later based at Amougies; canc 25.1.74 on sale to UK and regd G-BBYE 8.2.74.

1783 Super Aero 45 51.183 16.4.68  
OO-TSS Ex HB-EKB, I-LARA. Travair, Antwerp; possibly to Taeyemans & Schawvlighe (of Travair ?); crashed Genk .73; cancelled 8.6.73.

1784 Jodel D.112 798 18.4.68  
OO-JIB Ex F-BILR. Publi-Air, Grimbergen; to Air Tecnic, Grimbergen/Namur; to F.Van Brabant, Namur.

1785 Fokker F.27 Friendship 400 10340 19.4.68  
OO-SBP Ex PH-FLL. (In Garuda c/s 11.67 but not delivered) B.I.A.S., Brussels; leased to Sobelair 25.4.68 to 30.4.73 and operated for SABENA in full c/s; lsd to Linair 2.5.73 to 15.6.75; lsd to Fokker 15.6.75 to 30.9.75; lsd to Air Alpes 1.10.75 to 20.12.76; then sold to Air Alpes 21.12.76 as F-BYAA. Canc from Belgian register recorded as 13.11.76.

1786 Glasflugel H.301 Libelle unkn 19.4.68  
OO-ZMM M.Van Assche, Ghent; to Royal Verviers Aviation.

1787 Olympia Meise 52 unkn 23.4.68  
OO-ZLP Ex D-6434. AC G.Renoird, St.Hubert; to Kortrijk Flying Club, Wevelgem.

1788 Beech 65 Queen Air LC-117 23.4.68  
OO-LGR Ex HB-GOO, D-IBOL. Ste Traveco, Gosselies; crashed Grimbergen 20-21.6.71; regn canc 7.8.72 but then regd F-BTQI 19.4.73 to Transairco who presumably had rebuilt it.

1789 Agusta Bell 206A Jet Ranger 8046 26.4.68  
OO-CDP (2) Brussels Airways, Grimbergen; to Publi-Air, Grimbergen .77; canc 19.4.82, sold as G-BKBR, ntu, to G-JETR 26.4.82.

1790 Topsy T.66 Nipper 2 64 30.4.68  
OO-MDL Ex CS-ALY. P.J.Hollanders, Diest; to D.Van Gerwen, Genk; crashed at Trier 3.9.78 killing owner.

1791 SIAI-Marchetti S.205-22/R 4-127 9.5.68  
OO-RAS A.Delhamende, Gosselies; to Air Training & Taxi Center, Brussels; canc 12.3.74 on sale as D-EDPF, ntu, regd D-EDPF 9.74.

1792 SIAI-Marchetti S.205-20/R 4-211 9.5.68  
OO-DLX A.Delhamende, Gosselies; for lease/purchase by L.Delacroix, Tienen; to A.S.P.E., Gosselies.

1793 Jodel D.120 279 9.5.68  
OO-MOE Ex F-BMOR. M.Moetwill, Grimbergen. Crashed Lille, France 28.9.69.

1794 PA-23 Aztec 250C 27-2748 21.5.68  
OO-MAR Ex N5634Y, G-ATAR. Tourairtax (Byttebier), Wevelgem; canc .71 and sold as F-BTAR 28.4.71.

1795 MS.892A Commodore 150 10531 22.5.68  
OO-SPD Ex F-BNBC. Aero Para Club Spa. Current.

1796 Reims/Cessna F.150H 0291 22.5.68  
OO-CBZ Abelag, Grimbergen; to Publi-Air, Grimbergen; to Red Cab, Grimbergen; crashed Grimbergen 11.5.72, not repaired, canc 3.5.77.

1797 SIAI-Marchetti S.205-20/F 4-241 24.5.68  
OO-AFN A.Delhamende, Gosselies; lease/purchase to E.M. Deom, Grimbergen; canc 5.72, regd F-BTGM 1.6.72.

1798 Fournier RF-4D 4088 28.5.68  
OO-JLB AC des Ardennes, St.Hubert; current.

1799 SIAI-Marchetti SF.260 110 30.5.68  
OO-HAP A.Delhamende, Gosselies; canc 5.3.70, to F-BRUR regd 23.3.70.

1800 Topsy T.66 Nipper 2 60 14.6.68  
OO-EMG C.Emsens, Balen-Nete; to AC Brasschaat, current.

1801 Fournier RF-4D 4083 17.6.68  
OO-WAD Sotramat SA, Beerse; sold as PH-DYL 12.69, later to D-KAPT 10.75.

1802 SIAI-Marchetti SF.260 103 24.6.68  
OO-HAY Ex I-SIAY. A.Delhamende, Gosselies; canc 12.2.69 on sale to G-AXAH regd 18.2.69, to N1039S 26.4.79.

1803 Hughes 269B 870336 27.6.68  
OO-SKA Sotramat SA, Beerse; to Heli-Service NV .70; canc 29.11.71 on sale as D-HBEL regd 12.71.

1804 Schleicher ASW-12 12005 28.6.68  
OO-ZBE De Dorlodot, Namur; canc, no other data.

1805 Gardan GY-80 Horizon 160 88 3.7.68  
OO-FRA Ex F-BMUD. L.Verstraeten, Aalst; canc .71 and sold as PH-AAZ 2.71.

1806 SIAI-Marchetti SF.260 108 8.7.68  
OO-RAR Ex I-SIAT. A.Delhamende, Gosselies; flown to Australia 8.69 for demonstration and RAAF evaluation; Belgian C of A expired 6.8.70, regn canc 1971 ?; regd VH-ARV 8.75.

to be continued . . .



Above: SIAI-Marchetti SF.260 OO-RAR (1806) at Jandakot, Perth, WA 31.8.69 while en route to Canberra for RAAF evaluation. (M.W.Prime)



# Impressment Review

PART TWELVE

As mentioned in the last issue, your compiler moved within the boundaries of darkest Buckinghamshire and the interior of a removal van is not conducive to typing this column. However, all has been moved intact and we continue with our review of the Ministry Duplicate Register maintained at the time all available British Civil Registered aircraft were inspected for possible WW2 utilisation. As has been clear from the previous eleven instalments, sometimes a tit-bit of "new" data is revealed to help complete the history of the aircraft concerned. As always, readers are invited to submit photographs of the aircraft listed, particularly any contemporary examples, but all are welcome.

Regn	Type	C of A No & Expiry date	Air Min Alloc'n	Owner and base shown
G-AEDA	B.A.C.Drone	Auth.No.42 8. 4.39	E	R.E.Sharples, Leeds-Bradford 31.8.39.
G-AEDB	B.A.C.Drone	Auth.No.37 5. 7.39	E	Cambridgeshire Flying Svs Ltd, Ely.
G-AEDC	B.A.C.Drone	Auth.No.41 29. 4.37	E	A.J.T.Aircraft Dvlpt Co, Swindon.
G-AEDD	Avro 504N	5429 30. 5.39	E	Publicity Planes Ltd, Hanworth.
G-AEDH	DH.90 Dragonfly	5489 1. 2.40	NAC	Western A/w Ltd, Weston-super-Mare. Imp 12.5.40 owner notified 12.6.40. C of A extended to 5.3.41.
G-AEDJ	DH.90 Dragonfly	5514 8. 3.40	NAC	International Air Freight Ltd, Croydon. Imp 2.6.40 owner notified 12.6.40. C of A extended to 8.4.40, 8.5.40 and 27.5.41.
G-AEDK	DH.90 Dragonfly	5569 20.11.40	NAC	Mutual Finance Ltd, Croydon. To Anglo European A/w Ltd, Cardiff 24.2.40. Imp 7.7.40 owner notified 16.7.40.
G-AEDL	Miles M.3B Falcon Six	5362 29.12.39	NAC1	E.G.H.Forsyth c/o Personal A/w Ltd, Croydon 1.9.39. Crashed 3.9.39.
G-AEDN	Pou du Ciel	Auth.No.38 29. 4.38	E	H.C.Ferguson, Broxbourne.
G-AEDO	Pou du Ciel	-	E	C.Watson, 135 Hewett Road, Portsmouth.
G-AEDV	DH.90 Dragonfly	5580 21.11.39	NAC	Birkett Air Service Ltd, Heston. Imp 31.3.40 owner notified 12.6.40. C of A extended to 13.12.40.
G-AEDX	B.A.Swallow II	5400 5. 5.40	List 4 App A	C.E.C.Mercer & D.A.Doughty, West Malling 31.8.39. Imp 31.7.41 owner notified 11.8.41. List 4 allocations usually referred to those for other Govt Depts (eg Admiralty). However, this machine was used by the HQ ATA at White Waltham until becoming an Instructional machine in early 1942 with MC serial 2786M.
G-AEDY	Monospar ST.25	5396 19. 2.40	NAC1	Aircraft Facilities Ltd, Hooton. To Utility A/w Ltd c/o Rollasons, Hanworth 1.9.39. Noted as crashed 10.1.40.
G-AEEA	DH.82 Tiger Moth	5405 14. 6.40	ERT	Airwork Ltd, Perth 29.8.39. Imp under Air Ministry Contract No. All3011/40 dated 19.9.40. C of A extended to 27.5.41.
G-AEEB	DH.80A Puss Moth	5423 2.10.39	NAC1	Brig. Gen. A.C.Lewin, CB, CMG, DSO, ADC at Worcester.
G-AEEF	Pou du Ciel	-		H.J.Dunning & G.E.Ferguson. Housed at 36 Chester Avenue, Wellam Park, Lancing, Sussex 31.8.39 in unservicable condition. Noted as destroyed 22.9.39.
G-AEEH	Pou du Ciel	-		E.G.Davis, Bath - dismantled.
G-AEEI	Pou du Ciel	-		Coopers Garage (Surbiton) Ltd. Housed at 243 Ewell Road, Surbiton 29.8.39.
G-AEEL	Miles Hawk Tr	5399 25. 5.40	ERT	Phillips & Powis A/C Ltd, Woodley 1.9.39. Reduced to produce and spares 31.3.41.
G-AEEO	B.A.C.Drone	Auth.No.52 3. 5.40	E	J.S.Boumpfrey, Hooton. Written off 23.9.39.
G-AEEP	B.A.C.Drone	Auth.No.45 30. 4.39	E	Cambridge Flying Svs Ltd, Ely.



Above left: Drone G-AEDB, date and place unknown, but thankfu y airworthy once more since 1981. (Phil Butler)  
 Above right: Aeronca G-AEFT at John Sproule's Upper Shoreham Road premises being prepared for road-tow to the airfield on 26.4.62. (Phil Ansell)  
 Right: Hornet Moth G-AEET at Hatfield in 1953. (P.R.A.Barrington via D.M.Hannah)



G-AEER	B.A.Eagle II	5411	11. 7.38	NAC1	J.P.Wakefield, Brookland (sic). The owner's address was Sedgwick House, Kendal which is some way North of Brooklands. Also although marked as NAC1 the aircraft does not feature in our Impression Logs epic and the C of A date suggests that some work would have been needed.
G-AEES	Hawker Tomtit	5495	26. 7.39	E	F.S.Davies & S.A.Kew, Maylands 29.8.39.
G-AEET	DH.87B Hornet Moth	5409	1. 3.40	NAC1	Capt.G.E.P.Palmer. Housed at his home at Appleshaw House, Andover 1.9.39. Moved to Tidworth, Hants by 14.9.39. Re-regd to The de Havilland A/C Co Ltd at Witney. C of A extended to 21.6.43 and 20.9.44 but withdrawn and MAP Permit No.2 issued 11.10.43 valid to 10.10.44 and further extended to 31.10.45. Imp 31.3.40 and owner notified 12.6.40.
G-AEEU	Hillson Praga	Auth.No.55	2. 2.40	E	J.S.Boumphrey, Carlisle 31.8.39.
G-AEEV	Hillson Praga	Auth.No.56	6. 9.39	E	R.J.Pattinson, Yeadon 31.8.39. To Harold Poskett 19.1.40 and housed at Hensall Garage, Whitley Bridge, Goole from 2.1.40.
G-AEEZ	Miles M.2H Hawk Major	5419	16. 5.39	T	Staffordshire Airplanes Ltd, Meir.
G-AEFB	Miles Falcon Major	5528	27. 7.40	NAC	D.F.Peel, Heston. To Portsmouth, Southsea & IOW Aviation Ltd, Portsmouth 15.8.39. Imp 31.3.40 owner notified 12.6.40.
G-AEFD	Pou du Ciel	Auth.No.64	7. 4.37	E	G.F.Briggs. Housed at "Fairview" Moss Avenue, Aston-on-Ribble, Preston.
G-AEFH	DH.86B Srs.1	5437	21.10.39	NAC	Railway Air Svs Ltd, Croydon. C of A extended to 13.12.40 but abandoned in France during evacuation. Note dated 18. 6.40 indicates loss at least prior to that date.
G-AEFL	Pou du Ciel	-		E	C.R.Shoults. Housed at "Wide Windows", Poynes Lane, Nazeing, Essex 31.8.39.
G-AEFM	B.A.Swallow II	5422	18. 5.40	E	D.R.Pobjoy, Rochester. To C.M.McClure, Hanworth.
G-AEFN	DH.90 Dragonfly	5460	5. 5.40	NAC	Air Commerce Ltd, Heston. Imp 31.3.40. Owner notified 12.6.40.
G-AEFO	Pou du Ciel	-		E	W.Turner, Greenlea, Clynder, Helensburgh.
G-AEFR	DH.85 Leopard Moth	5447	15. 6.40	NAC1	H.R.A.Kidston, Brooklands 1.9.39. Imp 12.5.40 owner notified 12.6.40.
G-AEFT	Aeronca C.3	V.96	12. 7.40	E	Capt.R.Ward, Lea, IOW 31.8.39.
G-AEFW	Pou du Ciel	Auth.No.67	23. 1.37	E	Aero 8 Flying Club, Canute Air Park, Ashingdon, Essex.
G-AEFY	Stinson SR-7B	V.100	1. 8.40	NAC1	L.C.Desoutter, Hanworth 29.8.39. Imp 12.4.40 owner notified 12.6.40.
G-AEFZ	B.A.Eagle Srs.LL	5435	28. 7.39	NAC1	J.H.M.Rabone c/o Rollsons, Hanworth 1.9.39. Imp 30.6.41. C of A extended to 29.10.40.
G-AEGE	Miles Hawk Major de Luxe	5463	30. 3.40	T	O.F.H.Atkey, Woodley 12.9.39. Imp 30.9.41 owner notified 7.11.41 after Service marks allocated 14.10.41.
G-AEGH	Hendy Heck	5733	2. 4.40	NAC1	Parnall Aircraft Ltd, Yate 1.9.39. C of A extended to 28.4.41, 4.6.42 and 7.10.43.
G-AEGI	Hendy Heck	6153	19. 3.40	NAC1	Parnall Aircraft Ltd, Yate 1.9.39. C of A extended to 20.4.40, 2.6.41, 2.7.41, 3.9.42, 3.10.42 and 11.7.44. Latter withdrawn 29.10.43 and replaced by MAP Permit No.9 on same date valid to 28.10.44. However Permit re-issued 27.9.44 in name of The British Parachute Co Ltd valid to 26.9.45 and for a further month.
G-AEGJ	Hendy Heck	6397	5. 9.39	NAC1	Parnall Aircraft Ltd, Yate 31.8.39.
G-AEGN	B.A.Swallow II	5466	5. 2.40	E	Bristol & Wessex Aeroplane Club Ltd, Bristol 29.8.39. At Whitchurch 25.9.39. Notified 10.12.39 as minus engine and housed at Briar Cottage, Wellsway, Keynsham c/o H.O.Keeling.
G-AEGO	B.A.Eagle II	5464	4. 7.39	NAC1	I.Ramsay c/o Rollasons, Hanworth 12.9.39. To Wing.Cdr. F.S.Cotton. To Grp.Capt.F.W.Winterbotham. C of A extended to 18.6.41 and Imp 31.10.41 owner notified 8.11.41.
G-AEGP	Miles M.2H Hawk Major	5456	27. 7.39	E	Reading Aero Club Ltd, Woodley 31.8.39. Imp 25.3.41 owner notified 7.4.41.
G-AEGT	Pou du Ciel	-		E	R.P.Hartley housed at "Brown Horse Inn" Winster, Windermere, Cumberland 1.9.39.
G-AEGU	Pou du Ciel	Auth.No.70	14. 5.37	E	G.A.Essex housed at Trafford Park, Penrhyn Bay, Llandudno 31.8.39.
G-AEGW	Avro 504N	5479	28. 5.39	E	L.J.Rimmer & W.F.Davison, Hooton. Destroyed by fire 8.7.40.
G-AEGY	Monospar ST.25	5506	2. 3.40	NAC1	J.W.Adamson, York Aerodrome 29.8.39. Imp 31.3.40 owner notified 12.6.40.
G-AEHH	Pou du Ciel	-		E	C.H.Cooper housed at 22 Stoney Cross, Spondon 1.9.39 in dismantled state.
G-AEHI	B.A.Swallow II	5471	9.11.39	E	G.L.Prendergast housed at private field at East Stoke, near Wareham, Dorset 1.9.39. To C.J.Packer, Burton Garage, near Chippenham, Wilts.
G-AEHJ	Heston Phoenix	5483	5. 7.40	NAC	The Heston Aircraft Co Ltd, Heston. To British Americanir Svs Ltd, Heston.
G-AEHK	B.A.Swallow II	5480	16. 2.40	E	J.S.S.P.Vereker (General, the Viscount Gort, VC,CBE,DSO, MVO,MC) Bircham Newton 31.8.39. Imp 10.5.40 owner notified 12.6.40.
G-AEHL	B.A.Swallow II	5481	26. 5.40	E	Mrs.B.S.McDonald, Witney 31.8.39. Imp 24.11.40 owner notified 3.12.40.

To be continued.....

# Complete Civil Registers : 6

## URUGUAY

## CX-



PART ONE

As a signatory to the International Convention for Aerial Navigation, held in Paris in 1919, Uruguay was allocated the registration series beginning C-U followed by three letters. There is no record of any registrations being used in this sequence.

After the International Radio Telegraph Conference in Washington in 1927, Uruguay was allotted five letter groups beginning with CW and CX as radio call signs, with CV also being allocated subsequently. The group prefixed CX was selected as the national marks for Uruguay in ICAN's revised listing of June 1928. Allocations of registrations began at CX-AAA and they have continued to be issued in a remarkably straightforward alphabetical sequence. All 26 letters are used, with the letter W spasmodically and only as the final letter of the group. Among rare cases of reissue is CX-ADL, originally a Taylorcraft BC-12 and more recently used on an Aero Commander. Where an allocation has not been taken up initially, it is normally reallocated.

In more recent years various suffix letters have been used. These have included F for ferry, R for restricted and X for experimental. It is even possible for more than one suffix to be carried simultaneously, such as -R-F. They are sometimes painted on the aircraft without a hyphen, as on CX-BHBF in 1968.

The Register which follows is presented in a different format to previous examples. In the early stages in particular the compilers have added numerous observations about the identities or histories of many of the aircraft and it was thought that this layout allowed the greatest flexibility for this purpose. Readers with their own views about the points raised are invited to submit their comments for use in future editions of Feedback.

Regn	Type	C/n	Regn date	Identity, owner, base and fate
CX-AAA	Avro 504	"HAC-504"	-	Alberto Wollkof, Montevideo. No further information. The "HAC" may be an error for Humber Motor Co, making this a 504A or 504K, while "504" is clearly the type number. Could this be one of four 504Ks delivered to the Uruguayan AF in 1920?
CX-AAB	Avro Avian	"514"	-	Raymond de Boismenu, Young; to Francisco de Boismenu. No further information. Avro c/n 514 was a model 621 Tutor delivered to China.
CX-AAC	DH.60 Moth	"484"	-	Luis Alberto Patron, Montevideo. NFI. DH Moth c/n 484 was G-CATH from 5.28 until dbf in 5.40.
CX-AAD	DH.60G Moth	818	.29	Jose R.Polero, Montevideo; to Mirta Vanni, Montevideo; to J.Guiffra, Montevideo; to Amilear Falco, Montevideo; to Juan Carlos de Leon and current in 1950. UK C of A issued 11.12.28 and exported via Argentine agent 15.4.29. Believed currently preserved at Melilla.
CX-AAE	DH.60G Moth	1057	.29	Jose R.Polero, Montevideo; to Juan Carlos de Leon, Montevideo; to Alcides Cacciatori, Canelones with whom it was still registered in 1950. UK C of A issued 15.4.29 and exported via Argentine agent 15.4.29. Fate unknown.
CX-AAF	DH.60G Moth	1225	.30	Lorenzo M.Zabaleta, Montevideo; to A.Feboo, Montevideo. UK C of A issued 24.2.30 and exported via Argentine agent 24.2.30. NFI.
CX-AAG	DH.60 Moth	"931"	-	Guillermo Chalking, Paysandu. DH c/n 931 was supplied as G-26 to the Chilean Government in 1929, so this c/n is probably incorrect. Crashed north of Paysandu 5.4.46, pilot Guillermo Holzman.
CX-AAH	DH.86	2325	9.38	Ex G-ADEC. Cia.Primeras Lineas Uruguayas de Navegacion Aerea (P.L.U.N.A.), Montevideo "Santa Rosa de Lima". Damaged landing at Artigas 22.10.45 and wfu, though still listed in 1950.
CX-AAI	DH.60 Moth	"342"	-	Manuel B.Rodriguez, Montevideo. C/n 342 was G-AACU, AV995. This is thought to be a Morane Moth. Currently preserved in Montevideo.
CX-AAJ	Bucker Jungmann	6	-	Carlos B.Giensia, Flores; to Dr.Beruet, Trinidad, and believed current.
CX-AAK	Potez 43	3332	-	Hubert Cheda, Canelones. NFI though still listed in 1950 and believed preserved at Museo Aeronautica Militar, Montevideo (?).
CX-AAL	Porterfield 90	43064 ?	-	Manuel Stirling, Young. Stored at Sarandi, 1971. NFI.
CX-AAM	Morane Saulnier (?)	734	-	Centro Nacional de Aviacion, Montevideo. NFI.
CX-AAN	Latecoere 26	741	-	Alberto Wollkof, Montevideo. NFI, possibly ex Air France?
CX-AAO	Potez 58	3638	-	Tydeo L.Burges, Montevideo. Still regd 1950. NFI.
CX-AAP	Potez 36	1587	-	Oscar D.Gestido, Montevideo. NFI.
CX-AAQ	Potez 60	4164	-	Direccion de Aeronautica Civil, Montevideo. NFI.
CX-AAR	DH.90 Dragonfly	7532	10.36	P.L.U.N.A., Montevideo "Churrinche". UK C of A issued 18.9.36 to Marquez Vaeza. Wfu 1949, preserved at Montevideo.
CX-AAS	DH.90 Dragonfly	7534	10.36	P.L.U.N.A., Montevideo "San Alberto". UK C of A issued 22.9.36 to Marquez Vaeza. Wfu 1946.

CX-AAT Taylor J-2 Cub	952		- Aero Club Flores, Flores, "La Mariposa". Still on register 1950, listed as Taylorcraft A, cancelled. NFI.
CX-AAU Breda 79S	78001		- Direccion de Aeronautica Civil, Montevideo; to Circulo Aero Deportiva del Uruguay, Montevideo "Leonardo de Vinci". Still on register 1950, cancelled. NFI.
CX-AAV Taylor J-2 Cub	968	28.5.37	Centro Nacional de Aviacion, Montevideo; to M.Escalde, Montevideo. Still listed 1950 as Taylorcraft A; cancelled. NFI.
CX-AAW Miles M.2H Hawk	138	.37	Ex G-ADAS. Juan M.Acuna, Montevideo. Re-registered CX-ACT to avoid use of letter W (not used again until CX-AVW). This aircraft is listed as M.2F c/n 128 but that became LN-BAH; other publications have preferred c/n 134 but this became VT-AGT. Cancelled, NFI.
CX-AAX Caudron Aiglou	7448		- Elbeo Fernandez Goyechea, Montevideo; to Alfonso Diaz; to J.C.Conti. Damaged beyond repair 22.2.46; cancelled.
CX-AAY Caudron Aiglou	7450/157		- Manuel B.Rodriguez Lopez, Montevideo. Cancelled by 1950. NFI.
CX-AAZ Caudron Aiglou	7449		- Alfonso Diaz Olascoga, Rivera; to Francisco de Boismenu, Young. Still on register 1950, cancelled. Dismantled & stored at Young.
CX-ABA Junkers Ju 52/3m	5877		- Compania Aeronautica Uruguay S.A. (C.A.U.S.A.), Montevideo "Uruguayo". To museum of aeronautics.
CX-ABB Junkers Ju 52/3m	5886		- C.A.U.S.A., Montevideo "El Argentino". Abandoned at Paysandu.
CX-ABC Taylor Cub	1833 ?		- Enrique M.Cament, Montevideo; to J.R.Rodriguez, Durezno. Canc pre-1950. Listed as a Taylorcraft A but photographic evidence shows it to have been a Cub. C/n quoted was NC20033 C of A issued 10.37 and renewed 10.38, canc .39 which does not seem strictly in sequence. Identity NC26542 often quoted but refers to BC-65 c/n 1883 which remained in the USA. J-2 Cub therefore seems most likely.
CX-ABD DH.87B Hornet Moth	8122	10.37	Ex G-AEXM. Leandro Passeggi, Montevideo; to R.Cleremont. Still on register 1950; cancelled. NFI.
CX-ABE Beech C.17B	104		- Ex R319, LV-LDA. Manuel Stirling, Young. Canc 1951, to Argentina.
CX-ABF Taylor J-2 Cub	992	23.10.37	Fernando Silveira Riet, Montevideo. Still listed 1950, as BC-65; cancelled. NFI.
CX-ABG DH.86B	2346	11.37	Ex G-ADYE. P.L.U.N.A., Montevideo. Still regd 1950. NFI.
CX-ABH Farman	?		- Ministerio De Salud Publica, Montevideo. Ambulance. Canc pre-1950. Exact model or c/n untraced. NFI.
CX-ABI DH.89A Dragon Rapide	6371	1.38	Berto Scaglione, Montevideo, operating as Cia Expreso Del Plata. Seaplane. Ex CF-BFM. Canc pre-1950. NFI.
CX-ABJ Caudron Pelican	510		- Pierre Raul Millot, Montevideo. Crashed 5.1.46, Mellilla.
CX-ABK Bucker Jungmann	803	6.40	Direccion de Aeronautica Civil, Montevideo. Current 1950; canc. NFI.
CX-ABL DH.89A Dragon Rapide	6333	8.7.36	Ministerio De Salud Publica, Montevideo. Ambulance. Still on 1950 register; cancelled. NFI.
CX-ABM Zlin XII	223		- Centro Nacional de Aviacion, Montevideo. Cancelled. NFI.
CX-ABN Waco UOC	4333		- Amilcar Falco, Montevideo; to L.A.Corbo, Treinta y Tres. Officially listed as model 7KB-7. Originally exported to Jorge Luro, Buenos Aires. Sold as LV-ZEM, 9.41.
CX-ABO Junkers A 50 Junior	3525		- Gualberto Etcheverry, Montevideo; to Luis Gonella. Crashed 24.2.46, details unknown. Built about 1931, previous identity?
CX-ABP Stinson 10	7603	19.8.40	Direccion de Aeronautica Civil, Montevideo. Current 1950; canc. NFI.
CX-ABQ Aeronca 65C	C.8510	17.6.40	Ex (CX-ABK) and painted as such for delivery. Direccion de Aeronautica Civil, Montevideo. Still listed 1950, cancelled. NFI.
CX-ABR Waco YOC	4326		- Hector Salaverry, Montevideo. Officially listed as model 7KB-7; originally exported to Jorge Luro, Buenos Aires. Sold 10.46, LV-NDY.
CX-ABS Waco YKS-7	4638		- Ex R350, LV-IEA. Edmundo Irisarri, Montevideo. Officially listed as model QDC-5. Originally to Jorge Luro, Buenos Aires 10.37. NFI.
CX-ABT Piper J-3C-50 Cub	4358	21.5.40	Centro Aviacion Salto, Salto. Originally exported to F.S.Riet. Still on register 1972. Cancelled. NFI.
CX-ABU Piper J-4A Cub Coupe	4-1044	21.5.40	Fernando Silveira Riet, Montevideo. Cancelled pre-1950. NFI.
CX-ABV ) CX-ABW )	Registrations not used		
CX-ABX Junkers K 16	527		- Ex R311, LV-EDA. Isidoro Avelino, Montevideo. Canc pre-1950. NFI.
CX-ABY Stinson 10	7754	19.12.40	Centro Aeronautica Del Uruguay, Montevideo; though originally exported to Traviesco & Lestido, Montevideo 12.40. Canc 1968-72.
CX-ABZ Stinson 10	7750	19.12.40	Centro Aeronautica Del Uruguay, Montevideo; originally exported with CX-ABY above. Cancelled. NFI.
CX-ACA Stinson 10	7747	19.12.40	Centro Aeronautica Del Uruguay, Montevideo. As for CX-ABZ above.
CX-ACB Stinson 10	7755	19.12.40	Centro Aeronautica Del Uruguay, Montevideo. As for CX-ABZ above.
CX-ACC Taylorcraft BC-65	2449	16.12.40	Nicanor Amaro, Salto. Known to be stored at Paysandu in 1970s.
CX-ACD Taylorcraft BC-65	2391	3.12.40	Nicanor Amaro, Salto. Often reported as a BL-65. Still on 1950 register; cancelled. NFI.
CX-ACE Piper J-5A Cub Cruiser	5-463	8.1.41	A.Piegas da Cunha, Salto. Still on 1950 register. Cancelled, NFI.

# U.K. C of A Applications

PART THIRTEEN

This being the thirteenth part of the C of A saga it was perhaps inevitable that something would go wrong, in this case the manuscript covering Applications 8067 to 8137 has contrived to disappear. That section will be covered in the next edition to allow time for the compilers to peruse the relevant tablets once more.

Application Nos 8138 to 8208 were received on 16.1.46 from Taylorcraft Aeroplanes (England) Ltd for a batch of Auster 5 Srs. J/1 with c/n's 1884-1900, 1951-1997 and 2002-2008. Registration, c/n, C of A No and issue details were as follows:-

OO-ATY	1884	7439	20.	2.46	Appareillage Tech et Ind
G-AHAM	1885	7412	7.	3.46	
G-AHAO	1886	7430	4.	3.46	
G-AHAP	1887	7431	28.	2.46	
G-AHAR	1888	7432	28.	2.46	
G-AHAS	1889	7433	28.	2.46	
OY-DGE	1890	7438	28.	2.46	Scanaviation Ltd
OY-DGI	1891	7452	1.	3.46	Scanaviation Ltd
G-AGXB	1892	7362	19.	3.46	Lt.Cdr.J.J.Dykes
G-AGXC	1893	7360	22.	3.46	T.Carlyle
G-AGXD	1894	7395	25.	3.46	R.D.King
G-AGXE	1895	7363	30.	3.46	Kennings Ltd
G-AGXF	1896	7364	30.	3.46	R.G.Lawrence
G-AGXG	1897	7365	30.	3.46	A.J.Linnell
G-AGXH	1898	7366	2.	4.46	E.Turner
G-AGXI	1899	7368	1.	4.46	Kigass Ltd
G-AGXJ	1900	7394	2.	4.46	Grosvenor Sq Garages
G-AGXK	1951	7393	8.	4.46	(Initially allocated to J.Morgan but deleted in favour of Auster Acft Ltd)
SE-ARI	1952	7543	26.	3.46	Aktiebolaget Hans Osterman
SE-ARK	1953	7544	26.	3.46	Aktiebolaget Hans Osterman
SE-ARL	1954	7545	26.	3.46	Aktiebolaget Hans Osterman
G-AHAX	1955	7526	2.	4.46	
G-AHAY	1956	7527	15.	4.46	



Autocrat G-AHAY at Booker on 4.6.68. (Tom Dunstall)

PH-OTO	1957	7546	2.	4.46	K.L.M.
OY-DGO	1958	7547	2.	4.46	Scanaviation Ltd
SE-ARV	1959	7542	18.	3.46	Aktiebolaget Hans Osterman
G-AHCF	1960	7528	9.	4.46	
G-AGXL	1961	7397	13.	4.46	
G-AGXM	1962	7370	13.	4.46	T.McDonald Ltd
G-AGXN	1963	7369	13.	4.46	G.Brady & Co Ltd
G-AGXO	1964	7371	13.	4.46	(Initially allocated to Taylor Woodrow Contr Ltd but deleted in favour of Maj.H.Blount)
G-AGXP	1965	7361	17.	4.46	(Initially allocated to G.Gibb-Gray but deleted in favour of Private Flying Ipswich Ltd)



Still at Ipswich in 1954, G-AGXP was then operated by East Anglian Flying Services. (C.E.Coote)

G-AGXR	1966	7372	15.	4.46	The Uganda Co Ltd
G-AGXS	1967	7373	15.	4.46	(Initially allocated to F.L.Lees but deleted in favour of Derek Crouch (Contractors) Ltd)

G-AGXT	1968	7374	25.	4.46	(Initially allocated to W/Cdr.Beaumont but deleted in favour of Grosvenor Square Garages Ltd)
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J/1N G-AGXT at Bickmarsh following a heavy landing on 7.6.69. (Bernard Martin)

G-AGXU	1969	7375	27.	4.46	J.Bate
G-AGXV	1970	7413	27.	4.46	
G-AGXW	1971	7376	27.	4.46	C.R.Mauritzen
G-AHCJ	1972	7563	2.	5.46	
G-AHCK	1973	7564	2.	5.46	British Air Transport Ltd



Another J/1N conversion G-AHCK at Shoreham 18.3.72 with a circular cover below the rear cabin windows. Could this have been a camera mounting when it was used by Aero Pictorial and Hunting Surveys in the 1950s and 1960s? The same thing can be seen on G-AGXT above, owned throughout that period by Wolverhampton/Derby Aviation. (M.Fillmore)

HB-EOP	1974	7685	1.	5.46	J.H.Keller, Zurich
-	1975	7667	15.	4.46	Boon & Co (Became OO-AMI)
G-AHHD	1976	7622	30.	5.46	
G-AHCL	1977	7761	20.	5.46	
VP-UAA	1978	7666	15.	4.46	The Uganda Co Ltd
G-AHCM	1979	7565	10.	5.46	



Autocrat G-AHCM at Rearsby on 29.5.54. (M.P.Marsh)

G-AHCN	1980	7566	10.	5.46	
HB-EOF	1981	7686	1.	5.46	J.H.Keller
G-AGXX	1982	7377	10.	5.46	(Initially allocated to Capt.C.P.Rigby but deleted in favour of Auster Acft Ltd)
G-AGXY	1983	7378	10.	5.46	(Initially allocated to W.R.Porter but deleted in favour of Auster Acft Ltd)
G-AGXZ	1984	7379	10.	5.46	Mr.Wheaton



Above: G-AHHW at Denham in August 1954. Below: G-AGYM, location and date unknown. Both via Peter Moss.



G-AGYF	1987	7382	16.	5.46	(Initially allocated to Lt.Col.Binns but deleted in favour of F.G.Duval)
G-AGYG	1988	7383	16.	5.46	(Initially allocated to Williams Wilson & Sons but deleted in favour of Auster Acft Ltd)
G-AGYH	1989	7384	16.	5.46	(Initially allocated to M.C.I. & Repitition Ltd but deleted in favour of Auster Acft Ltd)
G-AGYI	1990	7385	16.	5.46	(Initially allocated to J.Morris but deleted in favour of Auster Acft Ltd)
G-AGYJ	1991	7357	16.	5.46	K.E.Millard & Co Ltd
G-AHCO	1992	7567	30.	5.46	
G-AHCP	1993	7568	30.	5.46	
G-AHHE	1994	7623	-		Appln cld 20.5.46
G-AHHW	1995	7770	23.	5.46	
OO-AVE	1996	7789	21.	5.46	G.L.Van Puymbroeck
-	1997	7929	11.	6.46	The Great Western of Brazil Railway Ltd (became VP-TAS)
G-AGYK	2002	7386	7.	6.46	Maj.H.Blount
G-AGYL	2003	7387	7.	6.46	A.A.Selbourne
G-AGYM	2004	7388	7.	6.46	Col.Charles W.D.Rowe
G-AGYN	2005	7389	7.	6.46	Colin Gilbert
G-AGYO	2006	7390	30.	5.46	(Initially allocated to Christie Tyler Ltd but deleted in favour of Auster Acft Ltd)
G-AGYP	2007	7391	17.	6.46	British Air Transport
G-AGYR	2008	7392	19.	6.46	British Air Transport

G-AGYD	1985	7380	10.	5.46	(Initially allocated to British Air Transport Ltd but deleted in favour of Lockwoods F/Svs)
G-AGYE	1986	7381	16.	5.46	(Initially allocated to Kigass Ltd but deleted in favour of Auster Acft Ltd)

Of the "missing" c/n's between 1884 and 2008, details for 1998-2001 feature later in this instalment. The batch from 1901 to 1950 were for Auster Model K(AOP.6) although 1916/7 were Auster 5 floatplanes TW522 and TW521. However, no serial tie-ups seem to exist for c/n's 1912-1915, 1918-1920 and 1937-1940. Any offers ?

Applications Nos 8209-8214 were received on 16.1.46 from Percival Aircraft Ltd for a batch of Proctor 5. Registration C of A Nos and issue details were as follows:-

G-AGTA	Ae 8	7336	19.	1.46	(Issued to c/n Ae 10 amended to Ae 8)	G-AGTD	Ae 10	7298	6.	2.46	A.C.L.Barrett (Issued to c/n Ae 9)	
G-AGTB	Ae 9	7343	29.	1.46	Marshalls F/School (Issued to c/n Ae 9)	VH-AIE	Ae 13	7344	11.	3.46	J.E.Money	
C-47 Dakota 3	BOAC	G-AGYX	12472	7338	23.	3.46	ZS-ATZ	Ae 12	7345	2.	3.46	Air Operating Co (Pty)
Liberator II	Scottish Avn Ltd	G-AGZH	69	7340	2.	3.46	ZS-ATY	Ae 11	7346	27.	3.46	Air Operating Co (Pty)
C-47 Dakota		G-AGZF	6208	7341	11.	5.46						
C-47 Dakota 3		G-AGZG	"42-23941"	7342	16.	5.46						
Liberator II		G-AGZI	55	7339	21.	9.46						
DH.89A	Field Consolidated A/C Svs Ltd	G-AGZU	"NR674"	7359	12.	2.46				Hunting Air Travel Ltd	17.	1.46
Short Shetland	Short Bros (Rochester & Bedford) Ltd & MSAP	G-AGVD	"DX171"	(T) -							25.	1.46
M.38 Messenger II	Miles A/C Ltd	G-AGUW	6267	(T)7512	28.	2.46				Miles Acft of S.Africa (Pty) Ltd	26.	1.46

This aircraft is quoted in the old AIR-BRITAIN G-AGAA - G-AGZZ Register as being restored from OO-CRH. Strangely this set of marks (circa 1945) does not feature in the earlier ARCHIVE listings of the Belgian Congo Register. It has always been listed in previously published data as going to the South African Miles Agent and eventually went to the Congo as OO-CCM (See ARCHIVE 81/68). Further comments on OO-CRH welcome!

DH.82A	Marshalls' Flying School Ltd	G-AGZY	82287	7406	6.	6.46					22.	1.46
Airspeed Oxford	Airspeed Ltd	G-AGVY	3204	7407	15.	3.46					18.	1.46
Avro XIX	A.V.Roe & Co Ltd	-	1285	7467	22.	2.46				M.O.S & A.P. (as VN-889)	24.	1.46
Taylorcraft Plus D	J.L.Brockhouse	G-AGZN	178	7415	19.	7.46					31.	1.46
DH.89A	de H	VP-YDE	6925	7513	20.	2.46				DH Acft of S.Africa	1.	2.46
		VP-YDF	6924	7462	14.	2.46					1.	2.46
Monospar ST.25	Southern A/C (Gatwick) Ltd	G-AHBK	71	7422	6.	6.46					31.	1.46
Proctor I	Air Taxis Ltd	G-AGYC	"P6182"	7421	19.	7.46				Southern Aerowork Ltd	31.	1.46
		G-AGYB	"P6231"	7420	10.	4.46					31.	1.46
		G-AGYA	"P6188"	7419	20.	2.46					31.	1.46
	Field Consolidated A/C Svs Ltd	G-AHAZ	"P6170"	7418	29.	3.46					31.	1.46
C-47A Dakota 3	BOAC	G-AGYZ	12278	7423	21.	3.46					6.	2.46
Taylorcraft Plus D	Taylorcraft Aeroplanes (England) Ltd	G-AHAH	199	7424	8.	3.46					4.	2.46
		G-AHAI	202	7425	21.	3.46					4.	2.46
		G-AHAK	177	7426	13.	3.46					4.	2.46
		G-AHAJ	221	7427	8.	3.46					4.	2.46
Proctor I	A.R.Frogley & Herts & Essex Avn	G-AGZL	"P6251"	7428	6.	4.46				(To Herts & Essex only)	7.	2.46
		G-AGZM	"P6259"	7429	28.	9.48				(To Herts & Essex only)	7.	2.46
Avro XIX	A.V.Roe & Co Ltd	G-AGWE	1286	7434	12.	6.46				Minister of Civil Avn	2.	2.46
		G-AGWF	1287	7435	12.	6.46				Minister of Civil Avn	2.	2.46



Above left: Miles Nighthawk VR-TCM features below as G-AGWT to which it was restored in 1962, prior to which it was photographed at Redhill wearing Proctor spats. (C.A.Nepean Bishop)

Above right: Orange Dragon Rapide G-AHAG geographically astray at Halfpenny Green on 9.3.72. (M.P.Fillmore)

Right: Avro Nineteen G-AGWE served with the MCA and then with Decca Navigator before taking up Treffield titles as seen at Sywell during April 1966. (R.W.Simpson)



Miles Mercury (Issued with Type Certificate No.TC 101)	Miles A/C Ltd	G-AHAA	6268	(T)7715	3. 5.46		2. 2.46
Newbury EoN	Elliotts of Newbury Ltd	G-AKBC	EoN/1	(T)9694	8. 9.47		30. 1.46
(Issued with Type Certificate No.TC 154)							
Miles Nighthawk DH.89A	Miles A/C Ltd de H	G-AGWT	286	7436	15. 3.46		6. 2.46
		-	6927	7471	18. 2.46	Organizacao Mineira de Transportes Aereos (To PP-OMB)	9. 2.46
		G-AHAG	6926	7437	18. 2.46	Lancashire Acft Corpn	8. 2.46
Proctor II	Western A/W Ltd	G-AGWV	"P6197"	7441	11. 3.46		14. 2.46

Application Nos.8249-8258 were received on 13.2.46 from Miles Aircraft Ltd for a batch of reconditioned ex-RAF Miles M.14A Magister (Hawk Trainers) for sale to Argentina. The c/n, ex RAF serial, C of A No and issue details were as follows:-

1834	R1833	7442	4.	3.46
2075	T9838	7443	14.	3.46
572	L8063	7444	11.	3.46
903	N3857	7445	5.	3.46
1739	P6371	7446	5.	3.46
1051	N5415	7447	14.	3.46
408	L5976	7448	4.	3.46

957	N3919	7449	14.	3.46
872	N3826	7450	11.	3.46
1981	T9704	7453	5.	3.46

c/n 572 and 1051 became LV-XMI and LV-XMM and no doubt the others also received markings in the same range but are so far untraced.

Taylorcraft Plus D	Air Training (Fair Oak) Ltd	G-AHBO	HH986	7470	16. 4.46	AirTraining (Oxford) Ltd	13. 2.46
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Application Nos.8260-8271 were received on 15.2.46 from Miles Aircraft Ltd for a batch of reconditioned ex-RAF Miles M.14A Magister (Hawk Trainers) for sale to the Irish Air Corps. The c/n, ex RAF serial, Irish Air Corps Serials, C of A No and issue details were as follows (all C of A's issued to the IAC direct):-

Taylorcraft Plus D G-AHAI, apparently at Denham where it spent many years with the Flying Club. Not long after being sold to Vendair it was written off in France on 8.11.59. (via Peter Moss)



2189	V1016	134	7454	14.	2.46	915	N3869	130	7460	14.	2.46
768	L8342	131	7455	14.	2.46	2000	T9733	129	7461	14.	2.46
2044	T9807	132	7456	14.	2.46	2247	V1094	136	7505	24.	2.46
2242	V1089	133	7457	14.	2.46	778	L8352	137	7504	24.	2.46
1779	P6424	127	7458	14.	2.46	1835	R1834	138	7502	24.	2.46
1827	R1826	128	7459	14.	2.46	2040	T9803	135	7503	24.	2.46

Applications Nos.8272-8277 were ceived on 12.2.46 from Vickers-Armstrongs Ltd for a batch of VC.1 Viking 1A Srs.1, Registration, c/n, C of A No and issue details were as follows:-

G-AGON	4	7697	(TR)	10.	5.46	BOAC (BEA Divn)	G-AGRO	7	7711	12.	6.46	The Secretary MoS		
G-AGRM	5	7698		17.	6.46	BOAC (BEA Divn)	G-AGRP	8	7712	18.	6.46	The Secretary MoS		
G-AGRN	6	7710		17.	5.46	BOAC (BEA Divn)	G-AGRR	9	7713	(T)	5.	7.46	The Secretary MoS (as Srs.6)	
DH.89A			de H	-	6935	7562	18.	3.46				The Secretary, M of S.A.P.	14.	2.46
				-	6934	7525	6.	3.46				BEAC as G-AHGH (Initially allocated to the Secretary, M of S.A.P)	14.	2.46
Airspeed Envoy			Field Consolidated A/C Svs Ltd	G-AHAC	"P5626"	7465	18.	4.46				Brevet F/C Ltd	16.	2.46
DH.89A			de H	G-AGZJ	6936	7463	1	4.46				British American Air Svs	14.	2.46
				G-AGZK	6937	7464	21.	3.46				British American Air Svs	14.	2.46
C-47A Dakota			BOAC	G-AGZA	12455	7466	10.	3.46					16.	2.46

Applications Nos.8284-8295 were received on 18.2.46 from The Secretary, Ministry of Supply & Aircraft Production for a batch of Tiger Moths ex-RAF for delivery to Holland. Registration, ex-RAF serial, C of A No and issue details were as follows (all C of A's issued to DGCA, The Hague):-

PH-UAM	PG629	7475	25.	4.46	PH-UAE	EM771	7481	11.	3.46
PH-UAH	NM198	7476	29.	3.46	PH-UAL	NM195	7482	25.	4.46
PH-UAA	NL906	7477	25.	4.46	PH-UAK	NL844	7483	25.	4.46
PH-UAI	NM123	7478	29.	3.46	PH-UAB	EM748	7484	11.	3.46
PH-UAC	NL871	7479	11.	3.46	PH-UAG	DF137	7485	29.	3.46
PH-UAD	PG619	7480	11.	3.46	PH-UAF	PG627	7486	29.	3.46



All the Dutch Tiger Moths listed above had to be fitted with an elongated fin, said to reduce the rate of spin. They served for many years with the Rijksluchtvaartschool as trainers, later taking on roles such as banner-towing for which the single-seat conversion PH-UAI was clearly equipped when photographed in the late sixties. (via M.P.Fillmore)

Proctor I		Field Consolidated A/C Svs Ltd	G-AHBR	"LZ593"	7468	1.	5.46	Hunting F/C	16.	2.46
			G-AHBS	"P6062"	7469	2.	4.46		16.	2.46
DH.82A			G-AHDF	"EM981"	7472	9.	4.46	Hunting F/C	13.	2.46
			G-AHDE	"DE143"	7473	12.	3.46	Hunting F/C	13.	2.46
			G-AHDD	86051	7474	2.	3.46	Hunting F/C	13.	2.46

Application No.s8301-8312 were received on 21.2.46 from A.V.Roe & Co Ltd for a batch of Avro 691 Lancastrian. Registration, c/n, C of A No and issue details were as follows (all C of A's issued to M of S & AP):-

G-AHBT	1288	7487	23.	8.46	G-AHCA	1295	7494	6.11.46
G-AHBU	1289	7488	16.	9.46	G-AHCB	1296	7495	8. 1.47
G-AHBV	1290	7489	18.	9.46	G-AHCC	1297	7496	12.12.46
G-AHBW	1291	7490	15.10.46	G-AHCD	1298	7497	10. 1.47	
G-AHBX	1292	7491	2. 4.47	G-AHCE	1299	7498	2. 4.47	
G-AHBY	1293	7492	2. 4.47					
G-AHBZ	1294	7493	6.11.46					

Proctor 5		Percival A/C Ltd	G-AGTE	Ae 14	7499	1.	3.46	Butlins Ltd	20.	2.46
			G-AGTF	Ae 16	7500	12.	3.46	R.C.G.Slazenger	20.	2.46
			G-AHBA	Ae 17	7501	21.	3.46	Dunlop Rubber Co	20.	2.46
			VP-RAM	Ae 15	7516	4.	3.46	Harold D.Gray	20.	2.46
C-47A Dakota		BOAC	G-AGZB	12180	7508	13.	3.46		27.	2.46
			G-AGZC	12222	7509	13.	6.46		27.	2.46
Miles M.57 Aerovan		Miles A/C Ltd	G-AGWO	6432	7510	27.	6.46		27.	2.46
		(Type Certificate No.TC 106)								

to be continued . . . .



# Casualty Compendium

PART NINE

Another long and detailed selection of responses this time, mainly from 1934 and 1935 casualties but some of the earlier ones demonstrate how our contributors will not settle until every bit of the detail is complete.

Credits for the contributions below are due to: G.Allen, P.Bajlum, M.G.Brackenridge, R.Bull, M.Callister, J.M.Davis, P.W.Davis, R.Esperou, V.Ferry, J.Geelen, P-M.Gerhardt, J.Gerritsma, J.M.G. Gradidge, J.Gregory, D.P.Hagedorn, H.J.Hazewinkel, R.Hough, F.Knight, B.Martin, K.Measures, B.Moores, V.Smith, J.Stroud, G.Terry and T.Weihe. Thank you all.

We begin with a survey of the accident photos from the last three editions - and a reminder that any prints from the Thirties will be considered for inclusion here.



One reader to respond to our request for more difficult identification problems was Gerard Terry, who sent this casualty in. He knows the answer and the Editor thinks that he does - how about you?

Previously published casualties:

- NC664M (photo p.82/51) Date seems to be 13.8.30; according to the FAA file, the Commodore, c/n 8, was overhauled at Dinner Key, Miami by 1.9.30 and passed into PAA ownership on 15.9.30. The biography of R.A.O'Neill (President of NYRBA) recalls that the ten foot high sugar cane helped to make the landing smooth - though the aircraft must have gone beyond the cane field as the photo shows. He dates the accident "July" and confirms that both engines failed, but recollections after forty years may be imperfect...
- G-ABPI (photo p.82/53) The Atalanta accident was due to fuel starvation on take-off as a result of an experimental fuel vent system malfunctioning.
- G-AAUD (photo p.82/53) The accident is confirmed as at Entebbe 6.10.35 - it was shown from another angle in 'Flight' of 15.12.79 which stated that Hanno was repaired at Croydon! The aircraft was struck by lightning and damaged in the subsequent landing. Crew and passengers were uninjured.
- G-ACFV (photo p.82/81) This was an Avro 642 of Midland & Scottish Air Ferries, named "Marchioness of Londonderry" and based at Hooton for the Liverpool-Birmingham-London service. It left Romford 4.6.34 with 2 crew and 1 passenger but ran out of fuel and force-landed in a field at Cerrig-y-Druidion, Denbigh. Fifty gallons of petrol were obtained but on take-off G-ACFV caught a wall at the end of the field with the evident result. After rebuild the Avro went to Commercial Air Hire of Croydon and was eventually destroyed as VH-UXD in New Guinea 11.3.42.
- G-ABFA (photo p.82/109) Short S.17 Kent "Scipio" c/n S.758 of Imperial Airways, pilot Capt.A.S.Wilkinson, alighted heavily in bad weather at the airline base at Mirabella, Crete on 22.8.36. Two passengers lost their lives and nine were injured.
- 26.2.27 (see 82/109) Gerard Terry suggests that the Loening OA-1As would be from serial range 26-428 to 26-442.
- 19.4.28 (see 82/109) Peter Gerhardt confirms that Roland c/n 42 D-1692 "Stolzenfels" could not be involved in this accident as it was only built in 1929 and later became D-ARAF. C3n 36 (not 32) was D-1292 "Brocken" and was sold in 2.28 as M-CCCC. So what was M-CAAC?
- 1.2.31 (see 82/109) If the description is correct the type should be Heath CNA-40 Midwing.
- 12.9.31 (see 82/109) The Wal PP-CAL is supposed to have hit a dredger rather than an underwater wreck.
- 30.5.32 (see 82/109) The pilot of "Lone Star" was Nat Browne. A 'Times' report datelined Seattle, May 30th indicates that 30.5.32 must be the correct date after all.
- 18.9.32 (see 82/110) The c/n of Puss Moth VH-UPM was 2052.
- 12.4.33 (see 82/110) The Avian was found by a French Army motorised Sahara patrol, not 'a group of Arabs'.
- 2.5.33 (see 82/110) OY-DAC left Copenhagen on 1.5.33 at 2130 hrs for Malmo, left there at 2205 and crashed at Hannover st 0105 local time on 2.5.33 - which is therefore the correct date.
- 11.9.33 (see 82/110) PZL-19 SP-AHH c/n 1, competition number 01, was attempting the International Distance record for FAI Cat.1 light a/c. After take-off from Warsaw it encountered severe turbulence over Kazan, lost control and spun. Recovery was too low to avoid the crash in which pilot Lewoniewski was killed.
- 21.9.33 "Duchess of Curlandia": designer was Herberts Cukurs (not Cujuns) and aircraft was C.3 "Kurzemes Hercogiene" registered YL-AAB.
- 21.10.33 Boulton & Paul Mailplane is G-ABYK c/n P.64/1, the only example built. On 2nd or 3rd test flight during official trials at Martlesham it dived in from a turn at 1200 feet. Pilot F/Lt Richmond badly injured.
- 31.10.33 Basle-Paris service was being operated by Farman 301 F-AJMI c/n 4. Radio operator G.Supply and passenger Dr. Sperry killed, gold cargo scattered and one of four chamois destined for London Zoo escaped alive.
- 2.11.33 Amphibian may be Douglas Dolphin 1 NC12212 c/n 1002, two others of Wilmington-Catalina survived longer.
- 16.11.33 Air France Leo was F-AIFD, a Leo 212 c/n 1 used as a freighter. Engine fire occurred at 3000 feet and a/c crashed onto the roof of a carpet factory. The two crew escaped by parachute.
- 22.11.33 Kalinin K-7 crashed after structural failure of port tail boom on 21.11.33. Claimed to be the world's biggest with 120 passenger capacity. Was Kalinin himself on board as some reports suggest?
- 24.11.33 Sikorsky No.16 crashed in Hangchow Bay, East of Chusan Is in thick fog.
- 8.12.33 Wilson Airways DH.84 Dragon 1 VP-KAW c/n 6047 crashed, but at Mombasa ?
- 9.12.33 The Viastra must have been VH-U00 c/n 1 as the other WAA Viastra was already dbr on 11.10.33.
- 14.12.33 Union Airways Junkers W.34f ZS-AEB c/n 2735. This was the first fatal accident in South African commercial airline service. Four were killed, two unhurt.
- 17.12.33 Flying boat was CAMS 53.1 F-ALCH c/n32 formerly a CAMS 56 of CGEA operated by Air France from 1933.
- 22.12.33 Sabena aircraft was SABCA/Fokker F.VIIb/3m OO-AIE, c/n unknown.

- 7.1.34 "Emeraude" in both cases was Dewoitine 332 F-AMMY c/n 01. Pilot was Maurice Nogues, pioneer of eastern and routes and director of operations of Air France. The aircraft left Gwadar after repair on the night of 9/10th and January. Crash occurred at Corbigny in very bad weather, "Emeraude" broke up in flames from 5000 feet.
- 15.1.34 Singh was attempting England - Cape record. Accident report says petrol feed pipe ruptured (other reports say oil leak) and Singh force-landed in darkness onto a forest, the aircraft lost a wing and Singh fractured a leg. There are other inconsistencies, the location being quoted as at Montargis, or Griselles, or near Carcomb in Vaucluse. The aircraft was M.2B Hawk c/n 12 usually quoted as VT-AES for which photos exist, but for some reason it is referred to by its previous identity G-ACKW on the accident report.
- 20.1.34 Bellanca "Colombia" was WB-2 NX237 which held world endurance and distance records in the late twenties.
- 25.1.34 I-ABIV was a Savoia S-71 which had flown from Rome to Brazil from 27.1.34 to 29.1.34. Location was also quoted as 15 miles from Ceara, which turns out to be the same place as Fortaleza. I-ABIV overturned in forced landing.
- 29.1.34 French air mail aircraft was Late 28.1 F-AJPA c/n 925 operating Casablanca - Dakar service. It was destroyed in the crash and one crew killed. Wreckage was deliberately burned after the mail had been removed.
- 26.2.34 "Von Krohne" was Sikorsky S-38B registered C-47, ex NC9107, c/n 114-6.
- 10.3.34 The Byrd Expedition aircraft was probably Curtiss T-32 Condor NR12384 c/n 41. The 'Times' however quotes it as a Fokker with the date as 14.3.34.
- 15.3.34 Late 25 "written-off by Bureau Veritas" had crashed on 13.3.34 at Berre. It was F-AISB c/n 650.
- 20.3.34 Date actually 3.5.34; PP-CAR a Junkers 34fi "Tapajoz" c/n 2711 was salvaged and rebuilt only to crash at Rio de Janeiro on 16.4.45.
- 4.5.34 Balloon was 9500 m3 "Bartsch von Sigsfeld" which left Bitterfeld with two crew, Masuch and Schrenk. It was found 14.5.34 near Sebezh, NE of Daugavpils (Dunaburg); Masuch dead near the gondola, Schrenk 15 km away.
- 13.5.34 Trimotor damaged at Purley was Wibault 282 F-AMHL c/n 6. It ran out of fuel 100 yards from Croydon Aerodrome and force-landed in a cricket field (during a match) with only slight injuries to the occupants. Wings, u/c and propellers were damaged but the Wibault survived until cancelled 11.6.46.
- 19.5.34 The Fokker at Edmonton was AF-14A CF-AUD c/n 1421, ex NC844W, of Mackenzie Air Services. Date 24.5.34 ?
- 25.5.34 Would be a Boeing 247 but no records of this accident may thus indicate that it was only minor.
- 30.5.34 Freighter was Loire et Olivier 213 F-AIVG c/n 3, when on take-off from Croydon broke nearly 6 feet off the top of a 100 foot radio mast and crashed into gardens near Foresters Drive adjoining the airfield. Crew of Des Fives and L'Huillier both killed. It appears that Des Fives was also the pilot in the 19.5.34 incident.
- 31.5.34 Trinidad aircraft was DH.60X VP-TAA c/n 859. Passenger Bradshaw also lost.
- 3.6.34 Air France Late at Recife was 26.2R F-AILG c/n 658. No fatalities.
- 11.6.34 DLH aircraft was on Cologne - Frankfurt service and crashed near Wiesbaden while flying in low cloud. Only the pilot was killed. Aircraft not yet identified.
- 22.6.34 Czech aircraft was chartered by German actor Max Pallenburg, who had missed the service aircraft on the Prague to Karlsbad route. Pallenburg, the pilot and one other passenger were all killed. Aircraft identity ?
- 26.6.34 Northrop Delta 1E SE-ADW c/n 29 on one of the first Stockholm - Malmo night mail flights. Crew parachuted.
- 7.7.34 F-ALZQ was Fokker F.VIIb/3m c/n 5286 of Air France. It was rebuilt and registered again on 11.8.34.
- 10.7.34 American aircraft was Curtiss Hawk II c/n H-80 or H-81; both were bought by the German Air Ministry in 10.33 at Udet's instigation. Reported to have gone into a spin at 300 ft, yet Udet parachuted to safety.
- 20.7.34 EC-IAA was an Avro Avian, owner Jose Canudas.
- 27.7.34 Curtiss Condor T-32C CH-170 c/n 53. Swissair's first fatal accident when flying wire attachments on starboard wing failed en route Zurich to Berlin. Twelve killed, not eleven as reported.
- 12.8.34 "Trail of the Caribou" was DH.84 Dragon G-ACJM c/n 6049 and formerly Mollison's "Seafarer II". Flown by Capt Leonard Reid and J.R.Ayling it had crossed the Atlantic from Wasaga Beach, Canada to Heston on 8 - 9.8.34 in an attempt to fly nonstop to Baghdad. On this day it was flying Bristol - Manchester (!), pilot Reid plus one lady passenger, when it diverted to Hamble in bad weather, hit a boundary hedge on landing and crashed.
- 23.8.34 Several aspects of this report may be incorrect. The location was not Allahabad but Mingaladon aerodrome near Rangoon, the incident was due to port engine failure and the maintenance crewman was injured not killed. The aircraft involved was Fokker F.VIIb/3m F-ALUJ c/n 5306.
- 1.9.34 "NACA" stands for Nicaraguan Atlantic Coast Airlines. Their only likely seaplane candidate was Fokker Super Universal NC9129 c/n 847. Their other Super Universal NC123M c/n 864 was on wheels by this date.
- 3.10.34 Qantas "Atalanta" was DH.50A VH-UHE c/n 4. Last seen several miles off route flying in a heavy dust storm. The accident occurred 16 miles from Winton and the pilot and two passengers were all killed.
- 6.10.34 That the Hendy Hobo G-AAIG was involved in this incident is probably in error. It is reported that Lord Crichton-Stuart, sponsor of the Hobo (which won the Hatfield - Cardiff race), flew in a Blackburn B2, pilot Miss Naismith, and this was hit by Cathcart Jones' Klemm Eagle (G-ACRG?) on the ground.
- 17.10.34 NR942M was a Sikorsky S-37 c/n 2. Who was operating/flying it when it was lost?
- 23.10.34 Jackson's Avian was Avro 616 Avian IVM G-ABIE c/n 491.
- 3.11.34 The DLH mailplane was a Heinkel 70, destroyed some 10 miles from Carcassonne.
- 15.11.34 Qantas DH.86 was VH-USG "Melbourne" c/n 2311 on the Longreach to Brisbane sector of its delivery flight. It was seen to go into a tail spin near Ilfracombe, 30 miles from Longreach. Capt D.R.Prendergast + 3 killed.
- 2.12.34 This Avro on delivery to Spain could possibly be one of three suggestions: Tutor G-ACOV, Cadet G-ACMG, or perhaps most likely Avro 643 Cadet EC-W26 which received its UK C of A on 29.11.34.
- 10.12.34 Miles M.2M LN-BAH c/n 128 of C.F.Walther crashed on arrival at Kjeller. E.Gran-Henriksen & T.Bernhof killed.
- 20.12.34 "Uiver" was the DC-2 PH-AJU ex NC14284 c/n 1317 which won the transport section of the MacRobertson Race. It is said to have been bound for Netherlands East Indies (Batavia) outward from Cairo, though the accident occurred in the Syrian Desert.
- 21.12.34 Several possibilities exist among the LAO fleet, but the most likely floatplane is XA-BHG, a Vega 5C/1 c/n 9 and ex NC6526. John Davis suggested a converted Bach TriMotor and notes that as there were so many sharks around after the accident and with no sign of help arriving, the captain shot the passengers and himself.
- 22.12.34 Wibault at Croydon was model 282T F-AMHO c/n 5. It hit a house in Plough Lane owned by a Mr.Martin and which lost half of its roof tiles and 12 feet of wall on one corner - the aircraft ended its overshoot in the kitchen! The boundaries of Croydon certainly seem to have been inadvisable places to live in 1934.
- 22.12.34 The Lockheed Orion 9D was NC12286, c/n 198.
- 20.1.35 Air Orient aircraft CAMS 53.2 F-ALCF c/n 30 which, since 1.6.33, was an Air France machine named "Normandie". The flight originated at Beirut
- 27.1.35 Two Cierva C.19 Mk.IVP/Avro 620 autogyros were delivered to Spain but on 7.12.32, not 12.34 (or were there more?). G-ABXH c/n 5158 delivered as EC-W13 later became EC-ATT, EC-CAB and then EC-AIM until 2.8.61, at least on paper. The other was G-ABXI delivered as 49-1, c/n 5159, and may be the more likely candidate unless damage was only light.
- 12.2.35 Goodyear ZRS 5 Macon airship, hit turbulence over the Pacific and sank after emergency alighting. Two of the eighty-two on board were killed.
- 7.3.35 Rohrbach Ro VIII Roland II was D-1712 "Schonburg" c/n 45 of Dereluft not DLH.
- 11.3.35 F-ALUZ was a Farman 197 c/n 7339, owners (in full) Ste.Nouvelle du Journal Paris Soir.
- 1.4.35 Air France trimotor was Farman 306 F-ALHO c/n 2/7243. Engine trouble resulted in a forced landing in foggy conditions. Pilot R.Bajac was killed.

- 15.3.35 (Note error in month) Misr Air DH.84 Dragon SU-ABI c/n 6031 crashed 10 miles W of El Arish.
- 6.4.35 "Leeuwerik" was Fokker F.XII PH-AFL, c/n 5242
- 17.4.35 Possibly Curtiss Kingbird D-2 registered K-2.
- 30.4.35 DLH Junkers W34 was possibly D-OMYI, details unknown.
- 6.5.35 TWA Douglas was DC-2-112 NC13785 c/n 1296, fleet no.323, crashed near Atlanta, Missouri when diverted due to bad weather from Kansas City to Macon.
- 18.5.35 "Maxim Gorky" was 8-engined Tupolev ANT-20 which collided with one of two Tupolev ANT-5 (I-4) fighter escorts. A total of 49 were killed, presumably 48 plus the fighter pilot. The accident was regarded as a national disaster and a public subscription opened to fund three new ANT-20s but only one is thought to have been built.
- 24.6.35 Accident involved Ford 5-AT-B F-31 c/n 5-AT-6 of SACO which crashed on take-off from Medellin and hit Ford 5-AT "Manizales" (regn and c/n unknown) of SCADTA. All eleven occupants killed including Ernesto Samper, owner of SACO and pilot of F-31, and both aircraft destroyed.
- 18.7.35 Miles M.3 Falco prototype G-ACTM c/n 102 which was built for H.L.Brook who was attempting UK - Capetown record.
- 18.7.35 Canadian Airways biplane was Dragon Rapide CF-AEO c/n 6279 which crashed when a wing hit the ground on take-off only eleven days after delivery to the company, having previously been a floatplane with Quebec Airways.
- 20.7.35 KLM aircraft was DC-2-115E PH-AGK "Gaaï" c/n 1335. It crashed on a mountainside near Pian San Giacomo due to wing icing in a heavy thunderstorm. Four crew and nine passengers killed.
- 30.7.35 CF-ALD was Boeing-Canada C-204 Thunderbird flying boat c/n 4, only four months in service with Pioneer.
- 2.8.35 The Wideroes Moth was DH.60M LN-ABU, Norwegian-built with c/n 141.
- 5.8.35 Farman F.1001 F-AKFK crashed after reaching 10,000 metres altitude, reason unknown. Pilot Marcel Cognot died.
- 15.8.35 Wiley Post's aircraft was Lockheed Orion-Explorer hybrid NR12283 built by used a/c dealer Charles H.Babbs without Lockheed approval. (Consisted of Orion 9E NC12283 c/n 195 married to wings of Explorer 7 NR101W c/n 148, with Edo floats from a Ford Trimotor and a Wasp S3H1 engine) On westbound world flight staging Seattle - Barrow, Post landed at Walakpi, Alaska to get his bearings and crashed into the river when the engine failed on take-off. Post and Will Rogers both killed.
- 25.8.35 Fox Moths would of course be VO-ABC c/n 4093 and VO-ADE c/n 4094 used by Imperial Airways for survey and met. flights from Portugal Cove, St.Johns. Presumably VO-ABC was the one written off - see VO- register 82/31.
- 5.9.35 Fokker C.X PH-AKY c/n 5380 2-seat reconnaissance aircraft crashed due to wing failure during demonstration at Ankara. Test pilot Sandberg killed. Was actually painted PH-AKLI, the Dutch Y being written IJ.
- 5.9.35\* Actual date 6.9.35. The Monospar was VH-UTZ c/n ST12/42.
- 8.9.35 NC430H was Ford 5-AT-C c/n 5-AT-90 of Cia Nacional de Aviacion Guatemala, formerly with Continental Oil, Okla.
- 9.9.35 Type believed to be a Kreutzer K-5.
- 20.9.35 Rapide was PH-AKV c/n 6292, continued journey after forced landing with PH-AKU and -AKW which were all re-registered with PK- prefix after delivery. Used by KNILM for aerial mapping.
- 2.11.35 Latecoere 28.1 F-AJIQ c/n 906 "Brisa do Terra". Three crew and one passenger killed.
- 10.11.35 Air Bleu Caudron was C.630 Simoun F-ANRK c/n 7013. Pilot Tixier killed, one crew injured.

Having concluded all the outstanding answers we can now look at the next batch of casualties, commencing in late 1935.

First we have a slightly earlier accident photo on the right to identify. The date is 22.7.35 and police-force aficionados will be pleased to see the figure on the far right!

Details required for:



- 27.11.35 Eurasian Aviation Corporation aircraft crashed near Lingtai, 100 miles SW of Sianfu, 2 crew killed.
- 29.11.35 "ZIG 3" crashed at Moscow, five crew killed.
- 10.12.35 Air France aircraft flying Marseilles-Paris crashed and destroyed by fire at Auxerre
- 23.12.35 Swiss airliner overshot the airfield landing at Lympne, badly damaged.
- 24.12.35 "San Felipe" of Panagra crashed on test flight near Lima, Peru. Two crew and seven on ground killed.
- 29.12.35 French Caudron crashed on take-off at Baghdad.
- 11.1.36 "Canberra" of Qantas damaged on landing at Seletar, Singapore.
- 15.1.36 French flying boat "Lieutenant de Vaisseau Paris" overturned and sank at Pensacola, Florida.
- 17.1.36 Lloyd-Aero Boliviano trimotor crashed near Cochabamba, thirteen killed.
- 23.1.36 Far East Aviation Co aircraft crashed off Hong Kong, flying Hong Kong - Hanoi.
- 10.2.36 Latecoere "Ville de Buenos Aires" lost at sea en route Natal - Dakar; 4th crossing since entering service.
- 15.2.36 DLH aircraft lost at sea between South America and Bathurst.
- 20.2.36 Italian seaplane flying Trieste - Zara, hit church in fog and crashed at Rovigno, Italy.
- 9.3.36 Sabena aircraft damaged in landing accident at Croydon, sixteen passengers on board.
- 26.3.36 Ford trimotor of Comp.Mexicana de Aviacion caught fire in air and crashed near Mexico City.
- 15.4.36 Fokker on Turin - Milan service crashed at Mt.Basso, twenty miles from Turin, seven killed.
- 20.4.36 Inaugural Budapest - Amsterdam flight, OK-AIA crashed near Elburg, Holland.
- 30.4.36 Swissair Frankfurt - Basle mailplane crashed on Mount Rigi.
- 8.5.36 "Ville de Nice" of Air France sank after forced landing sixty miles from Algerian coast.
- 22.5.36 "Deutschland" extensively damaged in crash near Dessau.
- 3.6.36 Heinkel Blitz D-UZON crashed on take-off at Dresden. "Probably a military aircraft".
- 7.6.36 "Red Rose" crashed and dbf near Sydney. Had flown England - Australia in 1927, Lancaster & Mrs.Miller.
- 9.6.36 Fokker Express "Lapland" on Malmo - Amsterdam service crashed on take-off at Malmo, 1 killed, 12 injured.
- 16.6.36 "Former DLH Junkers" named "Havorn" of DNL crashed into Lihesten Mountain near Sognefjord, Norway.
- 8.7.36 Flying boat "Alaskan Clipper" damaged landing at Ketchikan, Alaska on inaugural Seattle - Juneau service.
- 9.7.36 27-seat airliner of Clarence-Chamberlin Airlines destroyed by fire at Terre Haute, Indiana.
- 15.7.36 Yugoslav airliner flew into hill near Hrusce, 2 crew 5 passengers killed.
- 2.8.36 Air France Wibault on Paris - South America mail run crashed near St.Amand-en-Sauveterre, SE of Mazamet.
- 6.8.36 Twin engined monoplane of Chicago & Southern Airlines crashed near St.Louis, Missouri; delivered 1.5.36.
- 12.8.36 British Airways Hannover to London mail aircraft crashed at Altenkirchen, forty miles from Koln.
- 17.8.36 Misr aircraft crashed at Nicosia, Cyprus "on its second visit".
- 4.9.36 Belgian mail aircraft crashed S of Lake Tumba, Congo and destroyed.
- 14.9.36 "Lady Peace" took off from Southport, UK at 0303 hrs, crashed at Musgrave Harbour, Newfoundland. Repaired.
- 27.9.36 Cant Z.506 of Ala Littoria destroyed by fire and sank off Benghazi.

to be continued . . . .

# FEEDBACK

Credits for FEEDBACK in this issue go to I.Callier (and photos), P.Cooper, J.M.Davis, P-M.Gerhardt, R.Hough, H.Kofoed, R.Pattendon, R.Pinnock, C.M.Smith, T.Smith and P.D.Trevor.

## COMPLETE BELGIAN REGISTER

The magazine "Aeroplane Monthly" in November 1982 published an article by Geoffrey Alington about his experiences with the Stirlings of Trans Air and Air Transport SA. In checking this - and further cross-checking with Air-Britain's "Stirling File" - a number of new facts have emerged:

- 679 OO-XAD Test flown at RAF Polebrook 13.5.47.
- 691 OO-XAC as above 12.4.47, d/d Brussels 18.6.47.
- 701 OO-XAH soc as PJ900 21.7.47, regn date may be 24.7.47 not 21.7.47.
- 738 OO-XAE Test flown 28.8.47, d/d Brussels 29.8.47, suggested regn date 3.10.47 seems unlikely.
- 767 OO-XAK PK136 confirmed.
- 770 OO-XAL ex PK182 rather than PK135, tested 28.2.48.

We have not forgotten OO-XAM/R/S/V, also Stirlings, but these will appear with other aircraft in a later summary of marks not taken up.

- 1237 OO-AFI frame to UK 26.1.82 to build G-AGIV, regd 13.8.82.
- 1376 OO-ABD survived at Barcelona until 1975.
- 1414 OO-FER ex 53-4687, L-13 (not OL-L13)
- 1421 see Feedback 82/112, exported 2.58.
- 1427 OO-FSA reported used as callsign by Starfighter c/n 9001 (later KH+101) on first test flight 3.8.61. However the regn date fits c/n 9007 well, though this went to the Luftwaffe, not BelgianAF, as KH+107 on 12.9.62.
- 1469 OO-GDE ex 53-4706, L-32 (not OL-L32); this was still at Namur 8.82.
- 1470 OO-GDG ex 53-4723, L-49.
- 1471 OO-GDH ex 53-4731, L57.
- 1483 OO-HBB ex 53-4788, L-114, OL-L01.
- 1484 OO-HSC ex 51-15573, L-4, OL-L04.
- 1515 OO-FAS removed from Grimbergen to Museum 1981.
- 1642 OO-SPC to N8334.
- 1652 to D-EEKM after HB-EDQ.
- 1655 N6998L ntu, delivered ex-US as G-ATMR 3.6.66, ntu.
- 1662 OO-CAT was at Aalst 9.75.
- 1686 OO-SIO reported crashed at Harentals 2.7.73 ??
- 1689 OO-TAM crashed 15.11.81 at Antwerp.
- 1698 RF-4 OO-WAB built by Sportavia-Putzer and exported to Belgium as c/n 4004 in 1.67.

OO-CAK Congo Feedback p.82/112, was CofR C.41 as listed on p.80/43.

## NEWFOUNDLAND REGISTER

VO-ABR Super Cruiser 12-3367, ex NC4338M exported 6.48.

## NEW ZEALAND REGISTER

ZK-ADU was unregistered and had no C of A at the time of Whitehead & Nicholl's trans-Tasman flight! The Auckland magistrates on 11.12.34 decided to impose no penalty on the guilty pair.

## DESIGNS OF STELIO FRATI

F.8L Falco:

- 404 Peter Cooper points out that ABN of 5.76 reported G-ASYM in wheels-up landing at Linton 6.9.75 after returning from a flight to Cranfield without landing there. He saw the aircraft at Mannheim 17.4.76 under repair - so was the Mannheim accident a later one or was the Falco shipped there for repair?
- 410 OY-DKH was h/o 22.8.66, temporary CofR 26.8.66 to K.Holdt & P.V.Bruehl, full CofR 15.9.66; to K.Holdt only 12.2.68; to Jutlandia 18.4.71; OY canc 9.2.72.
- 414 F/f 5.3.68 and d/d Kastrup 12.4.68; regd OY-BKC 13.9.68 though it had been in use since delivery.
- 417 D-EFEV was seen hangared at Basle 4.6.77 externally complete. Possibly this was the Falco intended to become HB-UOF?



A selection of Belgian 'golden oldies' from several received recently includes, from top to bottom: Aerovan 854/00-MAP at Lympne in 1960 or 61; Argus 2 1050/00-ACK also at Lympne (both L.G.Smith); Gemini 874/00-ODR at the Bleriot meeting at Lympne 26.7.59; BIAS DC-6B 1579/00-ABG location unknown in 1965/6 (both Ian Callier)

F.14 Nibbio:

- 203 Photo of I-SIRT (p.82/89) was at Biggin Hill where it arrived 16.9.59, leaving UK 23.9.59. Believed to have crashed 5.7.66 but location unknown.

F.15 Picchio:

- 28 I-PROI was w/o 25.6.78 on Mt.Cimone en route from Vienna to Trieste.

## UK C OF A APPLICATIONS

- 82/96 York G-AGNV C of A validity date 9.12.45.
- 82/98 Sunderland G-AGTZ C of A date 26.2.46.  
G.21A VP-GAA was previously thought to have been NC39084 until 27.12.50, then VP-GAA. Its full history now appears to be RCAF943, soc 22.11.44, to NC39084, to VP-GAA 7.7.45 but US registry remained current as a form of insurance against the anti-British Guiana Airways attitude of the government.

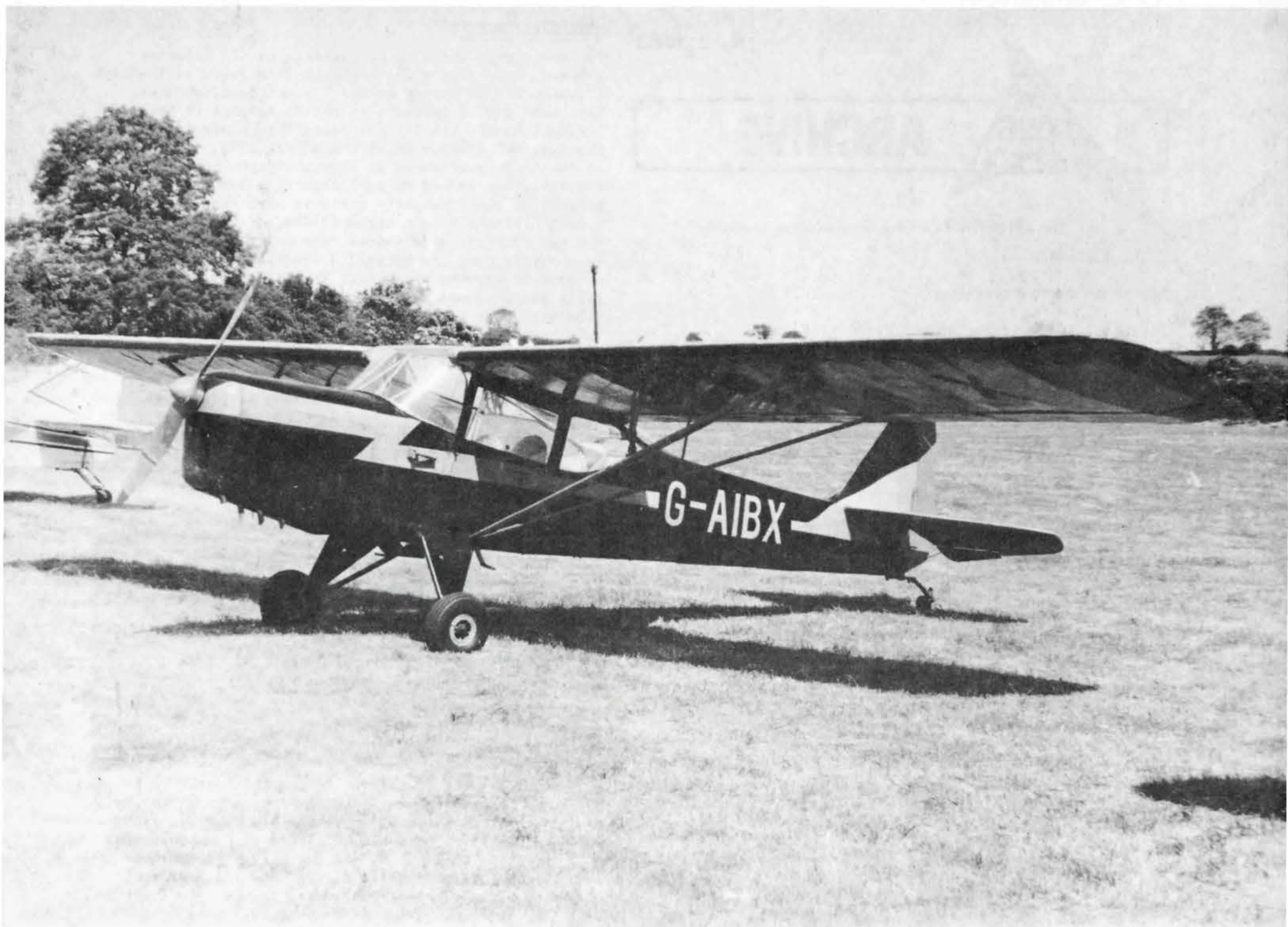
## THE DH.60 MOTH

- 1282 G-ABCS was based at Yeadon during the period 1935-37 and there is ample evidence that it was then owned and operated by Dr & Mrs A.A.La Touche, but did they also own it prior to 1933?
- 1364/6 Although mid-1929 is a rather grey area, it is suggested that these Moths may at least have been allocated G-AULW/Y before taking up VH-ULW/Y. If anyone has positive evidence about any 1929 regns in the G-AULA-Z group the Editor would be pleased to hear from them.

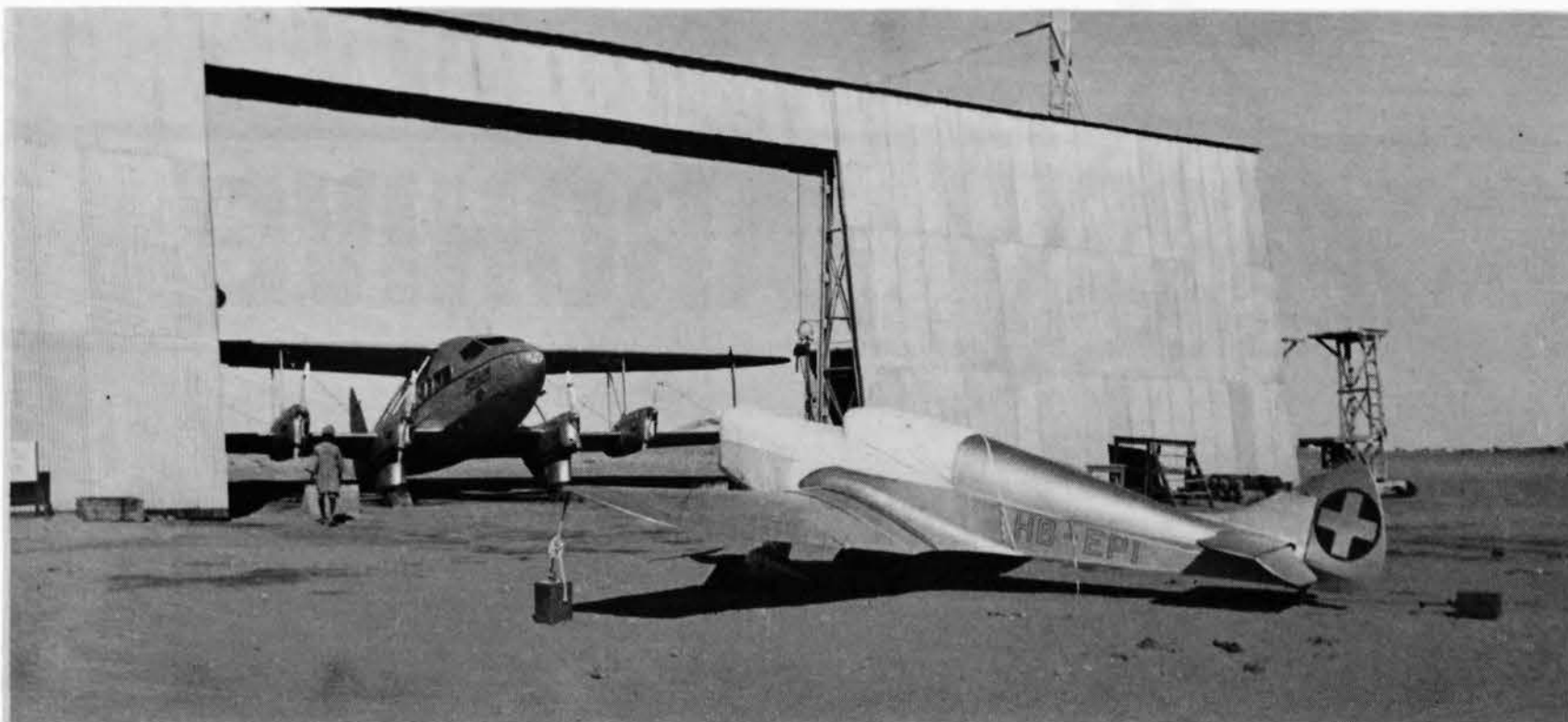


# ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly



One of the very large batch of Austers which features in this edition of UK C of A Applications, Autocrat G-AIBX has been operated for almost twenty years by the Wasp Flying Group at Panshangar and was photographed at Sywell on 3.7.77.



No.2 1983



The AIR-BRITAIN Civil Aviation Historical Quarterly

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Edited by David Partington

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

There is little to editorialise about in this issue as the contents are almost identical to those of no.1/83. We have the second of three parts of the Taylor J-2 Cub production, next time will see the last of the listing together with a summary of various outstanding problems involving unidentified deliveries and registrations.

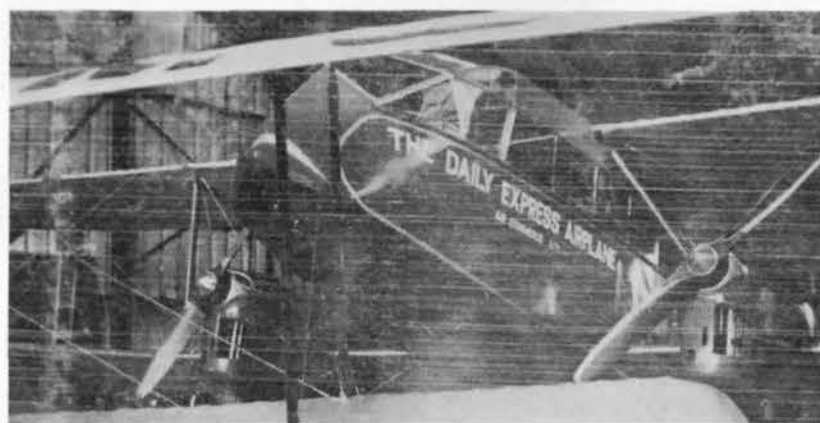
Each of the other sections will continue to run its logical course but we are considering an occasional series which will fit in the odd page or half page as and when required. This would take the form of extracts from the log books of aircraft of particular interest. It may be that some readers have such log books (or even the aircraft) in their possession and would be prepared to extract details from them for such a feature. An illustration of the aircraft would be almost essential to add further interest to the article. If anyone could help in this way, the editor would be pleased to hear from them so that the planning of this series can get under way.



#### HOW? WHAT? WHERE?

The photograph above which comes to us via Roderick Simpson, may raise a few comments from readers. The back of the print is merely marked "In the grill-room at Khartoum" and is undated. In the foreground is Whitney Straight HB-EPI c/n 349 and facing the camera is "Delia" the Imperial Airways DH.86 G-ACWC c/n 2304. The presence of the DH.86 enables us to date the photo between 1935 and 1941, can anyone be more accurate? Perhaps the purpose of the Straight's visit is also known - part of a long distance flight perhaps? The structure between the two aircraft also raises some editorial doubts - is it a partly complete hangar? a wind-break? an early attempt at damming the Nile?? There could almost be a prize for the best answer, but surely there are readers with knowledge of pre-war or wartime Khartoum who can reveal the truth!

Below we have a shot from Malcolm Fillmore's collection which comes from a badly scratched negative. It shows a DH Dragon labelled "The Daily Express Airplane" which is clearly owned or operated by Air Commerce Ltd but there is no other visible identity. Malcolm knows that Air Commerce operated G-AEKZ briefly in 1936, so is that the correct identity and what did the Daily Express use the aircraft for?



Finally, the photograph on the left comes to us via our Finnish specialist Eino Ritaranta. YR-ABY paid a visit to Finland during the mid thirties but we know nothing more about it. Can anyone positively identify the type or add any other information about this particular aircraft or the purpose of its visit? There is an inscription on the tail fin but it is not possible to read it.

As yet we have received no comments concerning the two problem photos which appeared in ARCHIVE 1/83. The supply of new problems has improved recently, with a number now awaiting publication, but surely they are not all insoluble - or is everyone waiting for the other fellow to answer?

A final reminder that the next ARCHIVE will be published in August, so start writing in now!

# Aircraft Production List : 2

## The Taylor J-2 Cub



PART TWO

One of the half-dozen J-2 Cubs currently registered in Canada, C-GNGO (c/n 1064) was an Oshkosh visitor in 1979. (Charles N. Trask)

962	Unknown	983	Philippines	1000	NC17500	12.36	1018	NC17518	12.36	1037	NC17537	8.37			
963	Japan		E9.37		cx			N17518	cx 64-65		cx	38			
964	LN-EAP	24.3.37	984	CR-FAA	E12.37	1001	NC17501	11.36	1019	NC17519	8.39	1038	17538	10.36	
	stored during war			CR-LAF	cx wfu			cx			cx		cx	37	
	LN-EAP	29.6.50	985	Ecuador	E9.37	1002	NC17502	12.36	1020	NC17520	1.37		NC17538	3.39	
	cx	12.5.54	986	VT-AJT	12.37			N17502	cx 70		cx		cx		
	OY-FAA	7.55		cx	19.8.38	1003	NC17503	12.36	1021	NC17521	12.36	1039	NC17539	12.36	
	cx	6.57	987	SE-AGX	14.2.38			cx			cx		cx		
	Germany			cx	20.11.51	1004	NC17504	12.36	1022	NC17522	12.36	1040	NC17540	3.37	
	OY-FAA	11.61	988	PP-TDR	E10.37			cx			cx		N17540	cx 70	
965	LN-EAL	12.4.37		regd	10.10.39	1005	NC17505	12.36	1023	NC17523	3.37		N17540	9.75	
	Crashed	25.4.37		CofA exp	9.4.48			cx			cx	1041	<del>NC17541</del>	2.37	
	near Bergen			cx	14.10.68	1006	NC17506	12.36	1024	NC17524	4.37		cx	39	
	cx	30.6.37	989	SE-AGL	1.38			cx	37		cx	1042	NC17542	5.37	
966	R-337	.37		cx	12.54	1007	NC17507	12.36	1025	NC17525	1.37		<del>N17542</del>		
	LV-AEA	cx	990	CX-ABC ?	E10.37			cx			cx	1043	<del>NC17543</del>	2.37	
967	VP-CAD	7.37		cx		1008	NC17508	12.36	1026	NC17526	4.37		cx		
	cx	8.2.40	991	Nicaragua	E10.37			cx			cx	1044	NC17544	1.37	
	VT-ALZ	3.40		Guarda Nacional?		1009	NC17509	12.36	1027	NC17527	12.36		cx		
	cx	4.4.41	992	CX-ABF	E10.37			cx			cx	1045	NC17545	2.37	
968	CX-AAV	E5.37		cx		1010	NC17510	12.36	1028	NC17528	3.37		cx		
	cx		993	Denmark	E12.37			cx			cx	1046	NC17546	3.37	
969	Unknown			SE-AGO	12.37	1011	NC17511	12.36	1029	NC17529	1.37		cx		
970	Portugal	E6.37		cx	2.60			cx	38		cx	1047	NC17547	12.36	
971	G-AEXY	5.37		Finland		1012	NC17512	2.37	1030	NC17530	12.36		cx		
	cx	3.53		SE-AGO	3.60			cx			cx	1048	NC17548	9.38	
	EC-ALB	7.55	994	ZS-AMC	3.38	1013	NC17513	12.36	1031	NC17531			cx		
	wfu cx	.79		w/o cx				cx			cx	1049	17549	10.36	
972	LN-EAT	10.7.37	995	CR-AAH	1.38	1014	NC17514	12.36	1032	NC17532	12.36		NC17549	10.38	
	crashed	25.8.39		w/o	27.7.40			N17514			cx		<del>N17549</del>		
	to spares			cx				<del>N17234</del>	10.73	1033	NC17533	12.36	1050	<del>NC17550</del>	1.37
	cx	23.1.47	996	CR-EAA	E12.37	1015	<del>NC17515</del>	2.37			cx		cx		
973	Peru	E7.37		CR-LAE	cx w/o			cx		1034	NC17534	1.37	1051	17551	12.36
974	CR-DAA	E9.37	997	G-AEXZ	5.2.38	1016	NC17516	1.37			cx		NC17551	10.37	
	CR-LAD	cx	998	VP-TAB	1.38			cx	39	1035	NC17535	2.37		cx	
	w/o Luanda	20.5.50		cx		1017	NC17517	12.36			cx		1052	NC17552	1.37
975	Export did not		999	LV-LEA	25.2.38			cx	1036	NC17536			cx		
	take place, re-			LV-FAL	16.7.49						cx		1053	NC17553	1.37
	assigned c/n 1647												N17553	cx 70	
976	PH-ARI	26.7.37											NC17554	2.37	
	cx	26.7.40											cx		
977	ZK-AFQ	.37											1055	NC17555	2.37
	crashed Red Hill												cx		
	nr Ardmore	7.5.63											1056	NC17556	3.37
	cx	63											cx	39	
978	CS-AAU	E7.37											1057	NC17557	3.37
	cx	21.7.65											cx		
979	LN-EAW	3.9.37												N1099M	8.81
	crashed	19.3.40												N17554	1.82
	Jevnaker												1058	<del>NC17558</del>	1.37
	cx	4.2.41											cx		
980	LN-FAB	4.12.37											1059	NC17559	1.37
981	LN-FAD	7.2.38											cx		
	crashed	4.5.47											1060	NC17560	7.37
	Hafersfjord												cx		
	cx	15.2.48											1061	NC17561	10.37
982	Lithuania	E10.37											cx		
													1062	NC17562	5.37
													N17562	cx 74-7	



Cub floatplane LN-EAW (c/n 979) after an accident at Drammen 21.5.39. It was repaired by 2.9.39 only to be written-off 3.40. (via K.Hagby)



Left: Another photo of LN-FAB? This is a much earlier shot of c/n 980 than the one published last time, probably taken in the late sixties. It aroused the interest of specialist Colin Smith who noticed that the letter B appears to have had the lower loop added later (to a P ?) and is rather badly aligned. Was the aircraft ever painted as LN-FAP, perhaps in error? (Lars Lundin)

Below, top: Another Norwegian Cub on floats, LN-FAD (c/n 981) also had additional rudders attached to the tailplane. (Arne Butteberg via Kay Hagby)

Below, bottom: A further opportunity to view ZK-AFQ (c/n 977), date and place unknown. (via J.Geelen)

1063	NC17563	4.37	1092	NC17592	3.37
	cx			cx	
1064	NC17564	4.37	1093	NC17593	1.37 cx
	N17564			N2269G	6.78
	C-GNGO	11.74	1094	NC17594	3.37
1065	NC17565	4.37		cx	39
	cx		1095	NC17595	1.37
1066	NC17566	5.38		N17595	
	N17566		1096	NC17596	1.37
	cx	7-8.80		cx	
1067	NC17567	1.37	1097	NC17597	2.37
	cx			cx	
1068	NC17568	4.37	1098	NC17598	2.37
	cx			cx	
1069	NC17569	2.37	1099	NC17599	2.37
	N17569	cx 72-73		N17599	
1070	NC17570	2.37		CF-KWD	5.58
	cx			cx	67-68
1071	NC17571	2.37	1100	CF-BAY	10.36
	cx			dbf	10.4.37 at
1072	17572	12.36		Toronto	cx
	cx	37	1101	Unknown	
	NC17572	9.39	1102	Unknown	
	crashed	31.5.57	C1103	CF-BEF	4.37
	Robstown, Texas			dbf	24.7.46 at
1073	NC17573	3.37		Minnitaki Lake,	
	cx			Ontario	cx
1074	NC17574	1.37	C1104	CF-BEG	4.37
	cx			dbf	21.3.38 at
1075	NC17575	3.37		Winnipeg	cx
	cx		C1105	CF-BEZ	7.37
1076	NC17576	2.37		wfu	9.11.45 cx
	cx		C1106	CF-BFY	6.37
1077	NC17577	7.39		wfu	10.12.47 cx
	cx		C1107	CF-BFW	6.37
1078	NC17578	1.37		dbf	11.6.54 at
	cx			Riviere des	
1079	NC17579	2.37		Prairies, PQ	cx
	N17579		C1108	CF-BFX	6.37
1080	NC17580	3.37		cx	50
	cx		C1109	CF-BFZ	7.37
1081	NC17581	1.37		wfu	7.12.42 cx
	cx		C1110	CF-BGA	7.37
1082	NC17582	2.37		cx	50
	cx			CF-PLB	7.64
1083	NC17583	1.37		C-FPLB	76-77
	cx	39	C1111	CF-BEW	8.37
1084	NC17584	2.37		dbf	13.10.40
	cx			Brantford, Ont	
1085	17585	12.36	C1112	CF-BGB	10.37
	cx	38		wfu	13.2.47 cx
	NC17585	2.39 cx	C1113	CF-BGD	8.37
	N31095	4.76		cx	44
1086	17586	12.36	C1114	CF-BGC	7.37
	cx	37		wfu	16.5.41 cx
1087	NC17587	3.37	C1115	CF-BHN	1.38
	cx			wfu	22.10.56 cx
1088	NC17588	1.37		CF-RCH	6.60
	cx	38	C1116	CF-BHO	11.37
1089	NC17589	1.37		dbf	19.5.40 St.
	cx			Catherines, Ont	
1090	NC17590	1.37	C1117	CF-BHP	12.37
	cx			dbf	29.5.38 at
1091	NC17591	1.37		Yorkton, Sask	
	cx			cx	



C1118	CF-BGE	10.37	1151	VT-AJY	3.38	OH-CPD	11.51
	dbf	24.9.42 at		cx	17.10.58	dbf	8.3.52 at
	Cartierville, PQ		1152	ZK-AGD	.38		Tampere cx
C1119	CF-BHR	1.38	1153	Portugal		1162	OY-DEO .38
	dbf	1.52 Toronto		E2.38			OO-DEO 11.38
	cx		1154	model J-3			cx 30.4.62
C1120	CF-BHQ	1.38	1155	OY-DAO	7.38	1163	)
	dbf	11.8.40 at		seized in 1943		1164	) model J-3
	Champlain, Pq	cx		by Germans	cx	1165	)
C1121	Canada	E10.37	1156	OY-DIN	8.38	1166	G-AFFH 3.38
C1122	Canada	E10.37		seized in 1943			cx 3.53
C1123	CF-BIR	6.38		by Germans	cx		EC-ALA 7.55
	dbf	7.6.39 Shaw-	1157	Denmark	E2.38		wfu cx 79
	inigan Falls, PQ			OH-SNB	8.38	1167	CR-JAA E6.38
C1124	CF-BIW	10.38		OH-LPA	3.41		CR-LAJ
	cx	50		OH-CPE	11.51		wfu cx
	CF-RAS	10.59		cx	4.9.69	1168	)
	cx	74		as scrapped			to ) not used
	CF-RAS			OH-CPE	1.74	1177	)
C1125	)		1158	Denmark	E2.38	1178	CR-KAA E6.38
	to )	all model J-3		SE-AGZ	.38		CR-LAK
C1130	)			cx			w/o cx
1131	)		1159	Denmark	E2.38	1179	)
	to )	not used	1160	OY-DUO	8.38		to ) not used
1149	)			seized in 1943		1200	)
1150	Venezuela			by Germans	cx	1201	NC15932 7.37
	E1.38						cx
				OH-SNA	7.38	1202	NC15933 2.37
				OH-VSA	9.46		cx 39



1203	NC15934	2.37	1215	15946	.37	1227	NC17292	2.37	1239	NC17804	2.37	1270	17835	1.37
	cx			cx	37		cx			cx			cx	38
1204	NC15935	.37	1216	NC15947	3.37	1228	NC17293	3.37	1240	NC17805	3.37	1271	NC17836	3.37
	cx	37		N15947			cx			cx			cx	
1205	NC15936	2.37	1217	NC15948	2.37	1229	NC17294	2.37	1241	NC17806	2.37	1272	NC17837	3.37
	cx			cx			cx			cx			N17837	cx 70
1206	NC15937	4.37	1218	NC16799	2.37	1230	NC17295	2.37	1242	NC17807	2.37		N17837	71-72
	cx			cx			cx			cx			cx	72-73
1207	NC15938	.37	1219	NC16836	2.37	1231	NC17296	2.37	1243	NC17808	.37	1273	NC17838	3.37
	cx	37		N16836	cx 64-65		cx			cx	37		cx	
1208	NC15939	2.37	1220	NC17285	.37	1232	NC17297	6.37	1244	NC17809	2.37	1274	NC17839	3.37
	cx	39		cx	37		cx			cx			cx	
1209	NC15940	2.37	1221	NC17286	2.37	1233	NC17298	2.37	1245	NC17810	3.37	1275	NC17840	3.37
	cx			cx			cx			cx			cx	
1210	NC15941	5.37	1222	NC17287	2.37	1234	NC17299	2.37	1246	NC17811	2.37	1276	NC17841	3.37
	cx			N17287			cx			cx			cx	
1211	NC15942	2.37	1223	NC17288	5.38	1235	NC17800	4.37	1247	NC17812	3.37	1277	NC17842	3.37
	cx			cx			cx			cx			cx	
1212	NC15943	8.37	1224	NC17289	2.37	1236	NC17801	2.37	1248	NC17813	2.37	1278	NC17843	3.37
	cx			cx			cx			cx			cx	
1213	NC15944	2.37	1225	NC17290	2.37	1237	NC17802	3.37	1249	NC17814	2.37	1279	NC17844	3.37
	cx			N17290			cx			cx			cx	
1214	NC15945	2.37	1226	NC17291	.37	1238	NC17803	3.37	1250	NC17815	.37	1280	NC17845	3.37
	cx			cx	37		cx			cx	37		cx	



Above, top: NC17509 (c/n 1009) photographed at Keene, New Hampshire, on 21.10.50 while wearing a J-3 style fin and rudder. (Paul S.Trask)  
Above, lower: Also at Keene, NH, this time during 1942, was NC17512 (c/n 1012) though the striped object defies identification! (Charles N.Trask)

Below: The only J-2 Cub left on the British register, G-AEXZ (997) is still active and is shown here at Sywell on 3.7.76. (Editor's photo)

1251	NC17816	3.37	1281	NC17846	3.37
	cx			cx	
1252	NC17817	3.37	1282	NC17847	3.37
	cx			N17847	
1253	NC17818	7.37	1283	NC17848	3.37
	cx			cx	
1254	NC17819	5.39	1284	NC17849	3.37
	cx			cx	
1255	NC17820	3.37	1285	NC17850	3.37
	cx			cx	39
1256	NC17821	9.37	1286	NC17851	3.37
	cx			N17851	cx 70
1257	NC17822	4.37	1287	NC17852	11.37
	cx			cx	
1258	NC17823	9.37	1288	NC17853	3.37
	cx			cx	
1259	NC17824	3.37	1289	NC17854	3.37
	cx			N17854	
1260	NC17825	3.37		crashed 5.8.73	
	cx			Streamwood, Il,	
1261	NC17826	3.37		cx 73-74	
	cx			N17854	12.80
1262	NC17827	4.37	1290	NC17855	3.37
	cx	39		cx	
1263	NC17828	3.37	1291	17856	1.37
	cx			cx	38
1264	NC17829	3.37	1292	NC17857	4.38
	cx			cx	
1265	NC17830	3.37	1293	N17858	4.37
	N17830	cx 70		cx	
1266	NC17831	3.37	1294	NC17859	4.37
	cx			cx	
1267	NC17832	3.37	1295	NC17860	3.38
	cx			cx	
1268	NC17833	3.37	1296	NC17861	3.37
	cx	39		cx	38
1269	NC17834	3.37	1297	NC17862	3.38
	N17834			N17862	cx 70





A fine piece of restoration in Finland, OH-CPE c/n 1157. (J.Ritaranta)

1298	NC17863	4.37	1325	17891	2.37
	cx			cx	38
1299	NC17864	3.37	1326	)	
	cx		to	)	not used
1300	NC17865	4.37	1499	)	
	cx	39	1500	NC17900	5.37
1301	NC17867	4.37		cx	
	cx		1501	NC17901	5.37
1302	NC17868	4.37		cx	
	cx		1502	NC17902	5.37
1303	NC17869	4.37		cx	
	cx		1503	NC17903	5.37
1304	NC17870	4.37		cx	38
	cx		1504	NC17904	5.37
1305	NC17871	4.37		cx	
	cx		1505	NC17905	5.37
1306	NC17872	4.37		cx	
	N17872	cx 70	1506	NC17906	10.37
	N17872	2.73		cx	
1307	NC17873	5.37	1507	NC17907	5.37
	cx			cx	39
1308	NC17874	4.37	1508	NC17908	5.37
	cx			cx	
1309	NC17875	4.37	1509	NC17909	5.37
	cx			cx	
1310	NC17876	4.37	1510	NC17910	5.37
	N17876			N17910	
1311	NC17877	4.37	1511	NC17911	5.37
	cx			cx	
1312	NC17878	5.37	1512	NC17912	5.37
	cx			cx	
1313	NC17879	5.37	1513	NC17913	5.37
	cx			cx	
1314	NC17880	5.37	1514	NC17914	.37
	cx			cx	37
1315	NC17881	5.37	1515	NC17915	5.37
	cx			cx	
1316	17882	2.37	1516	NC17916	5.37
	cx	38		cx	
	OY-DEP	11.38	1517	NC17917	5.37
	seized in 1943			cx	
	by Germans	cx	1518	NC17918	5.37
1317	17883	2.37		cx	
	cx	38	1519	NC17919	5.37
	OY-DIP	4.39		cx	
	seized in 1943		1520	NC17920	7.37
	by Germans	cx		cx	39
1318	17884	2.37	1521	NC17921	6.39
	cx	38		cx	
	Denmark	E9.38	1522	NC17922	5.37
1319	17885	2.37		cx	
	cx	38	1523	NC17923	5.37
	OY-DUP	8.39		cx	38
	seized in 1943		1524	NC17924	6.37
	by Germans	cx		cx	38
1320	17886	2.37	1525	NC17925	5.37
	cx	38		cx	
1321	17887	2.37	1526	NC17926	.37
	cx	38		cx	37
1322	17888	2.37	1527	NC17927	5.37
	cx	38		cx	
1323	17889	2.37	1528	NC17928	5.37
	cx	38		cx	
1324	17890	2.37	1529	NC17929	5.37
	cx	38		cx	

1530	NC17930	8.37
	cx	38
1531	NC17931	5.37
	N17931	
	CF-RDS	8.60
1532	NC17932	5.37
	cx	
1533	NC17933	5.37
	cx	
1534	NC17934	6.38
	cx	
1535	NC17935	5.37
	cx	
1536	NC17936	5.37
	cx	
1537	NC17945	5.38
	cx	
1538	NC17938	5.37
	cx	
1539	NC17939	6.37
	cx	
1540	NC17940	5.37
	cx	
1541	NC17941	5.37
	cx	

1542	NC17942	5.37
	cx	39
1543	NC17943	5.37
	cx	
1544	NC17944	5.37
	N17944	cx
	dbr 25.2.56 at	
	Cleveland, Ohio	
1545	NC17937	5.37
	cx	
1546	NC17946	6.37
	cx	
1547	NC17947	8.38
	cx	
1548	NC17948	6.37
	cx	
1549	17949	12.37
	NC17949	1.39
	cx	
1550	NC17950	6.37
	cx	
1551	NC17951	6.37
	cx	
1552	NC17952	.37
	cx	37
1553	NC17953	6.37
	cx	
1554	NC17954	6.37
	cx	
1555	NC17955	6.37
	cx	
1556	NC17956	6.37
	cx	
1557	NC17957	6.37
	cx	39
1558	NC17958	12.37
	cx	
1559	NC17959	6.37
	cx	
1560	NC17960	.37
	cx	37
1561	NC17961	6.37
	cx	
1562	NC17962	6.37
	cx	39

1563	NC17963	1.38
	cx	
1564	NC17964	6.37
	cx	
1565	NC17965	8.37
	cx	
1566	NC17966	6.37
	cx	
1567	NC17967	6.38
	cx	
1568	NC17968	6.37
	cx	
1569	NC17969	.37
	cx	37
1570	NC17970	6.37
	cx	
1571	NC17971	9.37
	cx	
1572	NC17972	6.37
	cx	39
1573	NC17973	6.37
	cx	
1574	NC17974	6.37
	cx	
1575	NC17975	6.37
	cx	
1576	NC17976	6.37
	cx	
1577	NC17977	6.37
	cx	
1578	NC17978	8.37
	cx	
1579	NC17979	6.37
	cx	
1580	NC17980	.37
	cx	37
1581	NC17981	6.37
	N17981	
1582	NC17982	6.37
	cx	
1583	NC17983	6.37
	cx	
1584	NC17984	7.38
	cx	

to be concluded . . .



Above: N17834 (c/n 1269) on static display at its home base of Rhinebeck, New York, on 28.8.76.

Below: Seen at Oshkosh in 1973 NC17854 (c/n 1289) retained its pre-war prefix but crashed on 5.8.73. Happily it was rebuilt and is again airworthy.



# Complete Civil Registers : 3

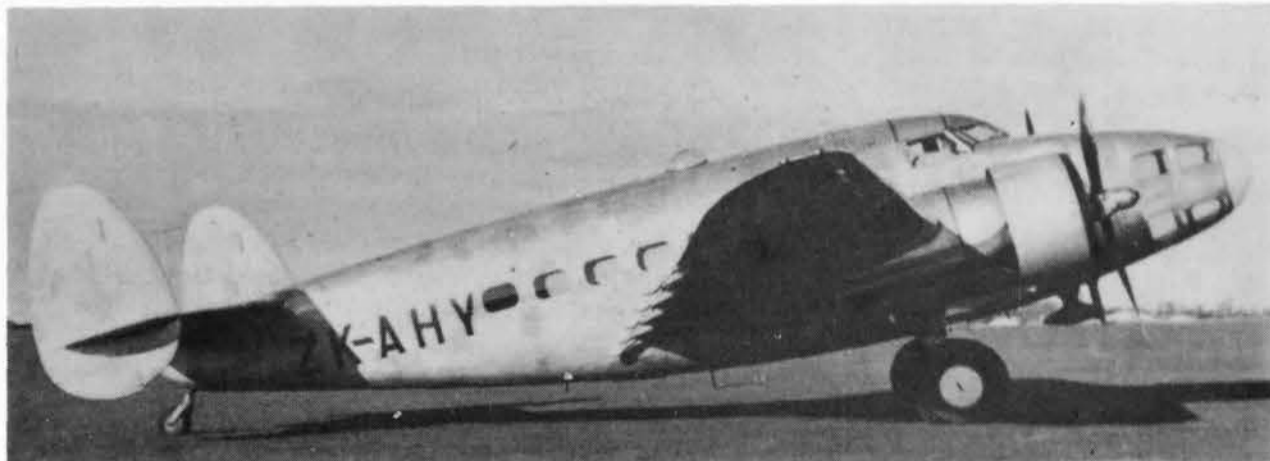
## New Zealand

PART NINE



The last entry in Part Eight of the register was DH.86 ZK-AHW "Korimako" shown here in Union Airways colours in 1945 or 1946.

- |  |         |          |   |       |          |
|--|---------|----------|---|-------|----------|
| ZK-AHX Lockheed C-60A Lodestar   | 2381    | 31.7.45  | ZK-AIE DH.82A Tiger Moth  | 83502 | 12.11.45 |
| Ex 42-55944, NZ3507. Union Airways of NZ Ltd "Karoro"(2nd), to NZNAC "Karoro" 1.4.47, flagship until 19.8.50 (when DC-3 introduced on main trunk routes). Sold to Costine & Co, Boston, USA on 24.11.51 and regd N4636V, later N171Q, last owner G.C.McAlpine, Houston; cancl 9.12.64. |         |          | Ex T5773, NZ678. New Plymouth Aero Club; to Aircraft Service (NZ) Ltd, Auckland "Doh-Doh", No.5, 4.9.51 for topdressing, rebuilt as 2-seater 7.56 using parts from A17-74 and A17-330. After several private owners shipped to Fiji 24.8.65, to VQ-FAG, wfu at Nausori 10.70. |       |          |
| ZK-AHY Lockheed 414-56 Hudson IIIA   | 6702    | 9.7.45   | ZK-AIF DH.82A Tiger Moth  | 82840 | 1.46     |
| Ex 41-37213, FH412, NZ2079. Union Airways of NZ Ltd, NZ C of A issued 6.8.45, wfu 9.12.46, to RNZAF 18.12.46 and broken up for scrap 1947.   |         |          | Ex NZ759. Auckland Aero Club, crashed at Mangere 20.4.52.   |       |          |
| ZK-AHZ DH.82A Tiger Moth   | 82968   | 26.7.46  | ZK-AIG DH.82A Tiger Moth  | 83492 | 18.1.46  |
| Ex R5073, NZ650. Coupe version. Auckland Aero Club, crashed in remote valley near Kapara in the Upper Waitotara Valley 29.12.49, cancelled 16.3.51.  |         |          | Ex T5763, NZ662. New Plymouth Aero Club, crashed at New Plymouth .47, cancelled 6.5.47.   |       |          |
| ZK-AIA DH.82A Tiger Moth   | 3697    | 17.12.45 |   |       |          |
| Ex ZK-AGI, NZ721. Auckland Aero Club, to N.R.White; Auckland 3.1.57; to Gisborne Aero Club 29.3.61; to J.N.Pheasant 30.12.63, currently airworthy.   |         |          |   |       |          |
| ZK-AIB DH.82A Tiger Moth   | DHNZ.75 | 20.12.45 |   |       |          |
| Ex NZ825. Middle Districts Aero Club; to W.Bower & Co Ltd 26.11.53; stalled in turn while topdressing at Putara 17.5.54, not repaired. C.Smith, North Cahatton, near Gore, currently owns the remains of ZK-AIB for possible restoration.  |         |          |   |       |          |
| ZK-AIC DH.82A Tiger Moth   | 82263   | 1.46     |   |       |          |
| Ex N9144, NZ858. New Plymouth Aero Club; to Rural Aviation Ltd, New Plymouth 10.5.53; to Reeves Transport (Air Services) Ltd, Hastings; jettison failed on take-off and aircraft hit ground at Te Onepu, Hawkes Bay, 29.3.56.  |         |          |   |       |          |
| ZK-AID DH.82A Tiger Moth   | DHNZ.81 | 18.1.46  |   |       |          |
| Ex NZ831. Hawkes Bay & East Coast Aero Club, Hastings; crashed at Pakowhai, near Hastings 22.1.49; bits sold and rebuilt by Robertson Air Service Ltd, Hamilton, as ZK-AVD, regd 8.6.50.   |         |          |   |       |          |



Top right: Lodestar ZK-AHX outside the Union Airways hangar at Palmerston North. Lower right: This 1940s shot of Auckland Aero Club Tiger ZK-AHZ clearly reveals it to have been a coupe version. Left: The Hudson ZK-AHY, seen here apparently devoid of titles, was used by Union Airways for only sixteen months at the end of the war.



After surviving several years of topdressing with Aircraft Service (NZ) Ltd, this Tiger Moth ZK-AIE reverted to standard configuration and was photographed by its last owner in NZ, Ralph Simpson, before sale to Fiji as VQ-FAG. (via D.J.Sparrow)

ZK-AIH	DH.82A Tiger Moth	DHNZ.72	15.1.46	ZK-AIW	DH.82A Tiger Moth	83462	28.2.46
	Ex NZ822. Middle Districts Aero Club, crashed at Rongotea 3.6.51.				Ex T5753, NZ660. Hawera Aero Club; to Startford Aero Club; to Southland Gliding Club, Invercargill; to C.R.Deaker, sold to USA and cancelled 24.8.68, regd N7966 on 30.10.69 and current.		
ZK-AII	DH.82A Tiger Moth	83468	16.4.46	ZK-AIX	DH.82A Tiger Moth	83395/DHNZ.47	21.3.46
	Ex T5759, NZ669. New Plymouth Aero Club; to Aerial Projects Ltd, Hastings; wfu 8.2.56. The remains of this aircraft are with the Aircraft Preservation Society, Auckland.				Ex NZ797. Hawkes Bay & East Coast Aero Club, crashed at Wellington 25.2.54.		
ZK-AIJ	DH.82A Tiger Moth	DHNZ.49	30.1.46	ZK-AIY	DH.82A Tiger Moth	82296	18.4.46
	Ex NZ799. Hawkes Bay & East Coast Aero Club; crashed at Twyford 1.12.46 and cancelled 19.12.46.				Ex NZ740. Canterbury Aero Club; to R.B.Allison; to Aerial Agriculture Ltd, Hastings "No.3"; withdrawn from use 10.58, scrapped by Airepair Ltd, Hastings in 1960.		
ZK-AIK	DH.82A Tiger Moth	83465	4.46	ZK-AIZ	DH.82A Tiger Moth	3693	3.46
	Ex T5756, NZ668. Auckland Aero Club; crashed just offshore at Port Charles, Coromandel Peninsula 8.1.50, cancelled 15.9.51.				Ex ZK-AGG, NZ706. Wanganui Aero Club, wfu 1960 and scrapped at Wanganui.		
ZK-AIL	DH.82A Tiger Moth	83493	19.2.46	ZK-AJA	DH.82A Tiger Moth	82838/DHNZ.7	16.4.46
	Ex T5764, NZ661. Hawera Aero Club; to Wanganui Aero Club; to Upper Valley Gliding Club. Withdrawn from use 1.12.63 but currently under restoration at Auckland by K.C.Trillo.				Ex NZ757. Otago Aero Club; to G.T.Herron; to G.L. Cook & R.J.Courtney, crashed at Gore 22.4.64, regn cancelled 29.7.68.		
ZK-AIM	DH.82A Tiger Moth	83469	18.2.46	ZK-AJB	DH.82A Tiger Moth	83531	4.46
	Ex T5760, NZ665. Canterbury Aero Club, crashed near Swannanoa 3.3.51, cancelled 7.9.51.				Ex T5780, NZ687. Wanganui Aero Club; to Air Contracts Ltd, Masterton "No.2" (as coupe); to Aerial Agriculture Ltd, Hastings; wfu 13.10.59, scrapped at Hastings.		
ZK-AIN	DH.82A Tiger Moth	83202/DHNZ.25	30.1.46	ZK-AJC	DH.82A Tiger Moth	83463	4.46
	Ex NZ775. Auckland Aero Club; to Barr Bros Ltd, Auckland; wfu about 10.58 and fuselage used to build complete aircraft for MoTaT, Auckland.				Ex T5754, NZ655. Otago Aero Club; to Hewett Avn Ltd, Mossburn; wfu Mossburn 25.6.62, cancelled 29.7.68, currently under restoration by Colin Smith, North Chatton, Gore.		
ZK-AIO	DH.82A Tiger Moth	3833	6.2.46	ZK-AJD	DH.82A Tiger Moth	83491	7.5.46
	Ex ZK-AGW, NZ703. Middle Districts Aero Club, Palmerston North; to Barr Bros Ltd, Auckland .50; crashed at Kohekohe, near Waiuku 7.11.50, broken up for parts by Aircraft Service (NZ) Ltd but c/n plate resurrected and placed on a composite rebuild registered ZK-BAZ on 21.4.52.				Ex T5762, NZ663. Hawkes Bay & East Coast Aero Club, crashed at Bridge Pah, Hastings 13.10.46.		
ZK-AIP	Rearwin 9000L Sportster	607D	6.2.46	ZK-AJE	DH.82A Tiger Moth	83464	5.46
	Ex ZK-AGS, NZ565. H.T.Morton; to R.S.Geddes, crashed on take-off from Tasman Down 28.3.56.				Ex T5755, NZ664. Otago Aero Club "Chocolate Plane", crashed in Otago Harbour 5.6.52.		
ZK-AIQ	Lockheed C-60A Lodestar	2554	5.11.45	ZK-AJF	Miles M.11A Whitney Straight	308	23.4.46
	Ex 42-56061, NZ3512. Union Airways of NZ Ltd "Kotuku", to NZNAC "Kotuku" 1.4.47; sold in USA 24.11.51, to N55K Ohio Aviation Ltd, later N55KS.				Ex ZK-AEO, NZ576. Canterbury Aero Club, Christchurch, crashed near North Loburn 26.6.50.		
ZK-AIR	Registration not yet allotted.			ZK-AJG	DH.82A Tiger Moth	DHNZ.98	7.46
ZK-AIS	DH.82A Tiger Moth	82282	30.5.46		Ex NZ848. Canterbury Aero Club, Christchurch; to James Aviation Ltd; to Hauraki Aero Club, crashed at Thames 19.1.58.		
	Ex N9171, NZ867. Auckland Aero Club; lost without trace, last seen off Manakau Heads, near Auckland 28.4.49.			ZK-AJH	DH.82A Tiger Moth	82887	7.46
ZK-AIT	DH.82A Tiger Moth	DHNZ.64	7.10.46		Ex R4977, NZ885. Canterbury Aero Club; to Aerial Work (Marlborough) Ltd, Blenheim; crashed at Omaka aerodrome, Blenheim 7.2.55, has not flown since. Currently owned by L.Gatehouse & R.T.Taylor and presumed stored at Blenheim awaiting restoration.		
	Ex NZ814. Marlborough Aero Club; to Airlift (NZ) Ltd, Wellington; crashed Eketahuna 30.6.55, probably not repaired and broken up for parts by Aircraft Engineering Co of NZ, Rongotai. Canc 4.4.61.			ZK-AJI	DH.82A Tiger Moth	82966	28.5.46
ZK-AIU	DH.82A Tiger Moth	83385/DHNZ.37	8.3.46		Ex R5071, NZ894. Canterbury Aero Club; to Wanganui Aero Work Ltd 12.11.53; crashed at Karioi 27.9.57.		
	Ex NZ787. Middle Districts Aero Club; crashed at Mahoe, near Stratford 13.11.49. Broken up for parts by W.Bower & Co Ltd, Palmerston North.			ZK-AJJ	DH.82A Tiger Moth	83392/DHNZ.44	13.5.46
ZK-AIV	DH.82A Tiger Moth	82297	21.3.46		Ex NZ794. New Plymouth Aero Club, destroyed by fire in hangar at Bell Block, New Plymouth 15.1.52.		
	Ex NZ741. Middle Districts Aero Club; to Waikato Aero Club; crashed and destroyed by fire, Oparau 28.4.54.			ZK-AJK	DH.82A Tiger Moth	3834	18.4.46
					Ex ZK-AGY, NZ718. Wanganui Aero Club; to Aerial Spraying (NZ) Ltd; wfu .61, broken up at Kairanga near Palmerston North, 1966.		

# Impressment Review

PART THIRTEEN

We continue our survey of the Air Ministry review of aircraft currently registered at the outbreak of war in 1939, this time commencing at G-AEIB. The gap between this and the last entry in Part Twelve, G-AEHL, being largely accounted for by a batch of M.2Y Hawks delivered to the Romanian Air Force in 1936.

On the subject of G-AEHL, we have received this photo taken at Witney about 1939 (right). Behind it the other two Swallows are G-AFGC and G-AELJ, with Moth G-AAKO at the end of the line. Of the four only G-AELJ was not impressed. (E.B.Taylor, via P.W. Davis collection)



Regn	Type	C of A No & Expiry Date	Air Min Alloc'n	Owner and Base shown
G-AEIB	B.A. Swallow II	5523 21. 7.39	E	Doncaster Aero Club Ltd, Speke 1.9.39.
G-AEIC	B.A. Swallow II	5486 6. 3.40	E	R.S.Horrox, Netherthorpe 31.8.39. At Denham 22.11.39.
G-AEID	DH.82 Tiger Moth	5491 10.10.40	ERT	Reid & Sigrist Ltd, Desford 4.10.39.
G-AEIG	B.A. Swallow II	5493 26. 7.39	E	G.Dawson, Tollerton 31.8.39.
G-AEIH	B.A. Swallow II	5496 20.7.39	E	Cardiff Aeroplane Club Ltd, Worlingham, Surrey 1.9.39. Imp 10.5.40. Owner notified 12.6.40. C of A extended to 22.1.41.
G-AEIK	Taylor Cub	V.98 5.10.39	E	A.E.Coltman, Syston Leicester.
G-AEIL	Short Scion	5550 6. 3.39	NAC5	Arabian A/W Ltd, Khormaksar, Aden 29.8.39. C of A extended to 9.4.41.
G-AEIN	B.A.IV	5573 29. 4.40	NAC5	North Western Air Transport Ltd, Speke 1.9.39. Airframe sold 13.5.41 to J.P.Hill, Moss Meadow, Cholmondeley Road, Pendleton, Salford. Airframe imp 31.7.41 HQ 41 Gp.
G-AEIR	Avro 643 Cadet II	5501 26. 9.40	ERT	Air Service Training Ltd, Hamble. Reduced to produce.
G-AEIV	DH.80A Puss Moth	5521 13. 9.39	NAC1	R.J.Salmon, Hatfield 31.8.39. Imp 25.3.41. Owner notified 7.4.41.
G-AEIIY	DH.87B Hornet Moth	5518 27. 4.40	NAC1	Exeter Aero Club Ltd, Exeter 29.8.39. Imp 25.7.40. Owner notified 29.7.40. C of A extended to 2.6.41.
G-AEJB	Monospar ST.25	5607 6. 4.40	NAC1	Arabian A/W Ltd, Aden 29.8.39.
G-AEJH	B.A.C.Drone	Auth No.73 29. 5.40	E	R.J.Spiller, A.J.Spiller, D.S.Cleaver, J.Franklin & J.F.Wood, Sywell. Actually sold 16.6.39.
G-AEJI	Stinson SR-5D Reliant	V.101 27. 9.40	NAC1	N.Talbot de Vere Clifton c/o Surrey F/Svs, Croydon 29.8.39. To Brian Allen Avn Ltd, Weston. Later housed at White Waltham under Permit W.81 dated 23.2.40. Imp 31.3.40. Owner notified 12.6.40.
G-AEJJ	Percival Vega Gull	5524 8. 9.40	NAC	British American Air Svs Ltd, Heston. Imp 10.5.40. Owner notified 12.6.40.
G-AEJK	B.A.C.Drone	Auth No.74 29. 7.38	E	J.B.Patston, Eyebury House, Eye, Peterborough 31.8.39.
G-AEJM	DH.86B	5669 17. 4.40	NAC	Wrightways Ltd, Croydon. Imp 14.4.40.
G-AEJN	Short Scion	5645 19. 4.40	NAC5	E.D.Spratt, Gatwick 1.9.39. Imp 26.5.40. Owner notified 12.6.40.
G-AEJO	Pou du Ciel	- -	-	H.J.Tuckett, Hawkinge. Reduced to produce 5.8.39.
G-AEJS	B.A.C.Drone	Auth No.83 22. 9.39	E	A.E.Green, Leamington 31.8.39.
G-AEJX	Pou du Ciel	Auth No.81 11. 6.37	E	E.Small & A.D.Hardie, Commercial Garage, Brechin, Angus.
G-AEJY	Fleet 7C	V.147 26. 7.40	E	A.G.A.Fisher, Croydon. To Aero Industries Ltd, c/o Airwork Ltd, Heston 4.7.39. To J.F.Gale & C.R.Dunn, Langley Aerodrome.
G-AEKB	B.A. Swallow II	5530 1. 8.40	E	Hull Aero Club (1934) Ltd, Hull 31.8.39. To T.E.Richardson, Hull 13.12.41. Imp 30.11.42. Owner notified 17.12.42.
G-AEKC	B.A. Swallow II	5551 10.10.39	E	Yorkshire Avn Services Country Club Ltd, RAF Linton-on-Ouse 14.9.39.
G-AEKG	B.A. Swallow II	5553 3.11.39	E	E.L.Blow, Maylands Aerodrome, Romford 29.8.39.
G-AEKH	Pou du Ciel	Auth No.88 17. 7.37	E	C.L.Berrington, Heston
G-AEKI	B.A. Eagle II	5557 23. 8.39	NAC1	Yorkshire Avn Services Country Club Ltd, RAF Linton-on-Ouse 14.9.39. Imp 31.7.41. Owner notified 11.8.41.
G-AEKJ	Miles M.2H Hawk Major	5574 3. 7.37	T	W.Foster, Ligacao, Matto Grosso, Brazil (This almost certainly was a paper review!)
G-AEKK	Miles M.3D Falcon Six	5609 29. 8.40	NAC1	The Dunlop Rubber Co Ltd, c/o Airwork Ltd, Heston 1.9.39. Imp 2.3.40. Owner notified 2.4.40.
G-AEKL	Percival Mew Gull	5564 12. 7.40	NAC1	G.Guthrie c/o Cinque Ports F/Club, Lympne 12.9.39. Allocation changed to D of E.
G-AEKM	B.A.C.Drone	Auth No.84 14. 7.40	E	E.Thomas, Barton. Imp 10.1.41. Owner notified 25.1.41.

G-AEKN	B.A.C.Drone	Auth No.119	17. 1.38	E	Scottish Flying Club Ltd, Renfrew 31.8.39. A.A.Rice, Norwich. Sold 11.5.39 to H.B.Showell, Norwich.
G-AEKO	B.A.C.Drone	Auth No.93	13. 7.40	E	
G-AEKP	DH.87B Hornet Moth	5567	14. 9.39	NAC1	The Border Flying Club Ltd, Carlisle 1.9.39. Imp 10.5.40. Owner notified 12.6.40. C of A extended to 12.3.41.
G-AEKS	DH.87B Hornet Moth	5589	22. 2.40	NAC1	E.W.Pasold, Denham 1.9.39. Imp 20.2.40. Owner notified 2.4.40.
G-AEKT	B.A.C.Drone	Auth No.110	5.11.39	E	Kronfeld Ltd & Miss J.Jenkinson, London Air Park. J.A.McMullen, Hanworth 31.8.39. Major The Lord Apsley, Petty France, Badminton 4.10.39.
G-AEKU	B.A.C.Drone	Auth No.111	1.11.39	E	
G-AEKV	B.A.C.Drone	Auth No.117	31. 1.40	E	Major E.Crossley, Tadmarton House, near Banbury 29.8.39. Phillips & Powis Aircraft Ltd, Woodley. Imp 31.10.41. Owner notified 7.11.41.
G-AEKW	Miles M.12 Mohawk	5775	27. 2.40	NAC1	
G-AEKY	DH.87B Hornet Moth	5579	29. 2.40	NAC1	R.A.Mitchell, Jr, Ards 1.9.39. Imp 31.3.40. Owner notified 12.6.40.
G-AEKZ	DH.84 Dragon	3939	4. 1.40	NAC	The Hon.Mrs.Victor Bruce, Croydon. Imp 30.6.40. Owner notified 16.7.40. C of A extended to 18.1.41.
G-AELB	DH.82 Tiger Moth	5592	17. 9.39	T	The Merseyside Aero & Sports Co Ltd, Speke. Imp 23.8.40. Owner notified 29.8.40. C of A extended to 24.5.41.
G-AELC	DH.82 Tiger Moth	5593	2. 1.40	T	As for G-AELB but Imp 28.7.40. Owner notified 1.8.40. E.G.H.Forsyth, Croydon.
G-AELE	Percival Vega Gull	5519	16. 2.40	NAC1	
G-AELG	B.A.Swallow II	5582	28. 9.39	E	Newcastle-upon-Tyne Aero Club Ltd, Woolsington 31.8.39. To A.H.Wallis, Castle Bromwich 12.9.42. To B.Smith later.
G-AELH	B.A.Swallow II	5583	5. 4.30	E	Mrs.B.Macdonald, Witney 31.8.39. Imp 24.11.40. Owner notified 3.12.40. C of A probably 1940 or 39.
G-AELJ	B.A.Swallow II	5627	21.10.39	E	E.B.Taylor, Witney 31.8.39. F.Hills & Sons Ltd, Barton 31.8.39.
G-AELL	Hillson Praga	Auth No.108	4. 1.39	E	
G-AELM	Pou du Ciel	Auth No.91	31. 7.37	E	North Liverpool Light Plane Club, Maghull.
G-AELO	DH.87B Hornet Moth	5610	9. 2.40	NAC1	H.L.Cooper, Woodyates Manor, Salisbury 1.9.39. Imp 25.7.40. Owner notified 29.7.40.



Intended for the Royal Navy in April 1940 but in fact taken on charge by the RAF as AW118, Hornet Moth G-AELO was restored on 20.8.47 and is still active as seen in this take-off study at the PFA Rally at Leicester in July 1980. (Editor's photo)

G-AELP	DH.82 Tiger Moth	5602	25. 9.40	ERT	The de Havilland A/C Co Ltd, White Waltham 1.9.39. Imp under AM Contract No.All3012/40 dated 30.10.40. C of A extended to 7.8.41.
G-AELS	Percival Vega Gull	5596	19. 1.40	NAC1	Sir George Lewis, Heston 1.9.39. Imp 31.3.40. Owner notified 12.6.40. Allocation amended to List 4 App A (Admiralty).
G-AELT	Miles M.5A Sparrowhawk	5656	15. 9.37	E	V.Smith, Woodley. Aeropolis Ltd, Heston. Imp 26.5.40. Owner notified 12.6.40.
G-AELU	Stinson SR-8D Reliant	V.106	1. 6.40	NAC1	
G-AELV	B.A.Swallow II	-	-	-	London Air Park Flying Club Ltd, WFU 8.39.
G-AELW	Percival Vega Gull	5613	15. 2.40	NAC1	Anglo-American Oil Co Ltd, Heston 2.9.39. Imp 31.3.40. Owner notified 12.6.40. Allocation amended to List 4 App A.
G-AELX	Aeronca C.3	V.102	27. 1.39	E	Peterborough Flying Club Ltd, Horsey Toll. Sold 9.39. London Air Park Flying Club Ltd, Feltham.
G-AELY	Aeronca C.3	V.103	18.12.37	E	
G-AELZ	Dart Flittermouse	Auth No.97	22.12.39	E	A.Carpenter, Whitley Aerodrome 29.8.39. C.R.Chronander & J.I.Waddington, Heston. To General A/C Ltd, Feltham 1.9.39. C of A extended to 7.5.41 and 2.7.43.
G-AEMA	C.W.Cygnets	6032	22.12.40	NAC1	
G-AEMB	Percival Vega Gull	5629	10.11.39	NAC1	G.W.Harben, Heston 1.9.39. Imp 31.3.40. Owner notified 12.6.40. Allocation amended to List 4 App G (24 Comms Sqdn).
G-AEMD	B.A.Swallow II	5618	20. 4.40	E	Mrs.F.M.Morris-Davies, Lympne 31.8.39. The de Havilland A/C Co Ltd, White Waltham 1.9.39. Imp under AM Contract No.All3012/40 dated 30.10.40. C of A extended to 14.12.40 and 13.10.41.
G-AEMF	DH.82 Tiger Moth	5617	11.11.39	ERT	
G-AEMH	DH.89 Rapide	5639	5. 2.40	NAC	North Eastern A/W Ltd, Croydon. Imp 31.3.40. Owner notified 12.6.40. C of A extended to 20.2.40 and 20.3.40.
G-AEMI	DH.84 Dragon 2	5624	4. 1.40	NAC3	Commercial Air Hire Ltd, Croydon. Imp 7.7.40. Owner notified 16.7.40. C of A extended to 10.4.41.

# Complete Civil Registers : 6

## URUGUAY

### CX-



PART TWO

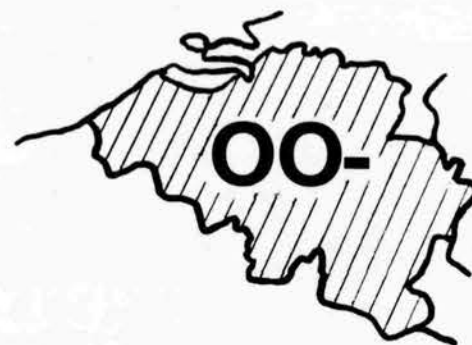
Regn	Type	C/n	Regn date	Identity, owner, base and fate
CX-ACF	Piper J-3C-65 Cub	5972	16.1.41	O.Silveira Riet, Montevideo. Still registered 8.72.
CX-ACG	Piper J-5A Cub Cruiser	5-850	26.3.41	Alejandro Hounie, Young. Crashed 15.9.48, Guichón.
CX-ACH	Piper J-5A Cub Cruiser	5-556	19.2.41	Aero Club del Uruguay, Montevideo. Still registered 8.72.
CX-ACI	Taylorcraft BC-12-65	2600	9.5.41	Nicanor Amaro, Salto. Crashed in Paraguay, details unknown.
CX-ACJ	Taylorcraft BL-12-65	2651	6.5.41	Aero Club Guichón, Guichón. Current 1950, NFI.
CX-ACK	Piper J-3C-65 Cub	6176	25.2.41	Fernando Silveira Riet, Montevideo. Current 1950, NFI.
CX-ACL	Aeronca 65CA	CA13201	28.5.41	Aero Club del Uruguay, Montevideo. Current 1950, NFI.
CX-ACM	Aeronca 65CA	CA13181	28.5.41	Aero Club del Uruguay, Montevideo. Cancelled 9.5.57.
CX-ACN	Aeronca 50TC	C9301T	7.5.41	Aero Club del Uruguay, Montevideo. Current 1950, NFI.
CX-ACO	Aeronca 50TC	C9291T	5.5.41	Aero Club del Uruguay, Montevideo. Crashed 1.64 (see CX-ACQ).
CX-ACP	Aeronca 50TC	C9261T	7.5.41	Aero Club del Uruguay, Montevideo. Current 1950, NFI.
CX-ACQ	Aeronca 50TC	C9271T	7.5.41	Aero Club del Uruguay, Montevideo. Believed w/o 12.1.64 but this may be in error for CX-ACO above.
CX-ACR	Piper J-4E Cub Coupe	4-1470	29.5.41	Fernando Silveira Riet, Montevideo. Current 1950, NFI.
CX-ACS	Piper J-4E Cub Coupe	4-1469	29.5.41	Pedro Meillet, Montevideo. Still registered 8.72.
CX-ACT	Miles M.2H Hawk	138	-	Ex G-ADAS, CX-AAW. J.P.Ricardi, Salto; current 1950, NFI. See earlier comments under CX-AAW; this entry is listed as c/n 307 and as a Miles M.8F, both of which are impossible.
CX-ACU	Taylorcraft BC-12-65	2902	17.6.41	Alfredo E. Moen, Montevideo. Still registered 8.72.
CX-ACV	Rearwin Skyranger 175	1580	22.2.42	Aero Club de Flores, Flores. Current 1950. This aircraft is thought to be ex NC44530, confirmation welcome.
CX-ACX	Taylorcraft BC-12-65	3004	17.6.41	Alfredo E. Moen, Montevideo. Still registered 8.72.
CX-ACY	Piper J-5A Cub Cruiser	5-532	30.1.41	Alejandro Hounie, Mercedes. Cancelled 4.11.57.
CX-ACZ	Piper J-5A Cub Cruiser	5-921	22.7.41	Máximo Rigo, Montevideo. Still registered 8.72.
CX-ADA	Piper J-4E Cub Coupe	4-1467	29.8.41	Juan C. Otegui, Young. Crashed 23.3.50. C/n incorrectly quoted officially as 4-1967.
CX-ADB	Piper J-3C-65 Cub	6767	22.7.41	Enrique Silveira Riet, Montevideo. Cancelled, NFI.
CX-ADC	Taylorcraft BL-12-65	3117	30.9.41	Aero Club Colonia, Colonia. Crashed 19.12.54. C/n incorrectly quoted as 3147 which went to Brazil.
CX-ADD	Taylorcraft BL-12-65	3168	30.9.41	José G. Amaro, Salto. Still registered 8.72.
CX-ADE	Stinson 10A	8029	24.9.41	Travieso & Lestido, Montevideo. Still registered 8.72.
CX-ADF	Piper J-3C-65 Cub	6768	17.10.41	Angel Antoniello, Montevideo. Still registered 8.72.
CX-ADG	Stinson 10A	8104	5.11.41	Aero Club del Uruguay, Montevideo. Still registered 8.72.
CX-ADH	Potez 62-1	4027/8	-	Ex Air France F-ANQN. P.L.U.N.A., Montevideo. Wfu 1949, regn canc 23.8.49. C/n officially quoted as '84027'.
CX-ADI	Stinson 10A	8136	11.12.41	Francisco de Boismenú, Young. Still registered 8.72. C/n officially quoted as 8126, believed incorrect.
CX-ADJ	Taylorcraft BC-12-65	3280	12.12.41	Nicanor Amaro, Salto. Still registered 8.72.
CX-ADK	Taylorcraft BC-12-65	3279	30.12.41	Aero Club Mercedes, Mercedes. Still registered 8.72.
CX-ADL	Taylorcraft BC-12-65	3270	30.12.41	Nicanor Amaro, Salto. Destroyed by fire, 1948.
CX-ADL(2)	Aero Commander 500B	1448-158	20.6.64	Azucarera del Litoral, Paysandú. Still registered 8.72, current?
CX-ADM	Taylorcraft BC-12-65	3313	17.12.41	Nicanor Amaro, Salto. Still registered 8.72.
CX-ADN	Piper J-4E Cub Coupe	4-1613	25.11.41	Raúl Rodríguez, Tacuarembó. Still registered 8.72.
CX-ADO	Piper J-4E Cub Coupe	4-1625	27.11.41	Alfredo G. Puig, Montevideo. Cancelled, probably pre-1950.
CX-ADP	Taylorcraft BC-12-65	4070	5.2.42	Nicanor Amaro, Salto. Cancelled.
CX-ADQ	Taylorcraft BC-12-65	4072	5.2.42	Nicanor Amaro, Salto. Still registered 8.72.
CX-ADR	Piper J-5A Cub Cruiser	5-1288	3.12.41	Baron Rottini, Paysandú. Still registered 8.72.

CX-ADS Piper J-5A Cub Cruiser 5-1295		3.12.41	R. Etcheverry, Durazno. Still registered 8.72.
CX-ADT Stinson 10A 8030		24.9.41	Travieso & Lestido, Montevideo. To Brazil as PP-TLB, .42, damaged in storms 13.7.48 and restored as CX-ADT after rebuild. Crashed 7.11.53 at Mellilla.
CX-ADU Taylorcraft BC-12-65 3364		2.3.42	Alfredo E. Moen, Montevideo. Crashed 21.11.56.
CX-ADV Rearwin 8135 Cloudster 898		25.3.42	Furgoni Hnos., Montevideo. Still registered 8.72.
CX-ADX Taylorcraft BC-12-65 3372		11.3.42	Aero Club Florida, Florida. Still registered 8.72 but believed written-off 18.2.62.
CX-ADY Taylorcraft BC-12-65 3371		11.3.42	Aero Club Colonia, Colonia. Still registered 8.72.
CX-ADZ Culver LFA Cadet 405		5.2.42	Fernando Barrandeguy, Montevideo. Sold to Argentina, 1977.
CX-AEA Rearwin 175 1576		7.1.42	Ex NC37888. Aero Club Flores, Trinidad. Still registered 8.72.
CX-AEB Culver LFA Cadet 426		3.4.42	Pike & Compania, Montevideo. Cancelled.
CX-AEC Taylorcraft BL-12-65 3367		11.3.42	Luis A. Castagnola, Montevideo. Cancelled.
CX-AED Taylorcraft BLT-65D 3381		11.3.42	Alfredo E. Moen, Montevideo. Still registered 8.72.
CX-AEE Taylorcraft BLT-65D 3377		11.3.42	Aero Club del Uruguay, Montevideo. Still registered 8.72.
CX-AEF Douglas DC-2-118B 1351		c12.42	Ex NC14291, PP-PAY. P.L.U.N.A., Montevideo "Espiritu de las Americas". sold as LV-AHI 26.12.51 and w/o 2.12.54.
CX-AEG Douglas DC-2-124 1324		c12.42	Ex NC1000, NC30076, PP-PAZ. P.L.U.N.A., Montevideo. Suffered storm damage 18.1.46 and possibly not rebuilt but sold to Argentina as spares with CX-AEF, 12.51.
CX-AEH Piper J-3C-65 Cub 7971		29.7.42	Aero Club Young, Young. Still registered 8.72.
CX-AEI Focke-Wulf Fw 44 26358		-	Dirección de Aeronautica Civil, Montevideo. Still registered 8.72. Possibly Argentine-built.
CX-AEJ Grunau 9 -		-	Dirección de Aeronautica Civil, Montevideo. Cancelled.
CX-AEK Grunau Baby 826		-	Dirección de Aeronautica Civil, Montevideo. In mid-sixties was preserved in museum in Montevideo.
CX-AEL Piper J-5A Cub Cruiser 5-1250		17.7.42	Ex NC41138. Aero Club Guichón, Guichón. Written-off 8.6.75 in mid-air collision with a Luscombe.
CX-AEM Piper J-3C-65 Cub 9062		17.7.42	Fernando Silveira Riet, Montevideo. Still registered 8.72.
CX-AEN Piper J-5A Cub Cruiser 5-1267		3.8.42	Ex NC41139. Aero Club Salto, Salto. Still registered 8.72.
CX-AEO Taylorcraft BC-12-65 3365		.43	Centro Aviación Florida, Florida. Still registered 8.72.
CX-AEP Taylorcraft BC-12-65 3366		11.3.42	Aero Club Melo, Melo. Cancelled, pre-1950.
CX-AEQ Goppingen I Wolf -		-	Aero Club del Uruguay, Montevideo. Cancelled.
CX-AER Aeronca 7AC Champion 7AC-1104		10.4.46	Dentalia Ltda., Montevideo. Still registered 8.72.
CX-AES Aeronca 7AC Champion 7AC-1350		10.4.46	Aero Club Young, Young. Still registered 8.72.
CX-AET Paulistinha CAP.4 0135		-	Centro Aviación Salto, Salto. Still registered 8.72.
CX-AEU Piper AE-1 5-1453		-	Ex BuA30250, FAU... . Aeronáutica Miliar, Montevideo. Cancelled. FAU serial will be one from the range FAU700 to FAU703.
CX-AEV Piper L-4H "10592"		-	Mateo Brunet, Montevideo. Cancelled. This c/n would if correct be 43-29301 (see next entry!) which was sold in the USA 5.2.45. The same c/n is also quoted for LV-NCF.
CX-AEX Piper L-4H "29301"		-	Mateo Brunet, Montevideo. Cancelled. The "c/n" presumably is derived from serial 43-29301, see comments on CX-AEV above.
CX-AEY Piper L-4H "10589"		-	Enrique Boero, Montevideo. Written off 19.11.56 Montevideo. Three different aircraft claim this c/n, which should correspond to 43-29298, sold 19.1.45 becoming NC46789, N46789 and still current in the USA!
CX-AEZ Piper J-3C-65 Cub "36734"		-	Pike & Compania, Montevideo. Still registered 8.72. The c/n may refer to L-4A 42-36734 (c/n 8858) sold 26.4.45 in USA, to NC58375 but no further data. It has also been quoted as "36374" which as c/n 8498, 43-36374 was soc 25.8.44 as beyond repair.
CX-AFA Short S.25 Sunderland III nil		5.46	Ex EJ156, G-AGWW. C.A.U.S.A., Montevideo. Written-off 11.9.56. Built at Windermere and civilianised by Shorts 1945-6 with conversion number SH.5C now usually quoted as c/n.
CX-AFB Piper J-3C-65 Cub 14994		4.1.46	Fernando Silveira Riet, Montevideo. Still registered 8.72.
CX-AFC Piper J-3C-65 Cub 14390		10.12.45	Francisco Rottini, Paysandú. Still registered 8.72.
CX-AFD Piper J-3C-65 Cub 14370		10.12.45	Fernando Silveira Riet, Montevideo. Cancelled.
CX-AFE Douglas C-47B 32551		.46	Ex 44-76219. P.L.U.N.A., Montevideo. Still registered 8.72, canc.
CX-AFF Piper J-3C-65 Cub 14391		10.12.45	Fernando Silveira Riet, Montevideo. Still registered 8.72.
CX-AFG Piper J-3C-65 Cub 14382		10.12.45	Fernando Silveira Riet, Montevideo. Still registered 8.72.
CX-AFH Piper J-3C-65 Cub 14978		4.1.46	Fernando Silveira Riet, Montevideo. Cancelled.
CX-AFI Piper J-3C-65 Cub 14977		4.1.46	Aero Club Ombúes Lavalle, Colonia. Cancelled.
CX-AFJ Piper J-3C-65 Cub 15002		4.1.46	Fernando Silveira Riet, Montevideo. Written-off 8.2.77, Minas.



# Complete Civil Registers : 1

## BELGIUM



### Post-war series: OO-...

PART FOURTEEN

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

1807 OO-HEB	Nardi FN.333 Riviera Ex I-SIAO, (OO-DEA). A.Delhamende, Gosselies; crashed at Heppignies 25.7.68, remains taken to Gosselies, used for spares.	010	8.7.68
1808 OO-TOT	MS.880B Rallye Club Aero Nord, Moorseele; to O.Herschap, Rhode St-Genese; to AC Brugge, Ursel.	1226	10.7.68
1809 OO-ZLV	Schleicher Ka 8B CNVAV/NZVC, St.Hubert; to Leuvense Universitaire AC, Louvain.	8709	11.7.68
1810 OO-SAF	MS.880B Rallye Club AC van Aalst; cancelled 2.2.81 on sale to UK and regd G-BIOR 3.2.81.	1229	18.7.68
1811 OO-LGA	Piper L-18C Super Cub Ex 51-15597, ALAT 181597, F-BLLM. Royal Motor Union, Liege; canc 21.6.72 and dismantled at Grimbergen.	18-1597	30.7.68



OO-LGA (1811) without cowlings at Grimbergen on 5.3.69. (J.A.Sexton)

1812 OO-TOX	Stampe SV.4C Ex Fr.mil, F-BMMF. Farner Air Service (reservation only ?), to N.Waucquez & R.De Brandt, Gosselies; later to N.Waucquez only.	150	31.7.68
1813 OO-NVM	MS.894A Rallye Minerva 220 N.Van Melleghem, Grimbergen; to Ferket Banden pvba, Hasselt.	11008	31.7.68
1814 OO-EAS	PA-28 Cherokee 140 Ex N6679J. European Air Service (E.A.S.), Gosselies; crashed at Bissegem 19.7.70, w/o.	28-24366	5.8.68
1815 OO-HMA	Piper L-21B Super Cub Ex 52-6224, ALAT 182542. F.Vanderstraeten, Moorseele; canc 10.10.68 and re-regd OO-VVR with same CofR to CNVAV/NZVC, St.Hubert 16.10.68. Written off in mid-air collision with OO-VVI (1654) at St.Hubert, 7.8.73.	18-2542	27.8.68
1816 OO-HMB	Piper L-21B Super Cub Ex 52-6221, ALAT 182539. F.Vanderstraeten, Moorseele; re-regd OO-VVP with same CofR to CNVAV/NZVC, St.Hubert, 19.11.68.	18-2539	27.8.68
1817 OO-HMC	Piper L-21B Super Cub Ex 52-6225, ALAT 182543/F-MAFI. F.Vanderstraeten, Moorseele; re-regd OO-VVQ, presumably for CNVAV, but ntu and instead re-regd OO-LFM 28.11.68 with same CofR for Centre Aer.Caroloregion, Gosselies.	18-2543	27.8.68
1818 OO-HME	Piper L-21B Super Cub Ex 52-6226, ALAT 182544. F.Vanderstraeten, Moorseele; re-regd OO-VLF 21.10.68 with same CofR, to Vlaamse Luchtvaartbond, Antwerp 24.10.68 but not used and sold instead to CNVAV/NZVC, Balen-Nete; to AC Keiheuvel, Balen-Nete .69; to Publi-Sky, Antwerp .71; canc 15.10.74 on sale to UK, regd G-BCPI 21.10.74, dbf 13.2.79.	18-2544	27.8.68



Although the marks OO-DEA were not officially taken up by this FN.333 Riviera (later OO-HEB CofR 1807), ample evidence that they were worn is provided above. (S.Croes coln)

1819 OO-HMG	Piper L-18C Super Cub Ex 51-15539, ALAT 181539/F-MAOH. F.Vanderstraeten, Moorseele; sold to Norrønafly 2.69, canc 11.3.69 and regd LN-TSY 8.8.69; dbf Hamar 10.6.75.	18-1539	27.8.68
1820 OO-HMH	Piper L-18C Super Cub Ex 51-15398, ALAT 181398. F.Vanderstraeten, Moorseele; sold to Norrønafly 2.69 intended as LN-TSJ but ntu; re-regd OO-TSJ 1.4.69 with same CofR to Aero Nord, Moorseele; to Flanders Air Service, Moorseele; to Aeromat Shop, Oostende, canc 1.4.77 and reduced to spares at Oostende.	18-1398	27.8.68
1821 OO-HMI	Piper L-18C Super Cub Ex 51-15555, ALAT 181555/F-MBIB. F.Vanderstraeten, Moorseele; canc 27.9.68 on sale to UK, regd G-AWRH 2.10.68 and painted as such at Moorseele; canc 18.4.69 (not delivered to UK?) and regd OO-SPS to P.Sterckmans, Balen-Nete on the same date but with new C of R number 1890.	18-1555	27.8.68
1822 OO-HMJ	Piper L-18C Super Cub Ex 51-15411, ALAT 181411. F.Vanderstraeten, Moorseele; sold to Norrønafly 2.69, canc 11.3.69 and regd LN-TSJ 10.7.69; w/o 1.7.71 Ringerike.	18-1411	27.8.68
1823 OO-ADM	Agusta Bell 206A Jet Ranger Brussels Airways, Grimbergen; canc 1971 on sale to France and regd F-BSUH 3.8.71.	8077	29.8.68



Also at Grimbergen on 5.3.69 was Brussels Airways second Jet Ranger OO-ADM (1823). (J.A.Sexton)

1824 OO-HMF	Piper L-21B Super Cub Ex 52-6229, ALAT 182547. F.Vanderstraeten, Moorseele; to Western Aviation, Wevelgem and re-regd OO-WIS 25.10.68 with same CofR; to H.Van den Berghe & R.Van Gestel, Brasschaat.	18-2547	3.9.68
1825 OO-HMK	Piper L-18C Super Cub Ex 51-15606, ALAT 181606/F-MADF/F-MBCJ. F.Vanderstraeten, Moorseele; to AC van Aalst and re-regd OO-LPA 3.10.68 with same CofR; sold to UK as G-BIID 5.1.81.	18-1606	3.9.68
1826 OO-HML	Piper L-18C Super Cub Ex 51-15331, ALAT 181331/F-MBCC. F.Vanderstraeten, Moorseele; to Aero Nord, Moorseele and re-regd OO-SBR with same CofR; canc 21.10.71 on sale to UK and regd G-AZRL 23.3.72.	18-1331	3.9.68



The summer of 1968 was notable for the bulk purchase of ex-ALAT Super Cubs as the new registrations show. Typical of these was OO-LPA (1825) at Aalst 21.8.72. (Editor)

1827	Piper L-18C Super Cub	18-1372	3.9.68
OO-HMM	Ex 51-15372, ALAT 181372/F-MCBR. F.Vanderstraeten, Moorsele; sold to Norrønafly 2.69, canc 11.3.69 and regd LN-TSQ 30.7.69.		
1828	Piper L-18C Super Cub	18-1579	3.9.68
OO-HMN	Ex 51-15579, ALAT 181579/F-MAGF. F.Vanderstraeten, Moorsele; sold to Norrønafly 2.69, canc 11.3.69 and regd LN-TSZ 19.8.69.		
1829	Boeing 707-329C	19996	10.9.68
OO-SJL	SABENA, Brussels, d/d 30.9.68; canc 3.11.82 on sale to Jet Charter International as N3238N.		
1830	Boeing 727-29C	19987	10.9.68
OO-STE	SABENA, Brussels, d/d 1.10.68; canc 9.4.76 on sale to World Airways as N696WA, leased to Yemen Airways; sold as N444SA 20.11.80.		
1831	Piper L-21B Super Cub	18-2541	12.9.68
OO-HMD	Ex 52-6223, ALAT 182541. F.Vanderstraeten, Moorsele; canc 11.3.69 on sale to Norway and regd LN-UXJ 8.7.69.		
1832	Piper L-18C Super Cub	18-1361	12.9.68
OO-HMO	Ex 51-15361, ALAT 181361. F.Vanderstraeten, Moorsele; cancelled .72 (?) without CofA issue; sold to UK 1980 and regd G-BJWZ 18.1.82.		
1833	Piper L-18C Super Cub	18-1558	12.9.68
OO-HMP	Ex 51-15558, ALAT 181558. F.Vanderstraeten, Moorsele; to Gedair, Grimbergen and re-regd OO-DAS with same CofR, 11.12.68; crashed at Temploux 2.8.70 but presumably rebuilt as last known CofA expired 29.7.74; still at Grimbergen later and believed owned by A.de Bondt & ptrn.		
1834	Piper L-18C Super Cub	18-1401	12.9.68
OO-HMQ	Ex 51-15401, ALAT 181401/F-MAKN. F.Vanderstraeten, Moorsele; to AC Albatros, Ghent and re-regd OO-ALB 28.4.70 with new CofR no.1997.		
1835	Piper L-18C Super Cub	18-1576	12.9.68
OO-HMR	Ex 51-15576, ALAT 181576/F-MAGF. F.Vanderstraeten, Moorsele; sold to Norrønafly 2.69, canc 11.3.69 and regd LN-TSO 11.8.69; later D-ELTP.		
1836	Piper L-18C Super Cub	18-1562	12.9.68
OO-HMS	Ex 51-15562, ALAT 181562. F.Vanderstraeten, Moorsele; re-regd OO-FLW 16.8.68 with same CofR to Ghent AC (though possibly, or nominally, to Messrs Buyse, Goeman & Calberson, Ghent, first); later to L.Goeman, Ghent; to D.De Leyn, Ghent.		
1837	Piper L-18C Super Cub	18-1391	12.9.68
OO-HMT	Ex 51-15391, ALAT 181391/F-MAKD. F.Vanderstraeten, Moorsele; to R.Hendrickx, Moorsele/St.Ghislaine, and re-regd OO-PIU with same CofR 7.70. Cancelled 3.3.80 on sale to UK and regd G-BHOM 7.3.80.		
1838	Piper L-18C Super Cub	18-1650	12.9.68
OO-HMU	Ex 51-15650, ALAT 181650/F-MAKC. F.Vanderstraeten, Moorsele; re-regd OO-LGB 10.68 with same CofR for Royal Motor Union, Liege; to T.Hulsmans, Leopoldsburg; to AC Sanicole, Leopoldsburg; to CFR Supra, Brasschaat; to L.Bruynheus, Brasschaat.		
1839	Piper L-18C Super Cub	18-1545	12.9.68
OO-HMV	Ex 51-15545, ALAT 181545/F-MAKY. F.Vanderstraeten, Moorsele; sold to Norrønafly 2.69, canc 11.3.69 and regd LN-TSX 16.7.69, wfu 30.9.74, canc 3.4.79.		
1840	Piper L-18C Super Cub	18-1544	12.9.68
OO-HMW	Ex 51-15544, ALAT 181544. F.Vanderstraeten, Moorsele; to Royal Verviers Avn and re-regd OO-VIW with same CofR 6.11.68; noted dismantled 8.82 at Verviers.		
1841	Piper L-18C Super Cub	18-1607	12.9.68
OO-HMX	Ex 51-15607, ALAT 181607/F-MBIM. F.Vanderstraeten, Moorsele; canc 5.6.70 and sold as PH-MAW; w/o at Lelystad 5.4.77.		
1842	SIAI-Marchetti SF.260	115	17.9.68
OO-SMA	Etat Belge (SABENA), Grimbergen. Current.		

1843	SIAI-Marchetti SF.260	116	17.9.68
OO-SMB	Etat Belge (SABENA), Grimbergen. Crashed due to engine failure landing at Grimbergen 8.10.80, badly damaging Cessna FRA150M OO-KWE; cancelled 30.12.80.		
1844	SIAI-Marchetti SF.260	117	17.9.68
OO-SME	Etat Belge (SABENA), Grimbergen. Current.		
1845	Cessna 180	32092	18.9.68
OO-SPZ	Ex N3294D, SL-AAT, D-EDAH. Aero Para Club, Spa; canc 15.3.77 to UK, regd G-BEOD 14.3.77.		
1846	Glasflugel H201B Standard Libelle	56	19.8.68
OO-ZBR	Fedn. Zweefvliegclub, Temploux; to Royal Verviers Aviation; to F.Verstreken.		
1847	SIAI-Marchetti SF.260	114	20.9.68
OO-HAZ	Ex OO-RAB ntu. A.Delhamende, Gosselies; re-regd OO-AHR 30.5.69 to Belflight, with new CofR no. 1910; later F-BUVY 2.7.76; G-MACH 29.10.80.		
1848	PA-24 Comanche 260B	24-4213	20.9.68
OO-YET	Ex N8763P, G-AVCL. J.Bayet, Antwerp; to E.Philips, Antwerp .70. (Note: UK regn may be considered ntu, regd 2.12.66 but damaged at Gander 21.1.67 on delivery flight, repaired in Canada and resold to Belgium.)		
1849	Piper L-18C Super Cub	18-1371	3.10.68
OO-HMZ	Ex 51-15371, ALAT 181371/F-MBCY. F.Vanderstraeten, Moorsele; to AC van Aalst and re-regd OO-FIR with same CofR, 23.1.70; believed damaged during .78 due to u/c failure and subsequently cancelled.		
1850	Piper L-18C Super Cub	18-1399	3.10.68
OO-HNA	Ex 51-15399, ALAT 181399. F.Vanderstraeten, Moorsele; to Aero Nord, Moorsele and re-regd OO-LIE with same CofR .70; to M.Meulemans, Moorsele; to Publi Air, Grimbergen; to Heli Tourisme sprl, Grimbergen.		
1851	Piper L-18C Super Cub	18-1531	3.10.68
OO-HNC	Ex 51-15531, ALAT 181531/F-MAGE. F.Vanderstraeten, Moorsele; to AC des Hautes Fagnes, Elsenborn and re-regd OO-BLV 16.2.73 with new CofR no.2303.		
1852	Piper L-18C Super Cub	18-1542	3.10.68
OO-HND	Ex 51-15542, ALAT 181542/F-MAGF. F.Vanderstraeten, Moorsele; to AC des Hautes Fagnes, Elsenborn and re-regd OO-FAM 6.73 with new CofR no.2349.		
1853	Piper L-18C Super Cub	18-1617	3.10.68
OO-HNF	Ex 51-15617, ALAT 181617/F-MAKZ. F.Vanderstraeten, Moorsele; re-regd OO-LOU(2) 10.7.69 to L.Luytens, Antwerp, with same CofR; to Skyworks, Antwerp.		
1854	Piper L-18C Super Cub	18-1633	3.10.68
OO-HNH	Ex 51-15633, ALAT 181633/F-MBCC. F.Vanderstraeten, Moorsele; re-regd OO-KFC 28.6.72 to Kortrijk FC, Wevelgem, with new CofR no.2248.		
1855	Piper L-18C Super Cub	18-1561	3.10.68
OO-HNI	Ex 51-15561, ALAT 181561. F.Vanderstraeten, Moorsele; re-regd OO-JAP 31.10.68 with same CofR; to Aero Nord, Moorsele 12.1.69; to AC van Aalst 29.1.69; crashed at Groot Bijgaarden, near Aalst, 16.9.73, w/o.		
1856	SIAI-Marchetti S.205-20F	5-302	11.10.68
OO-EMD	A.Delhamende, Gosselies; to E.M.Deom, Grimbergen; crashed Keiheuvel 2.10.70, repaired and sold as F-BTOL 22.9.72. (Note: model as originally shown, but regd in France as S.205-20R. Perhaps converted during rebuild?)		
1857	Reims/Cessna F.150J	0423	28.10.68
OO-SKB	Sotramat SA, Antwerp; to Hessenatie-Sotramat NV, Antwerp; to F.De Clerck.		
1858	Cessna 170B	20767	28.10.68
OO-SIZ	Ex N2615D. Sotramat SA, Beerse; to R.Hendrickx, Moorsele .71; to Kempische AC, Weelde .77.		



The 1952-vintage Cessna 170B OO-SIZ (1858) at Diest 18.8.79 (H.Dekker)

Left: Several of the first batch of SABENA Flying School SF.260s suffered accidents, among them OO-SMF (1860) seen here at Grimbergen 17.10.70 a year before being written off. (Tom Dunstall)



Below left: One of two Reims-built Cessna F150Hs acquired by the Royal Antwerp AC in late 1968, OO-JTH (1866) at Grimbergen 5.3.69. (J.Sexton)  
Below right: Cub with a very complex history (see p.82/4) is OO-JOZ (1867) formerly PH-NKC. (H.Wadman)



1859	Bell 206A Jet Ranger	256	30.10.68
OO-WTC	Ex N4706R. Brussels Airways, Grimbergen; cancelled on sale to France, regd F-BSTQ 13.5.71.		
1860	SIAI-Marchetti SF.260	118	14.11.68
OO-SMF	Etat Belge (SABENA), Grimbergen; crashed at Nieuw-kirke-Waas 25.11.71, w/o.		
1861	SIAI-Marchetti SF.260	119	14.11.68
OO-SMG	Etat Belge (SABENA), Grimbergen; mid-air collision with OO-SMI (1863) during formation landing at Wevelgem 22.2.71; cancelled 7.7.71 and parts used to rebuild OO-SMI, see below.		
1862	SIAI-Marchetti SF.260	120	10.12.68
OO-SMH	Etat Belge (SABENA), Grimbergen; crashed at Fontaine-Emptinne 24.11.69; cancelled .71.		
1863	SIAI-Marchetti SF.260	121	10.12.68
OO-SMI	Etat Belge (SABENA), Grimbergen; mid-air collision with OO-SMG, Wevelgem 22.2.71 (see above); cancelled 7.7.71 but rebuilt and restored as OO-SMI 13.4.72 to A.S.P.E., Gosselies with new CofR no.2212; re-regd OO-SIA(2) still with A.S.P.E. 14.8.73 this time with CofR no.2366; to Etat Belge as OO-SMN again for use of SABENA Flying School 26.2.82.		
1864	MS.880B Rallye Club	1264	8.11.68
OO-OTO	Aero Nord, Moorsele; to Ghent Aviation Club; to Aviation sprl, Grimbergen; to S.Krischek, Grimbergen.		
1865	Reims/Cessna F.150H	0350	20.11.68
OO-FST	Royal Antwerp Aviation Club.		
1866	Reims/Cessna F.150H	0384	20.11.68
OO-JTH	Royal Antwerp Aviation Club; blown over Oostende 5.3.78; cancelled 12.12.78 and remains taken to Antwerp for spare use.		
1867	Piper J-3C-65 Cub	'13215'	29.11.68
OO-JOZ	Actually f/n 13078 ex PH-NKC rebuilt from original PH-UCH, 45-4508 c/n 13248. (The real 13215, f/n 13045 being current as PH-UCH - see p.82/4). P.Hollanders, Diest; to AC Kiewit .69; again to		

	P.Hollanders .71 and operated by Diest AC until cancelled on sale to UK as G-OCUB regd 21.4.81.		
1868	MS.885 Super Rallye	159	4.12.68
OO-RDS	Ex F-BKLU. J.G.Stijl, Antwerp; to Ferket, Antwerp; to Kempische AC, Weelde; b/u at Weelde .82.		
1869	Piper L-18C Super Cub	18-3198	11.12.68
OO-HLT	Ex 53-4798, L-124, OL-L60; Aero Club FBA, Koln-Butzweilerhof; crashed Neunkirchen, West Germany, 16.1.72.		
1870	Fauvel AV.36C	159	18.12.68
OO-ZJM	M.Janssens, Diest; cancelled 10.1.78 reasons unknown.		
1871	Reims/Cessna F.150J	0428	31.12.68
OO-CBS	Publi Air, Grimbergen; to E.M.Deom, Grimbergen; to W.Renson, Diest.		
1872	Piper L-18C Super Cub	18-3230	13.1.69
OO-ACC	Ex 53-4830, L-156, OL-L56; AC Brasschaat.		
1873	Wassmer WA.41 Baladou	96	22.1.69
OO-LIB	Ex F-BMYV. Libramont Aviation (Libravia), St-Hubert.		
1874	Douglas DC-6B	45478	27.1.69
OO-HEX	Ex F-BIAM, TU-TCF, F-BOEX. B.I.A.S., Brussels; re-regd OO-PAY with same C of R; to Delta Air Transport, Antwerp and re-regd OO-FVG 12.12.71, again with same C of R; during 1973 (?) re-regd OO-VGF		



Above: Another of John Sexton's subjects at Grimbergen is Libravia's WA.41 Baladou OO-LIB (1873).

Left: In addition to their three Jet Rangers, Brussels Airways operated this Mystere 20 OO-WTB (1883) for nearly two years before selling it to Battenfeld in Germany. Photo at Antwerp on 17.5.69 by G.de Herdt.



Left: No stranger to British airfields, SIAI-Marchetti S.208 OO-MAP (1892) clearly announcing its model number when landing at Southend on 26.4.70. (J.W.Ware)

	to avoid radio confusion with other Delta aircraft; cancl 17.1.75 and sold as C-GHLY.				
1875	Reims/Cessna F.150H	0358	31.1.69	OO-ZFM	1884 Schleicher Ka 6CR Rhonsegler 6241 5.3.69
OO-LGC	Royal Motor Union, Liege; to M.Meulemans, Moorsele .74; to N.E.A.S., Brussels .79; to F.De Clerck, Moorsele.				Ex D-4101. F.Mouradoglou, (Brussels); to A.Crabbe & G.Cavillot, Temploux.
1876	Reims/Cessna F.150H	0351	31.1.69	OO-DMN	1885 Cessna 337D Super Skymaster 1048 7.3.69
OO-LGD	Royal Motor Union, Liege; to Publi Air ?; C of A expired 1.4.75 and subsequently cancl, though believed sold to V.Melotte, Kiewit .76.				Rentavia, Brussels; cancl 1.8.78 on sale to France, regd F-BVJG 14.8.79.
1877	Reims/Cessna F.150H	0369	31.1.69	OO-ZHT	1886 Schleicher Ka 6CR Rhonsegler unkn 12.3.69
OO-LGE	Royal Motor Union. Liege; to Publi Air ?; C of A expired 5.4.74 and subsequently cancl, though believed sold to V.Melotte, Kiewit .76.				H.Touier, Kuurne; cancl pre-1975, reasons unknown.
1878	Piper L-18C Super Cub	18-1477	5.2.69	1887	MS.880B Rallye Club 342 21.3.69
OO-SPE	Ex 51-15477, ALAT 181477. Aero Para Club, Spa; cancl 27.3.73 on sale to Germany as D-EKMM.			OO-WIM	Ex F-BKZH. W.Bosschaert, Antwerp; to E.Debay, Liege, .70.
1879	Reims/Cessna F.172H	0563	21.2.69	1888	SIAI-Marchetti S.205-18R 4-164 17.4.69
OO-AWY	H.Isselee, Grimbergen; to pvba Velbo, Oostende; to J.Macquart, Gosselies; to P.DeVos, Gosselies; to Avia S.O.S. sprl, Gosselies.			OO-HEA	Aviation Spare Parts Europe (A.S.P.E.), Gosselies; re-regd OO-MEA .72, with same owner and Cof R.
1880	Reims/Cessna F.172H	0557	21.2.69	1889	SIAI-Marchetti S.205-18R 4-169 17.4.69
OO-PPE	Young Aviation Club, Grimbergen; to Diest AC; crashed near Averbode, 17.8.80.			OO-HED	A.S.P.E., Gosselies; cancl 30.8.71 on sale to France, regd F-BTAN 29.12.71.
1881	Reims/Cessna F.172H	0569	21.2.69	1890	Piper L-18C Super Cub 18-1555 18.4.69
OO-SPY	P.Dumont, Temploux; to , or operated by, AC de la Meuse, Temploux; to O.Lecloux, Spa; to P.DeVos, Gosselies; to A.Gosset, Amougies.			OO-SPS	Ex 51-15555, ALAT 181555/F-MBIB, OO-HMI (1821), G-AWRH. P.Sterckmans, Balen-Nete; to R.Ooms, Leopoldsburg; to AC Sanicole, Leopoldsburg.
1882	PA-28 Cherokee 140	28-24376	24.2.69	1891	Piel CP.301A Emeraude 231 23.4.69
OO-JAR	Ex N6686J. European Air Service, Gosselies; to West AC, Koksijde; to G.Lenez, Koksijde (?); cancl 3.11.80 on sale to UK, regd G-BIHG 25.11.80.			OO-JEP	Ex F-BIMF. P.Vanneste & J.Deschodt, Wevelgem and Moorsele; to Vanneste & P.Masyn; cancl, reasons unknown, apparently no C of A since 27.7.72.
1883	Dassault Mystere 20C	162	28.2.69	1892	SIAI-Marchetti S.208 2-50 24.4.69
OO-WTB	Ex F-WNGO. Brussels Airways, Brussels, d/d			OO-MAP(2)	A.S.P.E., Gosselies; to P.Verbeeck, Gosselies.
				1893	Ryan Navion 4 NAV-4-1259 25.4.69
				OO-NIQ	Ex N4259K, HB-ESE. J.Van Den Poel, Antwerp; to A.Sumida, Antwerp; to Sanic NV, Antwerp.
				1894	Beagle B.121 Pup 100 012 25.4.69
				OO-WEA	Ex G-AWEA. Mrs C.Devleminck, Grimbergen; to Publi Air; to M.Linet; to G.Gheysens, Grimbergen.

to be continued. . .



Above, left: The reason for the cancellation of Emeraude OO-JEP (1891) is not immediately known to us. (F.Ceulemans)  
Above right: Navion OO-NIQ (1893) at Antwerp, showing signs of its former Swiss ownership with the partly obscured cross on the fin. (S.Croes collection)

Left: One of the earliest Pups to be exported was OO-WEA (1894) shown here in Devleminck Air Service titles at Grimbergen on 25.5.69. (G.de Herdt)

# The Whole Truth:



## DH.60 MOTH

### PART THIRTEEN

- 1453 Gipsy I To HAD Henlow 12.29 as K1106. Allocated to Coastal Area 4.30 and soc 15.2.34.
- 1454 Gipsy I To HAD Henlow 13.12.29 as K1107. Allocated to Coastal Area, Gosport 4.30. The record card states used by both "A" Flt Lee-on-Solent and Gosport Base Training Squadron prior to allocation to Gosport again 12.5.30. Crashed 9.12.36 whilst on charge of School of Naval Cooperation. Soc 31.12.36.
- 1455 Gipsy I To HAD Henlow 3.1.30 as K1108. Issued to Station HQ Worthy Down (Wessex Area) 1.5.30. Transferred to 22 Group HQ 8.9.30 (possibly also Worthy Down). Command transferred to Inland Area 7.33. To School of Army Cooperation, Farnborough 24.3.36. Later on charge of Station Flight Farnborough. To 1 ASU Waddington for storage 4.11.37. To 17 ERFTS Barton 17.3.38. Soc by 10 MU Hullavington 25.2.39 and converted to Instructional Airframe 1309M. Issued to 5 SofTT Locking 2.39.
- 1456 Gipsy I To HAD Henlow 12.29 as K1109. Issued to Fighting Area 5.30, and known to have been with 29 Squadron North Weald 1.31. Soc 12.10.33.
- 1457 Gipsy I To HAD Henlow 7.1.30 as K1110 and transferred to ARS Henlow 27.7.30. Issued to 24 (C) Squadron, Northolt 13.8.30. To RAF Halton 8.9.33. Transferred to 1 SofTT there 4.36. To 15 ERFTS Redhill 3.8.37. To 27 MU Shawbury 10.11.38 for storage and disposal. Soc 2.39 and probably became Instructional Airframe at Kentish Town (delivered 24.2.39). Officially transferred to RAF Volunteer Reserve Training 10.5.39 but no maintenance serial traced.
- 1458 Gipsy I To HAD Henlow 7.1.30 as K1111 and transferred to ARS Henlow 27.7.30. Issued to 24 (C) Squadron, Northolt 12.8.30. Returned to DeHavillands at Hatfield on loan 11.9.33 for fitting with experimental blind flying equipment. To DTD Martlesham Heath for trials 27.11.33 and later, still on charge of DTD at Northolt for continuing tests. On 5.4.34, it was transferred to Base Training Squadron at Gosport for further tests and for similar purposes to the Central Flying School on 23.7.34. It finally returned to 24 Squadron 29.10.34. To 22 Group, Hawkinge 14.2.36 where it was found to have deteriorated beyond repair and was soc 30.3.36. To Henlow 8.5.36 for conversion to Instructional Airframe 792M and soc (again!) 29.5.36.
- 1459 Gipsy I To HAD Henlow 11.1.30 as K1112 and transferred to ARS Henlow 22.7.30. Issued to 24 Squadron, Hendon 25.8.30. To 602 Squadron Abbotsinch 30.10.34. To 11 "F" Group/Anti Aircraft Cooperation 7.7.36. To store at 1 ASU Waddington 14.9.37. Issued to 17 ERFTS Barton 8.10.37. Forced landed in a field following low aerobatics near Buxton 18.7.38. Recovered by 2 Group Station Flight, Hucknall 25.7.38 but found to be beyond repair. Soc 6.9.38.
- 1460 Gipsy I Regd G-AATA 1.30 as a Coupe to W.B.Dick and Co Ltd, Croydon and C of A issued 9.1.30. Regd 28.7.31 to Surrey Flying Services Ltd, Croydon. Regn canc 9.32 as sold. Regd in Egypt as SU-AAF 18.4.33 to a private owner. Reportedly in store by 1.50 owned by M.R.Moursi Bey and regn still current in 1954.
- 1461 Gipsy I To Major Shirley G.Kingsley, Argentina with C of A issued 11.1.30.
- 1462 Gipsy I Regd G-AAUH 2.30 to W.Lindsay Everard, Desford with C of A issued 15.2.30. Used by Leicestershire Aero Club. Regd 18.10.35 to Airworthiness Ltd, Gravesend. Reportedly destroyed by fire at Brooklands (or Gravesend?) 3.8.37 and regn canc.
- 1463 Gipsy I To Baron de Precourt, Paris with C of A issued 30.1.30. Delivered as F-AJLV 31.1.30 and formally regd as such 15.2.30. Baron de Precourt, who was the owner of Schreck Aeroplane Co, was killed 5.7.30. Regd 24.4.30 to P.Schmidt, Paris and regn canc 10.31.
- 1464 Gipsy I To DeHavilland Aircraft Pty, Australia with C of A issued 17.1.30 and regd VH-UNQ 4.30. To Shell Co of Australia Ltd, Melbourne .30. Regn canc 4.46.
- 1465 Gipsy I To Le Comte de Villefranche, Paris-Orly with C of A issued 25.2.30. Regd F-AJLX 20.9.30. Canc from register prior to end of 1936.
- 1466 Gipsy I To DeHavilland, India with C of A issued 30.1.30 and regd as VT-ABR 4.30. To B.K.Das, Howrah/ Calcutta .30. Regn canc 28.4.35.
- 1467 Gipsy I Regd G-AATB 1.30 to W.Whitney Straight, Totnes and C of A issued 15.1.30. Regd to Leonard K.Elmhirst, Heston 23.1.31. Regn canc as sold 8.31. Regd in India as VT-ABY 11.31 to Lucknow Flying Club. Fate untraced.
- 1468 Gipsy I To Aeroplanes Morane-Saulnier, Puteaux with C of A issued 7.2.30. Regd F-AJLQ 2.12.30, after possibly being used as a pattern aircraft or demonstrator for licence production. Regd 13.8.36 to M.Grandin, Paris. Regd 16.6.38 to Cercle Aeronautique de Coulommiers. Regd 7.9.38 to Club d'aviation Legere de l'Aube, Romilly. Regn canc after 1939.
- 1469 Gipsy I To The Shell Co of South Africa with C of A issued 5.2.30 and regd ZS-ABT 8.4.30. Fate untraced.
- 1470 Gipsy I To Burma Shell Oil Storage & Distributing Co of India, Calcutta with C of A issued 5.2.30. Regd VT-ABL 5.30. Fate untraced.
- 1471 Gipsy I To DeHavilland, India with C of A issued 30.1.30. Regd VT-ABK. Sold to Bombay Flying Club.
- 1472 Gipsy I Initially allocated to Harrods Ltd (or more likely, put on display in this Knightsbridge store). Reallocated to DeHavillands (for refurbishment?) and then sold to W.Burgess. Regd 5.30 as G-ABAI to The D.W.Aircraft Co Ltd, Ford and C of A issued 27.5.30. Sold .31 to P.H.Meadway, t/a West Kent Aero Club, West Malling. Sold to H.G.Aitchison. Regd 6.10.38 to London Air Park Flying Club, Hanworth. Regd 1.5.39 to Midland Bank Flying Club, Chigwell. Impressed 2.3.40 as W7948 and delivered to 20 MU Aston Down. To Sound City Films 1.12.40 for decoy use and soc 1.1.41.
- 1473 Gipsy I To Edgar Hilscher, Chemnitz as D-1800 with C of A issued 27.2.30. Regd 3.30. Sold 12.33 to D.L.V.e V, Berlin. Re-regd in D-E series .34.
- 1474 Gipsy I Used initially by DeHavillands under test marks E.2 from 1.30 (why?). Regd G-AAWU 4.30 to Arthur S.Priest, Stag Lane and C of A issued 29.4.30. Sold .31 to Northamptonshire Aero Club, Sywell. Sold 1.32 to Mrs Evadne Flower, Sywell. Regd 25.7.33 to Henlys (1928) Ltd. Regn canc as sold 1.34. Regd in India to Delhi Flying Club as VT-AEW 4.34. Regn canc 11.10.38.
- 1475 - Supplied to Morane Saulnier 4.30 as a "skeleton" without engine for use in setting up licence production. A DH note suggests "presumed used in production line". No French registration has been traced - but it might have become the first production machine, F-AJOE.
- 1476 Gipsy I Initially displayed in the London showrooms of Selfridge & Co. Regd G-AAWV 17.4.30 to Eric L.Hook, Heston and C of A issued same day. Aircraft possibly named "Dryasel". With James Matthews, he left Lympne on a proposed flight to Australia 20.6.30. On 3.7.30 after leaving Akyab for Rangoon the Moth crashed in jungle in a rainstorm about 150 miles from Prome, East of Tomas, Burma. Both

- survived the impact and Matthews was picked up by villagers after having walked through the forest for seven days. Hook, who was injured and left behind with the Moth was never found and it is presumed he died and his body was swept away by floodwater. Regn canc 12.30.
- 1477 Gipsy I Regd G-AAUS 3.30 to Capt Richard Wyndham, Croydon and C of A issued 11.3.30. Sold .32 to Texaco Oil Co. Regd 19.7.32 to Richard Allen, Heston. Departing Heston 3.8.32, Mr. Allen flew to Australia in seven weeks. Regn canc as sold 5.33 but in fact regd in Australia as VH-UQT 12.32. Impressed as Al7-119 8.40 and subsequently to instructional use as INST MOTH 9.
- 1478 Gipsy I Supplied direct to Qantas with C of A issued 28.3.30. Regd VH-UOI 6.30. Regn canc 7.35.
- 1479 Gipsy I To F. Fluckiger & Co, St. Imien/Eplatures, Switzerland with C of A issued 10.2.30. Regd CH-253 2.30 but subsequent fate untraced.
- 1480 Gipsy I Regd G-AAVZ 4.30 to London Aeroplane Club, Stag Lane and C of A issued 11.4.30 (delivered same day). Regd 26.11.35 to Rollason Aircraft Services Ltd, Croydon - Regn canc as sold 8.37 with C of A renewed 28.7.37. Regd in Netherlands as PH-ARS 2.9.37 to A. Meyer and J. Luymes. Regn lapsed 2.9.40.
- 1481 Gipsy I To Major Shirley G. Kingsley, Argentina with C of A issued 2.4.30.
- 1482 Gipsy I Regd G-AAVR 3.30 to K.A. Whittome, Horsey Toll (and Brooklands) and C of A issued 29.3.30. Out of C of A in period 14.4.33 to 24.4.34. Regd 20.9.38 to Redhill Flying Club. Collided with Hawker Hart K5800 over Smallfield, Surrey 8.5.39. Regn canc 15.8.39.
- 1483 - To DeHavilland Australia without engine, propeller or covered surfaces. Erected and regd VH-UOQ 8.30. Impressed 7.40 but used for spares.
- 1484 - As c/n 1483 and regd VH-UOR 8.30. Impressed as A7-113 8.40.
- 1485 Gipsy I Regd G-AAVU 4.30 to Miss Elise Williams, Hanworth and C of A issued 4.4.30. Regd 10.6.31 to Brooklands Aviation Ltd (operated by Brooklands Flying School). Crashed into windsock on landing at Hendon 8.11.31 killing the CFI, Capt E.A. Jones. Regn canc 12.31.
- 1486 Gipsy I Initially allocated to Cinque Ports Flying Club but regd G-AAVV 4.30 to L.H.T. Cliff, Brooklands. C of A issued 5.4.30. Regd 25.4.35 to Redhill Flying Club. Impressed 25.1.41 as DG581 and to 20 MU Aston Down. Released as instructional airframe 2593M 31.7.41 and delivered to No. 339 ATC Squadron, Paignton, Devon.
- 1487 Gipsy I To The High Commissioner for New Zealand with C of A issued 7.3.30. Regd ZK-ABT 6.30 to Wellington Aero Club. Crashed on take off Rongotai 24.6.30.
- 1488 Gipsy I To The High Commissioner for New Zealand with C of A issued 7.3.30. Regd ZK-ABS 6.30 to Western Federated Flying Club (Fleet No. 17). Crashed on slopes of Mt. Egmont 13.9.34.
- 1489 - Supplied to DeHavilland Canada without engine or covered surfaces. Erected using Gipsy I and regd CF-CBK 5.5.30 to Dept of National Defence and loaned to Toronto Flying Club. Crashed and damaged beyond repair near Fisherville, Ontario 31.10.34.
- 1490 - As c/n 1489 and initially used Gipsy I engine. Regd CF-CBL 9.5.30 to Dept of National Defence and loaned to Regina Flying Club. Re-allotted to Kitchener-Waterloo Flying Club, Ontario 1.8.32. Re-engined with Cirrus III 8.33. Damaged in accident at Kitchener, Ontario 30.9.34 and stored until 1937. Regd 19.5.37 to Brant-Norfolk Aero Club, Brantford, Ontario. Sold to Cub Aircraft Corp Ltd, Hamilton, Ontario 5.7.38. Regd 14.7.38 to P.F. Anten, Oshawa, Ontario. Regd 7.11.38 to A.J.J. Watts, Woodbridge, Ontario. Regd 18.5.40 to Patterson & Hill Aircraft Co Ltd, Toronto. Regd 8.4.42 to I. Nelson & A. Sime, Toronto. Regn lapsed 8.4.43.
- 1491 Gipsy I To DeHavilland, India with C of A issued 21.2.30. Regd VI-ABQ 9.30 and sold to United Provinces Flying Club. Regn canc 21.11.33.
- 1492 - As c/n 1489 and initially fitted with Gipsy I engine. Regd CF-CBM 2.5.30 to Dept of National Defence and loaned to Fort William Aero Club. Regd to club 19.10.36. Re-engined with Cirrus III 8.37 but reverted to Gipsy I 3.38. Regd 13.3.38 to E. Farlinger, Sioux Lookout, Ontario. Regn lapsed 24.7.40 and aircraft donated to Dept of National Defence.
- 1493 Gipsy I Regd G-AAVE 3.30 to Capt W.J. Stopford, Camberley and C of A issued 10.4.30. Regd 9.4.36 to Sheffield Aero Club, Netherthorpe (and Firbeck). Regd 29.8.40 to W.S. Shackleton Ltd and canc same day as sold abroad. Regd in India as VI-ANS 1.41 to Govt of India and issued to Madras Flying Club. Regn canc 23.3.42.
- 1494 - To DeHavilland, Australia without engine. Regd VH-UOK 7.30. Impressed as A7-103 7.40.
- 1495 Gipsy I A coupe version, regd G-AAUI 3.30 to J.R. Reynolds, Hanworth and C of A issued 20.3.30. Sold 10.30 to Lissant Beardmore, Woodley. Regd 23.1.32 to Bernard Pyser, Hanworth. The C of A expired 31.1.33 and the regn was cancelled as sold 1.33 but no trace of its fate is known. One file indicates the c/n of G-AAUI as being 845 (i.e. G-AABI). Whether this is a "typo" or implies some cannibalisation is not known.
- 1496 - To DeHavilland Australia without engine and regd VH-UVO 5.30. Crashed 18.5.39. (Note, the regn was issued considerably out of sequence but the significance is not known.)
- 1497 - As c/n 1489 and erected using Gipsy I engine. Regd CF-CBP 30.4.30 to Fort William Aero Club. Stalled in forced landing following fuel shortage and crashed Fort William, Ontario 30.6.36.
- 1498 - As c/n 1489 and erected using Gipsy I engine. Regd CF-CBO 2.5.30 to Saskatoon Flying Club. Stalled on landing and crashed at Saskatoon 5.5.40.
- 1499 - As c/n 1489 and erected using Gipsy I engine. Regd CF-CBN 25.4.30 to Edmonton & Northern Alberta Aero Club. Re-engined with Cirrus III 9.35 but reverted to Gipsy I 4.37. Regd 2.12.40 to L.G. Shears, Prince Albert, Saskatchewan. Regd 31.7.41 to W.E.C. Seddon, Saskatoon. Regd 25.1.45 to C. Graffo, Winnipeg. Regd 26.4.45 to Winnipeg Flying Club. Sold back to C. Graffo 27.11.45 and regd 8.12.45 to F. Powell, Saganaga Lake, Ontario. Regd 13.2.47 to O.S. Erickson, Bissett, Manitoba. Crashed on take-off Rice Lake, Manitoba 29.6.47.
- 1500-1529 This was a further batch of 30 DH60M's supplied as K1198-K1227 to the RAF under A.M. Contract No. 5785/30. The first 10 (in c/n order - the last 10 in serial order) were supplied without engines whilst the other twenty were supplied with Gipsy I's. Known details are as follows:-
- 1500 Gipsy I K1218 delivered to Kenley storage unit 17.4.30 and issued to 24 Squadron, Northolt 6.10.30. On charge of "C" Flt in 1934 and Station Flight Northolt by May 1936. Crashed and damaged beyond repair 19.6.36 and transferred to 6 Auxiliary Group/611 Squadron, Speke as Instructional Airframe 886M 31.7.36. Soc 11.8.36. To 1 SoftT Halton 5.4.39.
- 1501 Gipsy I K1219 delivered to Kenley 4.30 and allocated to Inland Area 10.30. On charge of Air Armanent School, Eastchurch 3.32 and 2.33. Soc 7.8.34.
- 1502 Gipsy I K1220 delivered to Kenley 4.30 and to RAF Halton 10.30. Soc as sold .35 but fate untraced.
- 1503 Gipsy I K1221 delivered to Kenley 4.30 and allocated to HCF Hendon, Inland Area 10.30. To 24 Squadron Northolt 7.33 and on charge of 1 ADGB. Soc 10.10.34.
- 1504 Gipsy I K1222 delivered to Kenley 20.5.30 and to 22 Group, Inland Area 10.2.31. To HQ Flight ADGB 15.2.36 and later Farnborough Station Flight. To 1 ASU Hullavington 21.7.38 and 5 MU Kemble 6.2.39. Soc 9.3.39.
- 1505 Gipsy I K1223 delivered to Kenley 30.5.30 and issued to Cranwell 8.4.31. To Electrical & Wireless School 16.7.36 and soc 12.8.37 "on completion of flying hours" which were the grand total of 960.20!

# U.K. C of A Applications

PART FOURTEEN

We commence this edition with the missing batch from Part Thirteen.

Type	Applicant	Regn	C/n	C of A No., Validity Date, Recipient and Remarks	
DH.89A	de H	YI-ABH	6909	7309 18.12.45 Ministry of Aircraft Production	21.11.45
Miles M.28 Mercury	Miles A/C Ltd	G-AGVX	4685	(T)7687 26. 4.46	21.11.45
DH.89A	de H	G-AGZO	6913	7405 11. 2.46 Air Taxis Ltd	24.11.45
Proctor III	Field Consolidated A/C Svs Ltd	G-AGVE	"LZ754"	7275 30. 1.46 Hunting Air Travel Ltd	24.11.45

The Type was amended to read Proctor I and the subsequent regn ZK-APG entered

Proctor V	Percival A/C Ltd	G-AGTC	Ae3	7280 1. 1.46	27.11.45
		OO-CAZ	Ae4	7311 15.12.45 A.Hellebaut	27.11.45
		ZS-ATX	Ae5	7310 21.12.45 Air Operating Co of S.Africa Pty Ltd	27.11.45
		CC-PEP	Ae6	7321 1. 1.46 A.R.Edwards (Issue Had CC-PEB)	27.11.45
		-	Ae7	7417 30. 1.46 Julio Memendez, Chile	27.11.45

There then follows applications from A.V.Roe & Co Ltd for a batch of Avro 691 Lancastrian on 29.11.45. C/n, Regn and C of A details as follows - (all C of A's issued to Ministry of Aircraft Production):-

1279	G-AGWG	7281	5.12.45	1282	G-AGWJ	7284	28. 1.46
1280	G-AGWH	7282	9. 1.46	1283	G-AGWK	7285	15. 2.46
1281	G-AGWI	7283	24. 1.46	1284	G-AGWL	7286	13. 2.46

Wicko GM.1	G.N.Wikner	G-AGPE	II	7278	4. 4.46		29.11.45
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(C/n as inscribed but in reality was 11)



Above, left: Dragon Rapide G-AGZO wearing Marshall's titles sometime before it was sold to France in .52. (via M.Fillmore)  
 Above, right: Autocrat G-AGVI at Silloth 15.4.60. (G.Hunter)  
 Right: BSAAC Lancastrian G-AGWK "Star Trail" which was written off in this accident at Bermuda on the night of 4/5.9.47.



There then follows applications from Taylorcraft Aeroplanes (England) Ltd for a batch of Taylorcraft Auster V Srs J/1 on 10.12.45. C/n, Regn and C of A details as follows (the first five entered with no Regn):-

1852	(LV-NBY)	7326	15. 1.46	Anderson Levanti Sec Ltd, Argentina
1853	(LV-NBU)	7325	15. 1.46	Anderson Levanti Sec Ltd, Argentina
1854	(LV-NBW)	7324	15. 1.46	Anderson Levanti Sec Ltd, Argentina
1855	(LV-NCD)	7323	15. 1.46	Anderson Levanti Sec Ltd, Argentina
1856	(LV-NBZ)	7322	15. 1.46	Anderson Levanti Sec Ltd, Argentina
1857	G-AGVF	7303	18. 1.46	Loxham's Garages Ltd
1858	G-AGVG	7304	25. 1.46	Adams Motor Services
1859	G-AGVH	7305	21. 1.46	Southern Airwork Ltd
1860	G-AGVI	7306	23. 1.46	D.Catton
1861	G-AGVJ	7307	23. 1.46	British Air Transport Ltd
1862	G-ACYT	7348	25. 1.46	Cambrian Air Svs Ltd
1863	HB-EOM	7399	21. 1.46	Haussener & Co Ltd (Amended to G-AHAV 13.2.46)
1864	HB-EUS	7400	21. 1.46	Haussener & Co Ltd
1865	HB-EUK	7401	21. 1.46	Haussener & Co Ltd (Amended to G-AHAW 7.3.46)
1866	G-AGYS	7347	31. 1.46	Major J.P.Birch
1867	SE-ARD	7402	21. 1.46	AB Hans Osterman
1868	SE-ARE	7403	21. 1.46	AB Hans Osterman
1869	SE-ARF	7404	21. 1.46	AB Hans Osterman

Concordia Srs.I Cunliffe-Owen A/C G-AKBE 19 (T)9800 15.10.47 10.12.45  
 On 14.7.47 the c/n was amended to read 2 more normally associated with this machine. Since production was not even planned to reach 19 at this stage the original entry is worthy of explanation if someone can do so!



This photograph of Auster SE-ARE floatplane, via Malcolm Fillmore, raises a number of questions. We do not know the location (the Mini at least is British-registered) but more importantly, a study of the original shows a very clear letter N painted over beneath the hyphen, the other letters are washable - so perhaps there was an intended sale elsewhere which did not take place?

DH.89A	de H	ZS-ATV	6914	7540	18.	3.46	Acft Operating Co of S.Africa Pty	10.12.45
		ZS-ATW	6915	7539	22.	3.46	Acft Operating Co of S.Africa Pty	10.12.45
		G-AGWP	6918	7301	18.	1.46	Morton Air Svs Ltd	19.12.45
		G-AGWR	6917	7302	25.	1.46	Morton Air Svs Ltd	19.12.45

The next entry was for a Seaford NJ201 alias G-AGWU for Short Bros (Rochester & Bedford) Ltd on 31.12.45 but this was cancelled and the aircraft remained as NJ201 used for BOAC crew-training a couple of years later. In July 1953 it finally achieved civil status as G-ANAJ.

DH.89A	de H	G-AGWC	6916	7316	21.	1.46	British American Air Svs Ltd	1. 1.46
C-47 Dakota	Scottish Avn Ltd	G-AGWS	"41-38749"	7318	9.	1.46		1. 1.46
Sunderland III	Short Bros	G-AGWW	"EJ156"	7506	14.	3.46	Compania Aerautica, Uruguay	5. 1.46
		G-AGWX	"ML876"	7507	28.	3.46	Compania Aerautica, Uruguay	5. 1.46
DH.89A	de H	SE-APH	6919	7358	16.	1.46	Svensk Flygtjanst	7. 1.46
Avro 652A XIX	Ministry of Civil Aviation	G-AGWD	"PH860"	7330	10.	1.46		8. 1.46

DH.89A	de H	PP-AIA	6920	7396	18.	1.46	Arco-Iris Viacao Aerea Ltd	8. 1.46
		PP-AID	6921	7410	25.	1.46	Arco-Iris Viacao Aerea Ltd	8. 1.46
		PP-AIB	6922	7409	25.	1.46	Arco-Iris Viacao Aerea Ltd	8. 1.46
		PP-AIC	6923	7411	28.	1.46	Arco-Iris Viacao Aerea Ltd	8. 1.46

The next entry was for Hillson Praga G-AEEU c/n 2 by F. Bosworth on 8.1.46 but was cancelled on realisation that this was merely a Change of Ownership. C of A No.7337 was prepared but replaced by Authorisation to Fly No.55.

Halifax	G.N.Wikner	G-AGXA	"NR169"	7768	16.	5.46		9. 1.46
Auster V Srs J/1	Taylorcraft Aeroplanes (England) Ltd	G-AGVL	1871	7331	31.	1.46	C.D.H.Macartney-Filgate	10. 1.46
		G-AHAL	1870	7408	31.	1.46	African Flying Svs Ltd (deleted in favour of Taylorcraft Ae.(E) Ltd)	10. 1.46

DH.82A		G-AGYU	"8301"	7332	6.	4.46	Marshalls Flying School Ltd	10. 1.46
		G-AGYV	82029	7333	29.	1.46	Marshalls Flying School Ltd	10. 1.46
		G-AGYW	3857	7334	22.	3.46	Marshalls Flying School Ltd	10. 1.46

The above three are shown as Taylorcraft applications but in fact were ex-Air Council machines for Marshalls. The final batch were correct applications from Taylorcraft for Auster V Srs.J/1 on 16.1.46 as follows:-

1872	G-AGVM	7349	8.	2.46	Initially to Major Lord Ronaldshay, deleted in favour of Taylorcraft
1873	G-AGVN	7350	6.	2.46	R.A.Walley
1874	G-AGVO	7351	13.	2.46	Sir P.Horlick
1875	G-AGVP	7352	9.	2.46	G. Marles
1876	G-AGVR	7353	12.	2.46	M & H Mining Ctors Ltd
1877	G-AGVS	7354	12.	2.46	Mr. Habin
1878	G-AGVT	7355	13.	2.46	Initially to Lt.Cdr.Crawford, deleted in favour of Taylorcraft
1879	G-AGVU	7356	7.	3.46	Cambrian Air Svs
1880	G-AGWY	7367	7.	3.46	A.J.Pickering deleted in favour of Cecil Kay Acft (1945) Ltd



The second prototype Cunliffe-Owen Concordia G-AKBE, presumably at the 1947 SBAC show at Radlett, see Bernard Martin's comments on the previous page. What would they have called the SST if this type had been successful? (Photo via Malcolm Fillmore)



1881	G-AGWZ	7398	13. 2.46	
1882	SE-ARG	7451	18. 2.46	AB Hans Osterman
1883	SE-ARH	7440	19. 2.46	AB Hans Osterman

Having salved our consciences and regained our proper path among the records, we now continue from Application No 8320. Further into this instalment, the contents look more like an old edition of Auster Quarterly, but at least in March 1946 the UK Aviation Industry was exporting something.

Application Nos 8320 to 8329 were received on 27.2.46 from Miles Aircraft Ltd for a batch of reconditioned Magisters destined for the Portuguese Air Force. All C of A's were issued to "The Minister of Air" and the only identity quoted was the c/n. The c/n, ex RAF serial, C of A No and issue details were as follows:-

666	L8176	7569	25. 3.46	The specimen quoted with c/n 6433 is worthy of note, since this is not an original Magister c/n. It is probably a new c/n issued to an unidentified rebuild. Delving into the records, the "missing" Portuguese delivery seems to be c/n 2086 alias RAF T9869. Can anyone confirm this theory?
855	N3807	7549	18. 3.46	
2052	T9815	7589	29. 3.46	
1741	P6373	7550	18. 3.46	
1751	P6396	7648	9. 4.46	
597	L8088	7649	9. 4.46	
2038	T9801	7588	29. 3.46	
1764	P6409	7551	18. 3.46	
6433	?	7570	25. 3.46	
412	L5980	7548	18. 3.46	

Avro Anson I	BOAC	G-AHBN	"NK270"	7511	23. 4.46	28. 2.46
DH.82 Tiger Moth Mk.II	Field Consolidated Aircraft	G-AHDC	"DE919"	7514	1. 5.46	Hunting Flying Clubs Ltd 1. 3.46
RAF serial amended 19.6.47 to read DE143						
C-47A Dakota	BOAC	G-AGZD	12450	7515	3. 6.46	1. 3.46
Percival Proctor I	Field Consolidated A/C Svs Ltd	G-AHDK	"P6034"	7517	17. 6.46	(Later amended to OO-AVG to L.de San) 2. 3.46
DH.89A Rapide	de H	G-AHEE	"BV649"	7518	18. 4.46	2. 3.46
		VT-AVX	6953	7724	1. 5.46	Air Services of India Ltd 7. 3.46
		VT-AVW	6947	7625	12. 4.46	Air Services of India Ltd 7. 3.46
Taylorcraft Plus D	Taylorcraft Aeroplanes (England) Ltd	G-AHIA	6948	7606	8. 4.46	Morton Air Svs Ltd 7. 3.46
		OO-JAQ	164	7553	16. 3.46	J.C.Pastur 7. 3.46

The c/n was amended to 232 on C of A issue. C/n 164 reappears under Application No 8623 on 5.4.46 but this too was amended on issue to c/n 229! Eventually it became G-AHCH, which was originally given as c/n 176!!

Airspeed Oxford	Scottish Avn Ltd	G-AHDZ	"AVP/PAC/397"	7519	28. 3.46	8. 3.46
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Tiger Moth G-AGYU at Ipswich while with the Essex & Sussex Gliding Club (John Wegg)



There then follows the assault on the ARB of no fewer than 177 applications for Auster 5 J/1 by Taylorcraft Aeroplanes (England) Ltd : Application Nos 8340-8376 received on 7.3.46 and Nos 8377-8517 on 8.3.46. C/n, Regn and C of A No and issue details follow:

1998	-	7926	11. 6.46	The Great Western of Brazil Railway Co Ltd (Became PP-RXO)
1999	VP-UAB	7863	30. 5.46	The Uganda Co
2000	-	7928	11. 6.46	The Great Western of Brazil Railway Co Ltd (Later VP-TAR)
2001	VP-UAC	7864	30. 5.46	The Uganda Co
2009	G-AHHF	7740	17. 6.40	Initially to Auster Acft Ltd then amended to Scanaviation Ltd as OY-DGO
2010	G-AHHG	7741	17. 6.46	As above but as OY-DGI
2011	G-AHHH	7742	21. 6.46	Auster Acft Ltd
2012	G-AHHI	7743	21. 5.46	Initially to Auster Acft Ltd but amended to Apareillage Industriel et Technique as OO-ANL
2013	G-AHHJ	7744	19. 6.46	Auster Acft Ltd
2014	G-AHHK	7745	19. 6.46	Auster Acft Ltd
2015	G-AHHL	7746	19. 6.46	Auster Acft Ltd
2016	G-AHHM	7747	19. 6.46	Auster Acft Ltd
2017	G-AHHN	7748	21. 6.46	Auster Acft Ltd

2018	G-AHHO	7749	21. 6.46	Auster Acft Ltd
2019	G-AHHP	7750	21. 6.46	Auster Acft Ltd
2020	G-AHHR	7751	21. 6.46	Auster Acft Ltd
2021	G-AHHS	7752	24. 6.46	Auster Acft Ltd
2022	G-AHHT	7753	24. 6.46	Auster Acft Ltd
2023	G-AHHU	7754	2. 7.46	Auster Acft Ltd
2024	G-AHIV	7755	2. 7.46	Auster Acft Ltd
2025	OY-DGY	7940	17. 6.46	Scanaviation Ltd
2026	OO-ABB	8009	1. 7.46	Appareillage Technique et Industriel
2027	LN-BAR	8010	1. 7.46	Scanaviation Ltd
2028	G-AHSH	7918	15. 6.46	Auster Acft Ltd
2029	G-AHSI	7939	4. 7.46	Auster Acft Ltd
2030	OO-ABF	8008	1. 7.46	(as OO-ABB)
2031	OY-DGU	8011	1. 7.46	Scanaviation Ltd
2032	OY-DNA	8012	1. 7.46	Scanaviation Ltd
2033	OO-ABG	8007	1. 7.46	(as OO-ABB)
2034	OO-ABH	8006	1. 7.46	(as OO-ABB)
2035	SE-ARS	7941	17. 6.46	Aktiebolaget Hans Osterman
2036	-	8104	10. 7.46	S.U.N.E.Y. Sociedad Anonima (Became SU-ADW)
2037	VP-UAD	8105	10. 7.46	The Uganda Co Ltd
2038	VP-UAG	8106	10. 7.46	The Uganda Co Ltd (see note)
2039	VP-UAE	8108	10. 7.46	The Uganda Co Ltd (see note)
2040	-	8109	10. 7.46	Junqueiro Netto (Became PP-DAF)
2041	OO-ABK	8065	5. 7.46	(as OO-ABB)
2042	OO-ABL	8066	5. 7.46	(as OO-ABB)
2043	VP-UAF	8107	10. 7.46	The Uganda Co Ltd (see note)

The identities shown for c/n's 2038, 2039 and 2043 conflict with those in the AB Africa Registers, but are as quoted by the ARB.

2044	SE-ARM	8070	5. 7.46	(as SE-ARS)
2045	SE-ARN	8071	5. 7.46	(as SE-ARS)
2046	OO-ABM	8067	5. 7.46	(as OO-ABB)
2047	OO-ABN	8068	5. 7.46	(as OO-ABB)
2048	VP-UAH	8134	10. 7.46	The Uganda Co Ltd
2049	VP-UAI	8135	10. 7.46	The Uganda Co Ltd
2100	OO-ABO	8069	5. 7.46	(as OO-ABB)
2101	SE-ARO	8072	5. 7.46	(as SE-ARS)



Left: Autocrat G-AHHH (2011) spent twenty years in France as F-BAVR between 1950 and 1970. It is shown here airborne at the PFA Rally at Leicester in 1980. Below: Now with the RAE Aero Club at Farnborough, G-AHHT was built as a J/1 and later converted to J/1N standard. (Editor's photos)



Above: Something of a rare Auster in British marks, J/1 G-AHHI spent from 1946 to 1957 in Belgium as OO-ANL and OO-PIT, so it must have been photographed before being written off in January 1959. (via Malcolm Fillmore)  
Right: Caught by the Editor taking a Dutch holiday at Midden-Zeeland on 20.8.79, J/1N G-AHHP has since been overtaken by current trends and re-registered G-SIME.



Austers abroad.

Right: Autocrat OY-DPI (2129) which has worn these marks from new has visited Britain in recent years but this shot by Erik Holm was taken in Denmark during the sixties.

Below, left: Another Danish visitor, Autocrat OY-DGY (2025) at Leicester on 6.7.80. (M.Fillmore)

Below, right: Slightly further from home, VP-KFK was originally VP-UAK (2115) and is shown here at Lympne, presumably when it returned to its birthplace to become G-ARRL in 1961. Photo via M.Fillmore.



2102	OY-DNU	8131	10. 7.46	Scanaviation Ltd
2103	OY-DNE	8073	5. 7.46	Scanaviation Ltd
2104	(EI-ACO)	8132	10. 7.46	Kingsford Smith Avn Service (see note)
2105	(G-AHSN)	8133	10. 7.46	Kingsford Smith Avn Service (see note)
2106	-	8137	10. 7.46	Kingsford Smith Avn Service (see note)
2107	(G-AHSM)	8136	10. 7.46	Kingsford Smith Avn Service (see note)
2108	OO-ABP	8293	23. 8.46	(as OO-ABB) (see note)
2109	OO-ABQ	8294	23. 8.46	(as OO-ABB)
2110	OY-DNO	8074	5. 7.46	Scanaviation Ltd
2111	OY-DNY	8075	5. 7.46	Scanaviation Ltd
2112	(G-AHSZ)	8138	10. 7.46	The Light Aeroplane Club of Trinidad
2113	(G-AIBH)	8139	10. 7.46	The Light Aeroplane Club of Trinidad (see note)
2114	VP-UAJ	8372	30. 8.46	The Uganda Co Ltd
2115	VP-UAK	8371	30. 8.46	The Uganda Co Ltd
2116	LN-HAP	8316	31. 8.46	Bil and Fly A/S
2117	LN-HAR	8315	31. 8.46	Bil and Fly A/S
2118	OY-DPA	8367	31. 8.46	Scanaviation Ltd
2119	OY-DPE	8370	31. 8.46	Scanaviation Ltd
2120	OY-DPO	8468	12. 9.46	Scanaviation Ltd (later G-AIKD)
2121	OY-DPY	8467	12. 9.46	Scanaviation Ltd
2122	G-AIBI	8377	14. 9.46	Auster Acft Ltd
2123	G-AHSO	8378	14. 9.46	Auster Acft Ltd
2124	VP-CAO	8376	11. 9.46	James Obeyesekere
2125	-	8465	12. 9.46	Boon & Co (became ZK-AKZ)
2126	VP-UAN	8464	17. 9.46	The Uganda Co Ltd
2127	VP-UAM	8463	17. 9.46	The Uganda Co Ltd
2128	VP-CAP	8375	11. 9.46	Roderick Ayscough Farquarson
2129	OY-DPI	8466	12. 9.46	Scanaviation Ltd
2130	LN-HAS	8455	12. 9.46	Bil & Fly A/S
2131	LN-NAP	8458	12. 9.46	Scanaviation Ltd
2132	-	8477	23. 9.46	Boon & Co (Became ZK-ALW)
2133	G-AICB	8397	25. 9.46	Auster Acft Ltd
2134	G-AHSP	8405	26. 9.46	Auster Acft Ltd
2135	G-AHSR	8401	23. 9.46	Auster Acft Ltd
2136	"G-AHSR"	8400	26. 9.46	Auster Acft Ltd (Amended to G-AHSS on issue)
2137	"G-AHSS"	8399	23. 9.46	Auster Acft Ltd (Amended to G-AHST on issue)
2138	G-AHSU	8398	1.10.46	Auster Acft Ltd
2139	G-AHSV	8402	26. 9.46	Auster Acft Ltd
2140	G-AHSW	8403	26. 9.46	Auster Acft Ltd
2141	G-AHSX	8404	30. 9.46	Auster Acft Ltd
2142	OY-DRA	8511	23. 9.46	Scanaviation Ltd
2143	VP-YFL	8472	27. 9.46	Rhodesian Maintenance & Service Ltd
2144	VP-YFM	8473	27. 9.46	Rhodesian Maintenance & Service Ltd
2145	G-AIBJ	8380	Cld. Re-application by Auster A/c Ltd 12.5.50 as PT-ADI. To Messrs Mesbla S.A. and issued 2.8.50.	
2146	G-AIBK	8381	1.10.46	Auster Acft Ltd
2147	G-AIBL	8382	1.10.46	Auster Acft Ltd
2148	G-AIBM	8383	4.10.46	Auster Acft Ltd
2149	G-AIBO	8384	7.10.46	Auster Acft Ltd
2150	G-AIBP	8385	10.10.46	Auster Acft Ltd
2151	G-AIBR	8386	10.10.46	Auster Acft Ltd

C/n's 2104 to 2107 were initially allocated to KSAS, Australia without marks and were apparently NTU. Three have the subsequent registrations shown in the C of A register, c/n 2106 became CX-AHA. The beneficiary of the reissues is not shown. The similar situation arises on c/n's 2112/3. C/n 2108 was probably NTU as OO-ABP and became OY-DPU.



Left: Shown at Newcastle in the company of BKS Ambassador G-ALZT, is Autocrat G-AIBR (2151) in Brooklands Aviation colours during 1960. The aircraft was withdrawn from use in 1970. (Geoffrey Hunter)

Bottom left: J/1N G-AHSO (2123) of Skegness Air Taxi at Sywell 3.7.76. (Editor's photo)

Bottom right: Part of the Don Everall fleet, J/1N G-AHST (2137) with Terrier G-ASYG at home at Wolverhampton on 30.3.68. (M.Fillmore)

2152	VP-YFN	8471	27. 9.46	(as VP-YFL)
2153	G-AIGJ	8514	15.10.46	Auster Acft Ltd
2154	G-AIBS	8387	11.10.46	Auster Acft Ltd
2155	G-AIBT	8388	10.10.46	Auster Acft Ltd
2156	G-AIBU	8389	11.10.46	Auster Acft Ltd
2157	G-AIBV	8390	15.10.46	Auster Acft Ltd
2158	G-AIBW	8391	10.10.46	Auster Acft Ltd
2159	G-AIBX	8392	14.10.46	Auster Acft Ltd
2160	G-AIBY	8393	11.10.46	Auster Acft Ltd
2161	G-AIBZ	8394	16.10.46	Auster Acft Ltd
2162	LN-NAG	8535	10.10.46	Scanaviation Ltd
2163	"LN-NAH"	8396	15.10.46	Issued to G-AICC for Auster Acft Ltd (see 2169 below)
2164	G-AIGO	8573	21.10.46	Auster Acft Ltd
2165	G-AIGP	8572	21.10.46	Auster Acft Ltd
2166	-	8599	10.10.46	Boon & Co (Became ZK-AOB)
2167	G-AIGX	8616	10.10.46	Auster Acft Ltd
2168	G-AIGY	8617	10.10.46	Auster Acft Ltd
2169	LN-NAH	8536	10.10.46	Scanaviation Ltd
2170	SE-ARP	8623	25.10.46	Hans Osterman
2171		8644	25.10.46	African Transport & Industrial Distributing Co Ltd (Became OO-CCX)
2172	G-AIGR	8571	21.10.46	Auster Acft Ltd
2173	G-AIGK	8570	23.10.46	Auster Acft Ltd
2174	G-AIGL	8569	23.10.46	Auster Acft Ltd
2175	G-AIGS	8619	8.11.46	Cairo Motor Co
2176	G-AIGT	8568	28.10.46	Auster Acft Ltd
2177	G-AIGM	8567	30.10.46	Auster Acft Ltd
2178	LN-NAL	8642	25.10.46	Scanaviation Ltd
2179	LN-NAM	8643	25.10.46	Scanaviation Ltd
2180	G-AIGU	8565	5.11.46	Auster Acft Ltd
2181	HB-EOT	8655	25.10.46	Sportcar A.G.
2182	G-AIFZ	8662	6.11.46	Auster Acft Ltd
2183	G-AIGA	8661	12.11.46	Auster Acft Ltd
2184	G-AIGB	8660	8.11.46	Auster Acft Ltd (Amended to Walter Sigg)
2185	G-AIGC	8659	8.11.46	Auster Acft Ltd
2186	G-AIGD	8658	8.11.46	Auster Acft Ltd
2187	G-AIGE	8672	13.11.46	Auster Acft Ltd
2188	G-AIGF	8673	20.11.46	Auster Acft Ltd
2189	G-AIGG	8674	4.12.46	Auster Acft Ltd
2190	G-AIGH	8675	6.12.46	Auster Acft Ltd
2191	G-AIGI	8676	16.12.46	Auster Acft Ltd
2192	G-AIJW	8677	16.12.46	Auster Acft Ltd (Initially entered as G-AIGJ)
2193	G-AIJX	8678	10. 1.47	Auster Acft Ltd (Initially entered as G-AIGK)
2194	G-AIJY	8679	10. 1.47	Auster Acft Ltd
2195	G-AIJZ	8680	10. 1.47	Auster Acft Ltd

to be continued . . . .



# Casualty Compendium

PART TEN



Our leading photo this time shows a Fokker F.XXII SE-ABA which crashed on take-off at Malmo on 9.6.36, see the entry below for further details (Tom Weihe collection). A good response from readers to the problems posed in Part Nine, though there are still a few gaps there. This reminds us that there are still some fifty-five outstanding casualties to be identified from the beginning of the series up to the end of 1934. The dates are all listed below in the hope of stimulating an extra bit of research in readers' own archives! Our thanks go to the following for their contributions in this edition: Geoff Allen, Victor Ferry, Donald Hannah, Harm Hazewinkel, Fred Knight, Alex Reinhard, Gerard Terry, Philip D.Trevor and Tom Weihe. The deadline for answers to reach the next edition is July 2nd.

## Previously published casualties:

- 9.5.33 Latecoere 28.1 F-AJIX c/n 904, pilot Emler, copilot Riguelle, landing at night in fog crashed at Villadrau and caught fire on impact. Three crew and three passengers killed.
- 8.12.33 The Wilson Airways Dragon VP-KAW crashed at Kilindini, Kenya.
- 15.1.34 "Emeraude" was Dewoitine 332 F-AMMY and the pilot officially in charge was P.Launay.
- 20.3.34 (actually 13.3.34) the accident to F-AISB was due to engine failure, the aircraft was 80% destroyed.
- 22.6.34 The aircraft involved is now identified as Do B Bal 2 Merkur D-1445 c/n 176 of DLH, ex Dereluft, "Nerz". The precise location of the crash was at Chausseehausen, pilot Helmers.
- 3.11.34 DLH mailplane now known to be Heinkel He 70a D-AHUX c/n 403, ex D-2537. It was on an unscheduled flight, pilot Schneeage.
- 25.8.35 VO-ABC is confirmed as the Fox Moth written off on this date. Details of VO-ADE can be found in Feedback.
- 2.11.35 Late F-AJIQ, pilot was Depecker, but Mr.Ferry suggests that the correct date should be 3.11.35.
- 23.12.35 This casualty at Lympne is suggested as Fokker F.VIIb/3m CH-190. Confirmation or any other suggestions would be gratefully received.
- 24.12.35 "San Filipe" of Panagra was Ford 5-AT-D NC433H.
- 29.12.35 The Caudron was C.600 F-ANVB, the aircraft was 80% destroyed.
- 11.1.36 "Canberra" was DH.86 VH-USC c/n 2307 which had inaugurated the Brisbane-Singapore route for Qantas 25.2.35. The damage incurred in this accident at Seletar could not have been too serious as the aircraft was later impressed (as A31-5) and returned to Qantas 5.42, finally being written off at Darwin 9.10.44.
- 15.1.36 "Lieutenant de Vaisseaux Paris" was a Latecoere 521 of Air France Transatlantique on its first flight to North America from Biscarosse. At the time it was unregistered and while moored at Pensacola naval air station it was turned over and sunk by a hurricane. Several readers comment that the date should be corrected to 4.1.36 (though likewise several do not - who is correct?). The aircraft was salvaged and returned to France where it was rebuilt and registered F-NORD.
- 17.1.36 Lloyd Aero Boliviano trimotor was Junkers Ju 52/3mce "Chorolque" (names used instead of registrations before 1941) c/n 4018. This aircraft was illustrated in Air Pictorial of April 1983.
- 10.2.36 "Ville de Buenos Aires" was a Latecoere 301 F-AOIK c/n 01/1016 of Air France, previously named "Orion". It disappeared between Natal and Dakar in unknown circumstances; the crew of Ponce, Pichodou, Marret, L'Hotellier and Collenot together with one passenger were lost.
- 15.2.36 The DLH aircraft lost in the South Atlantic was Dornier Do J IIf Bos Wal D-ADYS "Tornado" c/n 299, pilot Bielenstein and three crew killed. This was DLH's 146th South Atlantic flight and it is known that this Wal had previously made a forced landing at sea on an eastbound flight.
- 20.4.36 OK-AIA was DC-2 c/n 1581 of CLS flying from Prague to Amsterdam - the report quoted Budapest as the point of departure and at least one other source says that this was the inaugural Budapest-Prague-Amsterdam service. It was forced to descend in darkness (which explains why 21.4.36 may also be quoted as the date) and crashed near the Zuyderzee town of Elburg. Two crew slightly injured, 9 passengers unharmed. The registration was later re-issued to another DC-2 c/n 1564 ex PH-ALZ.
- 30.4.36 The Swissair mailplane was General Aviation Clark GA-43 c/n 2204 HB-ITU, one of two operated by the airline on high speed Expressflugzeug services. Heavy atmospheric disturbances caused the failure of the direction finding equipment so that the aircraft missed Basle by a considerable distance before flying into Mount Rigi. Pilot Ernst Gerber and radio operator Arthur Mueller were both killed.

- 8.5.36 "Ville de Nice" of Air France was a Lioré et Olivier LeO H242-1 F-ANQG c/n 10.
- 22.5.36 "Deutschland" was the first Junkers G.38 c/n 3301 D-AZUR formerly D-2000. It was on a test flight when it was forced to descend because of wrongly attached steering cables.
- 3.6.36 Heinkel He 70 D-UZON crashed killing General Walther Wever the Luftwaffe Chief of Air Staff, whose policy of a strategic bomber force for Germany died with him.
- 7.6.36 "Red Rose" was Avro 594 Avian III VH-UTU c/n R3/AV/125 and ex G-EBTU. The actual location was Singleton, NSW and the Avian burned out on the ground.
- 9.6.36 The Fokker "Lapland" was F.XXII SE-ABA c/n 5359 of A.B.A. shown in the photograph on the previous page. Total time was 1,218 hours since delivery on 5.3.35.
- 16.6.36 "Havørn" (note spelling) of DNL was Junkers Ju 52/3mge LN-DAE c/n 4077, leased 6.35 from Lufthansa ex D-ANOP and believed purchased in 1936.
- 8.7.36 The flying boat "Alaskan Clipper" was Pan-American Sikorsky S-42B but two correspondents disagree about the identity, one quoting NC16735 and the other NC16736 c/n 4209. If the former, it was repaired and transferred to trans-Pacific services until bombed at Manilla on 7.12.41. May we please have a deciding vote?
- 2.8.36 Air France Wibault 283 F-ANBL "L'Aventureux" c/n 15 was carrying mail on the Le Bourget to Toulouse sector of the South America route. Due to a radio error the pilot descended through mist for Toulouse airport but instead hit the Montagne Noire at S.Amant-Soult (note place-name variation) near Mazamet. Pilot Gaston Genin and crew of Savarit and Aubert were killed.
- 6.8.36 Chicago & Southern Airlines aircraft was possibly Lockheed 10B NC16022 c/n 1057.
- 12.8.36 The British Airways aircraft which crashed at Altenkirchen was DH.86 G-ADEB c/n 2324, two crew were killed. The Gatwick-Koln-Hannover night mail service had only been inaugurated on 27.7.36.
- 14.9.36 "Lady Peace" also appears in the March-April edition of 'Digest' page 48. It seems however that there are inconsistencies in the story recounted there. The Lockheed 10E Electra NR16059 in that photo is almost certainly at the Ainsdale end of Southport Beach but it was named "Daily Express" for its film-carrying trans-Atlantic round trip. "Lady Peace" on the other hand was a Vultee V-1A which flew from Birkdale Sands (a short distance further north and the location for many years of Giro Aviation's Fox Moth pleasure flights) on the 17hr 45min return leg of a double crossing which ended with a forced landing at Musgrave Harbour. The pilot of both aircraft was Dick Merrill but the Electra crossings were made in May 1937.
- 27.9.36 The Ala Littoria Cant Z.506 was I-RODI, c/n unknown.

Photo page 83/25: Obviously not difficult enough as one reader did manage to identify Miles M2D Hawk G-ACSX which crashed at Bilsdale in Yorkshire on 5.6.34.

Photo page 83/27: Less difficult was the demise of Jersey Airways Dragon G-ACMP on the mudflats at Pengam, or Splott, near Cardiff; though the date on the photo apparently should have read 23.7.35.

The following casualties are still not positively identified: 15.3.27, 15.8.27, 25.9.27, 12.12.27, 30.12.27, 19.1.28, 1.3.28, 30.6.28, 5.8.28, 26.8.28, 1.2.29, 5.5.29, 17.7.29, 20.7.29 (DLH), 5.9.29, 20.10.29, 1.12.29, 3.1.30, 29.3.30, 30.5.30, 10.6.30, 25.6.30, 4.7.31, 11.10.31, 19.10.31, 19.12.31, 7.2.32, 3.6.32, 9.6.32, 4.11.32, 26.11.32, 12.12.32, 19.12.32, 25.2.33, 22.3.33, 28.4.33, 21.5.33, 1.6.33, 11.6.33, 9.7.33, 12.9.33, 21.9.33, 26.9.33, 24.11.33 (UAL), 30.11.33, 19.12.33, 24.1.34, 12.2.34, 27.4.34, 26.6.34, 12.7.34, 6.8.34, 26.9.34, 13.10.34, 28.11.34.

The next batch of casualties for identification continues the 1936 listing:

- 30.9.36 Mew Gull crashed near Salisbury, Southern Rhodesia (taking part in Johannesburg air race).
- 1.10.36 Also taking part in the same race, Vega Gull and Envoy crashed near Lake Tanganyika and Abercorn respectively.
- 7.10.36 Monospar crashed on Seringapatam Reef, 462 mls west of Darwin.
- 8.10.36 Bellanca SE-AFG found in Atlantic at 5335N 1155W, left New York 6.10.36.
- 11.10.36 approx. PanAm aircraft crashed at San Jose Pinula, 15 mls SE of Guatemala City.
- 2.11.36 Percival Gull lost in River Var, near Nice, destroyed and both occupants killed.
- 7.11.36 Dereluft aircraft crashed near Moscow en route Konigsburg - Moscow.
- 17.11.36 DLH airliner on Berlin-Munich service crashed near Halle.
- 19.11.36 French Caudron crashed near Tokio.
- 28.11.36 "Marschall von Bieberstein" of DLH flying London - Berlin destroyed in f/1 near Hanover due to icing.
- 3.12.36 Junkers of DLH hit mountain in Haute Savoie, France.
- 7.12.36 "Croix du Sud" Air France mail aircraft, pilot Jean Mermoz, missing between Dakar and Natal.
- 20.12.36 'SB-HAZ' crashed near Chinde, Mozambique.
- 23.12.36 Braniff monoplane crashed near Dallas on test flight.
- 28.12.36 Polish airliner crashed at Susiec in severe icing conditions.
- 30.12.36 'G-AAGS' (incorrect) of Iraq Petroleum Co crashed at Afule, Palestine.

1937

- 7.1.37 Taylor experimental crashed on take-off at Furleigh Common, Upper Warlingham, near Sanderstead - the private aerodrome of Charles E.Gardner.
- 15.1.37 approx. CF-AAM crashed in the Yukon at an inaccessible location.
- 26.1.37 Sabena aircraft crashed six miles south of Oran flying from Colomb Bechar.
- 26.1.37 Indian National Airways aircraft on mail flight crashed near Jacobabad.
- 2.2.37 Green painted DH.90 of Personal Airways missing between Renfrew and Speke. Was on charter to Daily Express, making survey of internal route network proposed by Maybury Committee. Accident possibly on 1.2.37.
- 8.2.37 Brazilian airliner crashed on take off from Victoria, Brazil. Quoted as 'Brazilian Airways'.
- 16.2.37 Four-engined seaplane "Ville de Montevideo" damaged by engine fire en route Dakar - Natal.
- 19.2.37 'PK-VIT' (error for OK-VIT ??) forced landing on beach at Antwerp flying Prague - Portsmouth.
- 19.2.37 Airlines of Australia Stinson crashed in Macpherson Ranges flying Brisbane - Sydney.
- 13.3.37 "Sajama" of Lloyd Aereo Boliviano crashed at Cuybaja, Bolivia.
- 14.3.37 Potez 60 crashed at St.Denis, Reunion.
- 15.3.37 "Jupiter" of Imperial Airways crashed near Elsdorf, 20 mls west of Koln.
- 21.3.37 South African Airways "Vaberstel" damaged at Beaufort West.
- 22.3.37 Rumanian airliner crashed at Cruj, one passenger killed.
- 24.3.37 "Capricornus" of Imperial Airways crashed at Le Craouge, near Ouroux some 40 mls north of Lyon.
- 27.3.37 LAN-Chile aircraft missing en route Iquique - Arica.
- 3.4.37 Douglas airliner 'consigned to KLM' flying Burbank to Kansas City, crashed near Alpine, Arizona.
- 23.4.37 "Venezolana" air mail aircraft en route from Brazil to Caracas crashed near Cuyuni River.
- 19.5.37 Leo H47 flying boat blew up and sank off Antibes while taxiing out for test flight.
- 20.5.37 DLH aircraft crashed on take-off at Stuttgart on service to Friedrichshaven.
- 25.5.37 Balloon of Prof.Piccard destroyed by fire at Zellick, Belgium.
- 28.5.37 Swedish airliner on Malmo-Copenhagen-Hamburg-Amsterdam-London service blown over at Kastrup.
- 31.5.37 "Hengist" destroyed by fire in airship shed at Karachi.
- 10.6.37 F-ANQH flying boat forced landing 30 mls south of Marseilles, may have been salvaged.
- 14.6.37 Junkers of SAA hit tree on take-off at Johannesburg for Durban. First service flight, delivered 10.6.37.

# FEEDBACK

Particular thanks are due this time to G.Clover who has checked out all the Sikorsky helicopters in the Belgian register and to Malcolm Fillmore who has done a similar job on all the Tiger Moths and Dragon Rapides. In addition thanks go to Silvain Croes, Don Hannah, Ian Callier, Fred Knight, Colin Smith and F/Lt G.R.Sunderland.

## COMPLETE BELGIAN REGISTER

- 704/826 Malcolm Fillmore agrees with the hypothesis on p80/106 that the Dragonfly was OO-PET(2) as it was re-regd in Spain 7.48 to Rodolfo Bay Wright of Tangier, prior to cancn 12.3.49. It presumably became OO-PET (CofR 826) 13.9.49, possibly in part exchange for the Argus (CofR 704 of 28.7.47).
- 838 OO-RMU full identity N6535, 5431M, G-AKTE.  
 842 OO-AJM correct c/n is 84742.  
 878 remains of OO-SND were at St.Hubert 8.82.  
 890 OO-SOG c/n is 86411. OO-SOG(2) went to the Musee de l'Air, Paris 8.10.75.  
 898 OO-SOE fuselage stored at St.Hubert 8.82.  
 900 OO-SOD to Jean Salis on 29.9.77.  
 923 OO-SHA delivered by ship to Antwerp 2.7.53, assembled on quayside and flown to Brussels 6.7.53. French Air Force c/s F-SFWD.  
 934 OO-SHC to French Air Force F-SFGA.  
 982 OO-CWA reported as XB-JUQ Sociedad Aerotecnica Luis Struck SA 4.55 (but probably ntu, as with the next two entries), PT-HAL Radio Records 23.2.59, C of A expired 11.8.63.  
 1024 OO-CWB reported as XB-MAF as above 4.55, PT-HAK Sup-rimentos Aeronauticos do Brasil 23.2.59, exp 19.11.60.  
 1025 OO-CWC reported as XB-JUN as above 4.55, to Brazil for spares during 1958.  
 1035 OO-SHE to French Air Force F-SFWQ.  
 1036 OO-CWF was S-40 with Force Publique Congolese.  
 1037 OO-CWG was S-41 with F.P.C.  
 1040 OO-NCN to N39DH about 1970.  
 1049 OO-EVO reported with Zoute AC 1971. To N3744F 1978.  
 1058 OO-CRS not returned to France. Overtaken landing at Masimanimba 5.7.56.  
 1071 OO-ANY c/n unlikely, reported as '75150'.  
 C.61 OO-CCD date of regn 13.6.46 does not fit in with UK cancn 14.8.46 and export C of A 23.10.46. Alternative suggestion 10.2.47 does not fit C of R sequence.  
 -- OO-CBV (p81/68) is in error for OO-CVB.  
 1085 OO-ARI was cancn 7.5.57 then regd in UK as G-APBN on 16.5.57 but not used. UK regn cancn as sold Belgium 29.9.57 and delivered from Croydon 4.58 to Belgium and thence to France.  
 1090 OO-CJS delete second G-AFLZ in identity.  
 1124 OO-SHN as JA7067 crashed Itoi-Gawa Biigata 10.5.66.  
 1125 OO-SHO as F-BNON was sold as N8399, N81TA and N58MS.  
 1172 OO-EVG to N3744N 1978.  
 1174 OO-EVP cancn 9.11.78, regd in USA as N3744M 1978; so what is T-21 in the Brussels Museum?  
 1214 OO-EVF crashed at Bleid 29.11.59.  
 1271 OO-SUD is not ex Bul44669 (see OO-HAD/1757).  
 1293 OO-ZEC cancelled 20.1.82.  
 1294 OO-ZED cancelled 20.1.82.  
 1324 OO-ZEH cancelled 11.12.81.  
 1337 OO-ZSV cancelled 12.1.82.  
 1338 OO-ZSW cancelled 11.11.81.  
 1418 OO-WAT became F-WHOR in 1973.  
 1424 OO-ZIU cancelled 11.12.81.  
 1433 OO-SOX fuselage stored at St.Hubert 8.82.  
 1502 OO-ZLA crashed Meribel, France 14.8.81, cancn 29.12.81.  
 1521 OO-ZAE cancelled 17.12.81.  
 1533 OO-SHP after RBAF to D-HAUG Meravo Flug 4.80.  
 1534 OO-SHQ after RBAF to D-HAUC Meravo Flug, stored.  
 1601 OO-LDY became F-BMJR 12.76 before G-BFEB 10.77.  
 1615 OO-SPA regn cancn 23.9.81.  
 1635 OO-VTB regn cancn 7.9.81.  
 1642 OO-SPC originally French military. To N8334.  
 1695 OO-ZCB possibly dbr at Aalst 16.8.82.  
 1707 OO-ZWF cancelled 1.2.82.  
 1717 OO-JAN correct order of identity is 43-30238, OO-PAX, OO-AAT.  
 1756 OO-PET regn date should read 31.10.6Z.

## NEWFOUNDLAND REGISTER

- VO-ABC was written off 25.8.35, see Casualty Compendium.  
 VO-ABE Tiger Moth ntu and returned to RCAF. C/n should be 1851, as RCAF 9693 it was soc 3.9.46 and registered CF-GPD in 1946.  
 VO-ADE Fox Moth impressed into RCAF 17.6.41, toc as instructional airframe Al35 on 11.9.41 at Edmonston High School, NB. Transferred to RAF Ferry Command on loan at Dorval 31.7.42 and made airworthy again as VO-ADE. Sustained minor damage in pilotless 'take-off' into a pile of timber at Gander Bay 22.2.44, spares arrived 1.5.44 but it may not have flown again. Soc by RCAF 24.10.45.

## UK C OF A APPLICATIONS

- 82/98 Grumman G.21A VP-GAA (see also p.83/28 Feedback) was originally delivered to P.Crosley Jr in 11.37 as NC16916 before service with RCAF.

## IMPRESSMENT REVIEW

- G-AAZW Owner should be Flt Lt Geoffrey W.Garnett who was killed when his Hurricane was shot down on 27.10.39 and thus could not have been notified of the impressment on 9.6.41.  
 G-ABEE H.R.A.Edwards was a Sqn Ldr at HQ 18 Group, hence the RAF base for this machine.  
 G-ABLR was actually based at Yeadon. W.L.Hey was serving in the Army at the outbreak of the war and this would explain the maker's address being given in place of his own.

## THE DH.60 MOTH

- 247 The final pre-war owner was Christopher M.C.Turner.  
 452 This was the first fatal air accident in Southern Rhodesia.  
 501 Luanshya was in Northern Rhodesia so the entry should logically read 'sold to A.Veasey, Luanshya, N.Rhodesia as VP-RAB'.



- 1093 Via E.D.Daw we have recently received this photo of G-AAKK piloted by Francis Chichester arriving in Australia on 30.1.30. Since his flight terminated at Darwin on 25.1.30 and Sydney on 31.1.30 there seems to be an error here somewhere! It is also noticeable that the Moth is not carrying the name "Mme Elijah" which was definitely worn during the trans-Tasman crossing as ZK-AKK in 1931.

## COMPLETE REGISTER OF URUGUAY

- CX-ABC A J-2 Cub was exported to Uruguay 11.10.37 with c/n 990, this was probably the aircraft which became CX-ABC and Colin Smith now suggests that '1833' may be its fuselage number. We have included it as such in the Cub production list in this issue.

## THE TAYLOR J-2 CUB

- 722 Typing error, correct regn is N16714.

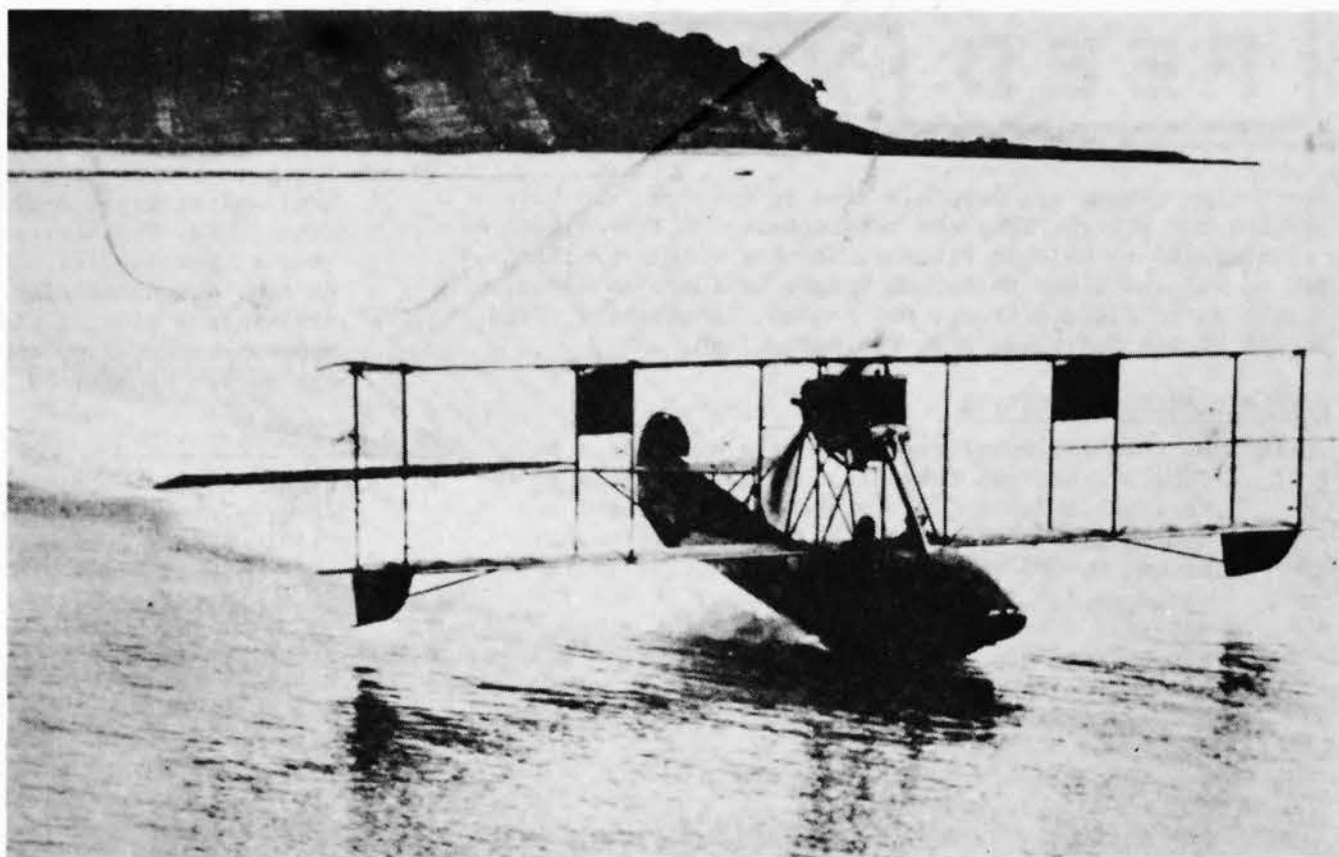
## DESIGNS OF STELIO FRATI

- F.8L Falco:  
 227 Peter Gerhardt informs us that HB-UOI was cancelled on 10.2.82, permit as D-EHHE issued 24.3.82, owner H. Wallerkowski, permit renewed 20.8.82, expired 20.11.82 now 'reservation only' status.

NEW ZEALAND REGISTER

Our mention in Feedback p82/27 of the Walsh Bros Flying Boats prompted Keith Cruttenden to send this Auckland Institute & Museum shot of one of their aircraft taking off at Kohimarama, now known as Mission Bay. The caption records that this aircraft was powered by an 80hp Anzani engine and reference to our listing on page 81/3 identifies it as the Walsh Solo Flying Boat c/n 4 of 1918. A clear resemblance to the Curtiss model F is apparent although little detail is discernable.

ZK-ACO Marks initially reserved for DH. 60 Moth for AS&T but ntu.  
ZK-ACP(2) add identity (G-ADSJ) ntu.



# Argentine delivery registrations



In view of the large number of items of Feedback still outstanding in this series we have considered re-publishing the entire final instalment but as space is at a premium we will begin with some additions to earlier sections and then repeat the entries from LV-PGA (3) onwards.

1st series:

LV-PMD Fischer RW-3 c/n 008 ex D-ELIL. Shipped ex Germany 2.59, believed to LV-GGY later.

2nd series:

A Bolkow 208A c/n 509 D-ENCA was shipped ex Hamburg 1.63 for use during the World Gliding Championships in Argentina. It became LV-IOT in mid-63 but presumably had no LV-P regn.

LV-PLH if c/n 27-2706 is correct it did not become LV-HTJ which has c/n 27-2766.

LV-PYO entry in Feedback 82/56 should refer to LV-PYC.

3rd series:

LV-PAZ date 6.64. PBF date 6.64, w/o date also given as 27.9.71. PBI is c/n 1049 as given, N8149M ntu, to LV-IIL. PBQ date 9.64, N8183M ntu. PBS is most probably Callair A9 c/n 1096 which became LV-ILG. This could be ex LV-PAS but less likely. PBT is c/n 1093 as given, N8193M ntu, to LV-ILX. PCI date 10.64. PCJ add Beech C33 c/n CD-802, 10.64, to LV-ILO. PCT date 3.65. PCU date 2.65, to LV-JSL. PCV date .64, ex N1885X, to LV-JAY. PCY N3045L ntu. PDD date 4.65. PDF date 3.65, w/o 24.9.78. PDG date 3.65, to LV-IMZ, LQ-IMZ, LV-IMZ. PDI date 2.65. PDJ add Douglas C-47B c/n 25775, 4.65, ex 43-48514, Bu17272, N44; to LQ-INL. PDL date 7.65. PDN date 7.65. PDQ date 8.65, N3160L ntu. PDR to LV-IOG confirmed. PDS add Cessna 180H c/n 51628, though this is also reported as LV-PDU with a date of 11.65. PEE to LV-IOJ. PEF date 1.66. PEG add Commander 500B c/n 1586-203, 12.65, to LQ-ION. PEH add Commander 680FL c/n 1591-111, 1.66, to LQ-IOU, LV-IOU. PEJ add Commander 680FL c/n 1602-114, 2.66, to LV-IPB. PEK correct date 12.65. PEL correct date 12.65. PEO this may be entry for PFO (see later). PET date 5.66, to LV-ISM. PFB to LQ-ITJ. PFF date 9.66, N7085L ntu. PFG date 9.66, N7089L ntu. PFI w/o 11.12.79, N3227R ntu. PFK to LV-ISL. PFL add Mooney M.20E c/n 1117, .66, ex N3418X, to LV-IRY. PFM add Cessna 210F c/n 58758, 6.66, to LV-ISP. PFO also given as LV-PEO, to LV-ISR. PRF/S/T all dated 6.66 and US regns ntu. PFU c/n should be D-8212, to LV-ISN. PFW to LV-ISU. PFX date should be 5.66. PGA delete entry, this refers to LV-PGO.

Credits for LV-P: B.Collman, J.M.Davis, P-M.Gerhardt, N.Hartoch, C.M.Smith, M.R.Smith.

LV-PGA				
LV-PGB	Lockheed AT-18	7463	10.66	N367 to LV-ITE
LV-PGC	Cessna 411	0206	9.66	(N3206R) to LV-ISW w/o 6.11.68
LV-PGD	Cessna 310K	0231	10.66	(N3831X) to LV-IXP
LV-PGE	Beech V35	D-8262	8.66	to LQ-IXV
LV-PGF				
LV-PGG	HS.748 srs 221	1597	11.66	to T-01, T-02, T-03, C-GQWO
LV-PGH	Piper PA-27-250C	27-3477	9.66	to LQ-IYI
LV-PGI	Beech V35	D-8246	7.66	to LV-IYE
LV-PGJ	Curtiss C-46D-15-CU	33479	11.66	HP-325 to CP-777 N3947C wfu .77 HC-SCJ 44-78083
LV-PGK	Piper PA-32-260	32-753	.	to LV-IXR
LV-PGL	Piper PA-32-260	32-758	.	to LV-IYP w/o 10.4.74
LV-PGM	Douglas DC-6	43036	11.66	N90731 to LV-ITB b/u 12.70
LV-PGN	Piper PA-30-160B	30-1332	10.66	to LV-IXT
LV-PGO	Douglas DC-6	43137	5.66	N90750 to LV-ITA b/u 12.70
LV-PGP	Beech V35	D-8291	10.66	to LV-DMS, LV-IYF
LV-PGQ				
LV-PGR	Cessna 411A	0255	2.67	(N3255R) to LV-IXW w/o 5.2.75
LV-PGS	Commander 500U	1673-19	2.67	N6529V to LV-IYO
LV-PGT	Piper PA-30-160B	30-1434	1.67	to LV-IXY
LV-PGU	Beech C55	TE-279	1.67	to LV-DMT, LV-IYC
LV-PGV	Piper PA-30-160B	30-1325	1.67	N8227Y to LV-IYH
LV-PGW	Piper PA-32-260	32-803	2.67	to LQ-IYM
LV-PGX				
LV-PGY	Piper PA-32-260	32-813	3.67	to LQ-IYL
LV-PGZ	Beech V35	D-8389	1.67	to LV-IYD
LV-PHA	Cessna 310L	0142	5.67	(N3292X) to LV-IYR
LV-PHB	Cessna 337B	0679	4.67	N2379S to LV-IYN
LV-PHC	Piper PA-27-250C	27-3586	4.67	N6326Y to N6326Y, (LV-PHC) N1AU
LV-PHD	Piper PA-30-160B	30-1531	4.67	to LV-IYT
LV-PHE	Cessna 411A	0273	6.67	(N3273R) to LQ-IYX, LV-IYX

Feedback listing to be continued.





# ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly



J.R.Hanlon's attractive Tiger Moth ZK-AKH  
photographed by R.W.Kerr during a visit to  
Taieri on November 11th 1971.



# ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly

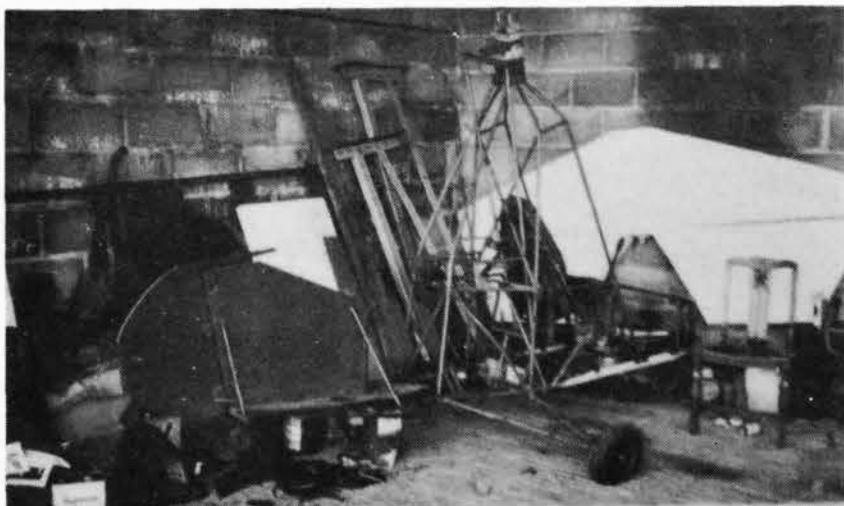
ISSN: 0262-4923

Edited by David Partington

Editorial address: The Haven, Nympsfield Road,  
Nailsworth, Gloucester GL6 0EA.

This issue sees the third and final part of the Taylor J-2 Cub production by Colin Smith. We know that Colin is quite capable of taking up all our available space in ARCHIVE if we only asked, but we hope that the next few months will see the commissioning of articles about many other types and registers - in addition to his contributions! We already expect to run a detailed and interesting production list commencing in issue 1 of 1984. Not only that, but by the next edition of ARCHIVE we expect to be announcing the publication of completely self-contained ARCHIVE SPECIALS - the last word on registers or type histories in A4 format. Watch this space!

The next ARCHIVE will be published in December, please send all contributions to the Editor to arrive by the 29th October at the latest.



Top left: We have an unidentified gyrocopter photographed at Meir in March 1972 by Malcolm Fillmore. It was allegedly built by Eric Clutton of FRED fame - does anyone know any more about it?

Two German types come to us from Gerard Terry. Left is a Junkers G.24 with a Swedish registration but otherwise in DLH markings. Below is an unmarked cabin Junkers J10 at Martlesham Heath, June 1923. Further details of either of these two aircraft would be gratefully received by the Editor.

#### HELPLINE:

Geoffrey Negus, who is compiling a photographic history of aviation in Birmingham, would like any information - but particularly photographs - about inter-war civil flying at Castle Bromwich and pre-1960 activity at Elmdon. Any reader who can help should contact Geoffrey at 29 Sandy Hill Road, Shirley, Solihull, West Midlands B90 2ET.

#### SMALL AD, BIG BOOK

Janic Geelen, the compiler of our NZ Register, recently published the definitive history of aerial agriculture in NZ. "The Topdressers" is available on our Sales List.

#### HOW? WHAT? WHERE?

A spate of very useful answers this time concerning the problems set in the last two ARCHIVES but not all the solutions are complete and the response to the appeals about the Consul and Chummy on page 82/86 has been deafening in its silence.

Concerning the Hudson G-AGAR (82/86), John Battersby recalls that the Aeronautical Research and Sales Corpn was very much the cover for Sidney Cotton's wartime photo-reconnaissance work, and suggests that the Hudson may have eventually joined the Desert Air Force. Perhaps after all this is one for the military experts?

The Moth somersaulting at Wanganui (83/2) we never expected to identify, but Warren P. Russell has come up with the answer. The photo was taken at a Wanganui Air Pageant on an as yet unconfirmed date (between 1929-37) when Moth ZK-AAZ of Wellington Aero Club was attempting to 'bomb' the car in the foreground. The Moth was badly damaged but was rebuilt using the parts of several others, the pilot walked away uninjured. (Incidentally, Mr Russell has just published Volume 1 of "NZPAF/RNZAF Aircraft Colour Schemes" which includes all serials, c/ns, histories, unit markings, drawings and photos from Airspeed Oxford to Bell Sioux - 136 pages of incredible detail!)

The Singapore photo (83/2) raised few eyebrows. If the date is indeed June 1937 then the Hawk Major must be VR-RAH. The Aeronca could have been a US-built C.3, and John Davis tentatively suggests that it might have become VR-OAA and never officially becoming VR-SAS enabled those marks to be reused.

Our leading photo of Whitney Straight HB-EPI (83/30) has been accurately identified. The aircraft was owned by Dr. Kurt Tschudi who flew it in February 1938 from Bergamo to North Africa, up the Nile Valley, across the southern Sahara and back via the north coast. Tschudi had made a shorter trip previously in a Luscombe Phantom and took delivery of HB-EPI in 8.37. B.A. Clarke and P.E. Skinner tied down the facts but apart from 'a giant sun-shade and wind-break' the large structure in the photo is still unidentified.

No comments have been received about the Daily Express Dragon but we have at least positively identified YR-ABY (83/30). This is a Fleet 10 or 11 (the US model 11 being the same as the Canadian model 10D) fitted with non-standard spats and a Townsend (?) ring over the Kinner radial. Jack Meaden, Terry Judge and Stefan Barnickel win the recognition prize, but variously suggest that YR-ABY was a European demonstrator or one of several exported to Rumania in 1934/5. Terry promises more details later, keep the lines open....



# Aircraft Production List : 2

## The Taylor J-2 Cub

PART THREE



Active in Canada for over twenty years, CF-RDS c/n 1531 was photographed at Lake St. John, Ontario on June 14th 1973. (Photo G.A.Jenks collection)

1585	NC17985	6.37	1612	NC19212	7.37	1638	NC19238	8.37	1664	NC19264	7.37	1692	NC19292	8.37
	cx			cx			cx	39		cx			cx	39
1586	NC17986	6.37	1613	NC19213	7.37	1639	NC19239	7.37	1665	NC19265	8.37	1693	NC19293	8.37
	cx			N19213	cx64-65		cx			cx			cx	
1587	NC17987	6.37	1614	NC19214	7.37	1640	NC19240	7.37	1666	NC19266	37	1694	NC19294	8.37
	cx			N19214	cx 70		cx			cx	37		cx	
1588	NC17988	6.37	1615	NC19215	8.38	1641	NC19241	7.37	1667	NC19267	8.37	1695	NC19295	8.37
	cx			cx			cx			cx			cx	
1589	NC17989	11.38	1616	NC19216	7.37		LV-GHA	3.6.42?	1668	NC19268	8.37	1696	NC19296	8.37
	N17989	cx 70		cx		1642	NC19242	7.37		cx			cx	
1590	NC17990	6.37	1617	NC19217	7.37		cx		1669	NC19269	37	1697	NC19297	8.37
	cx			cx		1643	NC19243	7.37		cx	37		cx	
1591	NC17991	6.37	1618	NC19218	7.37		cx	39	1670	NC19270	8.37		N19297	5.72
	cx			cx		1644	NC19244	7.37		cx			N1234C	4.73
1592	NC17992	7.37	1619	NC19219	7.37		cx		1671	NC19271	8.37		cx	10.81
	cx			cx		1645	NC19245	37		cx		1698	NC19298	8.37
1593	NC17993	6.37	1620	NC19220	7.37		cx	37	1672	NC19272	8.37		cx	39
	cx			cx	38	1646	NC19246	7.37		cx	39	1699	NC19299	8.37
1594	NC17994	6.37	1621	NC19221	7.37		N19246	cx 70	1673	NC19273	8.37		cx	
	cx			cx	39	1647	ex c/n 975			cx		1700	NC19500	8.37
1595	NC17995	6.37	1622	NC19222	8.37		NC19247	8.37	1674	NC19274	8.37		cx	
	cx			cx			cx			cx		1701	NC19501	8.37
1596	NC17996	6.37	1623	NC19223	7.37	1648	NC19248	8.37	1675	NC19275	37		cx	38
	N17996	cx 70		cx			cx			cx	37	1702	NC19502	8.37
1597	NC17997	7.37	1624	NC19224	7.37	1649	NC19249	7.38	1676	NC19276	8.37		N19502	
	cx			cx			cx			cx	38	1703	NC19503	8.37
1598	NC17998	6.38	1625	NC19225	7.37	1650	NC19250	7.37	1677	NC19277	8.37		cx	
	cx			cx			N19250	cx 70		cx		1704	NC19504	8.37
1599	NC17999	6.37	1626	NC19226	7.37		N19250	71-72	1678	NC19278	5.38		cx	
	cx			cx			cx	73-74		cx		1705	NC19505	8.37
1600	NC19200	8.37	1627	NC19227	7.37	1651	NC19251	1.38	1679	NC19279	8.37		cx	
	cx			cx			cx			cx	38	1706	NC19506	8.37
1601	NC19201	7.37	1628	NC19228	7.37	1652	NC19252	1.38	1680	NC19280	8.37		cx	
	cx	39		cx	39		cx			cx		1707	NC19507	8.37
1602	NC19202	8.37	1629	NC19229	7.37	1653	NC19253	7.37	1681	NC19281	8.37		cx	
	N19202	cx 70		cx			cx			cx	39	1708	NC19508	8.37
1603	NC19203	6.37	1630	NC19230	7.37	1654	NC19254	8.37	1682	NC19282	8.37		cx	38
	cx			cx			cx	38		cx		1709	NC19509	10.37
1604	NC19204	6.37	1631	NC19231	7.37	1655	NC19255	5.38	1683	NC19283	8.37		N19509	cx 70
	cx			cx			cx			cx		1710	NC19510	8.37
	N6677C	by 7.62	1632	NC19232	7.37	1656	NC19256	7.37	1684	NC19284	8.37		N19510	cx 70
1605	NC19205	6.37		cx			cx			cx			N19510	71-72
	cx			N16232	71-72	1657	NC19257	7.37	1685	NC19285	8.37		cx	73-74
1606	NC19206	7.37		N19232	72-73		cx			N19285			N19510	77-78
	cx	39	1633	NC19233	7.37	1658	NC19258	7.37	1686	NC19286	37	1711	NC19511	9.37
1607	NC19207	7.37		cx			cx	39		cx	37		N19511	
	cx		1634	NC19234	7.37	1659	NC19259	8.37	1687	NC19287	7.38	1712	NC19512	8.37
	N14419	73-74		cx	39		cx			cx			N19512	cx 70
1608	NC19208	7.37	1635	NC19235	7.37	1660	NC19260	8.37	1688	NC19288	8.37		N19512	71-72
	cx			cx	39		cx			cx		1713	NC19513	8.37
1609	NC19209	7.37	1636	NC19236	7.37	1661	NC19261	8.37	1689	NC19289	8.37		cx	
	cx	39		N19236	cx 70		cx			cx		1714	NC19514	8.37
1610	NC19210	7.37		N19236	71-72	1662	NC19262	8.37	1690	NC19290	8.38		cx	
	cx		1637	NC19237	7.38		cx			cx		1715	NC19515	8.37
1611	NC19211	7.37		cx		1663	NC19263	8.37	1691	NC19291	8.37		N19515	
	cx						N19263			cx				

1716 NC19516 8.37  
 cx  
 1717 NC19517 8.37  
 cx 39  
 1718 NC19518 3.38  
 N19518  
 1719 NC19519 8.37  
 cx  
 1720 NC19520 8.37  
 cx  
 1721 NC19521 8.37  
 cx  
 1722 NC19522 8.37  
 cx  
 1723 NC19523 8.37  
 cx  
 1724 NC19524 8.37  
 cx  
 1725 NC19525 8.37  
 cx  
 1726 NC19526 8.37  
 cx 39  
 1727 NC19527 9.37  
 cx  
 1728 NC19528 8.37  
 cx  
 1729 NC19529 8.37  
 cx  
 1730 NC19530 8.37  
 cx  
 1731 NC19531 8.37  
 cx  
 1732 NC19532 8.37  
 cx  
 1733 NC19533 8.37  
 cx 39  
 1734 NC19534 8.37  
 cx  
 1735 NC19535 8.37  
 cx  
 1736 NC19536 9.37  
 N19536 cx64-65  
 1737 NC19537 9.37  
 cx  
 1738 NC19538 9.37  
 cx  
 1739 NC19539 9.38  
 cx  
 1740 NC19540 9.37  
 cx 38  
 1741 NC19541 9.37  
 cx  
 1742 NC19542 9.37  
 cx  
 1743 NC19543 9.37  
 cx  
 1744 NC19544 9.37  
 cx  
 1745 NC19545 9.37  
 cx  
 1746 NC19546 9.37  
 cx  
 1747 NC19547 9.37  
 cx 39  
 1748 NC19548 9.37  
 cx  
 1749 NC19549 9.37  
 cx  
 1750 NC19550 9.37  
 cx  
 1751 NC19551 9.37  
 N19551 cx 70  
 N19551 72-73  
 1752 NC19552 9.37  
 cx  
 1753 NC19553 9.37  
 cx  
 1754 NC19554 9.37  
 N19554  
 1755 NC19555 9.37  
 N19555 cx 70  
 N19555 71-72  
 1756 NC19556 9.37  
 cx 39



Above: Carrying its registration in triplicate, N19554 (c/n 1754) was an Oshkosh visitor in 1977. (Charles N.Trask)  
 Below: NC19565 (c/n 1765) at Oscaloosa, Iowa in September 1960. The badge on the fuselage celebrates Minnesota Centennial 1858-1958, the Cub then being based at St.Paul, Minnesota. (Photo Clay Jansson, via C.N.Trask)



1757 NC19557 9.37 cx	1776 NC19576 9.37 cx	1795 NC19595 9.37 cx
1758 NC19558 9.37 cx	1777 NC19577 9.37 cx 38	1796 NC19596 9.37 cx 39
1759 NC19559 9.37 cx	1778 NC19578 9.37 cx	1797 NC19597 9.37 cx
1760 NC19560 9.37 cx	1779 NC19579 9.38 cx	1798 NC19598 9.37 N19598 cx 70
1761 NC19561 9.37 cx	1780 NC19580 9.37 cx	1799 NC19599 9.37 cx
1762 NC19562 11.37 cx	1781 NC19581 9.37 cx	N19599 71-72 N16599 10.73
1763 NC19563 9.37 N19563 cx 70	1782 NC19582 9.37 cx	1800 Unknown
1764 NC19564 9.37 cx 39	1783 NC19583 9.37 cx	1801 NC20001 9.37 cx
1765 NC19565 9.37 N19565	1784 NC19584 9.37 cx	1802 NC20002 9.37 cx
1766 NC19566 12.39 cx	1785 NC19585 9.37 cx	1803 NC20003 9.37 cx
1767 NC19567 9.37 cx	1786 NC19586 9.37 cx	1804 NC20004 9.37 cx
1768 NC19568 9.37 cx	1787 NC19587 9.37 cx	1805 NC20005 9.37 cx 38
1769 NC19569 9.37 cx	1788 NC19588 9.37 cx	1806 NC20006 9.37 cx
1770 NC19570 9.37 cx 38	1789 NC19589 8.38 cx	1807 NC20007 7.38 cx
1771 NC19571 9.37 cx	1790 NC19590 9.37 cx 39	1808 NC20008 9.37 cx
1772 NC19572 9.37 cx	1791 NC19591 9.37 cx	1809 NC20009 9.37 cx
1773 NC19573 9.37 cx	1792 NC19592 9.37 cx	1810 NC20010 10.38 cx
1774 NC19574 9.37 cx	1793 NC19593 9.37 cx	1811 NC20011 9.37 cx
1775 NC19575 9.37 cx	1794 NC19594 11.38 cx	1812 NC20012 9.37 cx

1813 (contd)  
 N20013 71-72  
 cx 73-74  
 N20013 77-78  
 1814 NC20014 9.37  
 cx 38  
 1815 NC20015 10.37  
 cx 38  
 1816 NC20016 9.38  
 cx  
 1817 NC20017 9.37  
 cx  
 1818 NC20018 9.37  
 cx  
 1819 NC20019 9.37  
 cx  
 1820 NC20020 10.37  
 cx  
 1821 NC20021 10.37  
 cx  
 1822 NC20022 37  
 cx 37  
 1823 NC20023 10.37  
 cx 38  
 1824 NC20024 10.37  
 cx 39  
 1825 NC20025 10.37  
 cx  
 1826 NC20026 10.37  
 cx  
 1827 NC20027 10.37  
 cx  
 N20027 70  
 1828 NC20028 10.37  
 cx  
 1829 NC20029 9.38  
 cx 39  
 1830 NC20030 10.37  
 cx  
 1831 NC20031 10.37  
 cx  
 1832 NC20032 12.38  
 cx  
 1833 NC20033 10.37  
 cx 39  
 1834 NC20034 10.37  
 N20034 cx 70  
 N20034 71-72  
 1835 NC20035 10.37  
 cx  
 1836 NC20036 10.37  
 cx  
 1837 NC20037 10.37  
 N20037 cx 70  
 N20037 2.72  
 1838 NC20038 10.37  
 cx  
 1839 NC20039 10.37  
 cx  
 1840 NC20040 10.37  
 cx

1841	NC20041	5.38	1882	NC20082	10.37
	cx			cx	
1842	NC20042	10.37	1883	NC20083	10.37
	cx			cx	
1843	NC20043	10.37	1884	NC20084	10.37
	cx			N20084	cx 70
1844	NC20044	2.38		N20084	2.72
	cx	39	1885	NC20085	10.37
1845	NC20045	10.37		cx	
	cx		1886	NC20086	10.37
1846	NC20046	10.37		cx	
	cx	39	1887	NC20087	10.37
1847	NC20047	10.37		cx	
	cx		1888	NC20088	10.37
1848	NC20048	10.37		cx	39
	cx		1889	NC20089	10.37
1849	NC20049	10.37		cx	
	N20049	cx 70	1890	NC20090	10.37
1850	NC20050	2.39		cx	39
	cx		1891	NC20091	4.38
1851	NC20051	10.37		cx	
	cx		1892	NC20092	11.37
1852	NC20052	10.37		cx	
	cx		1893	NC20093	11.37
1853	NC20053	10.37		cx	
	cx		1894	NC20094	10.37
1854	NC20054	10.37		cx	
	cx		1895	NC20095	11.37
1855	NC20055	10.38		cx	
	cx	39	1896	NC20096	11.37
1856	NC20056	10.37		N20096	
	cx		1897	NC20097	11.37
1857	NC20057	2.38		cx	
	cx		1898	NC20098	11.38
1858	NC20058	11.37		cx	
	cx		1899	NC20099	37
1859	NC20059	10.37		cx	37
	cx		1900	NC20100	11.37
1860	NC20060	10.37		cx	
	cx		1901	NC20101	11.37
1861	NC20061	10.37		N20101	cx71-72
	cx	39		N20101	72-73
1862	NC20062	11.37	1902	NC20102	11.37
	cx			cx	39
1863	NC20063	11.37	1903	NC20103	11.37
	cx			cx	
1864	NC20064	10.37	1904	NC20104	11.38
	cx			cx	
1865	NC20065	10.37	1905	NC20105	10.37
	cx			cx	
1866	NC20066	10.37	1906	NC20106	11.37
	cx			cx	39
1867	NC20067	10.37	1907	NC20107	10.37
	cx			cx	
1868	NC20068	10.37	1908	NC20108	11.37
	cx			cx	38
1869	NC20069	10.37	1909	NC20109	11.37
	cx			cx	
1870	NC20070	10.37	1910	NC20110	11.37
	cx			cx	38
1871	NC20071	10.37	1911	NC20111	12.37
	cx			cx	
1872	NC20072	10.38	1912	NC20112	12.37
	cx			N20112	cx 70
1873	NC20073	10.37		N20112	71-72
	cx			cx	73-74
1874	NC20074	10.37		N20112	77-78
	cx		1913	NC20113	11.37
1875	NC20075	10.37		cx	
	cx		1914	NC20114	11.37
1876	NC20076	10.37		N20114	cx 70
	cx			N20114	71-72
1877	NC20077	10.37	1915	NC20115	11.37
	cx			cx	
1878	NC20078	10.37	1916	NC20116	11.37
	N20078	cx 70		cx	
	N20078	71-72	1917	NC20117	11.37
	cx	74-77		cx	
1879	NC20079	10.38	1918	NC20118	11.37
	cx	39		cx	
1880	NC20080	10.37	1919	NC20119	5.38
	cx			cx	
1881	NC20081	11.37	1920	NC20120	11.37
	cx	39		N20120	cx 70



The Cub above, taken at Portsmouth, New Hampshire on 6.5.47, has an extremely indistinct registration. Charles Trask labelled the print NC15845 but this does not appear to have been a J-2 registration, the editorial magnifying glass and reference to the production list have suggested NC16955 or NC16958 as possibles!

1921	NC20121	2.38	1933	NC20133	11.37	1945	NC21408	6.38
	cx			cx			cx	
1922	NC20122	11.37	1934	NC20134	11.38	1946	NC21423	6.38
	cx	39		cx			cx	39
1923	NC20123	5.38	1935	NC21404	5.38	1947	Portugal	E8.38
	cx			cx		1948	No record	
1924	NC20124	11.37	1936	NC20136	1.38	1949	No record	
	cx			cx	39	1950	NC20150	5.38
1925	NC20125	11.37	1937	NC20137	11.37		N20150	cx64-65
	cx	39		N20137			N20150	3.72
1926	NC20126	11.37	1938	NC20138	11.37	1951	)	
	N20126	cx64-65		cx		to )	No record	
1927	N37AZ	4.80	1939	NC20139	12.37	1960	)	
	NC20127	3.38		cx		1961	NC20161	5.38
	cx		1940	20140	10.38		N20161	
1928	NC20128	4.38		cx	39	1962	)	
	cx		1941	NC20141	2.38	to )	No record	
1929	NC20129	11.37		cx		1974	)	
	cx		1942	NC20142	3.38	1975	NC20175	5.38
1930	NC20130	11.37		cx	39		cx	
	cx		1943	NC20143	3.38	1976	)	
1931	NC20131	12.37		cx		to )	No record	
	cx		1944	NC20144	4.38	1994	)	
1932	NC20132	11.37		cx		1995	onwards: model	
	cx						J-3 production	

The following J-2 Cubs were built in Canada from US parts:

C838	CF-BAX	10.36	Dbf	10.4.37	in hangar fire at Toronto.
C906	CF-BAZ	2.37	Dbf	10.4.37	in hangar fire at Toronto.
C909	CF-BBX	1.37	Dbf	10.4.37	in hangar fire at Toronto.
C1005	CF-BEU	5.37	Dbr	21.3.38	at St.Petersburg, Florida.
C1006	CF-BEV	5.37	Dbr	29.5.41	at Barker Field, Ontario.
C1080	CF-BED	4.37	Wfu	10.6.47.	
C1082	CF-BEE	4.37	Dbr	24.9.42	at Cartierville, Quebec.
C1083	CF-BBZ	2.37	Wfu	11.8.53.	
C1089	CF-BDA	2.37	Dbr	19.1.55	at Moden, Manitoba.
C1091	CF-BBY	2.37	Dbf	9.3.47	at St.Catherines, Ontario.
C1092	CF-BDB	4.37			Cancelled 1951 as 'sold to St.Pierre' (which would qualify it for a French Overseas registration although nothing has so far been traced).

#### OUTSTANDING PROBLEMS:

Very few details remain to be completed but readers' observations on any of the following points would be welcome.

- 1) It is believed that c/n 1800 was NC20000 in sequence and was subsequently modified to become the prototype J-3 Cub NX20000, c/n 2000, but at present this cannot be confirmed.
- 2) Two J-2 Cubs have been reported in Peru as OA-CCJ and OA-CCP but no c/ns are known.
- 3) Canadian registrations CF-BHS to CF-BHZ were allotted to Cubs but not taken up. As these marks follow the batch ending about c/n C1124 it is possible that they may have been intended for J-2s.
- 4) Of the unidentified Portuguese J-2s (c/ns 796, 956, 970, 1153 and 1947) two were certainly CS-AAO (regd .36 and canc 12.6.49), and CS-AAR (regd .37 and canc 2.48). These two may have been c/ns 796 and 970 respectively but confirmation is required. CS-ABM was a 'Taylor J-3 Cub' registered in 1938, canc 2.48, which could possibly fit c/n 1947 above.

REGISTRATION INDEX OF ALL CURRENT TAYLOR/PIPER J-2 CUBS

All J-2s believed to be currently registered are included below in registration order, followed by c/n. There are 92 aircraft on the list but the number that are still active (as opposed to registered) is not known.

C-FPLB	1110	N15947	1216	N16714	722	N17269	935	N17854	1289	N19515	1715	N20112	1912
CF-RAS	1124	N16307	540	N16743	580	N17277	943	N17872	1306	N19518	1718	N20114	1914
CF-RCH	1115	N16314	547	N16745	747	N17284	951	N17876	1310	N19551	1751	N20137	1937
CF-RCJ	797	N16315	548	N16747	749	N17287	1222	N17910	1500	N19554	1754	N20150	1950
CF-RDS	1531	N16331	568	N16769	771	N17290	1225	N17981	1581	N19555	1755	N20161	1961
C-GNGO	1064	N16334	571	N16935	801	N17540	1040	N19232	1632	N19565	1765	N31095	1085
G-AEXZ	997	N16360	589	N16947	813	N17542	1042	N19236	1636	N20013	1813	OH-CPE	1157
LN-FAB	980	N16599	1799	N16955	821	N17549	1049	N19263	1663	N20027	1827	OY-AFW	559
LV-FAL	999	N16608	623	N16957	823	N17554	1057	N19285	1685	N20034	1834	OY-FAA	964
N13RN	938	N16621	636	N16958	824	N17579	1079	N19502	1702	N20037	1837	PP-TCT	955
N37AZ	1926	N16667	682	N16971	837	N17595	1095	N19510	1710	N20084	1884	SE-AGO	993
N2269G	1093	N16669	684	N17234	1014	N17834	1269	N19511	1711	N20096	1896	VH-UYT	958
N4973E	919	N16699	709	N17247	913	N17847	1282	N19512	1712	N20101	1901	ZK-AGD	1152
N14608	945												

By way of a postscript we have two photographs recently received from Gordon Riley of Vintage Aircraft magazine. They show G-AEXY (971) and G-AEXZ (997) when both aircraft were new and owned by the County Flying Club at Rearsby, the upper photo being taken during the winter of 1938/9 by V.H.Doree. Gordon comments that both Cubs were silver overall, one having blue trim and the other red, but does anyone know which was which?



# Complete Civil Registers : 6

## URUGUAY

## CX-



PART THREE

We open this extract from the register with a photo of the only aircraft to be entirely designed and built in Uruguay, the Neybar N-1 CX-AGI. The design was inspired by an engineer, Fernando R. Barrandeguy, who was in 1945 under government contract to build roads and bridges at twelve different locations around the country. An aircraft would make inspection of these works much easier and, since it was impossible to obtain one, he decided to manufacture one. Barrandeguy made studies in the USA and solicited the aid of a mechanic, Dagoberte Moll. A 125hp Lycoming engine was imported for the basically wooden four-seater. Painted red, it first flew in 1947 and remained in regular, reliable service until 1965. Its name was derived from Neyelof, another engineer in Barrandeguy's company. Our thanks for both the photo and the above information to Nery Mendiburu & Gary Kuhn.



Regn	Type	C/n	Regn date	Identity, owner, base and fate
CX-AFK	Taylorcraft BC-12D	7673	10.4.46	Ex NC43995. Aero Club Dolores, Soriano. Still current 8.72.
CX-AFL	Taylorcraft BC-12D	7674	10.4.46	Ex NC43996. Ismael Carros, Soriano. Still current 8.72.
CX-AFM	Aeronca 7AC Champion	7AC-1673	23.4.46	Valentin Uria, Treinta y Tres. Still registered 8.72.
CX-AFN	Taylorcraft BC-12D	7666	9.5.46	Ex NC43981. Aero Club Melo, Melo. Still current 8.72.
CX-AFO	Taylorcraft BC-12D	7665	9.5.46	Ex NC43998. Elio Ventura, Treinta y Tres. Still current 8.72.
CX-AFP	Taylorcraft BC-12D	7664	9.5.46	Ex NC43997. Alejandro Hounie, Mercedes. Still current 8.72.
CX-AFQ	Taylorcraft BC-12D	7667	9.5.46	Ex NC43982. Walter Crespi, Florida. Still current 8.72.
CX-AFR	Stinson 108	108-211	.46	Centro Aviación Florida, Florida. Still registered 8.72.
CX-AFS	Piper J-3C-65 Cub	18095	22.7.46	Ministerio Ganaderia y Agricultura, Montevideo. To CX-AFS-R and still registered 8.72.
CX-AFT	Piper J-3C-65 Cub	18096	22.7.46	Ministerio Ganaderia y Agricultura, Montevideo. To CX-AFT-R and still registered 8.72.
CX-AFU	Piper J-3C-65 Cub	18094	22.7.46	Ministerio Ganaderia y Agricultura, Montevideo. To CX-AFU-R and cancelled prior to 1972 for reasons unknown.
CX-AFV	Piper J-3C-65 Cub	18118	22.7.46	Ministerio Ganaderia y Agricultura, Montevideo. Cancelled pre-72.
CX-AFX	Piper L-14	5-3011	12.4.46	Ex (45-55535) ntu. Carlos Fraschini, Paysandú. Destroyed by fire.
CX-AFY	Aeronca 7AC Champion	7AC-2301	5.6.46	Ex NC83624. Servicio Lucha contra Langosta, Montevideo. Still registered 8.72.
CX-AFZ	Cessna 140	8533	16.7.46	Pedro Otormin, Paysandú. Still current 8.72.



Cessna 140 CX-AFZ "Bettiz", probably at Paysandú. Photo by Nery Mendiburu.

CX-AGA	Rearwin 185	1671	28.6.46	Walter Paradela, Montevideo; to S.A. Polero, Montevideo. Still registered 8.72.
CX-AGB	PA-12 Super Cruiser	12-179	2.8.46	Fernando Silveira Riet, Montevideo; to J. Leteulade, Florida; believed written-off 5.1.60 but still on 8.72 register.
CX-AGC	Cessna UC-78	5221	-	Ex 43-7701. P.L.U.N.A., Montevideo. Dbr, Melilla.
CX-AGD	Douglas C-47	13306	-	Ex 42-93399, KG583. P.L.U.N.A., Montevideo; to Fuerza Aerea Uruguaaya as FAU524, 5.72.

CX-AGE Douglas C-47	12113	3.47	Ex 42-92325, FZ578. P.L.U.N.A., Montevideo. W/o 9.10.62 Carrasco.
CX-AGF Stinson 108	108-233	7.8.46	Miguel Gattas, Maldonado. Crashed off Colonia, .50.
CX-AGG Cessna 140	8388	16.7.46	Orlando M.Arbiza, Mercedes; to Aero Club Mercedes. Current 8.72.
CX-AGH Cessna 140	8389	16.7.46	Julio César Lestido, Montevideo. Still registered 8.72.
CX-AGI Neybar N-1	1	-	Neyeloff & Barrandeguy, Montevideo. Wfs 1965. Donated 1967 to Museo Aeronáutico as the only indigenous Uruguayan design.
CX-AGJ Stinson 108	108-213	31.7.46	Horacio Carneli, Montevideo; to E.Suarez, Rivera. Current 8.72.
CX-AGK Aeronca 7AC Champion	7AC-4398	4.9.46	Aero Club Young, Young. Crashed at Young .47, canc.
CX-AGL Aeronca 7AC Champion	7AC-4428	4.9.46	Aero Club Canelones, Canelones. Cancelled. (Quoted sometimes as ex NC85682 but this was c/n 7AC-4427.)
CX-AGM Aeronca 7AC Champion	7AC4353	6.9.46	Aero Club Fray Bentos, Fray Bentos. Crashed at Fray Bentos and w/o 27.12.64, though still listed in 8.72 register.
CX-AGN Cessna 140	9356	6.9.46	Julio Abella, Montevideo; to J.Celis, Montevideo. Still registered 8.72. (Note that c/n is usually quoted incorrectly as 9359, which became TF-JET in Iceland.)
CX-AGO Cessna 140	9357	6.9.46	Orlando Arbiza, Mercedes. Cancelled prior to 1950.
CX-AGP Aeronca 11AC Chief	11AC-353	22.10.46	Aero Club Canelones, Canelones. Still registered 8.72.
CX-AGQ PA-12 Super Cruiser	12-2302	26.2.47	Ex NC2299M. Alfonso Diaz Olascoaga, Rivera. Cancelled.
CX-AGR Stinson 108	108-563	2.10.46	Orlando Arbiza, Florida; to E.F.Velez, Artigas. Still current 8.72.
CX-AGS Republic RC-3 Seabee	117	13.11.46	Horacio Torrendell, Montevideo. Still registered 8.72.
CX-AGT Cessna 140	10047	10.12.46	Horacio Torrendell, Montevideo; to I.O.Furtado, San Gregorio. Still registered 8.72.
CX-AGU Piper J-3C-65 Cub	20192	22.10.46	Aero Club Ombues Lavalle, Colonia; to A.Naedo, Montevideo; written off at Colonia 20.12.49.
CX-AGV Piper J-3C-65 Cub	20189	22.10.46	Aero Club Rocha, Rocha. Still current 8.72.
CX-AGX Piper J-3C-65 Cub	20179	22.10.46	Aero Club Carmelo, Colonia; re-registered CX-AGX-R; cancelled prior to 8.72, reasons unknown.
CX-AGY Piper J-3C-65 Cub	20161	16.10.46	Aero Club San José, San José. Still registered 8.72.
CX-AGZ PA-12 Super Cruiser	12-1111	28.1.47	Mario Guimaraens, Artigas. Still registered 8.72.
CX-AHA Auster J/1 Autocrat	2106	.46	Eduardo Brito, Paysandú. UK CofA issued 10.7.46. Sold as LV-FSM to J.L.Martínez, Argentina.
CX-AHB Taylorcraft BC-12D	7744	17.9.46	Aero Club Artigas, Artigas; to J.M.Acuna, Tacuarembó. Current 8.72.
CX-AHC Taylorcraft BC-12D	7745	17.9.46	José P.Suárez, Salto. Still registered 8.72.
CX-AHD Taylorcraft BC-12D	"7746"	.46	Aero Club Paso de los Toros, Tacuarembó. Current 8.72. C/n is as usually quoted but this aircraft believed exported 9.46 as XB-FAZ to Mexico. Correct c/n may be 7708, FAA export date 17.9.46.
CX-AHE Aeronca 11AC Chief	11AC-577	1.9.46	Aero Club Pan de Azúcar, Maldonado. Still registered 8.72.
CX-AHF PA-12 Super Cruiser	12-1151	7.1.47	Edesio Abelleira, Artigas; to Club de Aviacion, Salto. Still registered 8.72.
CX-AHG PA-12 Super Cruiser	12-578	29.11.46	Julio Spur, Artigas; to L.Franco, Salto. Still registered 8.72.
CX-AHH PA-12 Super Cruiser	12-881	6.12.46	Antonio Saveedra, Montevideo. Cancelled, details unknown.
CX-AHI PA-12 Super Cruiser	12-880	6.12.46	Pike & Cia., Montevideo; to Aero Club Melo, Melo. Current 8.72.
CX-AHJ PA-12 Super Cruiser	12-792	6.12.46	Julio Turon, Mercedes. Sold to Argentina as LV-GFT.
CX-AHK Piper J-3C-65 Cub	20871	28.1.47	Aero Club Cuatro Vientos, Colonia; to Disolina Piano de Albanese, Melilla. W/o 2.5.55, dbf in hangar fire, Maldonado.
CX-AHL Piper J-3C-65 Cub	20867	28.1.47	Aero Club Tacuarembó, Tacuarembó. Still registered 8.72.
CX-AHM Erco 415C Ercoupe	3736	7.2.47	Ernesto De Benedetti, Paysandú; to F.A.Rottini, Montevideo. Still registered 8.72.
CX-AHN Erco 415C Ercoupe	3876	7.2.47	Héctor Passegui, Montevideo. Still current 8.72.
CX-AHO Erco 415C Ercoupe	4076	7.2.47	Héctor Passegui, Montevideo; to Callaba & Malisia, Montevideo. Written off 5.8.60, Canelones.
CX-AHP Erco 415C Ercoupe	4084	7.2.47	Héctor Passegui, Montevideo; to R.N.Gautieu, Montevideo. Still registered 8.72. Possibly ex NC87357, ntu?
CX-AHQ Stinson 108	108-523	12.9.46	Aero Club Artigas, Artigas. Still registered 8.72.
CX-AHR Stinson 108	108-533	18.9.46	Juan Carlos Hounie, Mercedes; to C.Camito, Sarandi del Yi, and still registered 8.72.
CX-AHS Aeronca 7AC Champion	7AC-4323	20.8.46	Aero Club Canelones, Canelones. Still current 8.72.
CX-AHT Paulistinha CAP.4	437	-	Delio Godin, Montevideo; to Aero Club Fray Bentos. Canc 1.11.73.
CX-AHU Luscombe 8A Silvaire	4419	20.11.46	Aero Club Melo, Melo; to CIPSA, Montevideo. Still current 8.72.
CX-AHV Luscombe 8A Silvaire	4372	18.11.46	Aero Club Paysandú, Paysandú. Still registered 8.72.
CX-AHX Luscombe 8A Silvaire	4374	18.11.46	Roberto Brito, Paysandú. Written off 20.9.54.
CX-AHY Luscombe 8A Silvaire	4373	18.11.46	Aero Club Colonia, Colonia. Still registered 8.72.
CX-AHZ Luscombe 8A Silvaire	4371	18.11.46	Justo Prenat, Montevideo; to F.Urioste, Montevideo. Current 8.72.



# U.K. C of A Applications

PART FIFTEEN



Still very active is Autocrat G-AIZU, seen above landing at the Sywell PFA Rally on 6.7.75. (Editor's photo)

The first part of this extract concludes the list of Auster 5 J/1 applications with Appn.Nos.8482 to 8517 dated 8.3.46. Details are in order of c/n, registration, C of A number and date of issue. Registrations not shown on the Applications were: c/n 2212, ZK-APO; 2220-3, PP-DEW to DEZ; 2224-5, LV-NTQ and LV-NUJ.

2196	ZS-BKW	8798	4.12.46	Aviation Industries & Associated Svs (PTY) Ltd
2197	ZS-BKX	8799	4.12.46	Aviation Industries & Associated Svs (PTY) Ltd
2198	VP-YGA	8800	4.12.46	Rhodesian Acft & Maintenance Svs Ltd
2199	VP-YGB	8801	4.12.46	Rhodesian Acft & Maintenance Svs Ltd
2200	G-AIPT	8888	21. 1.47	Auster Acft Ltd
2201	ZS-BKY	8802	4.12.46	Aviation Industries & Associated Svs (PTY) Ltd
2202	G-AIPU	8889	21. 1.47	Auster Acft Ltd
2203	G-AIPV	8890	21. 1.47	Auster Acft Ltd
2204	G-AIPW	8891	22. 1.47	Auster Acft Ltd
2205	G-AIPX	8898	23. 1.47	Auster Acft Ltd
2206	G-AIPY	8899	23. 1.47	Auster Acft Ltd
2207	G-AIGV	8883	25. 1.47	Auster Acft Ltd
2208	G-AIPZ	8900	28. 1.47	Auster Acft Ltd
2209	G-AIRA	8901	31. 1.47	Auster Acft Ltd
2210	ZS-BML	8969	20. 1.47	Auster Acft Ltd
2211	ZS-BMM	8970	20. 1.47	Auster Acft Ltd
2212	-	8929	13. 1.47	Boon & Co
2213	VP-UAQ	9020	3. 2.47	Initially entered as The Uganda Co but amended to VP-YHG for Rhodesian Acft and Maintenance Services.
2214	G-AIRB	8902	13. 2.47	Auster Acft Ltd
2215	G-AIRC	8903	27. 2.47	Auster Acft Ltd
2216	G-AJAL	9070	27. 2.47	Auster Acft Ltd
2217	ZS-BMN	8971	20. 1.47	Auster Acft Ltd
2218	ZS-BMO	8972	20. 1.47	Auster Acft Ltd
2219	ZS-BMP	8973	20. 1.47	Auster Acft Ltd
(The above three were amended on issue to G-AIJJ, G-AJID and G-AJIE respectively.)				
2220	-	8930	13. 1.47	Frank Miloye Milenkovitch
2221	-	8931	13. 1.47	Frank Miloye Milenkovitch
2222	-	8932	13. 1.47	Frank Miloye Milenkovitch
2223	-	8933	13. 1.47	Frank Miloye Milenkovitch
2224	-	8934	13. 1.47	Anderson Levanti & Co
2225	-	8935	13. 1.47	Anderson Levanti & Co
2226	VP-YGP	8936	13. 1.47	Rhodesian Acft & Maintenance Svs
2227	VP-YGR	8995	3. 2.47	Auster Acft Ltd
(The above two had no registrations quoted on issue)				
2228	G-AIZU	9083	24. 3.47	Auster Acft Ltd
2229	G-AIZV	9084	24. 3.47	Auster Acft Ltd
2230	G-AIZW	9085	20. 3.47	Auster Acft Ltd
2231	G-AIZX	9086	24. 3.47	Auster Acft Ltd
(The regn G-AIZZ was given on application but was probably a clerical error.)				

Miles M.14A Hawk Tr Miles A/C Ltd G-AGZR 902 7524 12. 4.46 9. 3.46  
 Percival Proctor V Percival A/C Ltd OO-CCE Ae19 7533 - Baron de Rosce 11. 3.46  
 This adds to ARCHIVE 3/81 Page 64 and the comment on Belgian C of R No 979.

Taylorcraft Plus (sic)	Taylorcraft Aeroplanes (England) Ltd	G-AHCG 206	7529	12. 4.46		11. 3.46
		G-AHCH 176	7530	4. 5.46	Auster Acft Ltd (c/n amended to 164)	11. 3.46
Percival Proctor I	Doncaster Aero Club Ltd	G-AHCI 159	7531	28. 4.46	Brooklands Avn Ltd	11. 3.46
		G-AHES No.6	7532	26. 8.46		12. 3.46
Halifax C.VIII	British American Air Svs Ltd	G-AGZP "PP336"	7534	20. 3.46	c/n entry shown in full as F.Hills, Manchester No.6	8. 3.46
DH.89A Rapide	deH	G-AHEB 6945	7535	17. 4.46	Portsmouth Avn Ltd	13. 3.46
		G-AHEA 6946	7536	12. 4.46	Lancashire Acft Corpn Ltd	14. 3.46
		G-AHED 6944	7537	25. 4.46	Marshalls Flying School Ltd	14. 3.46
C-47A Dakota Srs.IV	B.O.A.C.	G-AGZE 12416	7538	20. 6.46		15. 3.46

Application Nos 8529 to 8548 were received on 16.3.46 from Miles Aircraft Ltd for a batch of reconditioned Magisters destined for the Argentine Air Force. The c/n, ex RAF serial (which was not quoted), C of A No and issue details were as follows and all C of A's were issued to H.Hennequin & CIA:-

427	L5995	7635	9. 4.46	727	L8271	7644	10. 4.46	
521	L6900	7629	9. 4.46	734	L8278	7582	27. 3.46	
581	L8072	7581	27. 3.46	736	L8280	7643	10. 4.46	c/ns 682, 686 and 2216 are known to have carried ferry marks LV-XNH, XOM and XMR.
605	L8127	7662	24. 4.46	739	L8283	7665	24. 4.46	
627	L8149	7663	24. 4.46	751	L8295	7692	3. 5.46	
660	L8170	7645	10. 4.46	764	L8338	7583	27. 3.46	
661	L8171	7664	24. 4.46	1958	T9671	7584	27. 3.46	
682	L8215	7707	7. 5.46	2139	T9946	7633	9. 4.46	
686	L8219	7693	3. 5.46	2152	T9959	7631	9. 4.46	
716	L8260	7634	9. 4.46	2216	V1063	7632	9. 4.46	

#### Miles M.38

Messenger II	Miles A/C Ltd	G-AHGE 6330	7766	13. 5.46		16. 3.46
Percival Proctor V	Percival A/C Ltd	G-AHBB Ae18	7541	28. 3.46		19. 3.46
		OO-CCD Ae20	Appln Cld. See ARCHIVE 3/81 Page 68.			
Taylorcraft Plus D	Auster A/C Ltd	EI-ACJ 203	7628	4. 4.46	Irish Aviation Club	19. 3.46
Percival Proctor III	Sec of State for Air	G-AGWB "LZ734"	7552	10. 5.46		21. 3.46
C-47A Dakota	B.O.A.C.	G-AHCS 12348	7556	12. 7.46		20. 3.46
		G-AHCT 12308	7557	12. 7.46		20. 3.46
Short S.25 Sunderland III	B.O.A.C.	G-AHEO "JM716"	7553	24. 2.47		21. 3.46
		G-AHEP "DD860"	7554	-	(Canc on return to RAF)	21. 3.46
		G-AHER "PP142"	7555	17. 4.46		21. 3.46
Percival Proctor V	Percival A/C Ltd	G-AHBC Ae26	7559	18. 4.46	Donaldson Bros	22. 3.46
		G-AHBD Ae27	7560	26. 4.46	Kennings Ltd	22. 3.46
		- Ae21	7617	-	P.P.Ignacio	22. 3.46
		- Ae22	7618	-	P.P.Ignacio	22. 3.46
		- Ae23	7641	8. 4.46	(Initially allocated to P.P.Ignacio then issued to G-AHGO)	22. 3.46
		- Ae24	7642	8. 4.46	(Initially allocated to P.P.Ignacio then issued to G-AIAD)	22. 3.46

The final four Proctors to P.P.Ignacio would seem to have been aborted deliveries to Brazil. Registrations, if any were allocated, are untraced and at least Ae22 was quoted as used for spares. Further information is requested.

Percival Proctor III	Airwork General Trading Co	G-AHFK "LZ768"	7561	5. 4.46	Smiths Aircraft Instruments	23. 3.46
Avro 652A XIX	A.V.Roe & Co Ltd	OO-ANT 1312	7700	3. 5.46	John Mahieu	23. 3.46
Aerogypt	Aerogypt HighSpeed Dvlpt Co Ltd	G-AFFG 5	(T)8653	29.10.46		26. 3.46

Note that c/n is given as 5 instead of the usual 3. This unique aircraft was en route with its owner and designer to Egypt on 26.11.46 when it was damaged on landing at Northolt. During removal the lifting crane allowed it to fall and it was damaged beyond economical repair. As is well-known the cabin was used as a hen-house close to White Waltham until well into the 1960s. Some minute parts may still be in existence.



The distinctive and unique shape of the Helmy Aerogypt can be clearly seen in this photograph, via J.J.Halley. The aircraft first flew in February 1939 and was converted to a tricycle undercarriage in 1943, so this scene must fall between those two dates.



Above left: Proctor I G-AHFY with the lid removed at Lympne on 5.4.59. (via Malcolm Fillmore)

Above right: The last operators of the Dakota G-AHCU were Channel Airways who took it out of service in 1966. It was photographed engineless and rudderless at Southend on 24.3.68. (M.Fillmore)

Right: The well-known Fairey Surveys Dakota G-AHCT at White Waltham 11.7.69 was eventually retired in 1972 and ended its days on the fire dump at Ringway Airport. (M.Fillmore)



Application Nos 8568 to 8579 were received on 27.3.46 from Handley Page Ltd for a batch of Handley Page 70 Halifax C.VIII. Full details may be found in our HALIFAX FILE. The c/n, Regn and C of A No and issue dates were as follows - all C of A's issued to Ministry of Supply, except G-AHDM and AHDU.

1308	G-AHDL	8161 (TRF)	18.	9.46	1350	G-AHDS	8166	24.	8.46
1312	G-AHDM	8102	20.	7.46	1370	G-AHDT	8167	4.	6.47
1318	G-AHDN	8162	24.	3.47	1372	G-AH DU	8083	10.	7.46
1320	G-AHDO	8163	13.	8.47	1376	G-AHDV	8168	19.	8.46
1341	G-AHDP	8164	24.	3.47	1377	G-AHDW	8169	29.	7.46
1342	G-AHDR	8165	7.	7.47	1378	G-AHDX	8170	4.	6.47

Percival Proctor IV Rolls-Royce Ltd G-AHFR See below 7571 11. 5.46 27. 3.46  
The c/n is quoted as DMD/FHM/113. The middle section no doubt refers to F.Hills & Sons, M.anchester and No 113 on their line, but what does DMD mean?

Application Nos 8581 to 8588 were received on 27.3.46 (first 3) and 28.3.46 from Field Consolidated Aircraft Services Ltd for a batch of ex RAF Percival Proctor I. RAF serial, Regn and C of A No and issue details were as follows:-

P6187	G-AHFU	7572	28.	5.46	Brevet F/C	P6190	G-AHFX	7575	29.	6.46
P6194	G-AHDI	7573	24.	5.46	Initially entered as	P6200	G-AHFY	7576	21.	6.46
					G-AHFV to William Lyle but amended to	R7492	G-AHFZ	7577	10.	5.46
					G-AHDI and Newman Acft Ltd	LZ704	G-AHGA	7578	7.	6.46
P6262	G-AHFW	7574	21.	6.46	Hunting Aerosurveys Ltd	LZ799	G-AHGB	7579	24.	6.46

Application Nos 8589 to 8598 were received on 28.3.46 from Miles Aircraft Ltd for a batch of reconditioned Magisters destined for the Argentine Air Force. The c/n, ex RAF serial, C of A No and issue details were as follows and all C of A's were issued to H.Hennequin et Cia:-

410	L5978	7767	20.	5.46	701	L8234	7691	3.	5.46
420	L5988	7690	3.	5.46	731	L8275	7737	9.	5.46
565	L8056	7708	7.	5.46	749	L8293	7709	7.	5.46
621	L8143	7661	24.	4.46	921	N3880	7688	3.	5.46
673	L8206	7689	3.	5.46	1042	N5406	7714	9.	5.46

c/n 673 is known to have carried ferry marks LV-XNF

C-47A Dakota III	B.O.A.C.	G-AHCU	13381	7580	23.	7.46	28.	3.46	
Miles M.38 Mk.II	Miles A/C Ltd	G-AHFP	6332	7626	25.	11.46	Franco British Commercial & Ind Co	28.	3.46
Percival Proctor V	Percival A/C Ltd	G-AHBE	Ae28	7585	12.	4.46		29.	3.46
		G-AHBF	Ae31	7586	10.	5.46		29.	3.46
		G-AHBG	Ae32	7587	16.	5.46		29.	3.46
		-	Ae29	7721	1.	5.46	Mistri Airways	29.	3.46
		-	Ae30	7821	-		Mistri Airways	29.	3.46
Avro York C.1	A.V.Roe & Co Ltd	G-AHFI	1316	7590	13.	5.46	Skyways Ltd	30.	3.46
DH.89A Rapide	Hawker A/C Ltd	G-AHGC	6583	7591	25.	6.46		30.	3.46
	de H	-	6954	7723	1.	5.46	Arab Airways Assocn	3.	4.46
		-	6955	7775	8.	5.46	Arab Airways Assocn (As TJ-AAB)	3.	4.46
		-	6957	7769	8.	5.46	Air Svs of India Ltd (As VT-AXG)	3.	4.46
	W.A.Rollason Ltd	G-AHFJ	"X7385"	7592	28.	5.46	Skyways Ltd	5.	4.46
DH.82A Tiger Moth	de H	G-AHIZ	"2925"	7593	1.	5.46	London Aeroplane Club	4.	4.46

C/n amended to "4610" (2925 is an often confused part number whilst 4610 is the fuselage number)

Application Nos 8613 to 8622 were received on 4.4.46 from Miles Aircraft Ltd for a batch of reconditioned Magisters destined for the Argentine Air Force. The c/n, ex RAF serial, C of A No and issue details were as follows and all C of A's were issued to H.Hennequin & CIA:-

398	L5966	7804	24.	5.46	1010	N3978	7764	15.	5.46
628	N2259	7736	9.	5.46	1643	P2406	7734	9.	5.46
745	L8289	7784	20.	5.46	1648	P2426	7735	9.	5.46
829	N3781	7733	9.	5.46	1703	P2503	7833	30.	5.46
862	N3814	7832	30.	5.46	1977	T9690	7854	6.	6.46

C/n 745 is known to have carried ferry marks LV-XOI. C/n 628 presents a problem since this has hitherto always been



regarded as becoming G-AJHB. According to our own L SERIALS L6917 c/n 629 was not built and N2259 c/n 628 was the replacement therefor. Either G-AJHB is really ex L8149 c/n 627 or it never went to Argentina. Alternatively c/n 629 was built after all and perhaps was G-AJHB. Comments please!

Taylorcraft Plus D Auster A/C Ltd G-AHHZ 164 7924 21. 6.46 5. 4.46  
 C/n was changed to 229 - no reference to 164 on issue (See ARCHIVE 2/83 !)

Application Nos 8624 to 8635 were received on 6.4.46 from A.V.Roe & Co Ltd for Avro York C1 c/n's 1300 to 1311. Regn and C of A No and issue details (all to M.A.P.) were as follows:

G-AHEW	7594	27.	5.46	G-AHEZ	7597	24.	7.46	G-AHFC	7600	12.	9.46	G-AHFF	7603	18.	10.46
G-AHEX	7595	20.	6.46	G-AHFA	7598	18.	8.46	G-AHFD	7601	21.	9.46	G-AHFG	7604	25.	10.46
G-AHEY	7596	5.	7.46	G-AHFB	7599	28.	8.46	G-AHFE	7602	30.	9.46	G-AHFH	7605	31.	10.46

Application Nos 8636 to 8645 were received on 5.4.46 from A.V.Roe & Co Ltd for Avro 652A XIX c/n's 1317 to 1326. Regn and C of A No and issue details (all to Railway Air Svs Ltd) were as follows:-

G-AHIB	7607	14.	5.46	G-AHIE	7610	24.	6.46	G-AHIH	7613	24.	6.46	G-AHIK	7616	11.	7.46
G-AHIC	7608	17.	6.46	G-AHIF	7611	28.	6.46	G-AHII	7614	28.	6.46				
G-AHID	7609	17.	6.46	G-AHIG	7612	2.	7.46	G-AHIJ	7615	5.	7.46				

Taylorcraft Plus D	Auster A/C Ltd	HB-EUL	176	7627	3.	4.46	Willi Farner	6.	4.46
Percival Proctor V	Percival A/C Ltd	-	Ae33	7656	15.	4.46	M.L.Insua	6.	4.46
			Ae35	7897	30.	5.46	P.P.Ignacia	6.	4.46
			Ae36	7898	31.	5.46	P.P.Ignacia and then amended to G-AHWU with no ownership details	6.	4.46

Airspeed AS.65 Consul	Airspeed Ltd	G-AHEG	1052	7620	26.	4.46	Airwork Ltd	8.	4.46
		G-AHEF	4044	7619	16.	5.46		8.	4.46

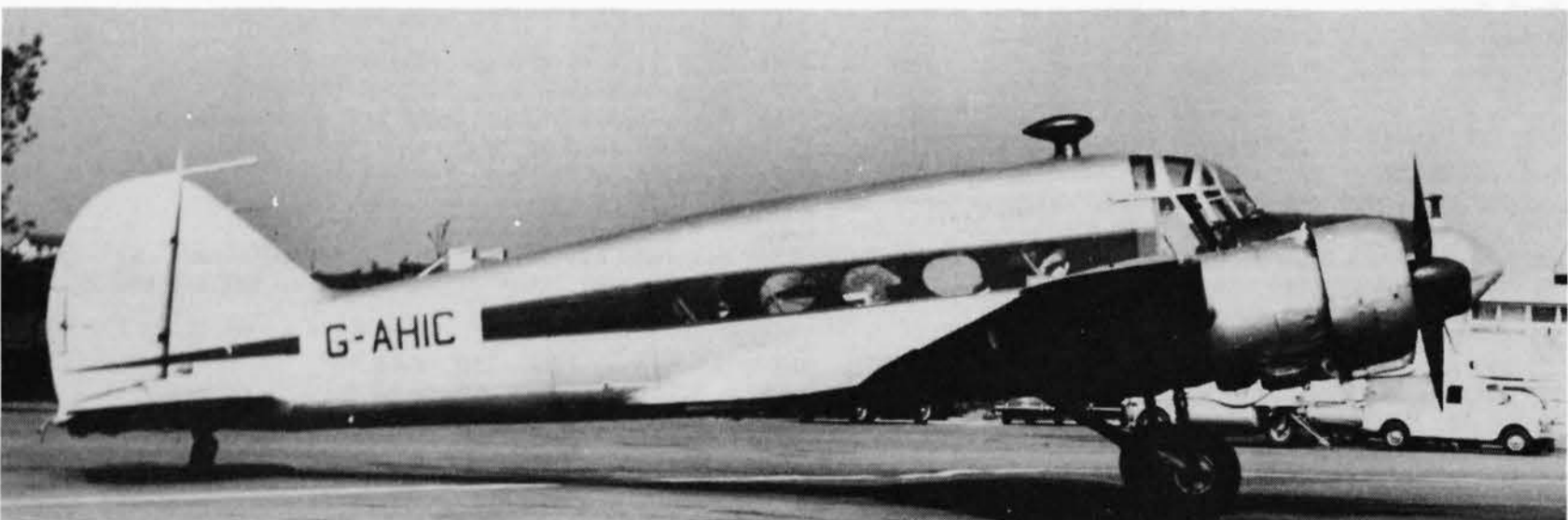
The reason for the wide discrepancy in the c/ns of the above two machines is that G-AHEG was originally Oxford T1206 HP.70 Hastings Handley Page Ltd TE580 1 (T)7621 - Appln Cld (Provisionally issued to Ministry of Supply) 28. 3.46

DH.89A Rapide	Vickers-Armstrongs Ltd	G-AHJA	6486	7624	8.	5.47		9.	4.46
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to be continued.....



Top: Rapide G-AHGC in the colours of its last operator, Scillonian Airways, at one of the Hucknall air pageants in the late sixties. (Air-Britain P0000025)  
 Left: Skyways York G-AHEY which was wfu in 1962 and scrapped. (via M.Fillmore)  
 Below: The only survivor of the ten Avro Nineteens listed above, G-AHIC served with Kemps Aerial Surveys until joining the Strathallan Collection in 1973. (Air-Britain A0008244)



# Complete Civil Registers : 3

## New Zealand

PART TEN



Heading this section is Tiger Moth ZK-AJP which reverted to private ownership after surviving a topdressing career. Here, with an immaculate coupe conversion, it was visiting New Plymouth in April 1967 when owned by R.S.Shewry. (via M.P.Fillmore)

ZK-AJL	DH.82A Tiger Moth	83206/DHNZ.29	10.6.46		
	Ex NZ779. Otago Aero Club; to Southland & Otago Aerial Topdressing Co Ltd, crashed at Georgetown, near Oamaru, 9.10.57. Note: a non-flying Tiger Moth was built from parts (principally of ZK-BLM c/n DHNZ.164) in 1969 at Mandeville near Gore. Painted as ZK-AJL of "Mandeville Aviation", only the rudder was in fact from the above aircraft. The imposter was moved to a museum at Yaldhurst.				
ZK-AJM	Lockheed C-60A Lodestar	2555	19.7.46		
	Ex 42-56062, NZ3513. Union Airways of NZ Ltd "Kotare", to NZNAC "Kotare" 1.4.47; sold to USA on 24.11.51 becoming N4836V of Speciality Union Corp, to N611N and later to Union Sugar Corp.				
ZK-AJN	DH.80A Puss Moth	2204	2.7.46		
	Ex ZK-ACX, NZ567. Public Works Dept (Civil Aviation Branch); to J.R.Stackwood, Christchurch. Wfu, cancelled 31.7.68 and stored in the Christchurch area.				
ZK-AJO	DH.82A Tiger Moth	DHA/T/489	28.5.46		
	Ex NZ1403. Canterbury Aero Club; to James Aviation Ltd, 1949; to D.Kain, Te Mata 12.59; to James Avn again c.66, wfu 1981 and preserved by James Avn at Hamilton airport.				
ZK-AJP	DH.82A Tiger Moth	82346	.6.46		
	Ex NZ744. Nelson Aero Club; to Air Contracts Ltd, Masterton "No.4"; to T.H.Withey; to R.S.Shewry, Tahora; to L.E.Harris & Son, Napier. Current.				
ZK-AJQ	DH.82A Tiger Moth	DHA/T/502	5.7.46		
	Ex NZ1416. West Coast United Aero Club; to Aerial Fertilising Co Ltd, Wellington; to Aviation Services, Hamilton, 26.9.57. Crashed in turbulence at Waharoa, Matamata, 21.5.60.				
ZK-AJR	Registration not yet allotted.				
ZK-AJS	Beechcraft C.17L	107	13.3.46		
	Ex ZK-AEU, NZ573. Auckland Aero Club. Exported to Australia 10.3.55 as VH-BOU, to VH-PMG 29.3.63, to VH-TOT 18.4.64; crashed on t/o from Cooktown, Qld 30.8.67 and currently under rebuild.				
ZK-AJT	DH.82A Tiger Moth	DHNZ.96	30.7.46		
	Ex NZ846. Tauranga Aero Club; crashed in bush on Kaimai Ranges 31.12.48.				
ZK-AJU	DH.82A Tiger Moth	DHNZ.74	4.7.46		
	Ex NZ824. Tauranga Aero Club; crashed at Opotiki on 31.10.54.				
ZK-AJV	DH.82A Tiger Moth	82965	13.6.46		
	Ex R5070, NZ895. Hawkes Bay & East Coast Aero Club; lost without trace in the Taupo area, 7.6.47.				
ZK-AJW	DH.80A Puss Moth	2046	24.4.46		
	Ex ZK-ABG, NZ594. A.J.McIntosh, Invercargill. Crashed in sea near Oamaru, 25.8.48.				
ZK-AJX	DH.94 Moth Minor	94071	10.5.46		
	Ex (ZK-AHN), NZ592. Auckland Aero Club; to Central Hawkes Bay Aero Club, Waipukurua; to F.E.Wright, Mangakino; hit wires and crashed into Mokau River 9.3.52, written off.				
ZK-AJY	Percival P.28 Proctor I	H.1	3.9.46		
	Ex R7485, G-AHMU. L.E.Clark (NZ agent); to C.W. Hewett, Gore; to Southern Scenic Air Services Ltd, Queenstown 9.9.47; crashed at Big Bay, South Westland 28.10.48.				
ZK-AJZ	Miles M.11 Whitney Straight	323	20.5.46		
	Ex ZK-AFG, NZ571. H.Edwards; to Hawkes Bay & East Coast Aero Club, 22.2.50; dbr in crash landing at Hastings 23.1.59 and remains burnt at Ardmore in 1965.				



Left: A fine shot of Moth Minor Coupe ZK-AJX in the colours of its last owners Central Hawkes Bay Aero Club of Waipukurua, taken at Mangere, Auckland by Ken Meehan.



Above: Whitney Straight ZK-AJZ at Mangere (Ken Meehan).  
Below: Rearwin Sportster ZK-AKA was still airworthy when photographed at Ardmore about 1967 (J.N.Geelen).



ZK-AKA Rearwin 9000KR Sportster 656D 18.4.46  
Ex VH-ADL, ZK-AHN, NZ569. Auckland Aero Club, then many private owners; last flown 5.10.68. Donated to Sport & Vintage Aircraft Society during 1981 by final owner I.T.East.

ZK-AKB DH.82A Tiger Moth 82511 19.6.46  
Ex N9457, NZ853. Hawera Aero Club; to T.C.Martin (t/a Airepair), Hastings 20.12.54; broken up for spares at Hastings and cancelled 5.5.55.

ZK-AKC DH.82A Tiger Moth Coupe DHNZ.97 24.6.46  
Ex NZ847. New Plymouth Aero Club, followed by various private owners. Currently airworthy with J.R.Crosbie, Pukekohe.



Above: ZK-AKC appears to have been fitted with a sliding two-piece canopy (rear section removed in this shot) like those used on Canadian built Tiger Moths. The stripes on the fin and rudder are New Plymouth AC colours. (K.Meehan)

ZK-AKD DH.82A Tiger Moth DHNZ.58 25.6.46  
Ex NZ808. Nelson Aero Club. Crashed in sea near Separation Point, 16.11.46.

ZK-AKE DH.82A Tiger Moth DHNZ.68 24.6.46  
Ex NZ818. New Plymouth Aero Club; to Aerodress Ltd "No.1", Dannevirke 19.12.51; to J.H.Richardson, Buckland, nr Fielding 24.6.57. Crashed 13.9.61 at Buckland, broken up at Kairanga, nr Palmerston North, and fuselage burnt.

ZK-AKF Rearwin 9000KR Sportster 654D 18.4.46  
Ex VH-ADM, ZK-AHM, NZ568. Auckland Aero Club, then various private owners. Last owner G.K.Reader (t/a Earlybird Flying Ltd) "Rugby", Palmerston North; wfu 1969, dismantled and stored by owner.

ZK-AGG DH.82A Tiger Moth DHA/T/494 9.8.46  
Ex NZ1408. Nelson Aero Club. Crashed into Nelson Harbour 2.11.47.

ZK-AKH DH.82A Tiger Moth DHNZ.57 31.7.46  
Ex NZ807. Otago Aero Club, followed by several private owners. Last owner J.R.Hanlon, Dunedin, killed when aircraft crashed at Waimate 31.3.75.

ZK-AKI DH.82A Tiger Moth 82840/DHNZ.9 19.9.46  
Ex NZ759. Marlborough Aero Club; to Checketts Aerial Topdressing Co Ltd, Dunedin 21.4.55; crashed at Greenvale 19.11.55.

ZK-AKJ DH.82A Tiger Moth 3789 31.7.46  
Ex ZK-AHA, NZ713. Marlborough Aero Club, Government gift a/c; crashed at Blenheim, possibly Omaka aerodrome, 1.12.46.

ZK-AKK DH.60G Moth 1093 2.3.31  
Ex G-AAKK, (ZK-ACK). Francis Chichester, "The Mme Elijah". Note date of this out-of-sequence registration. Crashed during attempted round-the-world flight, Katsuura, Japan 14.8.31. Remains to local school, regn cancelled 5.2.32.

ZK-AKL DH.94 Moth Minor Coupe 94061 30.5.46  
Ex (ZK-AHJ), NZ591. Auckland Aero Club, followed by many private owners. Last owners D.F.C.Muir & H.B.Jenkin, Auckland. Wfu and stored, Auckland.



Above: Moth Minor Coupe ZK-AKL in a decidedly unflattering colour scheme at the Rotorua Air Pageant in March 1963. (Don Noble, via Janic Geelen)

ZK-AKM DH.94 Moth Minor 94012 12.11.46  
Ex G-AFON, ZK-AHK, NZ597. New Plymouth Aero Club, followed by many private owners. Currently airworthy and owned by H.W.McNair, Auckland.

ZK-AKN DH.82A Tiger Moth Coupe 82341 4.11.46  
Ex N9246, NZ859. Wairarapa & Ruahine Aero Club, Masterton; to Blackmore's Air Services Ltd 8.7.48; to D.H.Turnbull, Hastings 10.5.50. Dbr in gale at Hastings 5.57, reduced to spares at Hastings and regn cancelled 16.12.57.

ZK-AKO DH.82A Tiger Moth DHA/T/505 7.11.46  
Ex NZ1419. Waikato Aero Club (Government gift), Hamilton; to James Aviation Ltd, Hamilton 11.10.49; crashed at Mamaku 26.6.56. Sold to A.L.Paynter, Coolah, NSW and regd VH-BPY 4.57; to Australian Aircraft Sales, Sydney 1.5.57; canc 5.9.61.

ZK-AKP Percival P.28 Proctor I H.13 6.11.46  
Ex R7497, G-AHVE. Regd to Middle Districts Aero Club, Palmerston North 6.3.47; to N.R.Jones, Putaruru 19.10.55; wfu and broken up, Ardmore '58.

ZK-AKQ Percival P.28 Proctor I K.294 6.11.46  
Ex P6260, G-AHUW. Nelson Aero Club from 1.47. W/o in crash at Ranzau 1.6.53.

ZK-AKR Registration not yet allotted.



Above: Proctor ZK-AKQ served for six years with Nelson Aero Club before being written off. (K.Meehan)



- ZK-AKS DH.89A Dragon Rapide 6647 25.7.46  
 Ex HG648, NZ523. NZNAC "Teatea", later "Tara"; to Southern Scenic Air Services Ltd, Queenstown, 11.9.56. Hit ridge on Mount Soho, near Arrowtown, and destroyed 15.6.65.
- ZK-AKT DH.89A Dragon Rapide 6673 30.8.46  
 Ex HG674, NZ530. NZNAC "Tareke"; to West Coast Airways Ltd, Hokitika 17.1.56; to Southern Scenic Air Services Ltd, Queenstown 4.12.56; crashed in Shotover River, near Queenstown, 15.4.67; wfu, cancelled 12.5.67.
- ZK-AKU DH.89A Dragon Rapide 6662 30.8.46  
 Ex HG663, NZ528. NZNAC "Tawaka"; to Nelson Aero Club 24.5.63; to Patchett Tours Ltd, Christchurch, 2.11.65; to Rotorua Aero Club 15.9.66; to D.W.Gray, Auckland, 22.7.68 and currently airworthy.
- ZK-AKV Percival P.10 Vega Gull K.63 9.7.46  
 Ex ZK-AFI, NZ571. Wellington Aero Club; to Hauraki Aero Club 16.4.51; to Midland Air Services 28.10.52; to New Plymouth Aero Club 9.10.57; to R.Howie, Benmore 17.12.63; wfu February 1964 and broken up at Otematata, 1964.

Above: Francis Chichester's famous Moth "The Mme Elijah" at Emily Bay on Norfolk Island while preparations were being made on 1.4.31 for the start of stage two of his solo trans-Tasman flight. On arrival at Lord Howe Island ZK-AKK was overturned and sank in a storm, requiring a rebuild before the flight could be completed, which it was on June 10th 1931. (via E.D.Daw)

Below: The only Moth Minor currently airworthy in New Zealand, ZK-AKM at Timaru on 21.5.71. (R.W.Kerr)

- ZK-AKW Lockheed C-60A Lodestar 2550 19.7.46  
 Ex 42-56057, NZ3515. Union Airways of NZ Ltd "Kopara", to NZNAC "Kopara" 1.4.47. Departed NZ 4.11.52 for USA, becoming N756, later N7611.
- ZK-AXX Lockheed C-60A Lodestar 2382 16.7.46  
 Ex 42-55945, NZ3508. Union Airways of NZ Ltd "Kereru", to NZNAC "Kereru" 1.4.47. Crashed near Waikanae 18.3.49 in bad visibility, completely destroyed, fifteen occupants all killed.
- ZK-AYY DH.89A Dragon Rapide 6653 12.8.46  
 Ex HG654, NZ525. NZNAC; to Ritchie Air Services Ltd, Te Anau 19.5.64; to Tourist Air Travel, Queenstown; to Mount Cook Airlines Ltd, Christchurch;



wfu at Queenstown then sold to T.C.Williams, Masterton 28.3.78 for rebuild to airworthy condition. Current.

ZK-AKZ Auster J/1 Autocrat 2125 10.12.46  
British Aircraft Ltd (NZ Auster agents); to Dr.H.K. Christie, Wanganui 31.1.47; converted to a J/1B Aiglet though retaining small rudder, mid-1956; several owners, currently owned since 10.7.75 by I.C.Dittmer, Featherston.



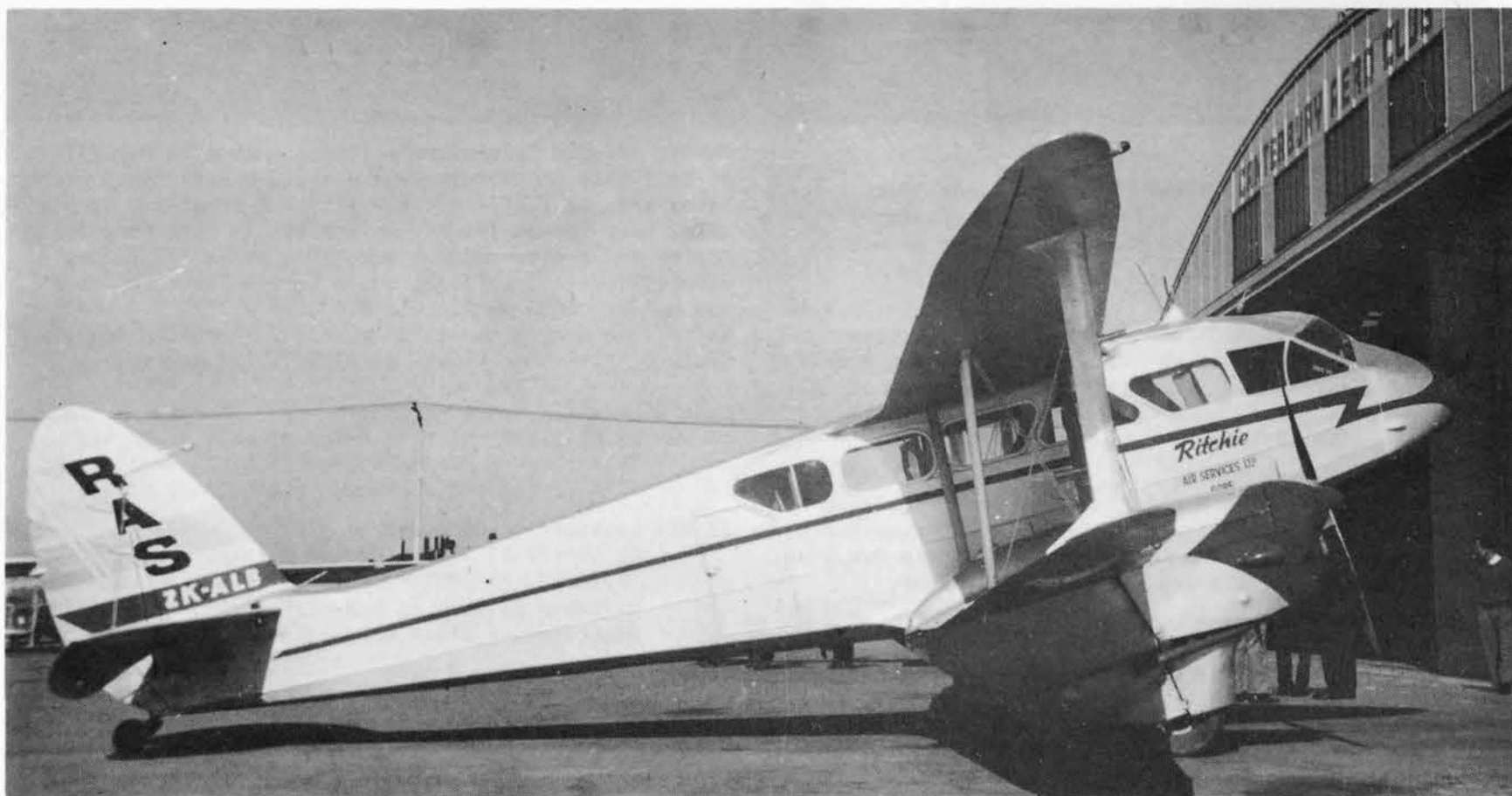
ZK-ALA Waco UOC Custom 4336 .10.46  
Ex ZK-AEL, NZ575. Marlborough Aero Club, damaged in landing accident and sold to Blackmore's Air Services Ltd, Rotorua 12.11.47, rebuilt and named "Aotea"; to James Aviation Ltd 5.9.51; damaged in landing at Rotorua .7.58 and regn canc 20.8.58; sold to Gilltrap Auto Museum, Rotorua and restored to non-flying condition. Museum later moved to Coolangatta, Queensland .59. Waco since sold.



ZK-ALB DH.89A Dragon Rapide 6655 30.8.46  
Ex HG656, NZ527. NZNAC "Tikaka"; to Trans-Island Airways 22.7.57; to Marlborough Aero Club 2.6.59; to Ritchie Air Services Ltd, Te Anau 2.7.61; later Tourist Air Travel; wfs 4.11.71. Flown to Australia 6.74 and regd VH-IAN 2.8.74. Current.

ZK-ALC DH.89A Dragon Rapide 6664 30.8.46  
Ex HG665, NZ529. NZNAC "Tiora"; destroyed by fire when engine exhaust ignited dry grass, Rotorua Aerodrome, 15.1.50.

to be continued....



#### Rapide miscellany:

From top to bottom: ZK-AKS in NZNAC colours as "Tara", probably at Omaka, Blenheim. ZK-AKT of Southern Scenic/ Tourist Air Travel at Queenstown 7.1.67 only a few weeks before it was written off (J.N.Geelen). ZK-ALB shown in Ritchie Air Services colours at Christchurch in the early sixties (G.A.Jenks collection). ZK-ALC "Tiora" which served NZNAC for less than four years before being burnt out in January 1950, awaiting passengers at Hamilton airport (K.Meehan).





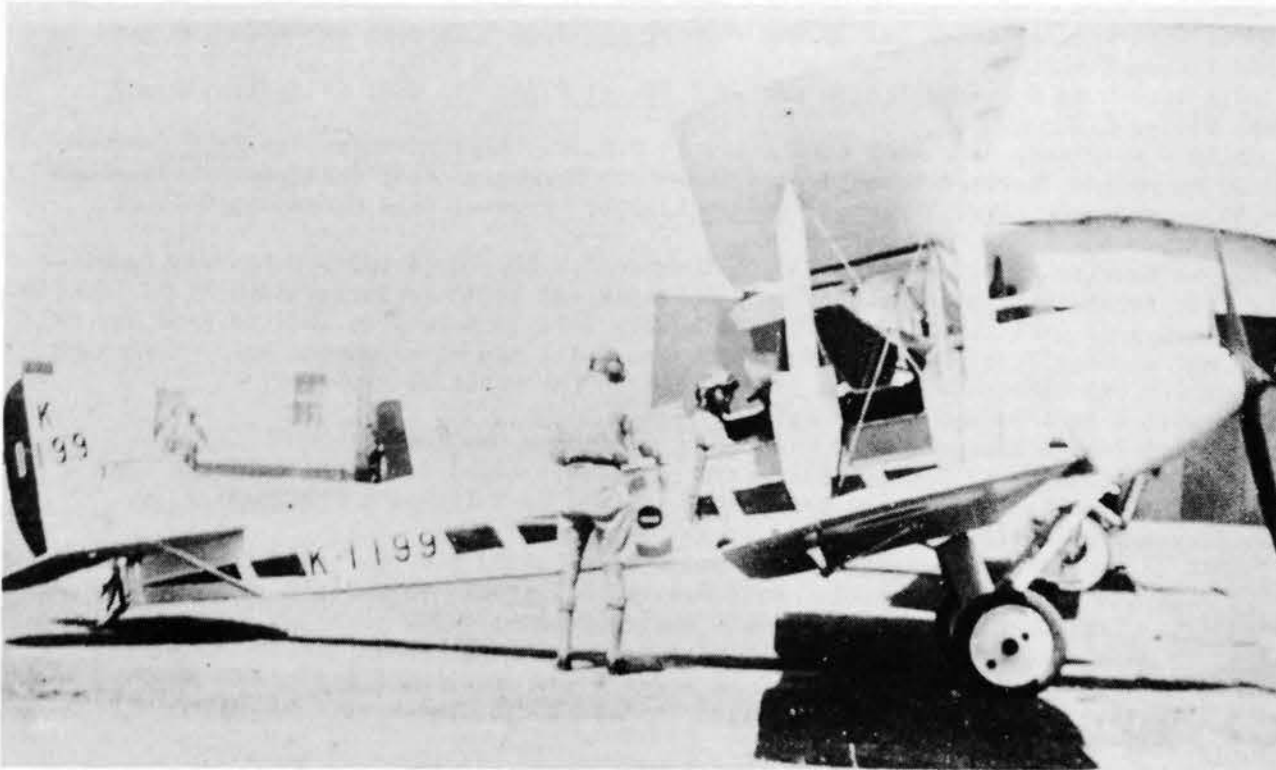
# The Whole Truth:



## DH.60 MOTH

### PART FOURTEEN

- 1506 Gipsy I K1224 delivered to Kenley 20.6.30 and issued to Practice Flight, Manston (Inland Area) 21.4.31. Soc 24.7.35 and to 3 FTS 15.8.35 for conversion to Instructional Airframe for the use of London University Air Squadron (maintenance serial 691M). Transferred to 6 SoftT Hednesford 28.10.39.
- 1507 Gipsy I K1225 delivered to Kenley 5.30 and allocated to Inland Area 4.31. Probably to Practice Flight, Manston. Crashed near Manston 18.5.33 and soc 3.7.33.
- 1508 Gipsy I K1226 delivered to Kenley 5.30 and allocated to Fighting Area 4.31 (probably AAC Flight). Crashed near Watchet when hit cables on take-off 2.7.31. Soc 1.9.31.
- 1509 Gipsy I K1227 handed over to DTD at DeHavillands 20.7.30 for fitment of "training type wing". To DTD Martlesham for tests of the wing 6.8.30 and returned to DeHavillands following day for fitting low pressure tyres. Returned to Martlesham 31.3.31 and later used for communications work. Soc 30.11.37 as not being worth cost of repair. However, the aircraft was evidently sold since on 4.10.38 it was regd as G-AFKM to Allen H.Wheeler, then of RAF Andover and issued with a C of A on 25.1.39. Regd 8.2.39 to Norfolk and Norwich Aero Club. Regd 26.9.39 to W.S.Shackleton Ltd at Barnstaple. Regn cancelled as sold 17.8.40. Regd in India 12.40 as VT-ANR to Government of India. Impressed as MA931 11.9.42. Crashed on take-off St.Thomas' Mount Madras 4.11.42 whilst on charge of No.1 (CD) Flt IAFVR. Soc 1.4.44.
- 1510 Gipsy I K1198 delivered to Sealand 29.4.30 for packing and despatch to Malta where Toc 3.7.30. Soc in Malta 11.10.37 as "deteriorated beyond repair" with 456.40 flying hours.
- 1511 Gipsy I K1199 delivered to Sealand 30.4.30 for packing and despatch to Malta as c/n 1510 above. Fate identical save that total hours were 745.



K1199 operating with the Hal Far Station Flight during the Thirties.  
(via G.Terry)

- 1512 Gipsy I K1200 delivered to Sealand 27.4.30 for packing and despatch to Hinaidi, Iraq where Toc 14.5.30. Soc 9.12.35 as "sold locally" - though whether as scrap, Iraqi Air Force or civil use is not known.
- 1513 Gipsy I K1201 delivered to Sealand 17.4.30 for packing and despatch to Hinaidi, Iraq where Toc 14.5.30. Soc in Iraq 31.3.36.
- 1514 Gipsy I K1202 delivered to Base Training Squadron, 'A' Flight Gosport (Coastal Area) 1.5.30. To 2 ASU Cardington 30.5.35 for storage and soc 19.6.35. Given as a "Free gift to RAF Club, Hatfield" 4.7.35 and regd G-ADLJ 6.7.35 to The Royal Air Force Flying Club, Hatfield with C of A issued 10.8.35. Regd 9.8.37 to Paddy Flynn's Flying Club Ltd, Gatwick. C of A expired 2.3.38 and regn cancelled in post war census on 15.8.45.
- 1515 Gipsy I K1203 delivered to Base Training Squadron, Gosport (Coastal Area) 5.30 and soc 11.1.32.
- 1516 Gipsy I K1204 delivered to Station HQ Worthy Down (Western Area) 3.5.30 and subsequently operated by 7 Squadron there. Hit tree whilst low flying and Dbf in ensuing crash 8.3.37.
- 1517 Gipsy I K1205 delivered to Station HQ Bircham Newton (Western Area) 9.5.30 and used (at least by 12/36) by 220 Squadron there. Converted to Instructional Airframe 1072M 17.5.38 and on charge of 26 MU Cosford 31.5.38. To 2 SoftT Cosford 10.8.38.
- 1518 Gipsy I K1206 delivered to Station HQ Upavon (Fighting Area) 10.5.30 but returned to DeHavillands 4.6.30 for conversion of fuel system to allow for inverted flying. To CFS Wittering 26.6.30 for RAF Display at Hendon. Returned to Upavon 7.7.30. Forced landed in bad weather and written off whilst on charge of 605 Squadron Castle Bromwich 19.1.35. Soc 21.2.35. (Note - whilst some sources indicate that K1203, K1204, K1205 and K1207 were also earmarked for use by the CFS for the Hendon display in 1930, there is no evidence they were so used and it seems likely that they were replaced by K1213, K1214, K1215, K1216 and K1217)
- 1519 Gipsy I K1207 delivered 5.30 to unknown unit within Fighting Area. Soc 3.10.34.
- 1520 Gipsy I K1208 delivered 19.5.30 to Electrical & Wireless School, Cranwell. Returned to DeHavillands for repair 20.3.31, reconditioning work completed 14.7.31 and returned to Kenley (Fighting Area) 20.7.31. Issued to Gosport (Coastal Area) 20.7.34. To 2 ASU Cardington 8.9.37. To 3 EDFs (alias 17 ERFTS/Airwork School) Barton 1.10.37 until replaced by Tiger Moths 22.2.39 when transferred to 10 MU Hullavington. Converted to Instructional Airframe 1304M 25.2.39 and issued to 5 SoftT Locking.

1521 Gipsy I K1209 delivered 5.30 to unknown unit in Fighting Area (reported as 29 Squadron North Weald). Crashed 17.6.30 and soc 7.7.30.

1522 Gipsy I K1210 delivered to Station HQ Kenley (Fighting Area) 5.30. Collided with Bulldog K1677 over Kenley 14.11.31 and soc 2.2.32 (Crash date also reported as 24.11.31).

1523 Gipsy I K1211 delivered to Sealand 5.30 for packing and Toc 8 Squadron Aden (Aden Communications Flight) 8.30. Soc 15.5.34.

1524 Gipsy I K1212 delivered to Sealand 5.30 for packing and Toc 8 Squadron Aden 8.30. Crashed on Aden Bombing Range 25.7.33 and soc 25.8.33.

1525 Gipsy I K1213 delivered to Kenley (Fighting Area) 21.5.30 and returned to DeHavillands for modification 5.6.30. To CFS Wittering for RAF Display purposes 13.6.30. Issued to 22 Group 7.7.30 and known to be on charge of Station HQ Manston by 12.33. Reported at Home Aircraft Depot 1.35. Soc with 750 hours 28.2.36 and converted to Instructional Airframe 757M 12.3.36. Subsequently "reduced to scrap assemblies".

1526 Gipsy I K1214 delivered to Kenley (Fighting Area) 21.5.30 and returned to DeHavillands for modification 5.6.30. To CFS Wittering for RAF Display 13.6.30 and possibly remained with unit subsequently. To 24 (F) Squadron Northolt 25.4.32 (later Hendon) and subsequently noted "to be prepared for Glider event at RAF Display). To 603 Squadron Turnhouse 22.10.34. Soc 30.9.36 and converted to Instructional Airframe 895M.

1527 Gipsy I K1215 delivered to Kenley (Fighting Area) 20.5.30 and returned to DeHavillands 3.6.30 for modification. To CFS Wittering for RAF Display 12.6.30 and to Home Command Flight Hendon 5.7.30. Nominal transfer to 24 Squadron Hendon 10.7.33. To Eastchurch 16.7.34 (allegedly to replace a Tiger Moth!) 16.7.34. To Air Armament School, Sutton Bridge 20.10.36. To 1 Armament Training Camp 28.3.37. To 1 Aircraft Storage Unit 29.11.37. To 17 ERFTS Barton 2.9.38 (as replacement for K1112). soc 2.39 and converted to Instructional Airframe 1288M 18.2.39. Reduced to produce 31.12.43.

1528 Gipsy I K1216 delivered to Kenley (Fighting Area) 27.5.30 and returned to DeHavillands for modification 5.6.30. To CFS Wittering for RAF Display 13.6.30 and then allocated 7.30 to 22 Group Inland Area. To 24 Squadron Northolt 29.4.32 (later Hendon). To 600 Squadron Hendon 7.7.32 and 605 Squadron Castle Bromwich 26.4.34. To indecipherable unit 25.1.35 (F.....?) To 2 ASU 10.4.37. Issued to 3 EDFs/15 ERFTS Redhill 8.7.37 and returned to 27 MU Shawbury 10.11.38 where soc 9.5.39.

1529 Gipsy I K1217 delivered to unknown unit (but probably Kenley) 5.30 and returned to DeHavillands 6.30 for modification. Presumably reissued to CFS Wittering for RAF Display 6.30 and eventually soc 31.1.31.

1530 Gipsy I To Qantas direct with C of A issued 11.4.30 and regd VH-UOT 8.30. Crashed Dalby Queensland 24.5.35.

1531 Gipsy I To Arnold & Co, Shanghai with C of A issued 9.5.30.

1532 Gipsy I To DeHavilland India with C of A issued 5.5.30 and regd VT-ABH 7.30. To Govt of India .30 and operated by Madras Flying Club.

1533 Gipsy I To DeHavilland India with C of A issued 5.5.30 and regd VT-ABI 7.30. To Govt of India .30 and operated by Madras Flying Club.

1534 Gipsy I A Seaplane. To Halle & Peterson, Oslo with C of A issued 8.5.30. Regd in Norway as N-20 (Second allocation) 21.5.30 to Messrs. Halle & Peterson and loaned to Norwegian Navy (Marinens Flyvevæsen) 7.31. Regd 24.6.32 to H.Omsted, Aker. Re-regd LN-ABI 4.7.32. Crashed Lake Storsjoen 9.11.32. Regn canc 3.1.33.

1535 Gipsy I Regd 5.30 as G-AAZF to Charles R. Robinson and C of A issued 15.5.30. Regd 10.7.30 to Home Counties Aircraft Services Ltd, Penshurst (later Gatwick) and operated wef 10.30 as Surrey Aero Club. C of A expired 14.5.31 but not cancelled until 12.32 as PWFU. Allegedly sold in Norway in 1931 as N-50 but this allocation was NTU and another story has it going to Sweden. All may be erroneous and a confusion with N-20 c/n 1534 which was incorrectly shown as c/n 1535 in the official register.

1536 Gipsy II To SCADTA, Colombia with C of A issued 2.6.30 and regd C-41.

1537 Gipsy II To SCADTA, Colombia with C of A issued 2.6.30 and regd C-42 (named "Halcon").

1538 Gipsy I Regd G-AAZJ 5.30 to Ronald D. King of Denbigh (aircraft reportedly based at Brooklands) and C of A issued 24.5.30. Sold to Brooklands Aviation Ltd. Regd 13.1.33 to Phillips & Powis Aircraft (Reading) Ltd, Woodley and cancelled as sold 4.33.

1539 Gipsy I Regd 4.6.30 as G-ABAS to Samuel N. Turner, Stag Lane and C of A issued 6.6.30. Sold to Phillips & Powis Aircraft Ltd 2.31 and regd to them 6.31. Sold 8.31 to L. Lipton. Regd 26.11.34 to British Air Transport Ltd, Redhill. Crashed near Redhill 20.3.35 and regn cancelled 12.35.

1540 Gipsy I Regd 6.30 as G-ABAT to Miss J.E. Giles, Lympne and C of A issued 6.6.30. Regd 5.8.38 to Redhill Flying Club. Impressed 25.1.41 as DG588 and to 20 MU Aston Down. To 1 SFTS Netheravon 16.5.41 and 16 (P) SFTS Newton 13.7.41. Soc 29.1.43 and converted to Instructional Airframe 3769M at DH Witney and to DH Training School, Hatfield 28.5.43.

1541 Gipsy II To A.F. de Lindras, Marquis de Cordoba, Spain as MW-131 with C of A issued 28.6.30. Permanent regn not traced.

1542 Gipsy II Regd 6.30 as G-AAAG to Alan S. Butler, Stag Lane with C of A issued 26.6.30. Regn cancelled as sold 1.31 but in fact regd in France as F-AJZB 23.10.30 to Eduoard Bret, Cannes. (The UK C of A was apparently renewed 1.8.31 - although this must be suspect). Returned to UK and restored as G-AAAG 2.33 to The Hon Brian Lewis and C of A renewed 9.3.33. Packed by DeHavillands for shipment to Auckland 6.33 and delivered to Lt. H.R.A. Kidston, RN 8.33. Shipped to New Zealand on HMS Diomedea and although the regn ZK-ADF was reserved, it was officially re-registered to Kidston as G-AAAG 2.8.34. UK regn cancelled as sold 12.35 but actually regd in New Zealand as ZK-AEJ 16.9.35 to R.G. Tappenden, Auckland. Sold .38 to J. Allen, Wairoa. Impressed 9.39 but stored for duration of war and sold .42 to Messrs. Butler and Carnall. First flew post war 20.12.45. Sold to R.N. Brown t/a Snake Gulley Airways. Sold back to J. Allen, Wairoa. Sold .66 to G.K. Reader, Palmerston North. Sold (nominally) to Earlybird Flying Ltd. Currently regd and stored at Palmerston North.

1543 Gipsy I Sold to William Foster, Matto Grosso, Brazil and C of A issued 2.7.30. Regd as G-ABDT to him 5.8.30 (the identity used in previous month is unknown). Regn cancelled as sold 3.32 and since the initial C of A was not renewed, it is assumed the Moth was regd in Brazil.

1544 Gipsy II Supplied to Herr Alfred Friedrich, Berlin but regd to Dr. Rudolf Schien, Berlin-Staaken as D-1869 7.30 and with C of A issued 5.7.30. Canc as destroyed 11.33.

1545 Gipsy I To The Sporting Club of the State Railway Employees of Upper Silesia, Poland as SP-ADY with C of A issued 18.6.30.

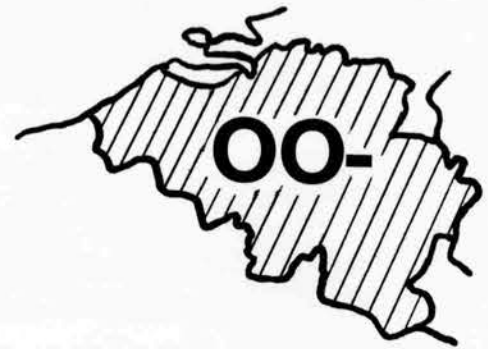
1546 Gipsy II Regd 5.30 as G-AAYG to DeHavilland Aircraft Co Ltd for use as demonstrator with C of A issued 20.6.30. Subsequently used by DH School of Flying, and possibly by London Aeroplane Club. Sold to Sqn. Ldr. H.A. Whistler 11.33 (or possibly earlier). Regd 30.8.34 to Herts and Essex Aero Club, Broxbourne. Impressed 6.12.39 as X5126 and to 20 MU Aston Down 19.12.39. Released to Sound City Films for decoy purposes 3.12.40 and soc 1.1.41.

1547 Gipsy II Regd 19.6.30 as G-ABBL to Major Charles L.Y. Parker, Brooklands with C of A issued 11.7.30. Packed and dispatched by DH to Madras 1.5.31 and regn cancelled as sold 4.31. Regd in India as VT-ACU 12.31 to Madras Flying Club. Regn cancelled 2.5.40.

to be continued.....

# Complete Civil Registers : 1

## BELGIUM



Post-war series: OO-...

PART FIFTEEN



Above: Trener Master OO-PKG taking on fuel at Liege-Bierset during 1970. (Guy Visele)

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

1895	Bolkow Phoebus C	884	30.4.69
OO-ZLR	J.Lemaire, Tournai. Cancelled, reasons unknown.		
1896	Zlin 526 Trener Master	1071	7.5.69
OO-PKG	General Aviation Club, Gosselies; cancelled on sale to Germany 1.2.74; D-ELKF reserved .73 and regd 3.74.		
1897	Reims/Cessna F.150J	0506	8.5.69
OO-BEA	E.M.Deom, Grimbergen; to T.Bloch, Grimbergen; to Publi Air 3, Liege/Grimbergen.		
1898	Reims/Cessna F.150J	0500	8.5.69
OO-TOM	E.M.Deom, Grimbergen; to V.Melotte, Kiewit, for spares after accident at Grimbergen 8.71. Regn cancelled 14.4.77.		
1899	Reims/Cessna F.150J	0482	8.5.69
OO-XAV	E.M.Deom, Grimbergen; crashed at Amougies 6.8.74 and cancelled 21.10.76.		
1900	Reims/Cessna F.150J	0469	8.5.69
OO-CBT (2)	Publi Air, Grimbergen; to North East Aviation, Balen-Nete; crashed at Leopoldsborg, three killed, 3.2.74; cancelled 16.12.76.		
1901	Glasflugel Standard Libelle 201B	8	9.5.69
OO-ZRO	G.Defosse; to Aero Club des Ardennes, St.Hubert.		
1902	Reims/Cessna F.172H	0599	14.5.69
OO-SKC	Sotramat SA, Antwerp; crashed at Hulst, Netherlands, 29.9.77, regn cancelled 29.12.78.		



Above: The fuselage of OO-SKC (1902) photographed by Herman Dekker at Vlimmeren on 26.6.75. We take it that this location refers to Beerse airfield nearby, but if the date is correct the fate recorded above must be wrong.

1903	SIAl-Marchetti S.205-18R	4-167	14.5.69
OO-HEC	A.S.P.E., Gosselies; re-registered OO-MEC on date unknown but possibly 8.72, with same CofR number and owner.		
1904	SIAl-Marchetti S.205-18R	4-171	14.5.69
OO-HEF	A.S.P.E., Gosselies; cancelled 23.7.71, sold as F-BTAQ, regd 28.12.71.		
1905	Scheibe SF.25B Motorfalke	4650	21.5.69
OO-MVA	Ex (D-KEBJ). CNVAV/NZVC, St.Hubert.		
1906	Schempp-Hirth Standard Cirrus	62	23.5.69
OO-ZLL	J.Leleux, Soignies; to C.Jacques, Braine-l'Alleud.		
1907	Cessna 205	0277	30.5.69
OO-SPI	Ex N8277Z, OE-DHW. Aero Para Club, Spa.		



Cessna 205 OO-SPI (1907) betrays its Austrian origins with the horizontal (red) tail stripes. (F.Ceulemans)

1908	Schempp-Hirth Cirrus	unkn	30.5.69
OO-ZEP	Ex D-7122. M.Van Assche, Ghent; to Kempische Aero Club, Weelde. Cancelled.		
1909	Boeing 707-329C	20198	30.5.69
OO-SJM	SABENA, Brussels, f/f 13.6.69, d/d Brussels 20.6.69; cancelled 11.2.76 to PH-TVK Transavia Holland NV; restored to SABENA 4.5.77.		
1910	SIAl-Marchetti SF.260	114	30.5.69
OO-AHR	Ex (OO-RAB), OO-HAZ. Belflight SA, Gosselies; to M.Herte, Spa; cancelled on sale as F-BUVY, regd 2.7.76; to G-MACH 29.10.80.		
1911	Glasflugel Standard Libelle 201B	49	24.6.69
OO-ZGP	J.Pissoort, Temploux; to Diest Aero Club.		
1912	Jodel DR.105A Ambassadeur	97	25.6.69
OO-PHR	Ex F-BJJB. H.Lefebvre, Gosselies; to C.Halconruy, Grimbergen; to G.Terken. Grimbergen; to E.Heineu, Gosselies; to J.Lerat, Gosselies. (NB: identity refers to the wings, rebuilt with the fuselage of F-BJYD c/n 262.)		



AESL Airtourer OO-WIC (1914) was assembled by GlosAir at Staverton, hence the frequent use of the designation Glos Airtourer. (Photo by Editor at Amougies 21.8.72)

1913	MS.880B Rallye Club	1341	26.6.69
OO-AKB	Aero Club Brugge, Ursel; to M.Meulemann (Aero Nord ?), Moorsele; crashed at Moorsele 17.7.75 and regn cancelled 30.12.76.		
1914	AESL Airtourer 115	513	27.6.69
OO-WIC	Ex G-AWVG. Western Aviation, Amougies; to Golden River Aviation Club, Amougies; to E.De Bay, Liege 4.6.74; to Falch & Robert, Liege.		
1915	Reims/Cessna FR.172F Rocket	0121	27.6.69
OO-LGF	Ex OE-DCY. Publi Air, Grimbergen; to Rutjens, Grimbergen; crashed 21.7.75 at Wolvertem, cancelled during 1977.		
1916	Schleicher Ka 8B	8764	27.6.69
OO-ZBH	Universite Libre de Bruxelles, Grimbergen.		
1917	Schleicher Ka 7 Rhoadler	1093	2.7.69
OO-ZMD	Ex D-5702. Aero Para Club, Spa.		
1918	SIAI-Marchetti SF.260	122	4.7.69
OO-HEI	A.S.P.E., Gosselies; cancelled 15.7.69 on sale as G-AXKA, regd 16.7.69, later VH-SFN but restored as OO-HEI on 19.10.72 to A.S.P.E. with new CofR no.2278. Cancelled 5.11.79.		
1919	MS.893A Commodore 180	10604	4.7.69
OO-NNA	Ex F-BNNA. Ecole Icare, Liege.		
1920	Boeing 707-329C	20199	4.7.69
OO-SJN	SABENA, Brussels; f/f 11.7.69, d/d 22.7.69.		
1921	Schempp-Hirth Cirrus	52	7.7.69
OO-ZIR	Ex OE-0874. H.Smet, Antwerp. Cancelled 14.10.78 on sale to UK as BGA.2426.		
1922	SIAI-Marchetti S.208	2-48	9.7.69
OO-BMW	A.S.P.E., Gosselies; to Ets.Moorkens, Antwerp; to Estorez, Liege; cancelled 23.4.76 as sold abroad and regd F-BRGQ 12.9.77.		
1923	SIAI-Marchetti FN.333 Riviera	0103	9.7.69
OO-HPA	Ex LN-NPA. A.S.P.E., Gosselies. Cancelled 21.8.69 as sold and regd OH-SRA on 8.9.69.		
1924	MS.885 Super Rallye	5389	17.7.69
OO-BLY	Ex F-BLBY. Publiciel, Grimbergen; to Noldair, Wevelgem/Grimbergen; to R.Van Putte, Oostende; to Aero Club van Aalst, Aalst.		
1925	Scheibe SF.25B Motorfalke	4654	23.7.69
OO-MVB	Ex (D-KICG). CNVAV/NZVC, St.Hubert.		
1926	Schleicher Ka 7 Rhoadler	7173	24.7.69
OO-ZDF	AC des Ardennes, St.Hubert; to Royal Verviers Aviation, Verviers.		
1927	Reims/Cessna F.150J	0510	25.7.69
OO-JRB	Ex (HB-CTX). Libramont Aviation, St.Hubert.		

1928	Reims/Cessna F.150J	0527	25.7.69
OO-RCA	Ex HB-CUB. Libramont Aviation, St.Hubert; believed dbr St.Hubert 1979-80 (?), cancelled.		
1929	Schleicher Ka 6CR Rhonsegler	6615	29.7.69
OO-ZYA	Y.Robience, Dour.		
1930	CEA DR.315 Petit Prince	409	7.8.69
OO-CEA	Air Affairs, Gosselies; to N.Waucquez, Gosselies.		
1931	DH.104 Dove 6	04117	8.8.69
OO-SCD (2)	Ex VP-KDE, G-AMFU. Aviem, Oostende; cancelled as sold to Holland 8.72; delivered to Moormanair at Amsterdam but no Dutch registration known. Broken up at Amsterdam 12.74 and cockpit section now on display in Aviodome museum at Schiphol Airport.		
1932	Fokker F-27 Friendship 400	10354	12.8.69
OO-SCA (2)	Ex PH-FMA, JY-ADF, 5N-CLN, PH-FMA. SABENA, Brussels; cancelled 7.7.73 on sale to PIA as AP-AXF.		
1933	Reims/Cessna F.150J	0464	14.8.69
OO-HBD	Ex (D-EBUA). Aero Club FBA, Koln/Butzweilerhof.		
1934	Reims/Cessna F.172H	0614	19.8.69
OO-FMC	Sotramat SA, Antwerp; to Jeugd en Luchtvaart (Ford Motor Company), Antwerp.		
1935	PA-28R Cherokee Arrow 200	28R-35188	22.8.69
OO-LGH	Ex N9472M. European Air Service, Gosselies; to Royal Motor Union Aviation, Liege; cancelled 13.1.75, to F-BUZE regd 17.7.75.		
1936	SIAI-Marchetti F.260	502	25.8.69
OO-LLA	Ex I-ALLA. A.S.P.E., Gosselies; sold as F-BSRV, regd 18.6.71, to HB-EML 6.82.		
1937	Reims/Cessna F.172H	0592	28.8.69
OO-LCN	Ex N13727. T.Plees, Balen-Nete; to Aero Club Sanicole, Leopoldsburg. Crashed at Leopoldsburg 3.6.77, not repaired, cancelled 7.9.81.		
1938	Zlin 526 Trener Master	1086	28.8.69
OO-BUT	Mrs.D.Marchal, Gosselies. Damaged .72 at Doornik and sold to Germany 17.3.74, regn cancelled 17.9.74 and registered D-EBUP 10.77 to A.Lehnen, Koln-Butzweilerhof.		



Above, top: Motorfalke OO-MVB (1925) was one of two delivered in 1969 to the national gliding centre.(F.Ceulemans)

Above: Dove OO-SCD (1931) which was scrapped by its final, Dutch, owner and now provides a cockpit exhibit at Schiphol's air museum. (S.Croes)

Left: SABENA's Friendship OO-SCA (1932) at Brussels in a distinctly non-standard colour scheme. (S.Croes collection)



Top: Brand-new Reims/Cessna F.172H OO-FMC (1934) being used as part of an eye-catching display by the Ford Motor Company at Brussels on 5.9.69. (T.R.Martin)  
Centre: Trener Master OO-BUT (1938) in a wintry setting was later sold in Germany. (S.Croes collection)  
Below: Cessna 401A OO-GDA (1940) in Publi Air titles at Brussels. (N.Oertel)



1939	MS.892A Commodore 150	11409	3.9.69
OO-MRB	Ex F-BRMF. Aero Club Brugge, Ursel; to Aero Nord, Moorsele; to M.Meulemans, Moorsele; to Constructa pvba.		
1940	Cessna 401A	0029	9.9.69
OO-GDA	Ex N6229Q. Gedair, Brussels; to Publi Air, Brussels; to Liege Air Center; to Publi Air 3, Grimbergen; to Ets.Pierre Chateau, Brussels. Cancelled 2.12.80 and sold to USA, via Luton, as N8531C.		
1941	SIAI-Marchetti S.205-18F	226	.9.69
OO-HEG	Ex SE-CWO. A.S.P.E., Gosselies. Cancelled 17.12.69 and sold as F-BRUI, regd 6.2.70.		
1942	Cessna 421A	0066	12.9.69
OO-LFD	Ex N2966Q, HB-LFD. Abelag, Brussels. Cancelled 30.4.75 as sold to France, regd F-BPPY 17.7.75.		
1943	Jodel DR.1051-M1 Sicile Record	432	11.9.69
OO-LME	Ex F-BLME. A.Miermont, Gosselies; to J.Garot, Gosselies.		
1944	Jodel DR.1051-M Sicile	320	13.9.69
OO-KPD	Ex F-BKPD. G.Delbecq, Aalst. Ran into hangar at Wevelgem without pilot 19.5.79, cancelled 14.6.79.		
1945	Cessna T310P	0169	18.9.69
OO-LBW	Ex N5869M, HB-LFW. Abelag, Brussels; to D.Van Damme, Brussels; canc as sold to Spain 2.9.77 and regd EC-DBY on 16.3.78.		
1946	Cessna 177A Cardinal	01370	23.9.69
OO-MAC	R.Hendrickx, Gosselies; to Mons Aero Club, Gosselies; to R.Hendrickx, St.Ghislaine/Gosselies.		
1947	Fauvel AV.36	unkn	9.10.69
OO-ZHR	R.Henriet, Ghent.		
1948	Schleicher Ka 6CR Rhonsegler	6012	9.10.69
OO-ZZO	Ex D-3320, OY-ERX, D-KECH. K.Vranken (Aero Kiewit), Kiewit		
1949	MS.892A Commodore 150	10534	14.10.69
OO-FIF	Ex F-BNBF. F.Ferweda, Antwerp; to Staelens, Kiewit; to J.Pirotte, Namur/Goetsenhoven; to Aero Club de Wouw, Goetsenhoven; to P.Meurrens, Goetsenhoven.		
1950	Hughes 269B	1280402	15.10.69
OO-PEV	SA Pevalco, Wevelgem; to G.Smits, Ciney.		
1951	Nord 1101 Noralpha	86	20.10.69
OO-LIZ	Ex F-BLQN. J.De Wulf, Oostende. Crashed into sea off Oostende 18.7.72.		

1952	Boeing 707-329C	20200	24.10.69
OO-SJO	SABENA, Brussels; f/f 11.11.69, d/d 3.12.69; 1st to British Caledonian .69; leased to Zicas .80.		
1953	Schleicher Rhonlerche II	158	6.11.69
OO-ZBG	Royal Cercle des Etudiants, Universite de Liege, Liege. (Note: this c/n is also quoted for PH-240 which is still current.)		
1954	MS.894A Rallye Minerva 220	11051	6.11.69
OO-CCB	Ex F-BRJV. Cie.des Ciments Belges SA (Tournai AC), Tournai; to J.Van der Heyden, Genk.		
1955	PA-32 Cherokee Six 300	32-40765	20.11.69
OO-BPW	Ex N8970N. Ecole Icare, Liege; to European Air Service, Liege.		
1956	MS.885 Super Rallye	5	21.11.69
OO-LMA	Ex F-BKEA. Vlaamse Luchtvaartbond, Antwerp; to L.D'Hondt, Antwerp; to D'Hoore, Oostende; to Ets Noldair, Oostende; cancelled.		
1957	PA-28 Cherokee 140B	28-25242	26.11.69
OO-JCJ	Ex N8001N, (OO-NEW). J.Connaert, Gosselies; to P.Dellisse, Gosselies; to A.Brognez, St.Ghislain.		
1958	SIAI-Marchetti SF.260	227	3.12.69
OO-HEV	A.S.P.E., Gosselies. Sold as G-AXVY, regd 12.1.70.		
1959	PA-18 Super Cub 150	"18-4920"	4.12.69
OO-SKX	Ex (RBAF), (D-EHCP). Publi Sky, Antwerp; to Publi Fly pvba, Balen-Nete; crashed at Balen 17.7.77. (Note: the quoted c/n is actually the fuselage number of a spare fuselage supplied to the Royal Belgian Air Force but not used by them.)		
1960	PA-28 Cherokee 140C	28-26402	9.12.69
OO-EAT	Ex N5616U. European Air Service, Gosselies; to R.Hendrickx, St.Ghislain; crashed at St.Ghislain during 1978 ?		
1961	Reims/Cessna FR.172F Rocket	0081	11.12.69
OO-CPH	Ex N13728. General Air Center, Gosselies; to Aero Club des Hautes Fagnes, Elsenborn; crashed at Elsenborn 3.7.77.		
1962	CEA DR.250-160 Capitaine	81	11.12.69
OO-TYP	Ex F-BNVV. Y.Polspoel, Grimbergen.		
1963	Piper L-18C Super Cub	18-3227	31.12.69
OO-HBC	Ex 53-4827, L-153, OL-L53. Aero Club FBA, Koln-Butzweilerhof. Cancelled 29.8.81.		
1964	Piper L-18C Super Cub	18-3223	31.12.69
OO-HBA	Ex 53-4823, L-149, OL-L49. Aero Club FBA, Koln-Butzweilerhof.		
1965	PA-24 Comanche 260C	24-4805	8.1.70
OO-SAP	Ex N9309P. Ste.Sapim, Antwerp; to Ste.Industrie Metaux, Antwerp.		
1966	Reims/Cessna F.150K	0550	13.1.70
OO-JER	General Air Centre, Gosselies; to Western Avn Co, Amougies; to Western Air Trading; to Western AC, Koksijde.		
1967	Piper L-18C Super Cub	18-1628	14.1.70
OO-SPL	Ex 51-15628, ALAT 181628. Aero Para Club, Spa; cancelled 7.9.81, sold to UK, regd G-BKEZ 24.6.82.		
1968	Piper L-18C Super Cub	18-1511	14.1.70
OO-SPK	Ex 51-15511, ALAT 181511. Aero Para Club, Spa; to Aero Club des Hautes Fagnes, Elsenborn .72; to Aero Club FBA, Koln-Butzweilerhof and re-regd OO-HBS on 7.12.77 with same CofR number.		



Above: Noralpha OO-LIZ (1951) which was lost at sea off Ostend in 1972 (F.Ceulemans)  
Below: CEA Capitaine OO-TYP (1962) has been a frequent visitor to Britain and is seen here at Sywell on 2.7.77. (Martin Smith)



1969	Piper L-18C Super Cub	18-1620	14.1.70
OO-BSL	Ex 51-15620, ALAT 181620. Aero Para Club, Spa; crashed at Elsenborn 2.4.72; canc 10.76.		
1970	Piper L-18C Super Cub	18-1639	14.1.70
OO-SPN	Ex 51-15639, ALAT 181639. Aero Para Club, Spa; canc 27.3.73 as sold to Denmark, regd OY-TOM 5.77.		
1971	Piper L-18C Super Cub	18-1547	14.1.70
OO-SPJ	Ex 51-15547, ALAT 181547. Aero Para Club, Spa.		
1972	SIAI-Marchetti S.205-22R	4-257	16.1.70
OO-FAG	A.S.P.E., Gosselies; sold to France and registered (3) F-BTGN on 29.3.72.		
1973	Piper L-18C Super Cub	18-1366	21.1.70
OO-VIX	Ex 51-15366, ALAT 181366. Royal Verviers Aviation, Verviers.		
1974	Piper L-18C Super Cub	18-1507	21.1.70
OO-VIZ	Ex 51-15507, ALAT 181507. Royal Verviers Aviation, crashed 31.1.71 and wreck still at Verviers 8.82.		
1975	Reims/Cessna FA.150K Aerobat	0002	29.1.70
OO-WE0	Ex D-EKKF. C.Devleminck, Grimbergen.		
1976	PA-28 Cherokee 180D	28-4654	3.2.70
OO-NYL	Ex N5351L. Ghent Aviation Club; to Van Spybroek, Ghent.		
1977	Beech 65-80 Queen Air	LD-10	9.2.70
OO-CHG	Ex SE-CPO, D-ILFU. Rentavia, Brussels; crashed at Liege-Bertrix, 12.7.70.		
1978	PA-23 Aztec 250C	27-2554	13.2.70
OO-LAB	Ex HB-LAB. European Air Service, Brussels; to General Air Center, Gosselies; sold to Welltrade as N80WT 11.70, EI-AUV 30.11.70, N80WT .72, and again EI-AUV 12.1.77.		
1979	Schleicher Ka 6CR Rhonsegler	5898	16.2.70
OO-ZBC	H.Bouquet, Ghent; to Van Waeyenbergh, Ghent.		
1980	DHC-1 Chipmunk 22	C1/0137	23.2.70
OO-NCL	Ex WB689, G-AOUN. T.Plees, Balen-Nete; to Aero Club Sanicole, Leopoldsburg; canc & restored (!) 17.1.76; to Van Couillie, Ghent; crashed Kiewit 20.11.80.		
1981	CEA DR.315 Petit Prince	443	27.2.70
OO-BUK	Zoute Aviation Club, Wevelgem.		
1982	Reims/Cessna FA.150K Aerobat	0007	27.2.70
OO-SKD	Sotramat SA, Antwerp; to Hessenatie-Sotramat Avn, Antwerp.		
1983	Hughes 269B	690427	27.2.70
OO-RMT	Heliservice NV, Mechelen; crashed Mons .71, regn cancelled 29.11.71.		
1984	Zlin 526 Trener Master	1051	27.2.70
OO-PTZ	Ex OK-XRG. Jeunair, Gosselies. Canc 26.10.71 on sale to France, regd F-BSEI 21.3.72.		
1985	Reims/Cessna FA.150K Aerobat	0008	27.2.70
OO-PRL	Publi Air, Grimbergen; to M.Marlaire, St.Hubert.		
1986	Reims/Cessna FA.150K Aerobat	0024	27.2.70
OO-PRM	Publi Air, Grimbergen. Dbr, details unknown, wfu and remains sold to V.Melotte, Kiewit; canc 12.76.		
1987	SIAI-Marchetti SF.260	228	11.3.70
OO-HEL	A.S.P.E., Gosselies; cancelled 7.4.70 on sale to (2) UK, regd G-AYDD 5.5.70, to N260GF 5.77.		
1988	SIAI-Marchetti SF.260	232	11.3.70
OO-PLC	Ex (OO-SMD). A.S.P.E., Gosselies; to Air Link SA, Gosselies 15.5.70; canc 28.3.74 as dbr in Spain.		
1989	Reims/Cessna FA.150K Aerobat	0031	23.3.70
OO-PRN	Publi Air, Grimbergen; to Heli-Tourisme sprl, Grimbergen.		



Above: Wearing unusual 'SIAI-Marchetti Liege' titles, this S.205 OO-FAG (1972) was visiting Lognes, France, on 30.5.71 and was later sold in France. (D.Partington)

1990	Schleicher Ka 6CR Rhonsegler	492	25.3.70
OO-ZTM	Ex D-4004. T.Mees, Ghent; to L.Verheyen, Turnhout.		
1991	Schleicher Ka 6CR Rhonsegler	4015	25.3.70
OO-ZRJ	Ghent Aviation Club, Ghent; cancelled 14.12.81.		
1992	FFA Diamant 16.5	038	25.3.70
OO-ZII	Ex BGA.1471. H.Dereppe, Tournai; to CVV de l'Universite de Bruxelles.		
1993	MS.880B Rallye Club	1223	27.3.70
OO-TYC	Ex F-BPQR. Tournai Aero Club, Maubray; crashed at Tournai .70, cancelled.		
1994	CEA DR.253 Regent	161	27.3.70
OO-CSK	Aero Club Charlie Sierra, Kiewit.		
1995	SIAI-Marchetti S.208	1-12	3.4.70
OO-HEJ	A.S.P.E., Gosselies; canc 28.12.70, F-BSRG 18.2.71.		
1996	PA-23 Aztec 250D	27-4081	21.4.70
OO-CVM	Ex N6752Y. Ghent Air; to De Meyer-Zelzate, Ghent.		
1997	Piper L-18C Super Cub	18-1401	28.4.70
OO-ALB	Ex 51-15401, ALAT 181401, OO-HMQ (CofR 1834). VZW Albatross, Ghent; to Western Aviation Club, Amougies 3.75; to Vliegclub Hoevenen .75.		
1998	PA-28R Cherokee Arrow 200	28R-35167	29.4.70
OO-ISF	Ex N9452N. International School of Flying, Grimbergen; to N.E.A.S., 9.73, canc 15.5.74 to OY-TRY.		
1999	FFA Diamant 18	SN 075	14.5.70
OO-ZDI	M.Van Assche, Ghent; to Darimont.		
2000	Gardan GY-80 Horizon 160	28	14.5.70
OO-AJP	Ex F-BLVB. Pirlot de Corbion, Grimbergen; to European Air Transport, Grimbergen; to NE.A.S., Brussels; to Ceblo, Antwerp; to Gabco, Ghent; canc as sold to UK, regd G-BJAV 11.8.81.		
2001	Reims/Cessna F.150K	0562	15.5.70
OO-RDB	Belgian Aero Co, Oostende; Gentse Universitaire Vliegclub, Ghent; to W.De Roose, Ghent; crashed St.Ghislain (date ?) and cancelled 20.4.77.		
2002	MS.883 Rallye 115	1550	21.5.70
OO-JNH	Ex F-BSAC. Limburgse Vleugels, Genk.		
2003	Lemke-Schneider LS-1f	20	22.5.70
OO-ZBS	H.Stouffs, Temploux. Canc 4.7.70 as sold in USA.		
2004	SIAI-Marchetti S.202/15 Bravo	1	25.5.70
OO-HIA	Ex I-SJAI. A.S.P.E., Gosselies; wfu and stored at Gosselies since CofA expiry 15.5.73; canc 15.10.79.		

to be continued.....

Below: The Bravo demonstrator OO-HIA (2004) picketed out at Gosselies where it remained for many years.(G.Visele)



# Impressment Review

PART FOURTEEN

Regn	Type	C of A No & Expiry Date	Air Min Alloc 'n	Owner and Base shown
G-AEML	DH.89 Rapide	5643 6.12.39	NAC	Wrightways Ltd, Croydon. Imp 14.4.40. C of A extended to 20.12.40.
G-AEMM	DH.89 Rapide	5640 12.10.40	NAC2	Airwork Ltd. Sold to AM for RAF use at No 6 Civil Air Navigation School, Cheltenham. To Renfrew by 7.12.39.
G-AEMP	Avro 504N	5657 21. 5.40	E	Plane Advertising Ltd, Hanworth. Imp 24.12.40. Owner notified 7.8.41.
G-AEMR	Parnall Heck	6684 22. 8.40	NAC1	Parnall Aircraft Ltd, Cardiff 31.8.39. C of A extended to 7.4.42 and 5.7.43 and 17.10.44 but withdrawn 29.10.43 when replaced by MAP Permit No 10 valid to 28.10.44. Revalidated before expiry 27.9.44 to The British Parachute Co Ltd valid to 26.9.45 and extended to 26.9.46.
G-AEMT	Heston Phoenix	5920 2. 6.40	NAC1	The Luton Flying Club Ltd, Luton 1.9.39. Imp 31.3.40. Owner notified 12.6.40. Allocation to List 4A.
G-AEMU	DH.82 Tiger Moth	5637 18. 4.40	T	Air Service Training Ltd, Hamble. Sold to W.S.Shackleton and sold abroad 8.8.40.
G-AEMV	B.A.Swallow II	5635 6. 2.40	E	G.Western, Grimsby 1.9.39.
G-AEMW	B.A.Swallow II	5641 23.11.39	E	Strathay Aero Club Ltd, Perth 31.8.39. To G.McLean, Dundee 26.11.40.
G-AEMZ	Lockheed 12A	V.120 8. 6.40	-	The Secretary of State for Air, RAE South Farnborough. Transferred to RAF.
G-AENF	Tipsy	Auth No 118 21. 7.39	E	N.M.Browning, Stapleford 2.9.39.
G-AENI	Pou du Ciel	- -	E	F.W.Brown, 5 South View Road,, Walton, Peterborough (Owner's home)
G-AENK	DH.82 Tiger Moth	5666 9.10.40	T	The Bristol Aeroplane Co Ltd, Filton. Intended for impressment under AM Contract No A109869/40 but shown as crashed 30.8.39. Note gives Reserve Command RAF, Wantage Hall, Reading and letter d/d 30.11.39.
G-AENL	Avro 643 Cadet II	5660 25.10.40	ERT	Air Service Training Ltd, Hamble. Airframe handed to RAF 28.8.41.
G-AENN	DH.89 Rapide	5677 3. 7.40	NAC	Olley Air Service Ltd, Croydon. Imp 1.3.40. Owner notified 2.4.40.
G-AENR	DH.86B Srs.1	5787 23.10.40	NAC	Guernsey A/W Ltd, Jersey. To Railway Air Svs Ltd, 29.8.40. C of A extended to 23.11.40, 10.4.42, 6.8.43, 6.9.43, 11.1.45, 11.3.45 and 21.6.45 and a final year to 21.6.46.
G-AENS	Miles M.2H Hawk Major	5673 27. 2.40	E	Reading Aero Club Ltd, Woodley 31.8.39. Imp 25.3.41. Owner notified 7.4.41.
G-AENU	Wicko	Auth No 100 17. 8.39	NAC1	S.Cummings, Brooklands 31.8.39. To A.H.Wallis, Birmingham 26.5.42 after C of A extended to 15.8.40.
G-AENW	Aeronca 100	5706 8.11.37	E	Aircraft Exchange & Mart Ltd, Horsey Toll 29.8.39.
G-AENX	Short Scion Senior	6003 1. 1.40	NAC	Elders Colonial A/W Ltd. On 1.9.39 it was recorded en route by sea from West Africa to Rochester for Short Bros.
G-AENZ	Drone	Auth No 107 1.10.39	E	L.E.Falla c/o W.Stanbrick, Coachpainter at Edward Street, Preston, Lancs 1.9.39.
G-AEOA	DH.80A Puss Moth	3053 4. 8.40	NAC1	W.H.Leadbetter, 386 College Road, Erdington, Birmingham 1.9.39 with owner. Imp 31.5.41. Owner notified 9.6.41.



Above, left: Rapide G-AEML with rather patchy paintwork at Baginton on 2.6.71. Owned by J.P.Filhol, it appears to be named 'The Cloth Bomber'. (Editor's photo)  
 Above right: Swallow G-AEMW which was written off at Baldock 29.12.63. (Ian Burnett)  
 Left: Puss Moth G-AEOA at a Sywell Rally, probably on 12.7.70 dated by the presence of the Gowland Jenny Wren G-ASRF in the background. (Air Britain C0008712)

G-AEOD	Reid & Sigrist Monoplane	6637	2. 6.40	NAC1	Reid & Sigrist Ltd, Desford 4.10.39. C of A extended to 9.8.41, 22.2.43 and 14.6.44.
G-AEOE	DH.82 Tiger Moth	5692	15. 2.40	T	The Midland Aero Club Ltd, Wolverhampton Airport 31.8.39. To W.S.Shackleton Ltd and sold abroad 25.6.40.
G-AEOG	Autoplane	Auth No 106	11. 4.40	E	Hordern-Richmond Aircraft Ltd, Denham 31.8.39.
G-AEOH	Pou du Ciel	Auth No 109	4.10.37	E	R.C.Streather, Walsall.
G-AEOI	Lockheed 12	V.115	30. 3.40	NAC5	Marmaduke Furness, The Rt.Hon. The Viscount Furness, Cannes 1.9.39. At Heston 3.11.39. Imp 2.3.40. Owner notified 2.4.40. Alloc'n changed to List 4 Appendix B.
G-AEOJ	Pou du Ciel	Auth No 124	4. 8.39	E	M.D.S.Armour, M.B, Ch.B, Holmsgarth Cellardyke, Anstruther, Fife.
G-AEOK	Porterfield 35/70	V.109	13. 7.40	E	The Insurance F/Club, Gatwick 31.8.39.
G-AEOL	Hillson Praga	Auth No 113	8. 2.39	E	R.Jaggar, J.Kenworthy & G.H.Waugh, Barton.
G-AEOR	Stinson SR-8B Reliant	V.114	8. 2.40	NAC1	Fairey Avn Co Ltd, Heath Row 1.9.39. Imp 31.12.42 MASC Owner notified 13.1.43. C of A extended to 8.4.41 and 6.5.43.
G-AEOS	Fokker F.XII	V.104	1. 6.40	NAC	British A/W Ltd, Gatwick.
G-AEOU	Fairchild 24-C8-F	V.107	20. 4.40	NAC1	J.H.P.Verney, Lord Willoughby de Broke, MC, Heston 1.9.39.
G-AEOV	DH.89A Rapide	5806	27. 3.40	NAC	W.D.T.Gairdner, Renfrew. Requisitioned by RAF 10.8.40.
G-AEOW	L.25C Swallow II	5703	27. 6.40	E	A.R.Pilgrim, Broxbourne 31.8.39.
G-AEOZ	L.25C Swallow II	5724	8. 1.40	E	Coventry (Civil) Avn Ltd, Whitley 12.9.38 to 13.6.39. To Grimsby Avn Ltd, Grimsby 31.8.39. To T.L.McDonald, Balado.
G-AEPA	Monospar ST.25	5726	6. 7.40	NAC1	Blackpool Flying School Ltd, Stanley Park 31.8.39. Imp 31.3.40. Owner notified 12.6.40.
G-AEPC	Bellanca 28-70	V.112	20.10.37	NAC5	J.A.Mollison, Croydon. Noted as sold 23.6.39.
G-AEPD	Luton Minor	Auth No 125	23. 4.40	E	A.J.Cook, Carnbee Farm, Carnbee by Pittenweem, Fife 31.8.39
G-AEPE	DH.89 Rapide	5718	27. 2.40	NAC	Scottish A/W Ltd, Renfrew 12.7.40. Imp 28.7.40. Owner notified 1.8.40.
G-AEPF	DH.89A Rapide	5822	15. 3.40	NAC	Air Commerce Ltd, Heston. Abandoned in France 18.6.40. Despite this note the C of A is shown as extended to 20.4.40 and 2.6.41.
G-AEPH	Bristol Fighter II	-	-	E	C.P.B.Ogilvie, Radlett Road, Watford 12.9.39.
G-AEPI	Hillson Praga	6682	29. 6.40	E	The Northern Aviation School & Club Ltd, Barton 31.8.39
G-AEPJ	Hillson Praga	5790	18. 6.40	E	The Northern Aviation School & Club Ltd, Barton 31.8.39
G-AEPK	Hillson Praga	5829	14. 3.40	E	Midland Aircraft Repairs Ltd, Meir, Stoke 2.9.39.
G-AEPN	Lockheed 10A Electra	V.116	26. 3.40	NAC	British A/W Ltd, Gatwick. Imp 2.3.40. Owner notified 2.4.40.
G-AEPO	Lockheed 10A Electra	V.117	9. 5.40	NAC	British A/W Ltd, Gatwick. Imp 2.3.40. Owner notified 2.4.40.
G-AEPR	Lockheed 10A Electra	V.119	27. 7.40	NAC	British A/W Ltd, Whitchurch. B.O.A.C. 22.8.40, Whitchurch. Accident notified but note says B.O.A.C. wish to hold action in the meantime. C of A extended to 11.7.41, 6.1.42, 12.2.42, 29.10.43 and 21.3.45.



Left: G-AEPR, B.O.A.C.'s "Leith", was not impressed but served until it was written off in this accident at Almazá on 14.4.44.

G-AEPU	Fokker F.VIII	-	-	-	British A/W Ltd, Gatwick. Sold abroad 6.4.39.
G-AEPV	DH.87B Hornet Moth	5734	1. 3.40	NAC1	W.R.D.Perkins, Jackbarrow Farm, Duntisbourne Abbots, Cirencester, Glos 2.9.39. Imp 20.2.40. Owner notified 2.4.40.
G-AEPW	DH.89A Rapide	5819	20. 4.40	NAC	Olley Air Service Ltd, Croydon. Imp 31.3.40. Owner notified 8.7.40.
G-AERC	Miles M.11B Whitney Straight	5785	1. 2.40	NAC	Ipswich Aero Club Ltd, Ipswich 31.8.39. Imp 10.5.40. Owner notified 12.6.40. C of A extended to 1.3.40 and 8.4.41.
G-AERI	L.25C Swallow II	5728	20.12.39	E	London Air Park F/Club Ltd, Feltham 31.8.39.
G-AERJ	Pou du Ciel	Auth No 114	30.11.37	E	V.M.Stoodley, Co-op Sports Ground, Sheerness, Kent 31.8.39 dismantled.
G-AERK	L.25C Swallow II	5737	28. 3.40	E	Weston Aero Club Ltd, Weston 31.8.39.
G-AERL	Percival Vega Gull	5744	23.11.39	NAC1	Air Service Training Ltd, Hamble. Imp 10.5.40. Owner notified 12.6.40. C of A extended to 2.4.41.
G-AERN	DH.89A Rapide	5820	9. 1.40	NAC	West Coast Air Svs Ltd, Inverness. C of A extended to 13.2.41, 12.2.42, 7.4.43, 27.4.44, 27.6.44, 27.7.44 and 21.11.45.
G-AERP	Dart	Auth No 112	30.12.39	E	T.F.Bullus & C.J.Williams, Tollerton 31.8.39.
G-AERR	L.25C Swallow II	5741	17. 3.40	E	Doncaster Aero Club Ltd, Doncaster 31.8.39.

The colour codes (See Page 82/54) start to appear again in pencil during this batch. For the record they were marked as follows:- Gold G-AENF/I/K/L/W/Z/EOG/H/J/K/L/W/Z/EPD/H/I/J/K/ERI/J/K/P/R; Blue ENN/EOV/EPF/W/ERN/Z; Green ENR/ EOS/EPN/O/R/ERU/X; Fawn ENU/EOA/D/R/U/EPC/V/ERC/L/S/V; Yellow ENX/EOI.

to be continued. . . .



# Casualty Compendium

PART ELEVEN

Contributions to this edition have been rolling in thick and fast right up to the moment of typing and we have tried to include everything that arrived by July 9th. Had we not done so you would not have the benefit of such an excellent photographic contribution, our thanks in particular to Messrs Daw, Hagedorn and Kuhn. For all the contributions which appear as answers below we have to thank G.Allen, P.Bajlum, J.M.Davis, E.D.Daw, V.Ferry, J.N.Geelen, J.Gerritsma, K.Hagby, D.P.Hagedorn, H.J.Hazewinkel, M.Hopkin, F.J.Knight, G.Kuhn, G.Terry and J.Wegg.

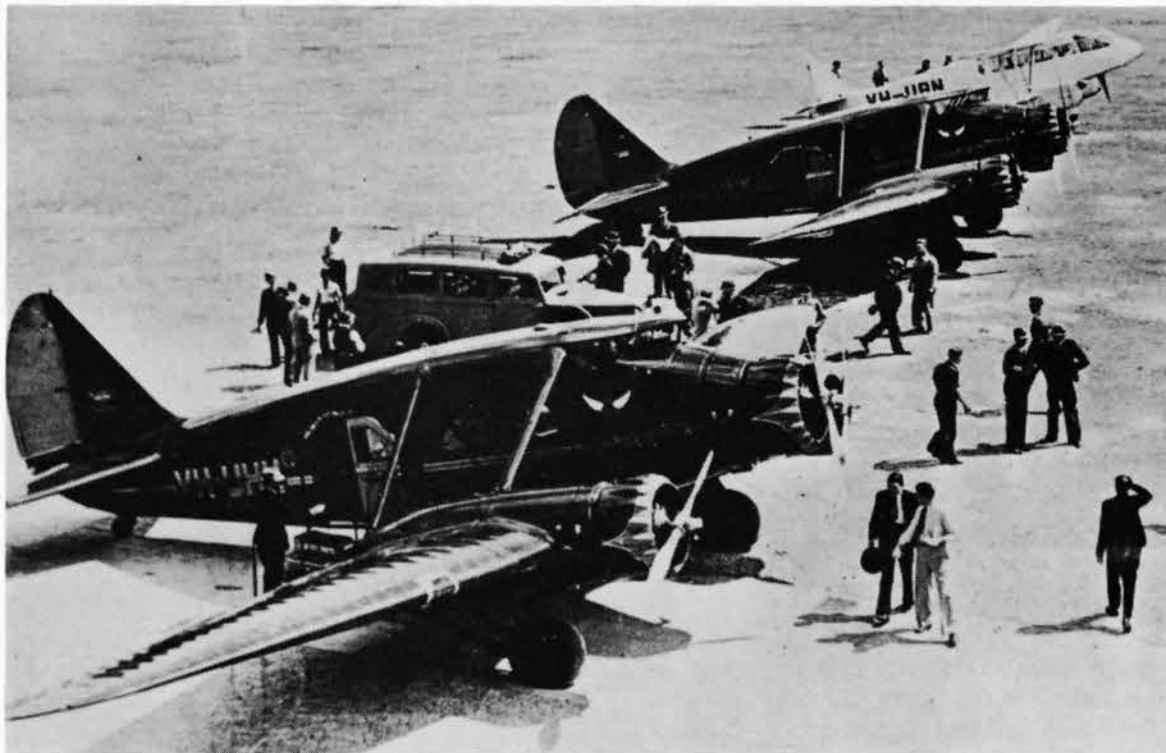
The two photos alongside illustrate the accident of 24.6.35 at Medellin, Colombia involving SACO Ford 5-AT registered F-31, the remains of which can be clearly seen in the lower photograph. This aircraft carried the world's leading tango singer Carlos Gardel, "The Native Thrush", who was perhaps the most popular singer in Latin America at the time. Through his death the accident made headlines all over the world. The upper photo shows the other end of the collision, the tailplane of SCADTA's Ford 5-AT "Manizales". It is the different, more triangular, shape of this fin and rudder which identify this aircraft as almost certainly c/n 5AT-112. (Photos via D.P.Hagedorn & G.Kuhn)



## Previously published casualties:

- 26.2.27 A final comment, the serial range (see 83/25) is correct, but only 26-428 to 26-433 are involved because it is known that they were the aircraft taking part in this flight.
- 10.3.34 Registration should be C-46, C-47 was "Olaya Herrera".
- 1.9.34 NACA is actually Nicaraguan Atlantic Coast Airways.
- 10.12.34 The Miles Hawk LN-BAH should be an M.2H.
- 21.12.34 The Vega was not operated on floats by LAO and in any case XA-BHG could not be involved as it was returned to the USA. The route location should be Mazatlan.
- 17.4.35 Kingbird may have been either K-2 or K-3.
- 24.6.35 See comments in photo caption above.
- 24.12.35 Ford "San Felipe" NC433H was c/n 5-AT-100.
- 26.3.36 Comp. Mexicana de Aviacion Ford was a 5-AT-B, c/n 5-AT-12, registered XA-BCB.
- 16.6.36 The accident to "Havørn" was the first major aircraft accident in Norway, seven occupants were killed. As D-ANOP the aircraft had previously been named "Fritz Simon" with DLH.
- 8.7.36 Our request for a casting vote to identify "Alaska Clipper" has lead to a stalemate! Fred Knight tells us that NC16735 was "Bermuda Clipper" on Caribbean and Bermuda routes from 1936 to 1940, being re-named "Alaska Clipper" to inaugurate the Seattle - Juneau service in 6.40. NC16736 was "Pan American Clipper III", a trans-Atlantic survey aircraft which flew the Atlantic eastbound on 5/6.7.37. At present neither seems to be the correct identity for the reported 2-engined flying boat "Alaskan Clipper".
- 6.8.36 Confirmed as Lockheed 10B NC16022, date actually 5.8.36.
- 14.9.36 Editorial study of copies of 'The Southport Visiter' of 1936-7 confirms and adds to the details quoted last time. There were two separate flights from Southport Beach, in the first Vultee V-1A "Lady Peace" (regn ?) flown by Dick Merrill & Harry Richman t/o at 3.05am on 14.9.36, landing in a bog near Musgrave Harbour, Newfoundland at 8.47pm. It had been intended to fly from Liverpool Airport but unfavourable winds caused delay and the switch to the much longer beach 'runway'. On its earlier eastbound flight on 3.9.36 the Vultee had landed short of fuel and without radio in a field at Llandilo, Carmarthanshire, continuing to Croydon, via Bristol on 4.9.36. The second flight, by Merrill and Jack Lambie, in Lockheed 10E NR16059 c/n 1065 named "Daily Express", left Southport at 9.13pm on 14.5.37, landing at Quincey, Mass., naval air base 24hrs 13 minutes later. This was the then fastest East-West mainland crossing, first double crossing within five days and made Merrill the first to make two return crossings between North America and Europe.
- 30.9.36 The Mew Gull in the Schlesinger Air Race was ZS-AHO, c/n E.23 ex G-AEMO. Pilot Capt S.Halse. Overturned on landing at Bomboshawa due to earth jamming in the wheel spats.
- 1.10.36 In the same race, the Vega Gull was G-AEAB c/n K.20, flown by F/O D.Llewellyn and C.F.Hughesdon. The Envoy was of course G-AENA "Gabrielle" c/n 60 which crashed on take-off from Abercorn killing M.H.Findlay and the radio operator Morgan. Second pilot Waller and engineer Peachey survived almost unscathed. Photographs of these two aircraft appeared in Archive pages 82/79 and 80/72 respectively.
- 7.10.36 Monospar ST-18 Croydon G-AECB c/n 501, pilot H.Wood, failed to make landfall across the Timor Sea due to compass error and ditched on the reef. Crew saved, aircraft abandoned.
- 8.10.36 SE-AFG was Bellanca Pacemaker c/n 307, flown by Kurt Bjorkvall. Intention was to fly New York - Stockholm but about 100 miles off SW Ireland the engine failed and Bjorkvall ditched in the Atlantic. The aircraft stayed afloat due to all the empty space being filled with ping-pong balls. Left New York 6.10.36 and actually found by French trawler on 7.10.36.
- 2.11.36 This Gull Four was G-ABUV c/n D.22, pilot Maxwell and passenger (who ?) both killed.
- 19.11.36 Caudron was C.631 F-ANXA flown by Andre Japy from France to Japan in 75hrs 15 minutes. Ran out of fuel and crashed on Mount Seburi, Fukuoka prefecture.

- 28.11.36 "Marschall von Bieberstein" was Junkers Ju 52/3m D-APUP c/n 5682 although the name was also carried by c/n 5169 D-ATAK.
- 3.12.36 This DLH Junkers was also a Ju 52/3m, D-ASIH hit a mountain at Grand Bornaud, Haute Savoie. Six fatalities including pilot Haar. C/n was 5078, named "Rudolph Windisch".
- 7.12.36 "Croix du Sud" was Latecoere 300 F-AKGF c/n 1. Cause of the accident unknown, the plane was never found but the last message, four hours out from Dakar, was "Cut right rear engine...". Pilot Mermoz and crew Pichodou, Lavidalie, Ezan and Cruveilhaer all lost.
- 23.12.36 Braniff monoplane was Lockheed 10A NC14905, c/n 1018.
- 30.12.36 The reported 'G-AAGS' was Dragon Rapide G-AEGS c/n 6335 of Iraq Petroleum.
- 7.1.37 Taylor Experimental G-AEPX, c/n T.E.2, crashed when wings failed on first flight. Designer Richard Taylor died.
- 15.1.37 CF-AAM was Fokker Super Universal c/n 827 of Northern Airways, but John Ellis' Canadian register quotes this as written off at Dawson, Yukon on 15.12.37 when it overshot on take-off. Perhaps 15.1.37 was a minor accident after all and not so inaccessible, or is one of the dates completely wrong?
- 26.1.37 Sabena accident was to SABCA/Savoia S.73P OO-AGR.
- 2.2.37 Personal Airways DH.90 was G-AEHC c/n 7514 and the location was Darnaw, Kirkcudbrightshire.
- 8.2.37 Brazilian airliner was actually Panair do Brasil Sikorsky S.43 PP-PAR c/n 4307 (ex NC15067 of Pan American). The report anglicised the location, which was Vitoria, 250 miles NE of Rio.
- 16.2.37 "Ville de Montevideo" was Farman F.2200 F-AOXE, flown on with one engine stopped, pilot Guerrero.
- 19.2.37 Airlines of Australia Stinson A VH-UHH "Brisbane" c/n 9126, crashed in a gale on forested Lamington Plateau, McPherson Ranges, Queensland. Pilot Rex Boyden and other crew member were killed but of the five (or six?) passengers, three survived the impact two of whom were rescued alive some days later.



Left: The ill-fated Stinson A VH-UHH in the foreground of this photograph together with another of Airlines of Australia's fleet of four of the type, VH-UKK, c/n 9128. In the background is Rapide VH-UBN, c/n 6253. (Photo via E.D.Daw)

- 13.3.37 "Sajama" was Junkers W 33, no known c/n. Date quoted as 10.3.37 in Air Pictorial 4.83; en route La Paz-Apolo.
- 15.3.37 "Jupiter" was actually DH.86 G-ACVZ c/n 2303 of Railway Air Services, chartered to Imperial Airways. This was another night accident, hence the date is often quoted as 16.3.37.
- 24.3.37 Short S.23 Empire G-ADVA, S.818, was "Capricornus" which crashed on first service flight en route to Australia via Marseilles. Crash took place in a snowstorm and icing was given as the cause.
- 27.3.37 LAN-Chile aircraft was a Potez 56, one of six in the airline's service.
- 3.4.37 KLM Douglas was DC-3-194B PH-ALP "Pluvier" c/n 1938, on a pre-delivery flight.
- 23.4.37 "Venezolana" is not the aircraft but the airline, Linea Aeropostal Venezolana. The aircraft was a Fairchild 82B either YV-ABO, -ABU or -ACA, c/ns respectively 46, 47 or 49.
- 19.5.37 LeO H47 was the prototype, for Air France. Hull fatigue failure caused the aircraft to sink.
- 31.5.37 "Hengist" was of course Handley Page HP.42E G-AAXE c/n 42/7.
- 10.6.37 F-ANQH was LeO H.242-1 "Ville de Cannes" c/n 11.
- 14.6.37 This SAA Junkers was probably Ju 86Z-7 ZS-AGE, named "Louis Trichart".

And now for the next batch of casualties to be identified:

- 16.6.37 approx. Japan Air Transport Co seaplane forced landing in sea off Sakate Harbour en route Osaka - Beppu.
- 1.7.37 Lockheed 'KHAQQ' missing between Lae and Howland Island.
- 23.7.37 Cape Cod Airlines seaplane wrecked after hitting ship in Edgartown harbour.
- 2.8.37 Ala Littoria aircraft crashed at Wadi Halfa, four passengers, five crew killed.
- 2.8.37 Panagra clipper crashed 30mls NE of Cristobal, Panama Canal Zone, and sank. Flying Guayaquil-Cali-Balboa.
- 5.8.37 Japan Air Transport Co "Katori" crashed on take-off at Haneda on flight to Manchu.
- 6.8.37 Soviet Douglas airliner flying Prague-Moscow, crashed near Bistrita, Rumania.
- 8.8.37 "The White Eagle" of new Portuguese airline crashed in Santa Cruz Bay, Portugal.
- 8.8.37 CNAC three-engined flying boat in forced landing off Chilang Point on Hong Kong to Hwato flight.
- 8.8.37 New York Police Department NS700Y in landing accident at Floyd Bennett field.
- 10.8.37 Eastern Airlines aircraft hit HT cable on take off from Daytona Beach en route Chicago-Miami.
- 13.8.37 Four engined Levanevsky "AM.34 RN-B" aircraft missing en route Moscow-Fairbanks, Alaska.
- 15.8.37 Eight American aircraft left Toussus for unknown destination (!), one crashed on take-off, another between Toussus and Toulouse. Two others landed at Toulouse. A further eight remained at Toussus and on 29.8.37 one was destroyed and two damaged by sabotage.
- 8.9.37 approx. DLH aircraft missing on Far East proving flight between Anshi (China) and Kabul. Baron von Gablenz o/b.
- 10.9.37 Swissair aircraft crashed near Waldenburg, ten miles from Basle.
- 15.9.37 Faucett aircraft on Arica to Lima service crashed near Chilca, Peru.
- 6.10.37 KLM "Specht" crashed near Palembang, Sumatra when engine failed on approach. Batavia-Amsterdam service.
- 16.10.37 "Sir George Grey" of SAA crashed at unstated location in South Africa.
- 17.10.37 United Airlines three-engined aircraft flying New York-Salt Lake City crashed near Evanston, Wyoming.
- 27.10.37 F-ANQA of Air France crashed near Mazagan on Dakar to Casablanca flight. Seven killed.
- 29.10.37 DLH aircraft on inaugural Berlin-Baghdad flight missing, failed to arrive at Damascus.
- 25.11.37 Polish airliner crashed in Rhodope mountains, Bulgaria on flight from Salonica to Sofia.

to be continued.....

# FEEDBACK

Before commencing our list of additional information it is worth pointing out that two of the items below correct recent 'corrections' which were in fact wrong. It would be helpful if contributors wishing to amend facts rather than add to them could state their sources since it is frequently the case that incorrect data has been published by several otherwise reputable sources. It is the discovery of new and original source material such as the C of A Applications which shows up errors previously accepted as the truth. So, please check carefully when sending corrections to this column!

Our thanks for the FEEDBACK below go to J.Chillon, J.Davis, M.Fillmore, G.Jenks, G.Kuhn, T.J.Macfadyen (for the superb contribution on the back page!), C.M.Smith, Flt.Lt.G.R. Sunderland and J.Wegg.

## COMPLETE REGISTER OF URUGUAY

- CX-AAB George Jenks suggests that this Avian may be c/n R3/CN/103 which was a Mk.III sold to Juan Acuna about 12.27 or 1.28. Acuna was the Spanish agent but as Hawk CX-AAW appears to be registered to him there certainly seems to be a strong Uruguayan connection.
- CX-AAI Confirmed as a Morane Moth, therefore the c/n may be correct.
- CX-AAJ Cancelled prior to 8.72.
- CX-ADL Location of the fire was Duranzo.
- CX-ADL(2) Apart from being the only re-issued regn in Uruguay, this is one of only two 'fixed' marks, the other being CX-CMJ.
- CX-AEX Reported to have become LV-NCE.
- CX-AFA Sank in Montevideo harbour.

## IMPRESSMENT REVIEW

- G-AAZW (see 83/55) Flt.Lt.Garnett was shot down by a Hurricane, not in one.
- G-ABBC (Photo p80/83) named "Progress" in the photo, but was "Pegasus" when operated by British Amphibious Airlines in 1932-3.
- G-ADVH Sqdn.Ldr G.Shaw was CO of 608 Sqdn and the Monospar was probably based at Thornaby with 608 though the owner's address was in Newcastle. (The same G.Shaw flew the BK Eagle G-ACVU for the family soft drinks firm in the MacRobertson Race in 1934.)

## NEW ZEALAND REGISTER

- ZK-AAZ See note on p.58 in this ARCHIVE regarding crash and subsequent rebuilding of this Moth.
- ZK-AIQ After N55KS became N655KS.

# Argentine delivery registrations

1st series: (see 83/56)

LV-PMD became LV-GGY almost immediately on arrival.

2nd series: (see 83/56)

LV-PLH type is PA-24, c/n on export card 24-2766, and this did become LV-HTJ.

D-ENCA became LV-PXQ (see 81/58), then LV-IOT.

3rd series: (see 83/56)

LV-PFR/S/T should read thus, and not as LV-PRF/S/T!

LV-PHC Colin Smith gives correct c/n as 27-3486, LV-PHC ntu, becoming N6495Y, then G-AVVT.

LV-PHF	Cessna 337B	0689	6.67	N2389S	to LQ-IYW
LV-PHG	Cessna 337B	0690	6.67	N2390S	to LQ-IYZ, LV-IYZ
LV-PHH	Cessna 337B	0692	6.67	N2392S	to LQ-IYY, LV-IYY
LV-PHI	Cessna 310L	0184	7.67	N3334L	to LV-JAT
LV-PHJ	Beech B55	TC-1035	6.67		to LV-IZZ
LV-PHK	Beech B55	TC-1036	6.67		to LV-IZY
LV-PHL	Cessna 337B	0746	10.67	N2446S	to LV-JAW
LV-PHM	Cessna 337B	0748	12.67	N2448S	to LV-JFL
LV-PHN	Beech B80	LD-349	10.67		)to AE-257/8
LV-PHO	Beech B80	LD-352	11.67		) order unkn

## THE DESIGNS OF STELIO FRATI

A photograph of the Pasotti factory in Brescia, published in the French 'Aviation Magazine' of 10.53, shows F.4 F-BGTU and "the second Jodel D.11 built by Pasotti". While we cannot positively identify the Jodel its existence may account for gaps in the Pasotti c/n sequences.

### F.8L Falco:

- 104 Now registered ZK-RNA to L.Nustrini, Auckland, but believed to still carry the marks I-ERNA.
- 114 This arrived at Cranfield on 3.7.83 as G-VEGL (it was I-VEGL before OO-MEN), details to follow.

### F.14 Nibbio:

- 202 This is often quoted for F-DAFY but no other details are known at present.

### F.15 Picchio:

- 06 First flight date 16.3.60.
- 13 Registration should read I-EBBI.
- 16 First flight date 4.4.61.

### F.400 Cobra:

Jacques Chillon and our 1983 French Register give as a F.400 F-AZAD, c/n 02. We should like to know more about this aircraft's origins.

## THE TAYLOR J-2 CUB

- 991 confirmed to Guardia Nacional, Nicaragua.
- 973 OA-CCP-293, later re-regd OB-AAG-109, cancelled .47. (This information arrived after the note about two Peruvian Cubs on page 83/61 had already been typed!)  
- Gary Kuhn informs us of a Taylor J-2A40 Cub regd AN-AAZ to William G.Spillman. This could be c/n 991 civilianised or perhaps an ex-American aircraft?

## COMPLETE BELGIAN REGISTER

- 982, 1024, 1025 (see Feedback 83/55) The Mexican regns were taken up, therefore the data on p.82/28 is correct
- 1695 OO-ZCB add ex F-CCDM.
- 1702 The type should read Ka 2B Rhonschwalbe.
- 1705 C/n 369 must be wrong, c/n 45 was the last Br905 built, perhaps OO-ZOP is c/n 36?
- 1765 OO-SIY c/n should read 0266.
- 1835 OO-HMR, delete reference to D-ELTP (= c/n 18-1567)

## NEWFOUNDLAND REGISTER

83/55 Feedback note on VO-ABD/E raises problems. VO-ABD certainly became CF-GPD (see our 1957 Canadian register) and all sources except Griffin's Canadian Military Aircraft agree that VO-ABE became CF-GPE. JMD suggests that the Tiger Moth c/n should remain as 1850 and the RCAF serial be adjusted to 9692. This is a problem not of error but of conflicting sources, so please quote the source of any further comments and we will try to clear this one up finally!



Listing to be continued as Feedback space permits.

LV-PHP					
LV-PHQ	Cessna 411A	0284	11.67	N3284R	to LQ-JAX, LV-JAX
LV-PHR	Cessna 337B	0751	10.67	N2451S	to LQ-JAS
LV-PHS	Cessna 337B	0753	10.67	N2453S	to LQ-JAP
LV-PHT	Cessna 337B	0755	10.67	N2455S	to LQ-JAR
LV-PHU	Piper PA-23-250C	27-3749	9.67		to LV-JAU
LV-PHV	Beech 95-E55	TE-428	8.67		to LQ-JAF, w/o 24.2.69
LV-PHW	Beech A65	LC-268	8.67		to LQ-JAE
LV-PHX	Piper PA-31	31-89	10.67		to LV-JAZ
LV-PHY					
LV-PHZ					
LV-PIA	Piper PA-30-160	30-1406	10.67		to LV-JFI
LV-PIB	Beech H18S	BA-752	11.67		to LV-JFH
LV-PIC	Beech C55	TE-447	10.67		to LV-JFJ
LV-PID	BAC-111-420EL	122	10.67	G-AVTF	to LV-IZR
LV-PIE					
LV-PIF	BAC-111-420EL	123	11.67		to LV-IZS

## THE SCOTTISH AVIATION CONCORD

Reference to this aircraft was made in the UK CofA Applications section on page 82/96 when the registration G-AGTK was allocated to an Application dated 9.8.45. We confessed to having no knowledge of this type and indeed it now appears that we are not alone - the project was shrouded in secrecy and since all the old SAL records were burned about 1961-2, it seems likely to remain so.

Our Prestwick specialist Tom Macfadyen has been attempting to unearth the facts about Concord for some ten years and has sent us this detailed outline of the company's activities towards the end of the War. We can do no better than to reproduce the facts and comments from his letter almost completely unedited in the hope that someone with access to contemporary records will find another piece of relevant information to help to complete the jigsaw. Perhaps somewhere in the ARB, Bristol, Rolls Royce or even customer airline records there will be a specification or even a drawing of the project?

The sketches below were made by the Editor on the basis of an SAL paper dated 4.4.44 showing proposals for the extension and development of Prestwick and featuring a twin-fuselage aircraft common in paintings and documents of that time. The other aircraft are not identified, they may be a product of an artist's imagination or one may be based on a design study such as the Concord.

On 20th March 1942 SAL's design organisation was approved by the Ministry of Aircraft Production. The work involved was mods and conversions of RAF aircraft and battle damage repairs. At some point (1943 ?) McIntyre's design team proposed a trans-Atlantic airliner for immediate post-war use.

During 1943-4 SAL repeatedly approached the MAP for permission to effect such a conversion. The aircraft was named Concord and comprised the wings of a Liberator mated to a completely new fuselage designed by SAL. The payload would be 38 passengers on daytime crossings and 20 with full sleeping accommodation on night crossings.

In 1944 SAL placed an order on itself for the manufacture of a prototype fuselage as by then full design and inspection approval had been granted the company by the ARB. The project had reached at least the stage of jigs being built and ready for use, registration application made (on 9.8.45) and materials ordered. Then the Government stepped in and stopped further progress because it was against national policy to use American aircraft or components, even as a stop-gap measure. (Though a glance at the CofA Applications reveals Dakotas and Liberators in use by the national airline!)

The date of the enforced cancellation is not clear but in February 1945 SAL were trying to buy surplus Liberators in connection with the Concord project (which may explain the seven SAL converted for civilian use in 1946 - Ed) and in May 1945 both Holland and Iceland were showing interest in purchasing Concords.



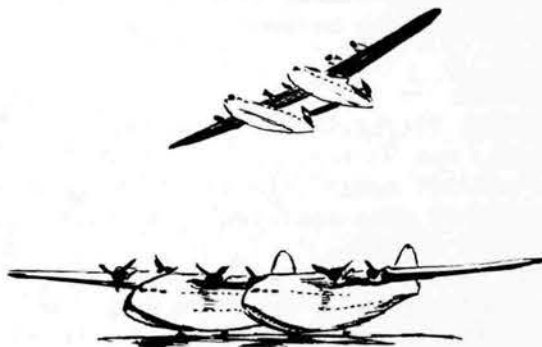
Other projects which were proceeding at the same time - or were possibly developments of Concord - included:

- a) the installation and testing of Bristol engines (of unknown type) in a transatlantic Liberator, and
- b) secret negotiations with Rolls Royce over a plan to instal jet engines in these Liberators.

By May 1945 the Bristol engine was found to be unsuitable and the company was still awaiting a reply from the Air Ministry about the Rolls Royce proposal, which in turn was vetoed by the Ministry in the autumn or winter of 1945.

Originally a Lancaster was the aircraft in which these engines were to be mounted but jets could not be fitted into the inboard nacelles because of the location of the undercarriage mainwheels and retraction gear. On paper the jet Liberator was capable of achieving 440 knots at 40,000 feet and if Scottish Aviation had been allowed to proceed they would have had a jet airliner in the air several years before anyone else.

SAL's next project to reach the design stage was for a large 360-seat airliner on American design, licence-built by SAL and powered by British gas turbines.



On January 19th 1946, Group Captain D.F. McIntyre (SAL Managing Director, killed in a Twin Pioneer crash in Libya 8.12.57) delivered an address to the Glasgow Branch of the Royal Scottish Geographical Society on Scotland's place in world air transport. In it he said "...the 360-passenger aircraft which are already at the last stage of test flights..." and "...360-seater aircraft with cruising speed of 340 mph...". It is not known to which aircraft he was referring but it could perhaps have been the XC-99."

Our grateful thanks to Tom for publicising his research which we hope will generate plenty of Feedback.

## THE DH.60 MOTH

- 1209 Crash location was Tororo, on Kenya/Uganda border though actually in Uganda. Aerodrome south of the town is at 3,860 feet AMSL.
- 1238 Owner Hon. A.E. Guinness is the correct version, delete reference to Loel who was T.L.E.B. Guinness.
- 1282 Full correct name of owners Dr. & Mrs. Alexander A. Diggs la Touche.
- 1403 Cancelled 21.1.77 as wfs.
- 1407 Date of accident should be 11.6.39.
- 1429 Registered in Argentina as R45, then LV-BBC and crashed 18.10.38 near Merlo.
- 1446 It has been reported that Danish Army S-107 was re-serialised S-357 later. Comments?
- 1461 Registered R149 to J. Arfinetti 7.7.30; to O. Faure; to T. Brossa; re-regd LV-NAA 10.11.37 but it is not known who was the then current owner.
- 1469 ZS-ABT is said to have crashed.

## UK C of A APPLICATIONS

- 82/96 and 83/28 CofA issue to York G-AGNV was issued as originally quoted on 9.12.46 and this has been re-checked.
- 82/98 and 83/55 the G.21A was actually a G.21 when delivered as NC16916, becoming G.21A prior to RCAF.
- 83/23 Magister c/n 1981 according to John Davis was T9694 and later LV-XMG, while T9704 had C/n 1991 and did not go to Argentina.
- 83/47 Proctor 5, Ae6, JMD confirms that CC-PEB is correct and cannot recall seeing CC-PEP in any other source. Ae7 may have become CC-PPV.
- 83/48 Sunderland III G-AGWW became CX-AFA of CAUSA, G-ACWX went to Dodero first as LV-AAS, then to CAUSA as CX-AKF.
- 83/48 Auster J/1 SE-ARE was photographed at Hagernas in Sweden 5.73 by John Wegg. The 'N' is still unsolved.
- 83/51 Auster J/1 c/n 2131, regn should read LV-NAF.



# ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly



The Saunders-Roe Princess prototype was the subject of a C of A Application in 1946 when ordered by BOAC, although it did not take to the air until 1952 as G-ALUN.

(Photo: British Hovercraft Corporation Ltd)



The AIR-BRITAIN Civil Aviation Historical Quarterly

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Edited by David Partington

Editorial address: The Haven, Nympsfield Road,  
Nailsworth, Gloucester GL6 0EA.

In this edition we present a short historical compilation of the BRITISH FLYING SCHOOLS 1910-14 by Flt/Lt G.R.Sunderland whose detailed knowledge of the personalities of our aviation past is painstakingly researched. Covering a much-neglected period of civil aviation history, the article takes us back to an era when there were no civil registers (although in Britain a proposal was put forward in an aborted Air Navigation Bill in 1911) and flying was largely the sport of gentlemen - and gentlewomen. So, we have no registrations or c/ns but a fascinating glimpse of the organisations, instructors and aircraft types involved in pre-World War One aviation. One is almost tempted to title it "Those Magnificent Men....". Much credit is also due to Eric Harlin who readily provided at short notice all the illustrations used in the article.

Although Editorial policy has been to publish all items in multiples of two pages to allow for separate filing, the latest contribution from Colin Smith THE PIPER CUB IN POLAND runs to only one side. While this has resulted in a slight shuffling of our contents - notably of FEEDBACK pages - we feel that any inconvenience is well worth while as the material is previously unpublished and fills many gaps in our knowledge of early post-war aviation in that part of Eastern Europe. Colin tells us that the main gap in his knowledge of European Cub histories involves the 240 which were on the Czechoslovakian register in December 1948. Anyone who can help in that respect should make contact with Colin as soon as possible.

The remaining sections this time are more predictable, with The Whole Truth serial of THE DH.60 MOTH reaching a large batch of RAF machines, IMPRESSMENT REVIEW and UK C of A APPLICATIONS both bringing to light some unusual and interesting types, and the continuation of our three Complete Register series on BELGIUM, NEW ZEALAND and URUGUAY. As usual CASUALTY COMPENDIUM gives you the opportunity to participate, so dust off those files and let's have every one identified this time!

Planned distribution dates for ARCHIVE in 1984 are again February, June, August and December in order to coincide with Digest mailings. Contributors' deadlines are at the very latest the first of the month before publication, though the imminent arrival of Christmas means that the Editor would appreciate an earlier start if possible for the first edition of 1984.

## HOW? WHAT? WHERE?

The response to the three photos on page 83/58 was a thunderous silence from the readership, with the Junkers J 10 and the GyroFred remaining unidentified. The Editor therefore did a little digging in his Swedish files and discovered that a number of Junkers G 24 aircraft were built in Sweden and supplied to DLH. Narrowing it down even further, a study of the G 24 registrations used and the fact that the last registration letter on the aircraft appears to end in a vertical line, means that we can eliminate all but S-AAAM and S-AAAU, both of which went to Germany in 1926. Any further suggestions would of course be more than welcome.

On page 83/2 we mentioned a Moth stolen from Auckland Aero Club on 20.4.34. This has been positively identified by David Phillips through a Wellington Evening Post photo and report. The aircraft was ZK-AAT and it landed in mud flats without major damage and was retrieved. The date however is given as 21.4.34.

The visit of Hudson G-AGAR to Finland illustrated on page 82/86 is still short of confirmable facts. Fred Knight reminds us that the Hudson was operated by No.1 Photo Recce Unit from July 1940, flying over southern USSR from RAF Habbaniyah in Iraq. Presumably it's visit to Malmi was for a similar purpose in the north?

Three new problems have reached us which readers may be able to solve. First of all Alan J.Topp asks whether anyone can supply details of the colour scheme of Fox Moth G-ACEJ when in Scottish Motor Traction service.

Next, we have two photos unearthed by John Wegg. Below is a 1956 model 182 roughly painted N4966E and with previous marks painted over. This US regn is not part of a normal Cessna batch but the USCAR of 1.64 shows the aircraft to be c/n 33000. Does anyone know the previous identity (the Editor is willing to guess XB-..Q after studying the print) and where or when the photo could have been taken?

At the foot of the page we have the Thruxton Jackaroo G-AOIV rapidly succumbing to the ravages of time. According to A.J.Jackson in "British Civil Aircraft" this was derelict at Don Torcuate airport for a time before being scrapped, having been sold to Argentina in 8.59 but never registered there. The photo could well have been taken at Don Torcuate but behind the Jackaroo are a group of derelict Peruvian Stearmans including OB-LGH-429 and OB-LGM. Can anyone confirm the location and date please?

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# British Flying Schools:



The J.L.Hall Flying School at Hendon. The aircraft are a 50hp Gnome-engined Avro 500 and two Anzani-engined Caudrons. (Photo via E.Harlin)

The granting of British Aviator's Certificates by the Royal Aero Club commenced on March 8th 1910. From this it has been wrongly assumed that Certificate No.1 (issued as is well known to J.T.C.Moore-Brabazon) indicates the first British subject to become a qualified pilot. In fact, the first qualified British pilot was Henry Farman (7th January 1909) followed by Hubert Latham (17th August 1909), Maurice Farman (18th November 1909), Claude Grahame-White (4th January 1910), the Hon Charles S.Rolls (6th January 1910) and Mortimer Singer (6th January 1910) - all of whom had qualified for their Aviator's Brevet in France on the dates shown. This qualification being recognised by the Royal Aero Club under an international agreement.

There were no students' licences nor any instructor's rating so that the owner of an aircraft was able to fly and to teach others without any formal qualifications. Once a person was qualified, he sought employment in the aviation world and, quite often, was gainfully employed as a test pilot-cum-instructor-cum-aerial display pilot on tour in Great Britain. Initially, the Armed Forces required any potential pilots to obtain an Aviator's Certificate before being accepted into the new military flying service. The individual serviceman obtained this document at his own expense and was granted £75 by way of re-imbusement on being accepted into the flying service.

It was not long, however, before military flying training was available at Upavon, Netheravon and Montrose as well as at the Naval School at Eastchurch. In the meantime, there were a number of civilian schools (many operated by aeroplane manufacturers) to cater for the aspiring civilian pilots. By the time war was declared on August 4th 1914, these schools had trained 664 qualified pilots. A further 153 had qualified with the Armed Forces schools, another 66 in France (of whom some subsequently gained a British Certificate - such as the Hon C.S.Rolls) and 10 more in America.

The first British qualified woman pilot was Mrs Maurice Hewlett who owned an aircraft and formed a flying school with her instructor. She received Certificate No.122 on 29th August 1911 and then taught her son Sub-Lt F.E.T.Hewlett RN. Second was Mrs C.de Beauvoir Stocks on 7th November 1911, followed by Mrs W.Buller who qualified in France on 30th April 1912 and became a professional pilot with the British Caudron Company at Hendon. Mrs Stocks suffered injuries as a passenger in an accident at Hendon in September 1913 and ceased to fly as a pilot.

There were other women who chose not to obtain a Certificate, such as Miss Lilian Bland who flew her own design solo in 1911; Miss Edith M.Cook (alias Miss Spencer Kavanagh, the parachutiste) who was a Grahame-White pupil; Mrs J.V. Martin who was instructed by her husband at the Grahame-White school and Miss Edith Meeze who flew with the Aeronautical Syndicate in 1911. There were some men who for one reason or another chose not to obtain their Certificates, such as Malcolm G. Christie (often incorrectly described as a Doctor of Science), who frequently flew his Blackburn monoplane from Lofthouse Park aerodrome near Leeds having previously been a Blackburn pupil in 1912.

The following table records the British flying schools in existence before the Great War. Also included are details of the aircraft types, those instructors who have been positively identified, together with their school and date of qualification and ending with the total number of pupils who succeeded in obtaining the coveted Aviator's Certificate.

AERONAUTICAL SYNDICATE, Hendon, 1911 - March 1912

Aircraft: Valkyrie monoplanes  
Instructors: Horatio C.Barber, self-taught Hendon 22.11.10  
Licensed pupils: 3

AVRO, Brooklands, 1911 - October 1912  
Shoreham, October 1912 - 1914

Aircraft: various Avro products

Instructors: A.E.Geere, Vickers Brooklands, 1.10.12  
C.Howard Pixton, Avro Brooklands, 24.1.11  
H.R.Simms, Avro Brooklands, 24.7.12

Licensed pupils: 14

BEATTY, Hendon, 1913 - 1914

Aircraft: Wright monoplanes  
Instructors: Mons.E.Baumann, Ewen Hendon, 3.9.12  
Licensed pupils: 3

BLACKBURN, Filey, 1911 - Sept 1912; Hendon, Sept 1912 - 13

Aircraft: various Blackburn products  
Instructors: Harold Blackburn, Bristol Brooklands, 9.5.11  
Jack Brereton, Bristol Brooklands, 19.9.11  
Bentfield C.Hucks, Blackburn Filey, 30.5.11

Right: The Shoreham Flying School took over the aeroplanes and sheds of the Avro School at Shoreham in mid-1913. Shown here is an Avro Type D of the Shoreham School with Pashley at the controls, one of the others is Geere. (via E.Harlin)

Below: The Lakes Flying Co "Seabird" at Windermere in 1914. This was a floatplane conversion of the Avro Duigan Biplane much modified by the Lakes Company. (via E.Harlin)



Hubert Oxley, Hanriot Brooklands, 9.5.11  
Licensed pupils: 3

BLERIOT, Hendon, 1910 - 1914; Brooklands, 1914

Aircraft: various Bleriot products  
Instructors: Gustav Hamel, French licence  
Mons. Pierre Prier, French licence  
Mons. Henri Salmel, French licence  
Licensed pupils: 34

BRISTOL, Brooklands, 1910 - 1914  
Larkhill, June 1910 - 1914

Aircraft: various Bristol products  
Instructors: W. Bendall, Bristol Larkhill, 6.2.12  
Henry R. Busteed, Bristol Larkhill, 13.6.11  
E.C. Gordon England, Bristol B'lands, 25.4.11  
Mons. Maurice Edmond, French licence  
Frank B. Halford, Bristol Brooklands, 2.10.13  
Edward Hotchkiss, Bristol Larkhill, 16.5.11  
Mons. Henri Jullerot, French licence  
Archibald R. Low, Bristol Brooklands, 22.11.10  
F. Warren Merriam, Bristol Brooklands, 6.2.12  
C. Howard Pixton, Avro Brooklands, 24.1.11  
Collins P. Pizey, Bristol Larkhill, 14.2.11  
Sidney V. Sippe, Avro Brooklands, 9.1.12  
Robert R. Skene, Bristol Brooklands, 21.7.13  
Mons. Maurice Tetard, French licence  
Herr Willy Voight, Bristol Larkhill, 15.10.13  
Licensed pupils: 309

BRITISH CAUDRON, Hendon, 1914 (from Ewen)

Aircraft: Bleriot, Caudron, Deperdussin  
Instructors: None identified  
Licensed pupils: 2

CHANTER, Hendon, August 1911 - November 1911;  
Shoreham, November 1911 - ?

Aircraft: 2 Bleriot  
Instructors: M. Chanter, no qualification recorded  
Licensed pupils: 0

CODY, Farnborough, 1912

Aircraft: Cody  
Instructors: Samuel F. Cody, self taught Laffan's Plain, 7.6.10  
Licensed pupils: 1

DEPERDUSSIN, Brooklands, 1911 - 1912;  
Hendon, 1912 - August 1913

Aircraft: various Deperdussin products  
Instructors: William L. Brock, Deperdussin, Hendon 3.9.12  
Lt. John C. Porte RN, French licence  
Licensed pupils: 27

DUCROCQ, Brooklands, 1912 - 1913

Aircraft: Henry Farman  
Instructors: Mons. Maurice Ducrocq, French licence  
Licensed pupils: 3

EASTBOURNE AVIATION CO, Eastbourne, 1912 - 1914

Aircraft: Bleriot, Bristol, EAC  
Instructors: F.B. Fowler, EAC Eastbourne, 16.1.12  
Joseph J. Hammond, Bristol Larkhill 22.11.10  
Licensed pupils: 20

EWEN, Lanark, 1911 - 1912; Hendon, 1912 - 1914

Aircraft: Bleriot, Caudron, Deperdussin  
Instructors: W.H. Ewen, Bleriot Hendon, 14.2.11  
Sydney Pickles, Bristol Brooklands, 30.7.12  
Lewis W.F. Turner, Grahame-White Hendon, 4.4.11  
Licensed pupils: 37

FLANDERS, Brooklands, 1912-1914

Aircraft: various Flanders products  
Instructors: E.V.B. Fisher, Hanriot Brooklands, 2.5.11  
A. Dukinfield Jones, Melly Freshfield, 19.9.11  
Frederick P. Raynham, Avro Brooklands, 9.5.11  
Licensed pupils: 0

GRAHAME-WHITE, Brooklands, 1910 - 1914;  
Hendon. 1910 - 1914

Aircraft: Bleriot, Grahame-White, Henry Farman,  
Howard-Wright  
Instructors: Henry C. Biard, Grahame-White Hendon, 4.6.12  
E.W. Cheeseman, Bristol Brooklands, 17.9.12  
Claude Grahame-White, French licence  
Clement H. Gresswell, G-White B'lands, 15.11.10  
Marcus D. Manton, Grahame-White Hendon, 4.6.12  
J.V. Martin, Grahame-White B'lands, 7.2.11  
Mons. Louis Noel, Avro Brooklands, 17.8.11  
Lewis W.F. Turner, Grahame-White Hendon, 4.4.11  
Licensed pupils: 71

HALL, Hendon, 1913 - 1914

Aircraft: Avro 500, Caudron  
Instructors: Donald W. Clappen, Bleriot Hendon, 15.8.13  
J. Laurence Hall, Bleriot Hendon, 17.9.12  
Licensed pupils: 2

HANDLEY PAGE, Fairlop, 1912 (formerly Aeronautical  
Syndicate)

Aircraft: Handley Page products  
Instructors: Edward Petre, Handley Page Fairlop, 24.7.12  
Licensed pupils: 1





HANRIOT, Brooklands, 1910 - 1911

Aircraft: various Hanriot products  
 Instructors: E.V.B.Fisher, Hanriot Brooklands, 2.5.11  
 Licensed pupils: 7

HEWLETT AND BLONDEAU, Brooklands, 1910 - 1912

Aircraft: Henry Farman  
 Instructors: Mons.Gustav Blondeau, French licence  
 Mrs Hilda B.Hewlett, Hewlett & Blondeau  
 Brooklands 29.8.11  
 Licensed pupils: 13

LAKES, Cockshott, 1912 - 1914

Aircraft: Waterhen, Waterbird, Seabird  
 Instructors: W.Rowland Ding, Beatty Hendon 27.4.14  
 J.Lankester Parker, Vickers B'lands, 18.1.14  
 H.Stanley-Adams, Avro Brooklands, 27.6.11  
 Licensed pupils: 3

McARDLE AND DREXEL, Beaulieu, 1910 - 1911

Aircraft: 7 Bleriot monoplanes  
 Instructors: J.Armstrong Drexel, G-White B'lands. 21.6.10  
 W.D.McArdle, French licence  
 Licensed pupils: 4

MELLY, Freshfield, 1911 - 1913

Aircraft: 2 Bleriot, Henry Farman  
 Instructors: H.Melly, French licence  
 Licensed pupils: 4

NORTHERN AIRCRAFT CO - see LAKES

OGILVIE, Camber Sands, 1912

Aircraft: Wright  
 Instructors: Alexander Ogilvie, self taught Camber, 24.5.10  
 Licensed pupils: 1

PERCIVAL, Brooklands, 1913

Aircraft: Billing, Caudron  
 Instructors: N.S.Percival, self taught Brooklands, 1.8.11  
 Licensed pupils: 1

SHOREHAM - see SUSSEX COUNTY AERO CLUB

SOPWITH, Brooklands, February 1912 - 1914

Aircraft: Bleriot, Burgess-Wright, Henry Farman, 2 Howard-Wright, various Sopwith products  
 Instructors: E.W.Copland Perry, Aeron,Synd.Hendon, 12.9.11  
 Frederick P.Raynham, Avro Brooklands, 9.5.11  
 Thomas O.Sopwith, self taught B'lands 22.11.10  
 Licensed pupils: 13

SPENCER, Brooklands, 1911

Aircraft: Spencer-Farman  
 Instructors: Herbert Spencer, self taught B'lands, 29.8.11  
 Licensed pupils: 1

SUSSEX COUNTY AERO CLUB, Shoreham, 1913

Aircraft: Henry Farman  
 Instructors: Cecil L.Pashley, self taught Brooklands, 18.7.11  
 Eric C.Pashley, self taught Brooklands, 26.9.11  
 Licensed pupils: 6

TEMPLE, Hendon, 1913

Aircraft: Caudron  
 Instructors: G.Lee Temple, Ewen Hendon, 18.2.13  
 Licensed pupils: 3

VICKERS, Brooklands, 1912 - 1914

Aircraft: various Vickers products  
 Instructors: Robert H.Barnwell, Bristol Brooklands, 3.9.12  
 Thomas W.Elston, Vickers Brooklands, 8.7.13  
 Archibald Knight, Bristol Brooklands, 14.2.11  
 Leslie F.Macdonald, Bristol Brooklands, 15.11.10  
 Licensed pupils: 77



Above: A Flanders mono-plane of the Vickers School at Brooklands. In the background is a Boxkite of the Bristol School. (via E.Harlin)

Left: F.P.Raynham at the controls of the Sopwith School's Burgess-Wright biplane. Photo taken in 1912 when Raynham was an instructor with this school. (via E.Harlin)

# FEEDBACK

This edition of FEEDBACK, which is continued on the back page, comes thanks to the efforts of H.Best-Devereux, C.W.Cain, I.Callier, M.Callister, J.M.Davis, H.Dekker, K.Hagby, D.M.Hannah, J.S.Havers, G.Kuhn, Alfred P.Scott (Sequoia Aircraft), C.M.Smith and Flt.Lt.G.R.Sunderland.

## COMPLETE REGISTER OF URUGUAY

The photograph reproduced here was submitted by Walter K. van Tilborg who knew that it showed an aircraft under construction somewhere in South America just after the Second World War. The publication in ARCHIVE no.3/83 of the photo of Neybar CX-AGI has surely identified the type beyond any doubt, the unusual arrangement of the wing struts and landing gear is particularly notable. Many thanks to Mr.van Tilborg then, for a unique shot of the only indigenous Uruguayan design actually under construction.



Colin Smith has taken us up on our claim that there have been only two cases of 'fixed' registrations in Uruguay. He comments that a PA-23 Aztec was delivered in 6.78 or earlier with marks CX-DAC, but no identity is known for this a/c.

CX-AHA date sold as LV-FSM was 11.56.  
CX-AHJ date sold as LV-GFT was 9.58.

## COMPLETE REGISTER OF BELGIUM

536 OO-AAO and 559 OO-ALY, Cubs, arrived UK 8.82 to build up as one aircraft.  
761 OO-AXK is now on a shed roof at Wevelgem.  
1111 OO-DPA is now at Huntingdon, UK.  
1140 OO-RHC is on a garage roof at Tongeren.  
1440 regn should read OO-SDQ.  
1686 OO-SIO ex (PH-RUS) ntu.  
1697 OO-SIS was (PH-DYM) ntu before PH-KAE. To G-BIJD 9.12.80.  
1717 OO-JAN(2) dismantled for spares.  
1749 OO-PBB correct identity 44-17113, actually mispainted on the aircraft as 417131 !  
1805 OO-FRA to HB-DCM after PH-AAZ.  
1893 OO-NIQ Dutch regn PH-BOB ntu in 1962.  
1914 OO-WIC canc 18.1.83, restored as G-AWVG 19.1.83.  
1920 OO-SJN canc 3.11.82, to N3238S.  
1935 OO-LGH correct identity should be N9472N.  
1942 OO-LFD ex (N2966Q) ntu.  
1996 OO-CVM canc 27.2.81, to N42050.

Herman Dekker has sent a list of frame numbers for some of the Belgian-registered Super Cubs. These we list as CofR number, regn, frame number as follows:

1811 OO-LGA 18-1581	1817 OO-HMC 18-2244
1816 OO-HMB 18-2266	1824 OO-HMF 18-2290
1821 OO-HMI 18-1527	1832 OO-HMO 18-1262
1825 OO-HMK 18-1558	1835 OO-HMR 18-1485
1833 OO-HMP 18-1547	1840 OO-HMW 18-1519
1836 OO-HMS 18-1517	1849 OO-HMZ 18-1287
1841 OO-HMX 18-1593	1854 OO-HNH 18-1617
1850 OO-HNA 18-1322	1890 OO-SPS 18-1527
1872 OO-ACC 18-3261	1973 OO-VIX 18-1271
1971 OO-SPJ 18-1522	
1974 OO-VIZ 18-1481	

While compiling the Belgian index in this issue, the Editor came upon a number of re-issued registrations which have not previously been indicated as such. A (2) should therefore be added to: 1310 OO-ADN, 1420 OO-FAG, 1480 OO-ZUD, 1523 OO-CAO, 1532 OO-GAR, 1579 OO-ABG, 1699 OO-DEL, 1799 OO-HAP, 1813 OO-NVM, 1823 OO-ADM, 1842 OO-SMA, 1843 OO-SMB, 1954 OO-CCB. Furthermore 1500 OO-GAN should have (3) added, while 1700 OO-JAN should have (2) deleted.

## DESIGNS OF STELIO FRATI

Falco F.8L:  
106 regd ET-ABZ 6.10.66, based Asmara, regn canc 7.4.69 on sale to M.Ciriello.  
114 regd G-VEGL 4.2.83 to B.C.Davies & R.N.Crosland, based Redhill.  
212 restoration ex D-EKUZ to begin soon.  
213 I-NUAL destroyed 9.1.83 in fog.  
407 current owner Mr.Balli, Florence.

409 owned by P.Oriani and currently flying. All the spare parts from the Laverda production were bought by Mr.Oriani who has nearly completed construction of a new aircraft from them.  
410 a Nustrini-type canopy kit is being fitted.  
420 recently sold to Joachim Ramthun, Holzminden.  
528 N33LW is currently still the only amateur-built Falco flying, though 310 sets of plans have been supplied by Sequoia.

Ian Callier reports seeing a G-regd Falco on the Frankfurt - Aachen road 11.5.75 which may have been G-ASYM but not definitely. Maybe there was a Mannheim accident, perhaps early 5.75 with the a/c roaded to the UK for repair, damaged 6.9.75 at Linton and finally taken back to Mannheim. Comments please!

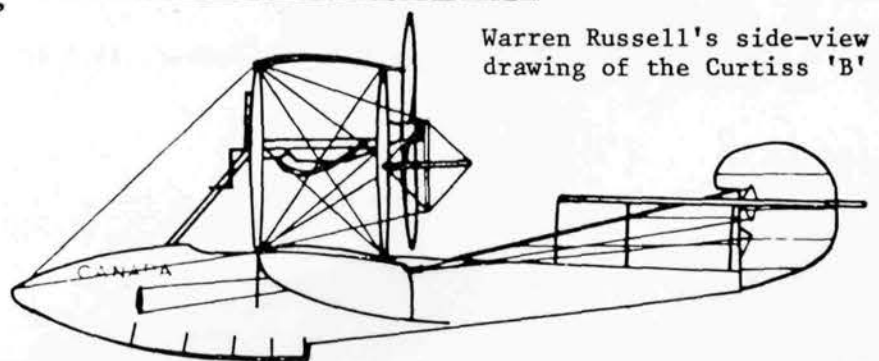
## F.400 Cobra:

A French company took over the design and began building one F.400 but abandoned the project. This aircraft is F-AZAD c/n 02 currently at Persan-Beaumont in half-built condition and owned by Mr.Bezard.

## F.20 Pegaso

The turboprop version has emerged as the F.20TP using a lengthened fuselage and other modifications. I-GEAC c/n 005, f/f 7.5.83 regd to Soc General Avia, Bresso 5.83.

## COMPLETE REGISTER OF NEW ZEALAND



Warren Russell's side-view drawing of the Curtiss 'B'

83/56 The photo of the Walsh Brothers Flying Boat gave rise to only one comment - now look again! After ARCHIVE 2/83 was printed the Editor noticed that there were apparently two people in the 'Solo Flying Boat'! Now Warren P. Russell has positively identified the photo as being of the Curtiss Flying Boat 'B' in its original version "No.1 Bus". The engine details quoted on the official Museum photo are clearly incorrect as a Curtiss OX-5 was always used.

ZK-AKS/T/U/Y/ALB/C all converted to DH.89B.  
ZK-AKW Lodestar to N4846V before N756.

Tiger Moths: the AHSA Journal Vol.22 No.1 remarks that the 'T' prefixed c/ns apply only to rebuilt RAAF aircraft and fall in the range T.117 to T.330. They are not the same as the original c/ns. The following Tiger Moths thus require the deletion of the 'T' from their DHA c/ns: ZK-AJO, AJQ, AKG and AKO.

# U.K. C of A Applications

PART SIXTEEN

Application Nos 8654 to 8663 were received on 10.4.46 from Miles Aircraft Ltd for a batch of reconditioned Magisters destined for the Argentine Air Force. The c/n, ex RAF serial, C of A No and issue details were as follows and all C of A's were issued to H.Hennequin & Cia:-

414	L5982	7762	15.	5.46					
430	L5998	7787	20.	5.46					
562	L8053	7801	24.	5.46					
651	L8161	7825	3.	6.46					
659	L8169	7717	7.	5.46					
					675	L8208	7763	15.	5.46
					680	L8213	7802	24.	5.46
					723	L8268	7786	20.	5.46
					776	L8350	7803	24.	5.46
					878	N3832	7800	24.	5.46
Percival Proctor V	Percival A/C Ltd	G-AHBH	Ae37	7637	14.	5.46	Cecil Kay Ltd	12.	4.46
		G-AHBI	Ae38	7638	10.	5.46	Marshalls Flying Svs Ltd	12.	4.46
		G-AHGJ	Ae41	7639	16.	5.46	Pasolds Ltd	12.	4.46
DH.89A Rapide	Vickers-Armstrongs Ltd	G-AHKB	6596	7640	11.	5.46		13.	4.46
DH.104 Dove	de H	CF-BNU	4003	8002	27.	6.46	DH Acft Co, Toronto	14.	4.46
C/n changed to 04001									
Walrus Amphibian	Vickers-Armstrongs Ltd	G-AHFO	6S/28389						
(Type certificate No 109)			(T/TRF)8091	8.	7.46		United Whalers Ltd	10.	4.46
Percival Proctor V	Percival A/C Ltd	-	Ae34	7822	-		Mistri Airways Ltd	12.	4.46
DH.89A Rapide	Lancashire A/C Corpn Ltd	G-AHGD	"NR786"	7646	17.	5.46		16.	4.46



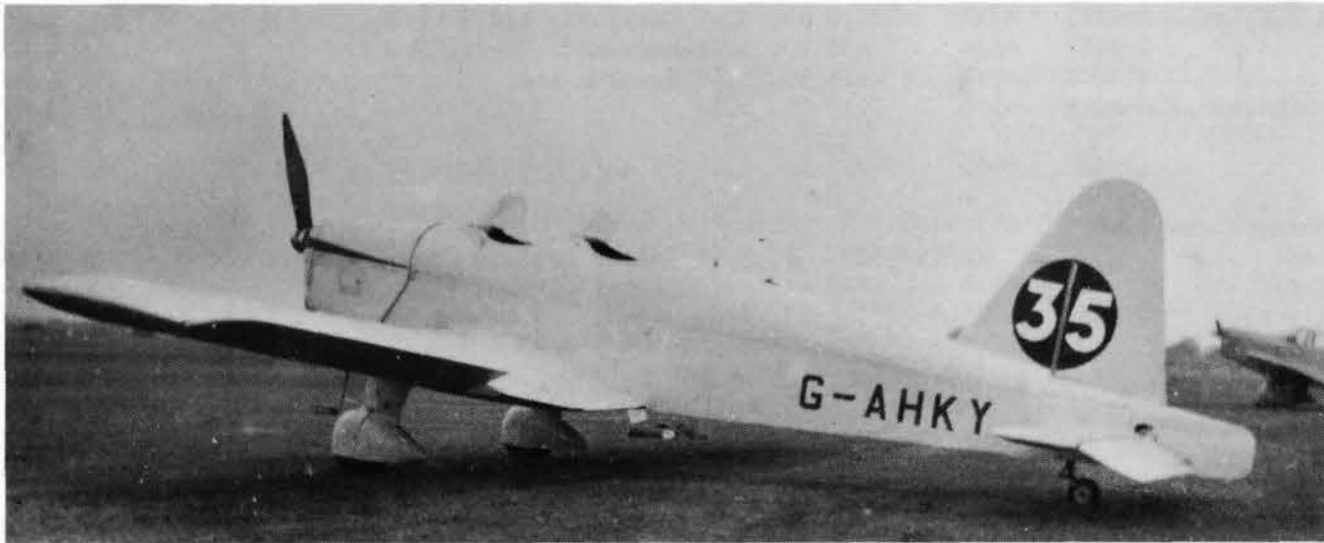
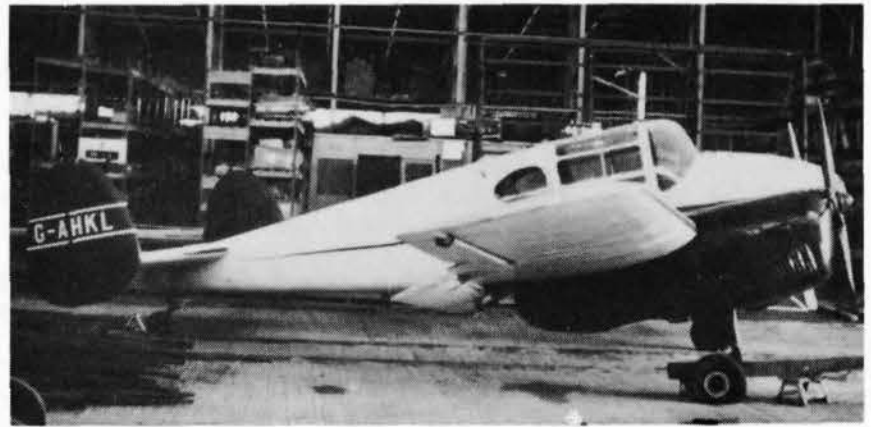
Above: Painted in this rather inappropriate scheme to commemorate BEAC's 25th anniversary in 1972, Rapide G-AHGD is now equally fictitiously disguised as 'Z7258'. (Photo Air Britain no. A0009913)

Right: After many years' service as the Bristol Aeroplane Company hack, Oxford G-AHGU was sold to Film Aviation Services and then to Overseas Aviation with whom it was dbr at Fair Oaks on 11.10.60. (Photo via Malcolm Fillmore)



Oxford Mk.II	The Bristol Aeroplane Co Ltd	G-AHGU	3277	7647	9.	5.46		13.	4.46
DH.104 Dove	de H	G-AGUC	04000P2 (T)	7739	17.	6.46	Ministry of Supply	16.	4.46
DH.89A Rapide		-	6958	7835	15.	5.46		16.	4.46
		-	6959	7836	23.	5.46	Arab Airways Assocn	16.	4.46
		-	6961	8016	14.	6.46	Arab Airways Assocn (As TJ-AAE)	16.	4.46
Taylorcraft Plus C	Auster A/C Ltd	G-AHCR	211	7650	17.	9.46		13.	4.46
Miles M.65 Gemini	Miles A/C Ltd	G-AHKL	6305	7651	4.11.46		G.W.Harben	14.	4.46
Consolidated B-24D Liberator	Scottish Avn Ltd	G-AHDY	"41-1087"	7652	27.	5.46		17.	4.46
Avro 652A XIX	A.V.Roe & Co Ltd	G-AHKC	1327	7653	2.	5.46	Ministry of Supply	15.	4.46
		G-AHKD	1328	7654	2.	5.46	Ministry of Supply	15.	4.46
		G-AHKE	1329	7655	2.	5.46	Ministry of Supply	15.	4.46
DH.89A Rapide	de H	-	6960	7837	23.	5.46	Mineira Des Transportes Aereos Ltd	17.	4.46
Douglas C-47A	B.O.A.C.	G-AHCV	12443	7658	4.	8.46		18.	4.46
		G-AHCW	13308	7659	23.	8.46		18.	4.46
		G-AHCX	13335	7660	5.	9.46		18.	4.46

Application Nos 8687 to 8696 were received on 18.4.46 from Miles Aircraft Ltd for a batch of reconditioned Magisters destined for the Argentine Air Force. The c/n, ex RAF serial, C of A No and issue details were as follows and all C of A's were issued to H.Hennequin & Cia:-



Above, left: Taylorcraft Plus D G-AHCR is still active although now known as the Gould-Taylorcraft Plus D Special. (Photo at Sywell 7.77 by Editor)  
 Above right: Gemini G-AHKL was last based at Lympne where its C of A expired in February 1966 and it was photographed 12.8.67 by Malcolm Fillmore.  
 Left: Miles M.18 G-AHKY at Coventry on 15.7.61 when it won the Kings Cup Air Race piloted by Brian Iles at an incredible 142 mph. (Photo Editor)

564	L8055	7785	20.	5.46	924	N3883	7829	30.	5.46	C/n 946 & 1005 are known to have carried ferry marks LV-XPW and LV-XPN  C/n 623 once again presents a slight problem since this was supposed to have become G-AKRI
623	L8145	7870	11.	6.46	946	N3905	7871	11.	6.46	
765	L8339	7827	30.	5.46	966	N3928	7869	11.	6.46	
884	N3838	7831	3.	6.46						
887	N3841	7826	3.	6.46	1005	N3972	7830	30.	5.46	
					1018	N3985	7828	30.	5.46	Issue c/n amended from 728

Percival Vega Gull	Essex Aero Ltd	G-AHET	K.105	7668	9.	7.46				23.	4.46
DH.89A Rapide	de H	G-AHKR	6824	7669	9.	7.46	Ministry of Supply			20.	4.46
		G-AHKS	6812	7670	26.	8.46	Ministry of Supply			20.	4.46
		G-AHKT	6811	7671	22.	6.46	Ministry of Supply			20.	4.46
		G-AHKU	6810	7672	14.	6.46	Ministry of Supply			20.	4.46
		G-AHKV	6792	7673	25.	7.46	Ministry of Supply			20.	4.46
Miles M.18	Miles A/C Ltd	G-AHKY	4426	(T)8379	29.	8.46					
Type Certificate No 118 Also See No 7189											

Application Nos 8704 to 8707 were received on 26.4.46 from Flight Refuelling Ltd for one Lancaster I and three Lancaster III for conversion to two Tanker and two Receiver aircraft (G-AHJT/W and G-AHJU/V). The quoted c/n, ex RAF serial, Regn, C of A No and issue details were as follows and all C of A's were issued to The Ministry of Supply:-

S4VA.2405	LL809	G-AHJT	7674	13.	5.46	LMOS/MVA/30257	LM639	G-AHJV	7676	13.	5.46
VA.3094	LM681	G-AHJU	7675	13.	5.46	RSLB.127336	ED866	G-AHJW	7677	13.	5.46

The "c/n's" are more probably fuselage frame numbers and at first sight those with VA could have been Victory Aircraft built and MVA by Metropolitan-Vickers and RSLB at Leeds/Bradford. Unfortunately, this is not borne out by known build locations: LL809 by Armstrong-Whitworth at Whitley, LM681 and LM639 by Avro at Yeaton and ED866 by Avro at Manchester! Is your compiler the only person who does not know the significance of these number prefixes? All contributions gratefully received.

Percival Proctor V	Percival A/C Ltd	-	Ae40	7699	25.	4.46	E.C.Webbers			26.	4.46
Taylorcraft Plus D	Auster A/C Ltd	G-AHGY	204	7678	8.	5.46				25.	4.46
		G-AHGZ	214	7679	13.	5.46				25.	4.46
		G-AHHA	160	7680	6.	6.46				25.	4.46
		G-AHHB	229	7681	12.	7.46				25.	4.46
C/n changed to 156 but issued to 229.											
Percival Proctor V	Percival A/C Ltd	G-AHBJ	Ae39	7682	3.	5.46	Harper & Lindner Ltd			27.	4.46
Taylorcraft Plus D	Brevet F/Club Ltd	G-AHAD	154	7683	17.	5.46	Brevet Flying Club Ltd			25.	4.46
	The Wiltshire	G-AHAF	"HH9120"	7684	19.	6.46				25.	4.46
	School of Flying Ltd										

The "c/n" was in fact a mix-up of the ex RAF serial when the applicants' enthusiasm for previous examples in the HH serial range ran away with them. It was in fact T9120.

Percival Proctor V	Percival A/C Ltd	SU-ADO	Ae25	7701	29.	4.46	Hassan Hossni Zaher Pasha			2.	5.46
Later amended to G-AHGT, so initial allocation probably NTU and the marks reallocated to Avro XIX G-AHKE above.											
		ZS-AVP	Ae43	C1d	-					2.	5.46
		OO-CCH	Ae46	7790	22.	5.46	Robert Jeanty			2.	5.46
		G-AHGK	Ae45	7702	6.	6.46				2.	5.46

ZS-AVP was not delivered and later became G-AIAB. For further details on OO-CCH see ARCHIVE 3/81 Page 68.

C-47 Dakota III	B.O.A.C.	G-AHCY	12355	7694	12.	9.46				29.	4.46
Taylorcraft Plus D	The Wiltshire	G-AHKN	"LB321"	7695	11.	5.46				30.	4.46
	School of Flying Ltd										

DH.82A Tiger Moth	Marshalls' Flying School Ltd	G-AHLS	3799	7696	9. 5.46		28. 4.46
Avro XIX	A.V.Roe & Co Ltd	G-AGZS	1330	7703	1.10.46	Ministry of Civil Aviation	1. 5.46
		G-AGZT	1331	7704	1.10.46	Ministry of Civil Aviation	1. 5.46
		G-AGWA	1332	7705	24. 6.46	Ministry of Civil Aviation	1. 5.46
DH.89A Rapide	Westland A/C Ltd	G-AHLF	6494	7706	20. 6.46		25. 4.46
Wren Goldcrest	Wren A/C Co Ltd	-	2	(T)Cld -			1. 5.46
Application cancelled. Later became G-AICX							
Walrus Amphibian	Vickers-Armstrongs Ltd	G-AHFL	"L2246"	8095	2. 8.46	United Whalers Ltd	2. 4.46
		G-AHFM	"W3070"	8096	25. 7.46	United Whalers Ltd	2. 4.46
		G-AHFN	"L2336"	8097	27. 8.46	United Whalers Ltd	2. 4.46

(C/n's amended on issue to SR.6S/26388; S.2.W88 and 6S.35698 respectively)



Right: An interesting shot of one of United Whalers three Walrus amphibians which were used in the Antarctic summer season 1946/7 from the SS Balaena whose name can be seen below the company titles. G-AHFM also wears the name "Moby Dick" on the nose. After its return to the UK in 1947 it was scrapped at Cowes in 1950, where this photo may have been taken. (C.Holland, via M.Fillmore)

Taylorcraft Plus D	Wiltshire School of Flying Ltd	G-AHKO	"LB381"	7718	22. 5.46		2. 5.46
Miles Hawk Trainer III	Wiltshire School of Flying Ltd	G-AHKP	"R1831"	7719	25. 9.46		2. 5.46

Application Nos 8733 to 8742 were received on 2.5.46 from Miles Aircraft Ltd for a batch of reconditioned Magisters destined for the Argentine Air Force. The c/n, ex RAF serial, C of A No and issue details were as follows (all issued to H.Hennequin & Cia):-

2244	V1091	7893	14. 6.46	1772	P6417	7824	3. 6.46
2008	T9741	7892	14. 6.46	1724	P6356	7867	11. 6.46
1881	R1895	7891	14. 6.46	1687	P2465	7890	14. 6.46
1808	P6464	7868	11. 6.46	696	L8229	7895	13. 6.46
1792	P6448	7855	6. 6.46	390	L5957	7894	13. 6.46

C/n's 1808 and 696 are recorded elsewhere as having carried ferry markings LV-XPT and LV-XQQ.

Douglas C-47 III	BOAC	G-AHCZ	11924	7722	30.10.46		7. 5.46
DH 89A	de H	G-AHKA	6839	7726	20. 5.46		7. 5.46
		G-AHJS	6967	7725	18. 7.46	Fairey Avn Ltd	7. 5.46
Saunders-Roe S.45 Flying Boat	Saunders-Roe Ltd	-	SR.901	(T)-			8. 5.46

This Application of course relates to the Princess which eventually was registered as G-ALUN and first flew on 22 August 1952 and delighted crowds at the SBAC Shows in 1953 and 1954.

Application Nos 8747 to 8751 were received on 9.5.46 from Vickers-Armstrongs Ltd for Viking Mk.1A Srs.1 G-AGRS to G-AGRW as follows. All C of A's were issued to The Ministry of Supply:-

110	G-AGRS	7728	9. 7.46	112	G-AGRU	7730	3. 8.46	115	G-AGRW	7732	3. 8.46
111	G-AGRT	7729	17. 7.46	114	G-AGRV	7731	5.10.46				



Both the above Vikings ended their days in the "Avio Resto" coffee bar at Soesterberg in Holland. In happier times G-AGRW (left) served with Autair in the sixties and is seen here at Luton, while G-AGRU (right) carried Kuwait Oil Company colours from 3.55 to 1.59. (Photos via Malcolm Fillmore)

Airspeed 65 Consul	Airspeed Ltd	G-AHEH	3362	7727	22. 5.46	Airwork Ltd	9. 5.46
Proctor 1	Herts & Essex Avn	G-AHLW	"P6168"	7738	24. 5.46		9. 5.46
		G-AHKG	"EG449"	7756	25. 6.46	C.L.Air Surveys Ltd	9. 5.46
Anson 1	O.F.Maclaren Ltd, Heston						
Douglas C-47 III	General Sir Humphrey Gale	G-AHLX	"43-48219"	7757	21. 6.46		9. 5.46
		G-AHLY	"43-48033"	7758	4. 7.46		9. 5.46
		G-AHLZ	"43-48192"	7759	10. 7.46		9. 5.46
		G-AHDA	12177	7760	Appln Cld & Aircraft used for spares at Speke		9. 5.46

Application Nos 8759 to 8768 were received on 10.5.46 from Miles Aircraft Ltd for a batch of reconditioned Magisters destined for the Argentine Air Force. The c/n, ex RAF serial, C of A No and issue details were as follows (all issued to H.Hennequin & Cia):-



The Percival Merganser which was wearing its allotted registration G-AHMH when photographed in 7.47. (Flight 202943)

519	L6898	7973	2. 7.46	1795	P6451	7889	14. 6.46
728	L8272	7872	11. 6.46	2056	T9819	7922	19. 6.46
913	N3867	8045	8. 7.46	2127	T9910	7921	19. 6.46
958	N3920	7923	19. 6.46	2212	V1039	7904	18. 6.46
1744	P6376	8044	8. 7.46	2241	V1088	7972	2. 7.46

Percival Merganser	Percival A/c Ltd	G-AHMH	Au.1	(T) Appln Cld 1.6.48			11. 5.46
This, the forerunner of the Prince series, first flew in B Conditions as X-2 on 9.5.47.							
Plus D	Wiltshire School of Flying Ltd	G-AHAE	"HH982"	7765	13. 3.47		10. 5.46
Proctor V	Percival A/c Ltd	G-AHGM	Ae48	7771	24. 5.46	Hunting Air Travel	10. 5.46
		G-AHGN	Ae44	7772	14. 6.46	Ministry of Civil Avn	10. 5.46
DH.82A	Field Consolidated A/C Svs	G-AHNX	"T7163"	7773	21. 6.46	Hunting Flying Clubs	15. 5.46
		G-AHNY	"N6928"	7774	20. 6.46	Hunting Flying Clubs	15. 5.46
DH.104 Dove	de H	VH-AQO	04002	8204	25. 7.46		10. 5.46
Airspeed 65 Consul	Airspeed Ltd	G-AHFT	2593	7776	24. 6.46	Airwork Ltd	16. 5.46
DH.82A	Helliwells Ltd	G-AHKZ	"T7170"	7777	27.10.47		11. 5.46
		G-AHLA	"T7726"	7778	29. 8.46		11. 5.46
DH.89A	Scottish A/w Ltd	G-AHLL	6576	7779	28. 6.46		14. 5.46
		G-AHLM	"723"	7780	13. 7.46		14. 5.46
		G-AHLN	"NF883"	7781	6.10.46		14. 5.46
The identity quoted for G-AHLM refers, of course, to former RAF serial HG723.							
DH.82A	Air Training (Fair Oaks) Ltd	G-AHLR	"T7461"	7782	28. 6.46	Oxford Flying Club	10. 5.46
		G-AHLP	"R5179"	7783	6. 6.46	Fair Oaks Aero Club	10. 5.46
Auster V J/1	Auster A/c Ltd	G-AHHW	1995	7770	(Duplicating Appln No 8199) 23. 5.46		20. 5.46
		G-AERO	1994/2	7791	30. 5.46	Temple Press Ltd	20. 5.46
This was one of the earliest out-of-sequence allocations, when Temple Press Ltd, the proprietors of The Aeroplane, spurned G-AHHE for personalised marks - hence the suffix to the c/n.							
DH.89A	Blackburn A/c Ltd	G-AHLU	6633	7792	30. 7.46	North Sea Air Transport Ltd	21. 5.46
DH.89A	Gloster A/c Ltd	G-AHRH	"NR735"	7793	18.10.46		18. 5.46
DH.104 Dove	de H	VP-YER	04007	8817	12.12.46	Central African A/w	21. 5.46
DH.89A	de H	OY-DZY	6956	7799	23. 5.46	Dansk Rode Koro & Zone-Ridnings	18. 5.46

Application Nos 8791 to 8797 were received on 22. 5.46 from Vickers-Armstrongs Ltd for a batch of Viking Srs.1's. All issues to Argentine Govt. Some confusion reigned at the time over the c/n's and they are shown as recorded initially, but see the note that follows:-

113	LV-XEN	8001	27. 6.46
135	LV-XEQ	8507	1.10.46
151	LV-XEN*	8732	15.11.46
161	LV-XES	8808	11.12.46
163	LV-XET	8938	19. 4.47
184*	LV-XEU	8939	29. 3.47
185*	LV-XEV	8940	24. 3.47

\* In the Application Register LV-XEN was changed to LV-XER and c/ns 184, 185 were changed to 181, 182 respectively. The true situation, as given in our VIKING/VALETTA/VARSITY Monograph of 1975, is that c/n 151 was indeed LV-XER but LV-XEU/V/W/X/Y/Z were c/ns 180/181/182/183/184/185 respectively. LV-XEX actually made its first flight before LV-XEW! The correct situation is reflected in the Issue Register.



From Bernard Martin's files comes this photo of Autocrat G-AERO which served The Aeroplane for about four years before being sold to New Zealand where it is still current as ZK-AUX.

To be continued . . . .

# Complete Civil Registers : 6

## URUGUAY

CX-



PART FOUR

Another rare bird heads our latest extract from the complete Uruguayan register. This apparent cross between a Tiger Moth and a Jungmann is in fact CX-AIE, a Muniz M-9 built by the Brazilian government and given to a Uruguayan aero club. Gary Kuhn, who provided the extremely rare photo, tells us that the aircraft had many problems which caused it to be returned to the factory and the club never went to collect it after it had been repaired!



Regn	Type	C/n	Regn date	Identity, owner, base and fate
CX-AIA	Luscombe 8A Silvaire	4274	8.11.46	Camilo Pastorino, Rivera; to R.Caballema, Rivera. Current 8.72.
CX-AIB	Beech 35 Bonanza	D-123	4.47	Pike & Cia; to Ignacio Albarenque, Montevideo; sold as LV-FFG, later LV-AHL and written-off 15.5.66. Note: "CX-AIB" was also quoted for an RC-3 Seabee damaged in an accident at Sao Paulo, presumably an error for CX-AID?
CX-AIC	Stinson 108-1	108-1	19.12.46	Ex NC97021. Juan Carlos Chigliaza, Salto. Still current 8.72.
CX-AID	Republic RC-3 Seabee	410	11.3.47	Carlos M.Fraschini, Paysandú. Crashed 20.6.54, Sao Paulo, Brazil.
CX-AIE	Muniz M-9	7	.48	Aero Club Sarandi but possibly not taken up by them; to Aero Club Melo, Melo 1948. Believed ex Forca Aerea Brasileira, Brazilian Government gift. Shown on register of 8.50 but presumably cancelled soon afterwards, see photo above. Note:"CX-AIE" has been quoted as a Cessna 140 but the marks were certainly never used by one. The only possible candidate would seem to be c/n 10864 exported 20.12.46 which later became CX-ALY.
CX-AIF	Taylorcraft BC-12D	7731	29.2.48	Pike & Cia, Montevideo; crashed 4.1.53 at Soriano but still shown on register of 8.72. Note: Quoted on 12.47 register as a Stinson, presumably ntu.
CX-AIG	Taylorcraft BC-12D	7732	29.2.48	Aero Club Paso de los Tores, Tacuarembó. Believed written-off on 24.9.65 though still on register 8.72.
CX-AIH	North American NA-145 Navion 185	NAV-4-177	.47?	C.O.T.A.X.A. Lda, Melo; to J.Balbi, Montevideo and written-off 30.1.56, Rio Negro, though still on the 8.72 register.
CX-AII	Piper J-3C-65 Cub	22603	11.2.47	Enrique Rhor, Montevideo; to P.Y.Valdez, Tacuarembó; still registered 8.72. Note: Quoted as a Navion 12.47 presumably in error.
CX-AIJ	Douglas C-47	4471	4.47	Ex 41-18409, N54206. P.L.U.N.A., Montevideo, named "Paysandú"; to Fuerza Aerea Uruguaya.
CX-AIK	Piper J-3C-65 Cub	22599	11.2.47	Aero Club Flores, Trinidad. Still registered 8.72.
CX-AIL	PA-12 Super Cruiser	12-2351	26.2.47	Ex NC2297M. Jose M.Hermidas, Montevideo. Sold as PT-AVW, 2.61.
CX-AIM	PA-12 Super Cruiser	12-2362	26.2.47	Ex NC2296M. Centro Aviación Salto, Salto. Written off 28.11.56 Nuevas Hesperides, Salto, though still listed 8.72.
CX-AIN	PA-12 Super Cruiser	12-2301	25.2.47	Ex NC2588M. Aero Club Tacuarembó, Tacuarembó. Canc before 8.72.
CX-AIO	PA-12 Super Cruiser	12-2303	25.2.47	Ex NC2652M. Leandro Rodriguez, Montevideo. Sold as LV-GSS, 5.61.
CX-AIP	PA-12 Super Cruiser	12-2309	25.2.47	Ex NC2649M. Fernando Silveira Riet, Montevideo; to A.Cantaligo, Tacuarembó. Still registered 8.72.
CX-AIR	Sikorsky VS-44A	4403	.46?	Ex NC41882. T.A.C.I., Montevideo. Damaged beyond repair 15.8.47 off Montevideo and cancelled prior to 8.50. (See overleaf)
CX-AIS	Taylorcraft BC-12D	7742	10.9.46	Aero Club Sarandí del Yí, Sarandí del Yí. Crashed Mercedes 4.1.53
CX-AIT	Globe GC-1B Swift	2235	28.2.47	Emilio F.Campos, Montevideo, later Salto. Still registered 8.72.

CX-AIU Globe GC-1B Swift	2239	28.2.47	Raúl D.Clermont, Montevideo. Still on register 8.72.
CX-AIV Globe GC-1B Swift	2180	28.2.47	Juan M.Rios, Montevideo. Still on register 8.72.
CX-AIX Globe GC-1B Swift	2240	28.2.47	Servicios Aéreos Montevideo, Montevideo. Still on register 8.72.
CX-AIY Stinson 108-1	108-2182	31.3.47	Ex NC9182K. Oscar M.Dorado, Montevideo. Possibly written-off on 6.6.68 but still on 8.72 register.
CX-AIZ Stinson 108-1	108-2181	1.4.47	Ex NC9181K. D.Rosengut Guvrich, Montevideo. Still on 8.72 register.
CX-AJA North American NA-145 Navion 185	NAV-4-672	9.5.47	Elbio Oscar Caorsi, Durazno. Cancelled prior to 8.72, possibly as result of crash at Florida 3.1.60 which is usually credited to CX-AJB, but see next entry.
CX-AJB North American NA-145 Navion 185	NAV-4-783	9.5.47	Ex NC8783H. Menderos & Bastos, Montevideo; to J.Teixidor, Montevideo. Sold as LV-FCO 26.10.50.
CX-AJC Lockheed L.18-56	2437	17.6.47	Ex 42-55976, NC44780. G.A.Silveira, Montevideo. Sold 10.51, N44780.
CX-AJD North American NA-145 Navion 185	NAV-4-732	.47	Ernesto Deal Smith, Montevideo. Crashed 25.10.55 into Rio de la Plata, off Colonia.
CX-AJE Stinson 108-1	108-1857	25.2.47	Ex NC8857K. Estela Abella de López, Montevideo; to A.Soba, Flores and still on register 8.72.
CX-AJF Stinson 108-1	108-1851	17.2.47	Ex NC8851K. José Bide, Florida; to A.L.Aostalli, Colonia, crashed at Colonia 8.10.51 but still listed 8.72.
CX-AJG PA-12 Super Cruiser	12-2349	26.2.47	Ex NC2298M. Aviansa, Montevideo. Still on register 8.72.
CX-AJH PA-12 Super Cruiser	12-3273	9.6.47	Ricardo Gianni, Montevideo, later Rivera. Still on register 8.72.
CX-AJI PA-12 Super Cruiser	12-3274	9.6.47	Aero Club Tacuarembó. Written-off 4.11.74 in Tacuarembó Department.
CX-AJJ PA-12 Super Cruiser	12-3277	9.6.47	Aero Club de Minas, Minas. Possibly written off in hangar collapse at Minas, 9.2.77.
CX-AJK PA-12 Super Cruiser	12-3346	9.6.47	Antonio R.Cardozo, Tacuarembó; to J.Miras, Tacuarembó, current 8.72.
CX-AJL Beech 35 Bonanza	D-653	8.47	Ex NC90516. Leandro Passegi, Montevideo; to E.Suveges, Montevideo. Still on register 8.72 but believed cancelled.
CX-AJM Beech 35 Bonanza	D-654	8.47	Pike & Cia; to Roberto Moro, Montevideo; to P.Araceno, Montevideo. Still on register 8.72 but believed cancelled.
CX-AJN Beech 35 Bonanza	D-1015	10.47	Ex NC3990N. Ernesto Arrospide, Montevideo. Crashed 13.2.49, broke up in air.
CX-AJO Beech 35 Bonanza	D-953	10.47	Ambulance aircraft. Aero Club Paysandu. Crashed 21.5.51, Paysandu.
CX-AJP Beech 35 Bonanza	D-659	8.47	Pelayo Aerocena, Artigas; to P.G.Brum, Montevideo; current 8.72.
CX-AJQ PA-11 Cub Special	11-234	17.6.47	Aero Club Colonia, Colonia. Still on register 8.72.
CX-AJR PA-11 Cub Special	11-235	17.6.47	Tomas Cantore, Dolores; to S.M.Garcia, Colonia; current 8.72.
CX-AJS Bellanca 14-13-2	1517	3.6.47	Jose Amaro, Salto; to J.Martinez, Salto. Still on register 8.72.
CX-AJT Ryan Navion 185	NAV-4-1118	9.12.47	Ex NC4119K. Wilfredo Viera, Montevideo. Still on register 8.72.

to be continued. . . .

Right: The Sikorsky VS-44A CX-AIR with large and rather crudely painted markings, at anchor, presumably on the River Plate. This aircraft was seized when gun-running to the Paraguayan Civil War in 1947. (Gary Kuhn collection)



Two prints recently received via Gary Kuhn which illustrate the first part of the Uruguayan Register:  
 Left: CX-AAB inscribed simply "Accidente del Avian 1937".  
 Below: The unidentified Farman ambulance CX-ABH which can definitely be said to be a F.190 series machine.





# Impressment Review

## PART FIFTEEN

Right: After wartime service at RAF Abingdon as EM999, Whitney Straight G-AERV was restored to its former owner. Following a succession of ownership changes in the late 1950s and 1960s it was retired to the Belfast Transport Museum and now resides at the Ulster Folk and Transport Museum.

(Photo P.R.March)



Regn	Type	C of A No & Expiry Date	Air Min Alloc'n	Owner and Base shown/Remarks
G-AERS	Miles M.11A Whitney Straight	5760 3. 1.39	NAC1	R.King-Clark, Heston 1.9.39. Aircraft housed at Denham by 10.12.39. Imp 31.5.41. Owner notified 9.6.41. Seems to have passed to W.S.Shackleton Ltd 28.9.39 but note also refers to Miss Eveline Townshend of Bodiam Manor prior to impressment.
G-AERU	Ju.52/3M	V.113 7. 5.40	NAC	BOAC Whitchurch 22.8.40. Sold abroad 30.9.41. C of A to 7.6.40, 3.7.41, 28.10.41.
G-AERV	Miles M.11A Whitney Straight	5761 23. 1.40	NAC1	H.W.H.Moore, Old Warden 1.9.39. Imp 31.5.41. Owner notified 9.6.41.
G-AERX	Ju.52/3M	V.122 24.7.40	NAC	As for G-AERU. C of A extended to 3.7.41.
G-AERZ	DH.89A Rapide	5823 5. 4.40	NAC	Air Commerce Ltd, Heston. C of A extended to 30.6.40, 22.9.41, 9.9.43, 18.1.45 and 25.3.46.
G-AESA	DH.82 Tiger Moth	5757 31. 3.40	T	Brooklands F/Club Ltd., Brooklands 29.8.39. Imp 41 Gp 11.8.40. Owner notified 28.8.40.
G-AESD	DH.82 Tiger Moth	5759 28. 4.40	T	As for G-AESA.
G-AESE	DH.87B Hornet Moth	5754 29. 3.40	NAC1	The London Aeroplane Club Ltd, Hatfield 1.9.39. Imp 20. 2.40. Owner notified 2.4.40.
G-AESF	Drone	Auth No 123 22. 3.40	E	H.J.Curtis, Cumnor, Near Oxford or Lambert Arms Hotel, Aston Rowant, near Stokenchurch 29.8.39. (This hotel is still extant. Perhaps the Hotel porter recalls a guest arriving with some odd luggage!)
G-AESG	Kronfeld	Auth No 130 17. 5.38	E	A.J.Tricket A/c Dvlpt Co. (Proprietors: P.H.Salter & A.J.Tricket), Watchfield Aerodrome, Swindon. Note says definitely not written off.
G-AESJ	Beechcraft C.17R	V.124 19. 3.40	List 4 App B	Aeronautical Research & Sales Corpn Ltd, Heston 2.9.39. Imp 41 Gp 31.5.41. Owner notified 9.6.41.
G-AESL	L.25C Swallow II	5766 3. 2.40	E	Allocation as OGD and A.I 1(c) (ie Admiralty) Bristol & Wessex Aeroplane Club Ltd. At farm of J.Lyons, Stanton Wick, Pensford, near Bristol 21.9.39. Imp 31.10.42. Owner notified 2.12.42.
G-AESM	DH.82 Tiger Moth	5836 20. 4.40	ERT	Bristol Aeroplane Co Ltd, Yatesbury 1.9.39. Imp under AM Contract No A.109869/40. C of A extended to 25.4.41.
G-AESN	DH.82 Tiger Moth	5837 27. 4.40	ERT	As for G-AESM. C of A extended to 3.5.41.
G-AESO	DH.82 Tiger Moth	5838 20.4.40	ERT	As for G-AESM but written-off before Imp 30.3.40 (Imp Contract date for above was 5.9.40.)
G-AESP	Aeronca Srs.100	5827 14.11.39	E	J.P.Patston, Eyebury, Peterborough 31.8.39.
G-AESR	DH.89A Rapide	5954 9. 7.40	NAC2	Iraq Petroleum Transport Co Ltd, Haifa 31.8.39. C of A extended to 29.7.41, 21.9.44, 20.10.44, 20.11.44 and 14.1.46.
G-AEST	Moss MA.1	6037 12. 5.40	E	Moss Bros A/c Ltd, Chorley 1.9.39. C of A extended to 15.11.43 and allocation to NAC.
G-AESV	Heston Phoenix	5848 20. 2.40	NAC1	Standard Telephones & Cables Ltd, Heston 1.9.39. Imp 31.3.40. Owner notified 12.6.40.
G-AESW	DH.90A Dragonfly	5815 5.11.39	NAC	Air Taxis Ltd, Croydon. Imp 12.5.40. Owner notified 12.6.40. C of A extended to 21.11.40.
G-AESX	Aeronca Srs.100	5783 2. 2.38	E	Aircraft Exchange & Mart Ltd, Honeywell Aerodrome, Peterborough 29.8.39.
G-AESY	Lockheed 10A Electra	V.130 14. 6.40	NAC6	British A/W Ltd, Gatwick in write-off condition.
G-AESZ	Chilton	Auth No 127 8.11.39	E	J.A.Talbot, Plymouth. Sold 13.10.39 to P.W.Bayliss, Wolverhampton. C of A extended to 25.8.40.
G-AETC	DH.87B Hornet Moth	5788 15. 3.40	NAC1	R.H.M.Sandeman, Hatfield 1.9.39. Imp 20.3.40. Owner notified 2.4.40.
G-AETD	Percival Vega Gull	5791 27. 3.40	NAC	Mrs B.Chateaubrun, Gravesend. Note records sale 10.3.39 and to leave off any list for time-being.
G-AETF	Percival Vega Gull	6149 26. 7.40	NAC1	The de Havilland A/c Co Ltd, Hatfield 1.9.39. Allocation changed to List 4 Appendix A 26.1.40 and Imp 2.3.40. Owner notified 2.4.40.
G-AETG	Aeronca Srs.100	5828 28. 7.39	(Nil)	London Air Park F/Club Ltd, London Air Park. Undated entry gives new owner H.Taylor, 18 Colin Street, Barnoldswick, Via Colne, Lancs.
G-AETI	Saunders-Roe Cutty Sark	3434 14. 2.40	NAC1	Air Service Training Ltd, Hamble 29.8.39.

G-AETM	DH.98B Srs.1	5962	3. 7.40	NAC	Western A/W Ltd, Weston-Super-Mare. Note states Sold Abroad 2.40 and no longer available.
G-AETO	DH.82 Tiger Moth	5824	3. 4.40	T	Leicestershire Aero Club Ltd, Leicester 31.8.39. To W.S.Shackleton Ltd and Sold Abroad 30.3.40.
G-AETP	DH.82 Tiger Moth	5839	5. 4.40	ERT	Bristol Aeroplane Co Ltd, Filton 1.9.39. C of A extended to 10.4.41, 22.4.42, 3.5.43 and 20.6.44.
G-AETR	Aeronca Srs.100	5910	28. 7.39	E	London Air Park F/Club Ltd, Feltham 31.8.39. To W.S.Shackleton Ltd, Hanworth. To J.H.Tattersall, Tattersall's Garage, Gisburn, near Clitheroe, Lancs 4.11.40.
G-AETS	Miles M.11A Whitney St.	5854	17. 4.40	NAC1	E.G.H.Forsyth c/o Personal A/W, Croydon 1.9.39. Housed at Renfrew by 20.12.39. Imp 31.5.41. Owner notified 9.6.41.
G-AETT	Short Scion	5878	14.4.38	NAC5	Clive Air Enterprises Ltd, c/o Essex Aero Ltd, Gravesend 29.8.39. By 6.10.39 it had been transferred from Newcastle to Barnstaple (although no transfer recorded to Newcastle!). Cld 14.3.40 as crashed.
G-AETU	Gordon Dove	Auth No 126	24. 8.39	E	Romford F/Club Ltd, Romford.
G-AETV	Short Empire FB	5923	29. 5.40	NAC	Imperial A/W Ltd, Southampton/Portsmouth. To BOAC 22.8.40. C of A extended to 13.5.41, 12.6.41 and 7.8.42.
G-AETX	Short Empire FB	5966	29. 6.40	NAC	As for G-AETV. C of A extended to 4.6.41, 29.5.42, 28.6.42 and 28.6.43.
G-AETY	Short Empire FB	5994	11. 7.40	NAC	As for G-AETV. Imp 27.10.40.
G-AETZ	Short Empire FB	6004	27. 7.40	NAC	As for G-AETV. C of A extended to 27.9.40, 1.8.41 and 8.7.42. Written off 28.2.42 due to presumed enemy action.
G-AEUA	Short Empire FB	6019	31. 8.40	NAC	Allocation Cld. Transferred to Australia 22.9.39.
G-AEUB	Short Empire FB	6028	26. 9.40	NAC	As for G-AETV. C of A extended to 26.10.40, 9.10.41 and 4.12.42. Transferred to Australia 13.7.42.
G-AEUC	Short Empire FB	6048	14. 9.40	NAC	As for G-AETV. C of A extended to 14.11.40, 31.10.41 and 1.9.42. Written off 4.3.42 due to presumed enemy action.
G-AEUD	Short Empire FB	6063	29. 8.40	NAC	As for G-AETV. Imp 27.10.40. Handed back to BOAC 5.12.41. C of A extended to 14.1.43, 16.2.44, 13.3.45 and 29.3.46.
G-AEUE	Short Empire FB	6089	22.11.39	NAC	As for G-AETV. C of A extended to 1.12.40, 25.11.41, 11.12.42, 14.12.43, 15.11.44, 13.3.45 and 7.12.45.
G-AEUF	Short Empire FB	6103	23.10.40	NAC	As for G-AETV. C of A extended to 9.12.41 and 12.1.43. Accident noted 21.3.42.
G-AEUH	Short Empire FB	6186	10. 2.38	NAC	As for G-AETV. C of A extended to 24.10.40, 24.9.41 and 20.8.42. (Late VH-ABD).
G-AEUI	Short Empire FB	6214	25. 2.39	NAC	As for G-AETV. C of A extended to 13.11.40, 12.12.40, 19.12.41, 5.2.43, 11.3.44, 5.4.45 and 23.4.46. (Late VH-ABE). Initially allocated as NAC6.
G-AEUJ	Miles M.11A Whitney St.	5797	27. 2.40	NAC1	Major Charles Lamond, Shoreham 1.9.39. C of A extended to 27.11.41 and 22.7.44. Withdrawn 11.11.43 and replaced by MAP Permit same day valid to 10.11.44 and then extended to 13.11.45. Ownership changed to Hawker A/c Ltd, Kingston 29.1.41.

To be continued. . . .



Above: Listed in the above extract are twelve of the second batch of fourteen Empire Flying Boats for Imperial Airways. Missing are G-AETW "Calpurnia" which crashed 27.11.38 at Lake Habbaniyah and G-AEUG, already VH-ABC with Qantas. (Photo BPI/Flight 10140)  
 Right: British Airways Lockheed Electra G-AESY after salvage. It crashed off the Danish coast on 15.9.39 and was written off due to salt water corrosion after being returned to its owners.



# Complete Civil Registers : 3

## New Zealand

PART  
ELEVEN



Still airworthy is this 1938 vintage Rearwin Sportster ZK-ALF (via J.Geelen)

- |        |                              |         |          |   |
|--------|------------------------------|---------|----------|---|
| ZK-ALD | DH.94 Moth Minor             | 94046   | 5.9.46   | Ex ZK-AHL, NZ595. Airwork (NZ) Ltd, Christchurch; to H.J.Charters, Manapouri 22.12.48; M.J.Wilson, Hokonui 14.2.51; H.J.Charters again 23.4.57; A.Sheehan, Timaru 7.7.58; to Otaki Aero Club. Wfu and cancl 1.7.65. Currently a restoration project owned by J.Lawson, Manurewa, Auckland.        |
| ZK-ALE | Miles M.11A Whitney Straight | 503     | 6.12.46? | Ex ZK-AGB, NZ577. J.M.Gould, Wellington; to Auckland Aero Club 29.4.47. Crashed into mist-covered hills near Mamaku 7.9.53, 3 occupants killed.   |
| ZK-ALF | Rearwin 9000L Sportster      | 613D    | 31.7.46  | Ex ZK-AGQ, NZ599. New Plymouth Aero Club; to F.W. McKeever, Auckland 25.5.51; L.J.Nixon, Auckland 5.10.51; G.Astley, Auckland 2.8.71; J.P.Galpin, Pongakawa, near Te Puke 30.5.77. Currently registered and airworthy.  |
| ZK-ALG | Waco UIC                     | 3820    | 26.8.46  | Ex ZK-ADE, NZ574. Tauranga Aero Club (d/d 11.9.46); to Northern Districts Aero Club, Whangarei and d/d 14.12.55. Engine failure due to fuel starvation and dbr in forced landing in Whangarei Harbour 29.9.57.  |
| ZK-ALH | Lockheed 10A Electra         | 1060    | 28.8.46  | Ex VH-UXH. Union Airways of NZ Ltd "Koreke", to NZNAC "Koreke" 1.4.47; last passenger flight 29.7.49, broken up near Longburn, Manawatu 1961 for scrap. Cancelled 12.3.51?  |
| ZK-ALI | Lockheed 10A Electra         | 1108    | 28.8.46  | Ex VH-AAU. Union Airways of NZ Ltd "Koweka", to NZNAC "Koweka" 1.4.47; last passenger flight 29.10.49; to Rural Aviation Ltd, New Plymouth 8.1.51; cancl 24.11.53, broken up at New Plymouth 1961 and engines to Rural Aviation DHC-2 Beavers.  |
| ZK-ALJ | DH.82A Tiger Moth coupe      | 83499   | 12.12.46 | Ex T5770, NZ676. South Canterbury Aero Club, Timaru; to Aerial Sowing (Cant'y) Ltd 14.8.53; A.H.Beckett, Wairoa; Hec Mayhead Ltd, Wairoa; T.J.Dunn, Auckland; I.Bennie, Auckland 12.8.68; rebuilt as open 2-seater for L.E.Harris & Son, Brooklands Station, Napier 3.12.70. Currently airworthy. |
| ZK-ALK | DH.82A Tiger Moth coupe      | 3795    | 4.11.46  | Ex ZK-AGZ, NZ704. Wellington Aero Club; to M.J. Green, Auckland 30.7.57. Hit fence and overturned near Ardmore 29.4.61.   |
| ZK-ALL | DH.82A Tiger Moth coupe      | 3722    | 12.12.46 | Ex G-AFJF, NZ734. Waikato Aero Club. Collided with ZK-ALT and dbr at Rukuhia, Hamilton 4.3.50.  |
| ZK-ALM | DH.82A Tiger Moth            | DHNZ.91 | 8.11.46  | Ex NZ841. Tauranga Aero Club; to R.I.Graham (t/a Airspread Ltd), Tauranga 11.8.50; to Airspray Avn Ltd, Tauranga 26.3.63; to Tauranga Gliding Club 13.6.72; to D.B.Crispin & B.R.Emerson, Masterton 14.8.74; to J.H.Moore, Hamilton 22.3.78. Currently airworthy as "NZ841".                      |
| ZK-ALN | DH.94 Moth Minor             | 94001   | 19.8.47  | Ex G-AFRD, VH-AAQ, ZK-AHI, NZ596. De Havilland Aircraft of NZ Ltd; to R.T.Mowatt, Hamilton 19.7.48; G.L.B.Wood, Morrinsville 19.9.48; P.& C.P.Mudford, Paeroa 18.7.56; H.A.I.Lamb, Masterton 7.7.67; W.Sneddon, Auckland 24.8.71; J.P.Galpin, Pongakawa   |



Above, top: The ill-fated Whitney Straight ZK-ALE of Auckland Aero Club at Mangere. (Ken Meehan)  
Above, bottom: The highly-polished NZNAC Electra ZK-ALI "Koweka" at Rongotai, Wellington. (Whites Avn)



Left: Waco UIC ZK-ALG securely tied down at Palmerston North during the 1956 Ag-Aviation Air Pageant. The badge carries the name Northland above and Air Taxi Air Charter below. (via J.Geelen)

28.3.72. Damaged at Oropi, Tauranga 14.3.72 and currently stored awaiting restoration.

ZK-ALO Miles M.14A Hawk Trainer III 332 19.9.46  
Ex G-AETL, ZK-AEY, NZ586. Otago Aero Club; to F.A. Patterson, Waipawa 13.6.50; to Piako Aero Club, Matamata 1952. Crash landed at Waharoa, Matamata 16.12.56 and broken up for spares by Piako Aero Club. T/t 3115 hrs.



Top: Waikato Aero Club Tiger Moth Coupe ZK-ALL at Mangere, Auckland. (Ken Meehan)  
Centre: Moth Minor ZK-ALN on a visit to Rotorua in the mid-sixties. (Don Noble)  
Below: Hawk Trainer ZK-ALO complete with wolf motif at Mangere. (Ken Meehan)



ZK-ALP DH.82A Tiger Moth 82903 12.2.47  
Ex R5008, NZ654. West Coast United Aero Club, Greymouth; to Aerial Farming of NZ Ltd, Palmerston North 6.10.50. Crashed at Makeretu 1.5.57 and possibly not repaired. Cancelled 30.1.59.

ZK-ALQ DH.82A Tiger Moth DHA/490 21.11.46  
Ex NZ1404. South Canterbury Aero Club, Timaru. Crashed at Gleniti 1.10.49, regn canc 25.11.49 but wreck sold to Airwork (NZ) Ltd and rebuilt as ZK-AVP.

ZK-ALR Registration not yet allotted.

ZK-ALS Percival P.28 Proctor 1 K.318 13.3.47  
Ex P6309, G-AIEC. Waikato Aero Club; to Blackmore's Air Services Ltd, Rotorua 12.11.47; to James Avn Ltd, Rotorua 5.9.51; to L.A.Mayor, Hamilton 2.11.59; to R.D.Simpson, Auckland and wfu Ardmore pre 7.60.

ZK-ALT DH.82A Tiger Moth 3749 12.12.46  
Ex G-AFJL, NZ730. Waikato Aero Club. Collided with ZK-ALL and dbr at Rukuhia, Hamilton 4.3.50.

ZK-ALU DH.82A Tiger Moth 82295 .12.46  
Ex NZ743. Waikato Aero Club. Crashed at Rukuhia 17.10.57. Parts used to rebuild ZK-AQA in 2.58.

ZK-ALV S.A.S. Monoplane 1 -?-  
Built by C.Savage, P.L.Adams and R.D.Shaw, Christchurch. First flown in 1938 or 1939. C of A issued 19.12.47. To M.F.Alexander, Christchurch 3.7.50; later to R.Jones, Timaru. C of A cancelled 11.3.57. Re-registered ZK-BUD on 14.6.59 after rebuild. Now stored awaiting restoration in Auckland.



Above: Contrast in size between the S.A.S. Monoplane ZK-ALV and Bristol 170 Freighter Mk.1A G-AIMC. The homebuilt appears to be similar to Heath or Luton designs of the same vintage. The Freighter "Merchant Venturer" was on a sales tour of Australia/NZ in 1947 when presumably this photo was taken at Christchurch. (via J.Geelen)

ZK-ALW Auster J/1 Autocrat 2132 12.12.46  
UK CofA no8477 issued 23.9.46 to Boon & Co Ltd, Wellington, the NZ agents; to H.K.Christie, Wanganui 12.4.47; to Rotorua & Bay of Plenty Aero Club 16.3.48; to James Avn Ltd 24.10.51; crashed into hillside near Whatahata 17.1.52 killing pilot.

ZK-ALX DH.82A Tiger Moth DHNZ.70 6.6.47  
Ex NZ820. Wellington Aero Club; to Aerial Work (Marlborough) Ltd, Blenheim 1.5.50; to Farmers ATD Co Ltd, Invercargill 26.9.56; R.E.McIvor, Te Anau 19.2.60; B.H.Meehan, Dunedin 9.10.61; to Wigram Gliding Club and made last flight 8.1.65. Restored 7.1.81 to S.A.Tantrum, Levin; currently airworthy.

ZK-ALY DH.82A Tiger Moth 82510 .12.46  
Ex N9456, NZ851. Hawke's Bay & East Coast Aero Club; crashed at Napier 28.11.54.

ZK-ALZ Lockheed C-60A Lodestar 2104 29.11.46  
Ex NEIAF: LT9-9, 42-68349, "VH-CAC", VH-ARY. Union Airways of NZ Ltd "Korire". Arrived NZ 24.11.46, destroyed by fire during cleaning at Palmerston North 10.2.47 before entering service. Canc 30.5.47 and sold to T.J.Dunn for scrapping.

ZK-AMA Short S.30 Empire S.886 .39?  
Ex G-AFDA, 'ZK-AMC'. Tasman Empire Airways Ltd. F/f Rochester 10.5.39, UK CofA issued 12.5.39, departed 16.8.39 on delivery as ZK-AMA, arriving Auckland 28.8.39. First trans-Tasman service 30.4.40, last flight 29.10.47. To Messrs Carter & Maybee, Mission Bay for use as tea rooms 25.6.48. Broken up at Mission Bay in first week of October 1950. Note: This flying boat was laid down as "Cumberland", launched as ZK-AMC "Ao-tea-roa" and arrived in NZ as ZK-AMA "Aotearoa".

ZK-AMB Short S.25V Sandringham 4 SH.30C/SB.4634 25.7.46  
Ex ML761. Tasman Empire Airways Ltd "Tasman". Arr Auckland 17.7.46, last service 14.12.49. To Qantas as VH-EBW 24.4.50 (d/d 18.4.50); hit coral reef and sank at Port Vila, New Hebrides 10.6.51.

To be continued. .



Above: "The Pioneer Flying Boat of the Tasman Service", so reads the signboard outside TEAL's "Aotearoa" sadly relegated to use as tea rooms at Mission Bay. (via J.Geelen)

# The Whole Truth:

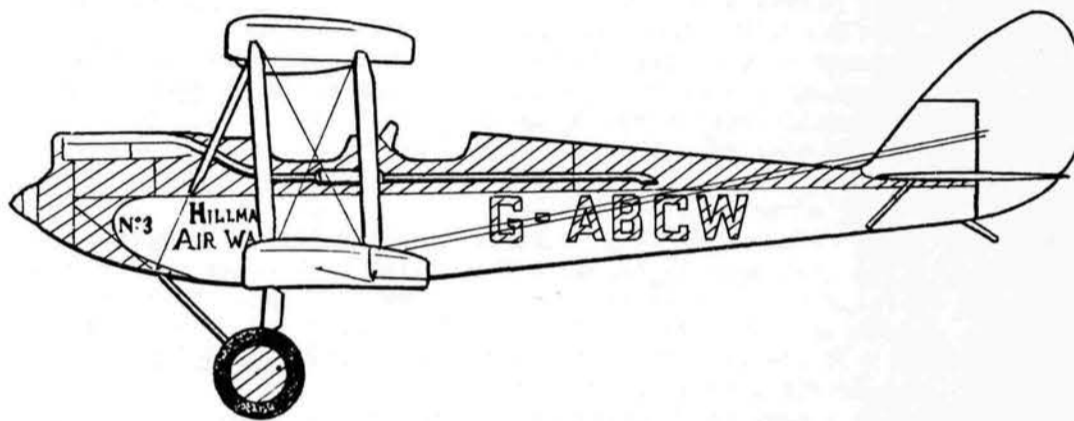


## DH.60 MOTH

### PART FIFTEEN

- 1548 Gipsy II Supplied via Herr Alfred Freidrich, Berlin to Hut Hofer, Mulheim with C of A issued 5.7.30. Regd D-1921 7.30. To Luftfahrtverein Essen-Oberhausen 7.30. Re-regd as D-EXUF 3.34.
- 1549 Gipsy I Regd 13.6.30 as G-ABAN to DeHavilland Aircraft Co Ltd and C of A issued 9.9.30. Regn cancelled 9.30, possibly prior to C of A issue and aircraft diverted to order from The Dominion of New Zealand. Regd ZK-ACC 11.30 to Auckland Aero Club. Sold 4.12.37 to Waikato Aero Club. Impressed into RNZAF 12.10.39 as NZ511. To Instructional Airframe INST.41 at Ohakea and subsequently broken up there.
- 1550 Gipsy I To Major Shirley G.Kingsley, Argentina with C of A issued 16.7.30.
- 1551 Gipsy I To DH India with C of A issued 16.7.30 and regd 12.30 as VT-ACE. To Bengal Flying Club. Regn cancelled 13.12.34.
- 1552 Gipsy I Regd 7.30 as G-ABCW to DeHavilland Aircraft Co Ltd for use as demonstrator with C of A issued 16.7.30. Regd 26.2.31 to Marshalls Flying School Ltd, Cambridge. Regd 18.1.32 to Edward Hillman t/a Hillmans Saloon Coaches, Harold Park (later Maylands). Operated by Hillmans Airways as fleet no "3". Canc as sold, via Brian Lewis, 4.33. Regd in India as VT-AEC 4.33 to Madras Flying Club. Regn cancelled 15.3.35.

Cliff Minney's drawing shows c/n 1552 operating in Hillmans Airways colours with blue and white fuselage, silver wings and tail.



- 1553 Gipsy I Regd 7.30 as G-ABCH to DeHavilland Aircraft Co Ltd with C of A issued 10.7.30. Used by DH School of Flying, Hatfield. Regd 11.5.33 to Reginald J.MacKay, Stag Lane. Canc as sold 6.33 and re-regd in The Netherlands 27.5.33 as PH-AJE to F.J.J.M.Ten Bosch. Regd 14.5.36 to G.Gleichmann. Regd 5.10.38 to F.J.Philips. Regn lapsed 5.10.41.
- 1554 Gipsy I To Dominion of New Zealand with C of A issued 9.9.30 and arrived in New Zealand 7.11.30. Regd ZK-ACD .30 to Wairarapa & Ruahine Aero Club. Forced landed and damaged 12.2.38 and reduced to spares 8.38.
- 1555 Gipsy II Regd 18.7.30 as G-ABCZ to Mrs Helen Silver, Nairobi, Kenya and C of A issued 31.7.30. Flown by Mrs Silver from Heston to Kenya 3.10.30 to 20.10.30 and regn cancelled as sold 28.9.31. Regd VP-KAO 10.31 to Mrs H.Silver. Sold .31 to A.N.Turner. Sold .31 to J.E.Carberry, Nyeri. Sold and regd to W.R.Carr, Nairobi 27.1.32. Canc as sold to Tanganyika 4.32. Regd VR-TAH 10.5.32 to Mrs Helen Silver (!). Fate unknown.
- 1556 Gipsy I To Irish Aero Club with C of A issued 24.10.30 and officially regd EI-AAE 27.1.31. Regn cancelled 8.31 on sale to UK and regd G-ABPJ 8.31 to W.W.Lyle. UK C of A renewed 1.12.31. Regd 3.10.35 to Cambridge Aero Club. Sold to Air Ministry and to RAF as X5026 3.11.39. To 20 MU Aston Down 11.11.39 and released to DH for decoy purposes 24.9.40. Soc 29.6.41.
- 1557 Gipsy II Regd 7.30 as G-ABDB to Flt.Lt.E.H.Fielden as nominee for The Duke of Gloucester, Northolt. C of A issued 22.8.30. Sold to Mr.Malmstrom. Regd 31.7.34 to Lauritz Lund Christiansen, Hatfield. Regn cancelled at census 15.8.45 although C of A expired 19.7.35 (having been extended from 5.7.35). Converted to Seaplane and regd in Norway as LN-BAU 29.8.35 to Wideroes Flyveselskap, Oslo. Crashed Naersnes 21.6.36 and regn cancelled 3.7.36.
- 1558 Gipsy II To DH Australia with C of A issued 19.8.30 and regd VH-UPD 10.30. Impressed as A7-104 7.40.
- 1559 Gipsy I To Messrs Rous & Meeuwenoord, Bandoeng with C of A issued 26.8.30. Regd in Dutch East Indies as PK-SAE .30 to NIVC Bandung and named 'Kriel'. Crashed 8.2.32.
- 1560 Gipsy I To Dominion of New Zealand with C of A issued 9.9.30 and issued to New Zealand Permanent Air Force as 1560. Regd ZK-AEB .35 (?) and regd 16.5.37 to Canterbury Aero Club, Christchurch. Sold to R.Grant, Collingwood .39. Impressed as NZ520 13.10.39 and used by 2 EFTS. Crashed New Plymouth 6.9.40 and used as Instructional Airframe INST.38 at Harewood.
- 1561 Gipsy I To Dominion of New Zealand with C of A issued 10.9.30. Arrived in NZ 7.11.30 and regd .30 to Otago Aero Club, Dunedin as ZK-ACE. Impressed into RNZAF 6.10.39 as NZ509. Written off at New Plymouth 9.7.40 and Rts.
- 1562 Gipsy I As c/n 1561 and regd .30 to Southland Aero Club as ZK-ACF. Hired to Canterbury Aero Club 5.35. Sold to Western Federated Flying Club. Sold to New Plymouth Aero Club. Impressed into RNZAF as NZ505 11.10.39. Written off at New Plymouth 19.2.41.
- 1563 Gipsy I As c/n 1561 and regd .30 to Western Federated Flying Club as ZK-ACH. Reportedly written off near Opunake 29.1.33 but also quoted as crashed near Turangi 9.1.37 and furthermore as repaired from latter accident prior to wfu in 1938.
- 1564 Gipsy I As c/n 1561 and regd .30 to Otago Aero Club, Dunedin as ZK-ACI. Crashed Mosgiel, Dunedin 25.3.37.
- 1565 (Gipsy) Supplied to De Havilland Australia without engine in late 1930 but not erected until June 1933 when regd VH-UQY. Destroyed by enemy action 3.42.
- 1566 (Gipsy II) Supplied to De Havilland Australia without engine in late 1930 and regd VH-UQA 5.31. To Charles W.A.Scott who departed Wyndham, Australia for UK on 26.5.31 and arrived at Lympne 5.6.31. Subsequently toured Britain sponsored by Daily Herald. Departed Lympne 19.4.32 and arrived Darwin 28.4.32, breaking UK/Australia solo record with a time of 8 days 20.47 hours. Later returned to

UK and Australian regn canc 5.32. The intervening two years are not recorded prior to registration to Air Pageants Ltd as G-ACOA 4.34 and issued of first UK C of A 11.4.34. Regd to Aircraft Exchange and Mart Ltd, Hanworth 23.7.35. Crashed Hanworth 20.8.36 and regn canc 12.36.

1567 Gipsy I To Dominion of New Zealand with C of A issued 23.9.30 and issued to New Zealand Permanent Air Force as 1567. Civilianised in 1936 when regd to Auckland Aero Club as ZK-AEP. Ditched off Waiheke Island 13.1.37.

1568 (Gipsy) To New Zealand Government without engine and reportedly to NZPAF as 1568 but unconfirmed.

1569 (Gipsy) To New Zealand Government without engine and reportedly to NZPAF as 1569 but unconfirmed. It seems likely that c/n 1568 and 1569 were used as spare airframes to rebuild earlier Moths.

1570 Gipsy II To Arnhold & Co, Shanghai with C of A issued 22.9.30.

1571 Gipsy II To Arnhold & Co, Shanghai with C of A issued 22.9.30.

1572 Gipsy II To Arnhold & Co, Shanghai with C of A issued 30.9.30.

1573 Gipsy II To Arnhold & Co, Shanghai with C of A issued 30.9.30.

1574 Gipsy II To Arnhold & Co, Shanghai with C of A issued 3.10.30.

1575 Gipsy II To Arnhold & Co, Shanghai with C of A issued 3.10.30.

1576 Gipsy II To Arnhold & Co, Shanghai with C of A issued 4.10.30.

1577 Gipsy II To Arnhold & Co, Shanghai with C of A issued 8.10.30.

1578 Gipsy II To Arnhold & Co, Shanghai with C of A issued 13.10.30.

1579 Gipsy II To Arnhold & Co, Shanghai with C of A issued 16.10.30.

1580 Gipsy I This was the first of a major batch of 83 Gipsy I powered DH60M's for the RAF supplied under Contract No.27847/30. The first 44 were supplied with engines, the balance of 39 without engines. The batch was serialised K1825 to K1907 although as will be seen, not in entirely sequential order. C/n 1580 was K1830, delivered to Electrical & Wireless School, Cranwell 13.11.30. Converted to Instructional Airframe 1194M 13.12.38 and issued to 5 SoftTT Locking. (Also reported to have served with RAF College, Cranwell but this is unconfirmed and does not appear on the Aircraft Record Card).

1581 Gipsy I K1831 delivered 11.30 and operated by 604 Squadron, Hendon and soc 2.1.35.

1582 Gipsy I K1832 believed delivered to 607 Squadron Usworth 16.11.30 (although JJH's Squadron's of the RAF shows the first Moth was not delivered until October 1932!) Issued to 601 Squadron Hendon and returned to 607 Squadron 24.10.32 (was initial delivery incorrectly shown on record card?) Subsequently converted to Instructional Airframe 842M in mid 1936.

1583 Gipsy I K1833 delivered to 608 Squadron Thornaby 14.11.30. Issued to RAF Lympne 13.4.36. To 1 ASU for storage 4.12.37 and reissued to 4 ERFTS Brough 23.6.38 until back into storage at 27 MU Shawbury 31.10.38. Converted to Instructional Airframe 1392M 11.4.39 and issued to 4 SoftTT St.Athan. SOC as scrap 14.1.46.

1584 Gipsy I K1834 delivered 11.30, possibly to RAF College, Cranwell. SOC 1.10.31.

1585 Gipsy I K1835 delivered 12.12.30 to Electrical & Wireless School, Cranwell (or RAFC?). To 1 SoftTT Halton (though not as Instructional Airframe) 12.3.35. To storage at 2 ASU 28.8.37 and reissued to 17 ERFTS/3 EDFs Barton (coded "2") 1.10.37 (also reported as 15 ERFTS). To 10 MU Hullavington 22.2.39 and converted to Instructional Airframe 1305M 25.2.39. Issued to 5 SoftTT Locking and subsequently Reduced to Produce.

1586 Gipsy I K1836 issued to Fighting Area 12.30 and used (by 1932) by ADGB Communications Flight. SOC 12.9.33.

1587 Gipsy I K1837 issued to Fighting Area 12.30. SOC 12.9.33.

1588 Gipsy I K1838 issued 12.30 and used by 24 Squadron, Northolt. Whilst flying over Selhurst Park, Sussex, it was struck by Siskin J8893 of 43 Squadron and the Moth spun in and was destroyed in the ensuing crash. The AOC, Fighting Area, ADGB Air Vice Marshal Felton Holt was one of the two aboard the Moth fatally injured.

1589 Gipsy I K1839 issued to 24 Squadron, Northolt. Returned to De Havillands (via Directorate of Technical Development) for fitting with test night flying installation 12.1.32 and returned to 3 Squadron Upavon 31.3.32 and back to 24 Squadron 11.4.32. Returned to De Havillands 8.7.32, this time for fitting with wing tip flares and recognition lights. Again to 24 Squadron for test of night flying equipment 7.10.32 and temporarily to North Weald from 1.12.32 to 7.2.33. Returned to normal service at 24 Squadron Northolt (later Hendon) until transfer to 609 Squadron Yeadon 15.1.37 where converted to Instructional Airframe 930M. SOC 10.7.39.

1590 Gipsy I K1840 issued in 12.30 to Fighting Area. Converted to Instructional Airframe 744M 12.35.

1591 Gipsy I K1841 issued in 12.30 to Fighting Area and used by ADGB Communications Flight by 1932. SOC 27.3.33.

1592 Gipsy I K1842 issued to 24 Squadron Northolt 19.12.30 and moved with unit to Hendon 9.7.33. Transferred to 601 Squadron Hendon 25.10.34. Sold, presumably to civil use as spares, 30.4.35 and soc 5.6.35.

1593 Gipsy I K1843 issued to 24 Squadron Northolt 12.12.30 (also used by ADGB Communications Flight) and moved to Hendon 9.7.33. To Air Armament School, Eastchurch 16.7.34. Converted to Instructional Airframe 868M 22.6.36 and issued to 610 Squadron Hooton Park 20.8.36. Reduced to group assemblies 26.6.40.

1594 Gipsy I K1844 issued to Electrical & Wireless School, Cranwell 13.12.30. To 1 ASU for storage 8.7.38 and HMU 11.10.38 and then 5 MU Kemble 6.2.39. SOC 9.3.39, apparently following an accident on 27.2.39 whilst on delivery to RAFVR.

1595 Gipsy I K1845 issued to Home Command Flight, Hendon 12.12.30, to Air Armament School, Eastchurch 13.2.32 and soc on sale to Hampshire Aero Club 20.7.39. Regd 22.8.39 as G-AFZB to Hampshire School of Flying, Southampton but no C of A issued prior to impressment into Royal Navy as X9438 9.4.40. Fate unknown.

1596 Gipsy I K1846 issued in 12.30 and used by Home Command Flight, Hendon by 1932. SOC 28.2.36.

1597 Gipsy I K1847 delivered to 22 Group, Inland Area 14.1.31. To 1 FTS Leuchars 12.10.36. To Home Aircraft Depot for storage 8.1.37. To 9 ERFTS Ansty 23.6.38 until replaced by Tiger Moth 14.2.39 when to 27 MU Shawbury. Converted to Instructional Airframe 1298M 25.2.39 and issued to 4 SoftTT St.Athan.

1598 Gipsy I K1848 delivered to 23 Group, Inland Area 29.12.30. To Home Command Flight 2.7.32. To 24 Squadron Hendon 10.7.33. Transferred to 600 Squadron Hendon 22.10.36 and to Station Flight Northolt 2.2.37. To storage at 1 ASU 6.9.37 and reissued to Station Flight Andover 1.3.38 in replacement for K1862. Operated by RAF Staff College until crashed near Radstock, Somerset 7.4.39.

1599 Gipsy I K1849 delivered to 23 Group, Inland Area 29.12.30. To 24 Squadron Northolt 15.4.32 to be prepared for glider event at RAF Display. To store at Home Aircraft Depot, Henlow 9.7.32 and issued to Practice Flight, Henlow 28.8.32. Reallocated back to HAD 30.8.35 and converted to Instructional Airframe 706M. Still on charge at Henlow 18.2.36.

1600 Gipsy I K1860 issued to 23 Group, Grantham (RAF Staff College) 12.1.31. To 24 Squadron Northolt 18.4.32. To store at Home Aircraft Depot, Henlow 9.7.32 and reissued to Andover Station Flight 5.12.32. SOC 20.7.39 as sold to Hampshire Aero Club. Regd G-AFWJ 17.7.39 to Hampshire School of Flying Ltd, Southampton and C of A issued 31.7.39. Impressed into Royal Navy 11.11.39 as W9368 and reported on charge of 767 Squadron on board HMS Argus off the South of France 4.40.

1601 Gipsy I K1861 delivered 1.31 and reported to be on charge of College of Engineering, Henlow. SOC 8.8.34.

Right: Recently revealed to us by Martin Smith, this period postcard illustrating the Moth appears to show an early production Cirrus I registered G-AUA. in the top photo while the lower print must be of the prototype G-EBKT with its original clear doped wings and starboard exhaust pipe. The card could be later than the 1925/6 photos since the reverse side states that the Moth "is in general use by all the leading light aeroplane clubs in this country, as well as being largely used in the Colonies."

- 1602 Gipsy I K1862 delivered to Andover Communications Flight, Western Area 15.1.31. Converted to Instructional Airframe 1002M 29.10.37 and issued to 504 Squadron, Hucknall 12.11.37. Still on charge 8.6.39.
- 1603 Gipsy I K1863 delivered to Andover Communications Flight 12.1.31. SOC as deteriorated 14.7.36 (sanctioned 10.12.36) with 1040.10 flying hours.
- 1604 Gipsy I K1864 delivered 1.31 and subsequently with ADGB Communications Flight by 1933. Fate untraced.
- 1605 Gipsy I K1865 delivered 13.1.31 to Home Aircraft Depot, Henlow. Issued to Practice Flight, Henlow. Crashed and damaged beyond repair 5.1.35 and struck off charge on 4.2.35.
- 1606 Gipsy I K1866 delivered 1.31 and subsequently with College of Engineering, Henlow. Crashed and soc 6.8.38 ? (Reported to also have been on charge of RAE, AAEE and Handley Page - but see K1876)
- 1607 Gipsy I K1867 delivered 1.31. Nothing known and soc 23.3.34.
- 1608 Gipsy I K1868 delivered 1.31 and subsequently with RAF Staff College, Andover and with College of Engineering, Henlow. SOC 27.1.34.
- 1609 Gipsy I K1869 delivered 1.31. Nothing known and soc 5.5.33.
- 1610 Gipsy I K1870 delivered 1.31 and at Home Aircraft Depot, Henlow 5.31. SOC 28.1.33.
- 1611 Gipsy I K1871 delivered 1.31. Nothing known and soc 5.5.33.
- 1612 Gipsy I K1872 delivered 1.31. Nothing known and soc 12.7.34.
- 1613 Gipsy I K1873 delivered 1.31 and used by HAD Practice Flight, Henlow. SOC 22.8.32 possibly as a result of an accident 25.5.32.
- 1614 Gipsy I K1874 delivered 1.31 and soc 5.5.33.
- 1615 Gipsy I K1875 delivered 1.31 and to College of Engineering, Henlow. SOC 8.8.34.
- 1616 Gipsy I K1876 delivered 28.1.31 to Refresher Flight, RAE Farnborough, Inland Area. To DTD at Handley Page Ltd for slot experiments 25.8.31. Returned to RAE 27.11.31, still on charge of DTD for further tests of "interceptor slots". To A&AEE, Martlesham 11.9.37 for communications. Issued to 11 Group HQ, North Weald 6.8.38 but crashed at Upminster on a stalled landing whilst on delivery and written off. (There is obviously confusion between K1866 and K1876. JJH has K1866 as being at RAE/HP/RAE/AAEE and as written off 6.8.38 with K1876 being soc 29.11.33. The accident record card clearly states K1876 being the write off on 6.8.38 whilst on a ferry flight.
- 1617 Gipsy I K1877 delivered 2.31 to 24 Squadron, Northolt. On charge of Station HQ Farnborough 8.35 and of School of Photography, Farnborough 2.38. SOC 20.7.39.
- 1618 Gipsy I K1878 delivered 2.31 and history unknown prior to conversion to Instructional Airframe 707M in 8.35.
- 1619 Gipsy I K1879 delivered 2.31 and later to College of Engineering, Henlow. SOC 26.6.34.
- 1620 Gipsy I K1880 delivered 2.31 and with CFS Wittering by 6.31. SOC 8.8.34.
- 1621 Gipsy I K1881 delivered 2.31 and later with College of Engineering, Henlow. Converted to Instructional Airframe 817M 5.36.
- 1622 Gipsy I K1882 delivered to CFS, Wittering 31.3.31 for RAF display. Returned to De Havillands 23.7.31 for conversion to standard and to HAD Practice Flight, Henlow 4.9.31. To 1 FTS Leuchars 12.10.36 and returned to HAD 8.1.37. Damaged beyond repair on forced landing near Penrhos 12.6.37 when tail skid caught in telephone wires. SOC 13.9.37.
- 1623 Gipsy I K1883 delivered to CFS Wittering for RAF display 31.3.31. To De Havillands for conversion to standard 23.7.31 and to HAD Henlow 7.9.31. Reportedly on charge of Station HQ North Coates 7.36. Issued to 9 ERFTS Ansty 4.7.38 and crashed on take off there 31.1.39. SOC 5.4.39.
- 1624 (Gipsy I) K1850 delivered to 24 Squadron Northolt 5.12.30 and soc as deteriorated beyond repair 10.2.36. Converted to Instructional Airframe 772M 7.2.36 and issued to Halton 17.2.36. To 24 Group SoftT 8.7.36 and soc as 'Reduced to Produce' 29.4.44.
- 1625 (Gipsy I) K1851 delivered to Electrical & Wireless School, Cranwell 5.12.30. To HAD Henlow 24.10.36 and reissued to 9 ERFTS Ansty 22.6.38. To 27 MU Shawbury 14.2.39 and converted to Instructional Airframe 1297M 25.2.39. Issued to 4 SoftT St. Athan and soc as 'reduced to group assemblies' in 1939.
- 1626 (Gipsy I) K1852 delivered to Electrical & Wireless School, Cranwell 12.12.30. To 601 Squadron, Hendon 12.3.35. To storage at 2 ASU 14.6.37 and reissued to 3 EDFS/15 ERFTS Redhill 2.7.37. To 27 MU Shawbury 10.11.38 and converted to Instructional Airframe 1314M 10.5.39. Issued to RAFVR Instructional Centre, Nottingham.
- 1627 (Gipsy I) K1853 delivered to 23 Group Grantham. By 3.36 it was with 101 Squadron, Bicester where it suffered a minor accident on 19.3.36. Not repaired but converted instead to Instructional Airframe 815M.
- 1628 (Gipsy I) K1854 delivered 12.30 but nothing known prior to soc 12.1.32.



A DE HAVILLAND 60 "MOTH" IN FLIGHT.



1347

THE "MOTH" WHEN FOLDED CAN BE TOWED BEHIND ANY AUTOMOBILE AND CAN BE HOUSED IN A GARAGE OF ORDINARY DIMENSIONS.

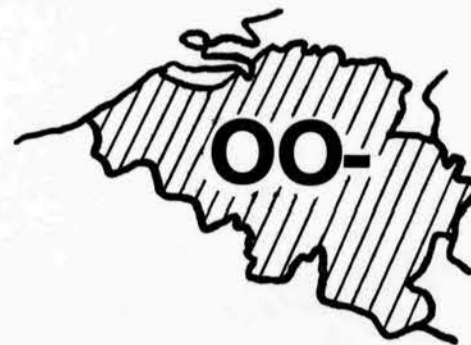
- 1629 (Gipsy I) K1855 delivered to Kenley, Fighting Area 18.12.30. To RAF Station Upper Heyford, HQ Western Area 6.5.31. Nominally transferred to Central Area 16.11.33. Apparently on charge of 12 Squadron Andover 6.32, but unconfirmed. Stalled whilst flying downwind and crashed Upper Heyford 19.1.35, killing both on board. SOC 5.2.35.
- 1630 (Gipsy I) K1856 delivered to Kenley, Fighting Area 23.12.30. To Station Flight Hornchurch 7.5.31. To 4 ERFTS Brough 24.6.38. To 27 MU Shawbury 31.10.38. Converted to Instructional Airframe 1393M 11.4.39 and issued to 4 SofTT St.Athan.
- 1631 (Gipsy I) K1857 delivered to Kenley, Fighting Area 23.12.30 and issued to RAF Station Duxford 7.5.31. SOC 18.3.37 as "deteriorated beyond repair".
- 1632 (Gipsy I) K1858 delivered to Kenley, Fighting Area 23.12.30. Issued to Station Flight Donibristle 14.5.31 (via Leuchars where its engine was fitted!). By 20.11.35 it was on the strength of 1 FTS Leuchars but on 20.11.36 it reverted to Station Flight Donibristle. To 2 ASU for storage 14.6.37 and reissued to 3 EDFs/15 ERFTS Redhill 2.7.37. Hit ground whilst looping at low height at Redhill 18.7.37, fatally injuring pilot. Remains to Kenley for disposal same day and soc 13.8.37.
- 1633 (Gipsy I) K1859 delivered to Kenley 23.12.30 and issued to Anti-Aircraft Co-operation Flight, Biggin Hill 4.5.31. To 22 Group HQ 20.7.34. To DTD Martlesham 3.6.35 for tests re "unsatisfactory flying". To RAF Station Hawkinge, 22 Group 19.3.36 in replacement of K1111. To Home Aircraft Depot for storage 30.12.37 and reissued to 4 ERFTS Brough 21.6.38. To 27 MU Shawbury 31.10.38 and converted to Instructional Airframe 1390M 11.4.39 for 4 SofTT St.Athan.
- 1634 (Gipsy I) K1884 delivered to Kenley 2.2.31 and issued to Base Flight Gosport, Coastal Area 15.2.32. To 2 ASU 11.6.37 and reissued to 3 EDFs/15 ERFTS Redhill 1.7.37. Converted to Instructional Airframe 1240M 27.1.39 and issued to 5 SofTT Locking. SOC 23.9.44 (allegedly as scrap after flying accident - so this entry is suspicious).
- 1635 (Gipsy I) K1885 delivered to Kenley 3.2.31 and issued to Electrical & Wireless School, Cranwell 7.9.31. SOC "on completion of flying hours" (which were 947.19) 12.8.37.
- 1636 (Gipsy I) K1886 delivered to Kenley 5.2.31 and issued to RAF Station Andover, Western Area 12.5.32. To Abingdon 3.8.33 and reverted to Andover 23.9.33. To 9 ERFTS Ansty 23.6.38. To 27 MU Shawbury 14.2.39 and converted to Instructional Airframe 1295M 25.2.39 for issue to 4 SofTT St.Athan.
- 1637 (Gipsy I) K1887 delivered to Kenley 9.2.31 and issued to Station Flight Andover 15.11.32 (for RAF Staff College?). To Wyton 2.5.38 and 4 ERFTS Brough 15.9.38. To 27 MU Shawbury 31.10.38 and converted to Instructional Airframe 1391M 11.4.39 for 4 SofTT St.Athan and subsequently reduced to produce.
- 1638 (Gipsy I) K1888 delivered to Kenley 13.2.31 and issued to Station Flight Andover 17.11.32. To 9 ERFTS Ansty 22.6.38. To 27 MU Shawbury 14.2.39 and converted to Instructional Airframe 1299M 25.2.39 for 4 SofTT St.Athan. SOC as "converted to Group Assemblies" 14.4.39.
- 1639 (Gipsy I) K1889 delivered to Kenley 14.2.31 and issued to Practice Flight, Henlow 27.2.33. To 1 ASU 23.7.37 and reissued to 17 ERFTS Barton 6.12.38. Issued to 5 SofTT Locking 18.2.39, it was reported as being shipped by rail from Barton to Hullavington 14.3.39. Almost certainly became 1287M (see c/n 1649).
- 1640 (Gipsy I) K1890 delivered to Kenley 16.2.31 and issued to Station HQ Flight Boscombe Down, Western Area 3.4.33. Nominal transfer to Coastal Area 29.1.37. To 2 ASU 17.9.37 and reissued to 3 EDFs/17 ERFTS. Failed to pull out of dive and crashed near Barton 22.7.38. To 5 FTS for disposal 13.8.38 and soc 17.8.38.
- 1641 (Gipsy I) K1891 delivered to Kenley 17.2.31 and issued to 24 Squadron, Northolt 15.5.33 but returned to Kenley 26.9.33. Returned to 24 Squadron, now at Hendon 6.4.34 and thence to Air Armament School, Eastchurch 21.12.34. Crashed on delivery 21.12.34 and soc 7.3.35 (TT 154.45 hrs).
- 1642 (Gipsy I) K1892 delivered to Kenley 19.2.31 and issued to 24 Squadron, Northolt 15.5.33. To Halton 8.9.33 and officially transferred to 1 SofTT there 8.7.36. To 2 ASU 23.8.37 and reissued to 3 EDFs/15 ERFTS Redhill 31.8.37. To 27 MU Shawbury 12.1.39 and converted to Instructional Airframe 1253M 2.2.39 for 5 SofTT Locking. Reduced to Produce 31.12.43.
- 1643 (Gipsy I) K1893 delivered to Kenley 21.2.31 and on to RAF Sealand for overseas packing 14.8.33. To 8 Squadron, Aden 12.9.33. During aerobatics over Sheikh Othman, Aden 11.1.38, the wings were torn off and in the ensuing crash, both on board were killed.
- 1644 (Gipsy I) K1894 delivered to Kenley 24.2.31 and officially issued to 29 Squadron, North Weald 13.4.34. (Possibly an error for 24 Squadron, Hendon?). To Station Flight Northolt 6.5.37 (29 Squadron departed for Egypt 4.10.35, returning 12.9.36). To 1 ASU 13.9.37 and reissued to 3 EDFs/17 ERFTS Barton 7.10.37. To 10 MU Hullavington 15.2.39 and converted to Instructional Airframe 1306M 25.2.39 for 5 SofTT Locking.
- 1645 (Gipsy I) K1895 delivered to Kenley 27.2.31 and to RAF Sealand for overseas packing 26.4.34. To 8 Squadron Aden 28.5.34. Fatal crash following in-flight disconnection of rudder bar over Khormaksar 23.6.37 and soc by Iraq Command 4.9.37 (Note Aeroplane Monthly of March 1975 pictures this accident but states date is 31.12.36 which seems unlikely)
- 1646 (Gipsy I) K1896 delivered to Kenley 28.2.31 and issued to Practice Flight, Henlow 25.4.34. To 2 ASU 17.6.37 and reissued to 3 EDFs/15 ERFTS Redhill 1.7.37. Converted to Instructional Airframe 1208M 31.12.38 and issued to St.Edwards School OTC, Oxford.
- 1647 (Gipsy I) K1897 delivered to Kenley 6.3.31 and issued to Practice Flight, Henlow 25.4.34. To 2 ASU 17.6.37 and reissued to 3 EDFs/17 ERFTS Barton 1.10.37. To 10 MU Hullavington 22.2.39 and converted to Instructional Airframe 1307M 25.2.39 for 5 SofTT Locking. Reduced to Group Assemblies 30.4.41.
- 1648 (Gipsy I) K1898 delivered 3.31 and on charge of RAF College, Cranwell 7.36. Operated by 87 Squadron, Debden 6.37. Transferred to the Royal Navy 24.5.39 and on charge of 769 Squadron, Donibristle 12.39 and 759 Squadron, Yeovilton 3.43.
- 1649 (Gipsy I) K1899 delivered to Kenley 12.3.31 and issued to Station HQ Flight Mildenhall 9.10.34. Undershot on landing at Mildenhall and hit heap of earth 8.3.35 and soc 3.5.35 as beyond economic repair. (The RAF record card then shows Instructional Airframe 1287M at 5 SofTT 18.2.39 but this almost certainly relates to K1889 c/n 1639).
- 1650 (Gipsy I) K1900 delivered to Kenley 16.2.31 and issued to 1 Squadron/Station HQ Tangmere 23.10.34. To 2 ASU 27.9.37 and reissued to 17 ERFTS Barton 23.9.38. To 10 MU Hullavington 7.2.39 and converted to Instructional Airframe 1310M 25.2.39 for 5 SofTT Locking. SOC at Reduced to Produce 31.12.43.
- 1651 (Gipsy I) K1901 delivered to Kenley 18.2.31 and issued to 603 Squadron Turnhouse 31.12.34. Also reported at 24 Squadron. To 1 ASU 21.2.38 and reissued to 4 ERFTS Brough 23.6.38. To 27 MU Shawbury 31.10.38 and converted to Instructional Airframe 1593M 21.6.39. Issued to 5 SofTT Locking and then to 2 SofTT Cosford 31.7.39.
- 1652 (Gipsy I) K1902 delivered to Kenley 19.3.31 and then to HAD Henlow 5.11.34. Issued to 9 ERFTS Ansty. To 27 MU Shawbury 14.2.39 and converted to Instructional Airframe 1296M 25.2.39 for 4 SofTT St.Athan.

To be continued. . . .



# Complete Civil Registers : 1

## BELGIUM



### Post-war series: OO-...

PART SIXTEEN

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

2005 OO-WID	Reims/Cessna F.172K Western Aviation, Amougies; to Libravia, Bertrix, later St.Hubert.	0630	26.5.70
2006 OO-MOL	Aero Commander 680 Ex N6248D, N126E. Pvba Gebroeders Mol, Moorsele; crashed at Moorsele 10.7.70, canc 4.1.72.	516-186	29.5.70
2007 OO-LMM	Piper L-18C Super Cub Ex 53-4810, L-136, OL-L36. V.Melotte, Kiewit; to Skyworks, Antwerp. C of A expired 9.10.75 and regn canc 17.11.79.	18-3210	4.6.70
2008 OO-LVM	Piper L-18C Super Cub Ex 53-4805, L-131, OL-L08. V.Melotte, Kiewit; to Skyworks, Antwerp .70; to M.Bruyndonck, Ghent; to J.Huysmans, Balen-Nete; to Haesevoets .81.	18-3205	4.6.70
2009 OO-CCS	MS.880B Rallye Club Ex F-BSCB. AC des Ardennes, St.Hubert.	1579	4.6.70
2010 OO-WIB	Reims/Cessna FA.150K Aerobat Western Aviation, Amougies; to Les Ailes Luxembourgeois, Virton .71.	0059	4.6.70
2011 OO-PJC	Piel CP.301A Emeraude Ex F-BIJK. J.Colman, Grimbergen. C of A expired 29.6.76 and regn canc by Belgian CAA 13.12.82.	211	5.6.70
2012 OO-ZFC	SZD-22B Mucha Standard Ex OO-ZSM. F.Cocquyt, Wevelgem; to P.Dupont 17.9.81. Note: OO-ZSM was however quoted as SZD-22C with c/n 526 (CofR no1326), crashed 6.7.63.	F.526	15.6.70
2013 OO-AAP (2)	Piper L-18C Super Cub Ex 53-4814, L-140, OL-L40, (OO-ACF). Aero Club van Brasschaat. Crashed at Brasschaat 7.11.71 but repaired.	18-3214	16.6.70
2014 OO-ACG (2)	Piper L-18C Super Cub Ex 53-4816, L-142, OL-L42. AC van Brasschaat; to R.van Gestel & Van den Bergh, Brasschaat. C of A expired 21.4.77.	18-3216	16.6.70
2015 OO-ACK (2)	Piper L-18C Super Cub Ex 53-4746, L-72, OL-L72. AC van Brasschaat; to CFR Supra, Brasschaat .78; to R.van Gestel & Van den Bergh, Brasschaat.	18-3146	16.6.70
2016 OO-ZKA	Schleicher Ka 8B CNVAV/NZVC, St.Hubert.	8821	16.6.70
2017 OO-ZKB	Schleicher Ka 8B CNVAV/NZVC, St.Hubert.	8822	16.6.70
2018 OO-KAA	PA-32 Cherokee Six 300 Ex N8945N. Kortrijk Aviators Association, Wevelgem. Canc 9.7.73 on sale as F-BUOC, regd 21.11.73.	32-40749	23.6.70
2019 OO-EKE	Fairchild 24R-46A Argus III Ex 43-15025, HB751, HB-AEC, D-EKEQ. Aeropan Lucht-reklame, Zwartberg; to A.Coessens, Overboelaere 4.3.72; to pvba Nover .73; canc 12.3.74 on sale to UK, regd G-BCBL 19.3.74.	989	30.6.70
2020 OO-AVG (2)	Douglas C-47A Ex 42-100995, RNoAF 100995, LN-IAS, PH-SCC. Delta Air Transport, Antwerp, d/d 22.6.70. Sold to Jack Adams, USA, dep Antwerp 18.12.72 as N3433E, regn cancelled 4.1.73.	19458	2.7.70



Delta's OO-AVG (2020) with KLM Cargo stickers (F.Ceulemans)



Cessna 180A OO-SPO (2024) of the APC Spa wearing very angular registration marks in this shot by Silvain Croes.

2021 OO-VDR	MS.893A Commodore 180 Rentavia, Grimbergen; to AC van Aalst 7.75; canc 11.9.79 as result of accident at Wambeek 5.8.79.	11504	10.7.70
2022 OO-ZWA	Schleicher Ka 6CR Rhonsegler Shape Gliding Club, Casteau.	6591	10.7.70
2023 OO-EEJ	SIAI-Marchetti SF.260 A.S.P.E., Gosselies; to Pasteels Siccard Lucht-transport, Antwerp 20.10.70.	2-41	23.7.70
2024 OO-SPO	Cessna 180A Ex N9642B, D-EGBE. Aero Para Club Spa. Canc on sale to France 22.10.75, regd F-BSGO 8.4.77.	32939	22.7.70
2025 OO-ACM	MS.892A Commodore 150 AC de la Meuse, Namur; to Air Technic, Namur; to M.Bruyndonck, Ghent. (Crashed at Namur 17.6.72, CofA expired 14.7.72, repaired and new CofA issued on 30.6.78)	11491	23.7.70
2026 OO-HET	SIAI-Marchetti S.205-22R A.S.P.E., Gosselies. C of A expired 21.9.72 and aircraft stored at Gosselies. Regn canc 1978.	4-258	23.7.70
2027 OO-ALM	CEA DR.253B Regent Charleroi Air Service, Gosselies. Crashed at Gosselies 26.9.71 and regn canc 29.10.71. Wreck sold to France, repaired and regd F-BTGI 24.3.72.	176	24.7.70
2028 OO-LMV	Fairchild 24R-46A Argus III Ex 44-83108, KK451, F-OAAY, F-BDAL, N9759F. A.Coessens, Overboelaere. Crashed at Overboelaere 8.8.71, regn canc 11.1.72. Stored at Brussels Air Museum.	1069	30.7.70



With US marks sprayed over, Argus OO-LMV was awaiting the application of its new Belgian identity when photographed by Tom Dunstall at Grimbergen on 17.10.70.

2029 OO-VEV	Reims/Cessna F.172G Ex F-BNLB. Royal Verviers Aviation, Verviers.	0262	30.7.70
2030 OO-ATP	MS.883 Rallye 115 Rentavia, Grimbergen; to Air Technic, Namur; to C.Halconrui, Namur 4.74; to M.Ronveaux 18.2.83.	1568	30.7.70
2031 OO-ZPG	Spalinger S.18 G.Adriaensens, Antwerp; to M.Somers. Cancelled 21.3.78 believed sold in France but untraced.	201	6.8.70
2032 OO-BIB	CEA DR.315 Petit Prince C.Devleminck, Grimbergen; Devleminck Air Service, crashed 27.4.75 Balen-Nete, repaired.	484	6.8.70
2033 OO-ZKN	Schleicher ASK.13 CNVAV/NZVC, St.Hubert.	13.254	10.8.70



Left: SABENA entered the wide-bodied age in November 1970 on taking delivery of their first Boeing 747, OO-SGA (2041). (F.Ceulemans)  
 Below, left: Cessna 421A OO-EDB (2040) is operated from Brussels by Belgian Air Services. (S.Croes)  
 Below: RF-5 OO-ERA (2045) at Ghent. (F.Ceulemans)



2034	Ifjusag	unkn	10.8.70	2050	Breguet 905S Fauvette	20	17.11.70
OO-ZPN	Zoute Aviation Club, Wevelgem.	Cancelled	26.11.81.	OO-ZIY	Les Ailes Luxembourgeoises, Virton.	Cancelled	
2035	Wassmer WA.51 Pacific	06	11.8.70		6.11.73, reasons unknown.		
OO-BTX	Libravia, Bertrix. Crashed at Burst	12.6.72 and		2051	Schempp-Hirth SH-1 Std Austria	55	.11.70
	regn canc	21.10.76. The aircraft was repaired and		OO-ZTL	Restoration of CofR number 1563, last owner was		
		sold to France as F-BTEA, regd	19.11.76.		F.Galand, Liege, no further details.		
2036	PA-28 Cherokee 180E	28-5608	13.8.70	2052	Raab Doppelraab V	115	29.11.70
OO-TWA	Ex N2394R, (D-EHGC). Hermes pvba, Moorsele; to			OO-ZBI	P.Spaepen, Genk.		
	(2) SORECA Sprl .81.			2053	Jodel D.112	310	14.12.70
2037	Reims/Cessna F.150K	0610	10.9.70	OO-ELV	Ex F-BHGD. G.Devraedt & C.Vergate, Wevelgem; to		
OO-HBE	Ex (OO-WIE). Aero Club FBA, Koln-Butzweilerhof.				R.De Weerd, Wevelgem.		
	Canc 5.5.72 and sold as D-EBEE.			2054	MS.890A Commodore 145	10283	16.12.70
2038	MS.500 Criquet	394	18.9.70	OO-LBC	Ex F-BLBC. H.Lefebvre, Grimbergen; to A.Declercq,		
OO-HDT	Ex FrAF 394/F-RHEC, F-BJQE. Aero Nord, Moorsele;				Grimbergen 74; to Westvlucht pvba, Wevelgem; to		
	cancelled 3.5.71 and sold in USA as N43FS to Frank				E.Van de Castele & J.Olievier, Wevelgem; to A.		
	Geert, East Kingston, NH and registered as "Geert				Germonprez, Wevelgem .79.		
	Fieseler Storch" !			2055	CEA DR.360 Major	524	21.12.70
2039	Schleicher ASK.13	13.261	23.9.70	OO-MAS	Sky School, Gosselies; to Ardennes Air Choppers,		
OO-ZKP	CNVAV/NZVC, St.Hubert; to Limburgse Vleugels,				St.Hubert .81; to Monique Laurensis 9.11.82.		
	Genk .79.			2056	Schleicher Ka 6E Rhonsegler	265	22.12.70
2040	Cessna 421A	0138	30.9.70	OO-ZDB	Van de Velde, Ghent; to G.Neyt, Ertvelde .78;		
OO-LFC	Ex (N4048L), HB-LFL. Abelag, Brussels; damaged in				cancelled, details unknown.		
	UK 7.5.77; sold 30.1.78 to Belgian Air Services,			2057	MS.880B Rallye Club	214	22.12.70
	Brussels and re-regd OO-EDB with same CofR number.			OO-KTJ	Ex F-BKTJ. Les Ailes Luxembourgeoises, Virton; to		
2041	Boeing 747-129	20401	1.10.70		L.Blariau 7.75; to Westvlucht pvba, Wevelgem; to		
OO-SGA	SABENA, Brussels; arrived Brussels 26.11.70.				Zoute Avn Club, Wevelgem .78; to E.Mechelaere,		
2042	Boeing 747-129	20402	1.10.70		Ursel 2.81.		
OO-SGB	SABENA, Brussels; arrived Brussels 18.12.70.			2058	SIAI-Marchetti SF.260	2-46	24.12.70
2043	Reims/Cessna FA.150K Aerobat	0079	2.10.70	OO-SMJ	Etat Belge (operated by SABENA Flying School),		
OO-RMB	Belgian Aero Company, Oostende; to Merlin Air				Grimbergen. Damaged in belly landing, Antwerp		
	Trade, Oostende 8.76; to Constructa pvba, Oostende.				22.10.82 but presumed repairable.		
2044	Zlin 326 Trener Master	572	2.10.70	2059	SIAI-Marchetti SF.260	2-49	24.12.70
OO-CSA	Ex CzechAF 572 (?). L.de Leye, Antwerp. Crashed			OO-SMK	Etat Belge (operated by SABENA Flying School),		
	at Diest/Schaffen 20.3.71, cancelled 5.1.72.				Grimbergen.		
2045	Fournier RF-5	5085	23.10.70	2060	Reims/Cessna FR.172G Rocket	0189	24.12.70
OO-ERA	Ass.Etudes et Recherches Aeronautiques (AERA),			OO-TVA	Ets Travair, Antwerp; to R.Segers, Antwerp;		
	Ghent; later AERA sprl, Antwerp, then Brasschaat.				crashed 16.8.80 at Antwerp and canc 11.9.81 by		
2046	Hughes 269C	800036	26.10.70		Belgian CAA.		
OO-JJS	J-J.Seynaeve, Beernem; to G.Rousseau, Hannut;						
	canc 16.5.75 on sale as D-HKIS 5.75, then PH-HEH						
	20.5.77.						
2047	Reims/Cessna FA.150K Aerobat	0042	29.10.70				
OO-LTF	General Air Center, Gosselies. Crashed Houthalen						
	4.6.72 and regn cancelled 17.8.72.						
2048	Cessna 402B	0041	12.11.70				
OO-LFB	Ex N5441M. Abelag, Brussels; to Europaviation,						
	Brussels; to Belgian Flight Center, Brussels.						
	Cancelled 6.8.81 as sold to Zaire, 9Q-...?						
2049	Jodel D.120A	273	17.11.70				
OO-MOI	Ex F-BMOI. Les Ailes Luxembourgeoises, Virton; to						
	CFR Supra, Brasschaat .78; to Western Aviation,						
	Amougies; to P.Vercouteren, Ghent; to A.de Browne,						
	Namur 81.						



Reims Rocket OO-TVA (2060), date and place unknown.  
 (Silvain Croes)



FVG	1874	HNH	1854	LGC	1875	PKG	1896	SIW	1766	TIM	1526	ZAB	1449	ZIX	1461
GAN(3)	5500	HNI	1855	LGD	1876	PLG	1296	SIY	1765	TOM	1898	ZAD	1578	ZIZ	1367
GAR(2)	1532	HPA	1923	LGE	1877	PLM	1641	SIZ	1858	TOT	1808	ZAE	1521	ZJB	1552
GDA	1360	HSC	1484	LGF	1915	PLS	1576	SJB	1289	TOX	1812	ZAF	1522	ZJC	1493
(2)	1940	HSL	1742	LGH	1935	PPE	1880	SJC	1290	TRA	1600	ZAG	1747	ZJM	1870
GDD	1341	HUG	1340	LGR	1788	PTE	1465	SJD	1304	TSJ	1820	ZAH	1589	ZJO	1458
GDE	1469	HVL	1292	LIB	1873	RAF(2)	1772	SJE	1308	TSS	1783	ZAI	1590	ZJP	1694
GDG	1470	ISS	1672	LIE	1850	RAR	1806	SJF	1408	TYP	1962	ZAJ	1668	ZJS	1456
GDH	1471	ITA	1305	LIN	1768	RAS	1791	SJG	1448	UAC	1302	ZAK	1669	ZJV	1506
GDK	1396	ITB	1307	LIS	1482	RCA	1928	SJH	1560	UIL	1764	ZAL	1679	ZKI	1723
GDL	1397	ITI	1436	LIZ	1951	RDS	1868	SJJ	1632	ULB	1595	ZAN	1680	ZLA	1502
GDM	1398	IVA	1723	LLA	1936	RED	1677	SJK	1673	VAB	1743	ZAP	1682	ZLG	1713
GDN	1399	IXY	1499	LMA	1956	REL	1495	SJL	1829	VAT	1645	ZAQ	1683	ZLI	1426
GDO	1400	JAC(3)	1453	LME	1943	RIB	1545	SJM	1909	VDA	1592	ZAR	1751	ZLJ	1712
GDP	1401	(4)	1780	LOU(2)	1853	RIC	1348	SJN	1920	VDB	1628	ZAS	1733	ZLL	1906
GDQ	1402	JAN	1717	LPA	1825	RLR	1569	SJO	1952	VDC	1661	ZAT	1734	ZLP	1787
GDR	1463	JAP	1855	LRP	1688	RMF	1450	SKA	1803	VDD	1719	ZAW	1746	ZLR	1895
GEB(2)	1670	JAR	1882	LUC(2)	1298	RMU(2)	1466	SKB	1857	VDE	1741	ZAY	1659	ZLV	1809
GER(2)	1648	JBH	1516	LUT	1431	ROB	1583	SKC	1902	VDF	1763	ZAZ	1666	ZLW	1557
GLR	1596	JBP	1605	LUX	1393	ROY	1535	SKX	1959	VGf	1874	ZBB	1681	ZMA	1473
GOD	1761	JBQ	1606	MAC(2)	1946	RPC	1504	SKY	1728	VIK	1593	ZBD	1730	ZMC	1619
GOE	1675	JBR	1607	MAG	1309	SAA	1599	SKZ	1729	VIV	1452	ZBE	1804	ZMD	1917
GPD	1737	JBS	1608	MAP(2)	1892	SAB	1616	SMA(2)	1842	VIW	1840	ZBF	1720	ZME	1518
GRH	1636	JBT	1609	MAQ	1755	SAF	1810	SMB(2)	1843	VLA	1664	ZBG	1953	ZMI	1581
GRT	1437	JBU	1604	MAR(2)	1794	SBH	1385	SME	1844	VLB	1687	ZBH	1916	ZMM	1786
GRW	1735	JBV	1610	MAT(2)	1505	SBI	1403	SMF	1860	VLD	1778	ZBR	1846	ZMU	1696
GUF	1740	JBW	1602	MAY	1750	SBK	1404	SMG	1861	VLf	1818	ZCB	1695	ZNA	1457
GUV	1693	JCJ	1957	MDB	1603	SBP	1785	SMH	1862	VOR	1561	ZCD	1633	ZOA	1587
GVD	1567	JDB(3)	1716	MDC	1634	SBR	1826	SMI	1863	VRV(2)	1300	ZDA	1701	ZOB	1556
GYM	1380	JDC	1731	MDL	1790	SCA(2)	1932	SOX	1433	VTB	1635	ZDF	1926	ZOC	1582
HAD	1757	JEF	1624	MEA	1888	SCD(2)	1931	SOY	1434	VVA	1585	ZDR	1732	ZOD	1649
HAG	1641	JEN	1339	MEC	1903	SDD	1346	SPA(3)	1509	VVB	1588	ZEC	1293	ZOE	1498
HAL	1373	JEP	1891	MET	1468	SDE	1347	(4)	1615	VVC	1597	ZED	1294	ZOF	1650
HAP(2)	1799	JEU	1429	MIL	1291	SDG	1439	SPB(2)	1640	VVD	1613	ZEF	1362	ZON	1584
HAQ	1721	JFG	1405	MLB	1479	SDQ	1440	SPC	1642	VVE	1618	ZEH	1324	ZOO	1651
(2)	1755	JGN	1437	MOE	1793	/1553		SPD	1795	VVF	1617	ZEI	1343	ZOP	1705
HAR	1758													ZOQ	1777
HAS	1771													ZPH	1706
HAY	1802													ZPK	1374
HAZ	1847													ZPR	1412
HBA	1964													ZPY	1410
HBB	1483													ZPZ	1407
HBC	1963													ZRO	1901
HBD	1933													ZSA	1313
HBF	1612													ZSB	1314
HDD	1662													ZSC	1315
HEA	1888													ZSD	1316
HEB	1807													ZSE	1317
HEC	1903													ZSF	1406
HED	1889													ZSI	1318
HEF	1904													ZSJ	1319
HEG	1941													ZSK	1320
HEI	1918													ZSL	1325
HEL	1699	JGV	1508	MOG	1753	SEH	1421	SPE	1878	VVG	1631	ZEJ	1344	ZSM	1326
HEV	1958	JIB	1784	MON	1475	SEK	1524	SPF	1773	VVH	1656	ZEK	1345	ZSN	1321
HEX	1874	JLB	1798	MOS	1571	SEL(2)	1542	SPG	1774	VVI	1654	ZEL	1363	ZSO	1327
HIT	1352	JOA	1392	MRB	1939	SEP	1622	SPH	1775	VVJ	1663	ZEM	1364	ZSP	1328
HLT	1869	JOB	1409	MUG	1340	SET	1507	SPI	1907	VVK	1667	ZEP	1908	ZSQ	1329
HMA	1815	JOD	1487	MUT	1611	SEY	1638	SPM	1781	VVL	1676	ZER	1491	ZSR	1330
HMB	1816	JOE(2)	1342	MUZ	1536	SEZ	1577	SPS	1890	VVM	1678	ZES	1415	ZSS	1331
HMC	1817	JON	1501	MVA	1905	SFB	1395	SPY	1881	VVN	1722	ZET	1460	ZST	1335
HMD	1831	JOS	1598	MVB	1925	SFD	1375	SPZ	1845	VVP	1816	ZEU	1454	ZSU	1336
HME	1818	JOY	1519	MVD	1625	SFE	1371	SRA(2)	1354	VVR	1815	ZEV	1474	ZSV	1337
HMF	1824	JOZ	1528	NAY	1476	SFK	1621	SRB	1355	WAA	1595	ZFM	1884	ZSW	1338
HMG	1819	(2)	1867	NDH	1311	SHP	1533	SRC	1356	WAB	1698	ZGN	1769	ZSX	1386
HMH	1820	JPL	1646	NEJ	1381	SHQ	1534	SRD	1357	WAC	1759	ZGP	1911	ZSY	1442
HMI	1821	JQV	1568	NET	1391	SIA	1575	SRE	1361	WAD	1801	ZGR	1559	ZSZ	1441
HMJ	1822	JRB	1927	NIQ	1893	SIB	1565	SRF	1369	WAT	1418	ZHD	1660	ZTI	1760
HMK	1825	JTH	1866	NNA	1919	SIC	1594	SRG	1383	WEA	1894	ZHR	1947	ZTL	1563
HML	1826	JVE	1742	NOL	1481	SIE	1580	SRH	1384	WIA	1685	ZHT	1886	ZUD(2)	1480
HMM	1827	JVO	1637	NVM	1539	SIF	1612	SRI	1541	WIC	1914	ZIA	1297	ZUI	1411
HMN	1828	JYL	1459	(2)	1813	SIG	1592	SRK	1562	WIF	1612	ZIB	1295	ZUO	1416
HMO	1832	KBL	1546	NYS	1532	SIH	1614	SRS	1703	WIG	1715	ZIC	1368	ZUP	1417
HMP	1833	KIW	1484	ONE	1492	SII	1620	SRY	1503	WIH	1614	ZID	1303	ZVA	1702
HMQ	1834	KLO	1387	ONT	1299	SIJ	1653	STA	1714	WIK	1483	ZIE	1312	ZVE	1776
HMR	1835	KOC	1425	OTO	1864	SIK	1655	STB	1726	WIL	1488	ZIH	1323	ZVT	1643
HMS	1836	KPD	1944	PAT	1517	SIL	1647	STC	1727	WIM	1887	ZIL	1377	ZVW	1573
HMT	1837	KRY	1627	PAY	1874	SIM	1530	STD	1736	WIP	1748	ZIM(2)	1322	ZWA	1511
HMU	1838	LAG	1520	PBB	1749	SIN	1661	STE	1830	WIS	1824	ZIN	1510	ZWF	1707
HMV	1839	LBW	1945	PCM	1782	SIO	1686	SZH	1451	WIT	1691	ZIO	1724	ZWI	1709
HMW	1840	LCN	1937	PEL	1497	SIP	1690	SZP	1413	WIZ	1745	ZIQ	1359	ZWK	1708
HMX	1841	LDY	1601	PET(3)	1756	SIQ	1692	TAC	1566	WTB	1883	ZIR	1921	ZWL	1711
HMZ	1849	LEO	1472	PEV	1950	SIR	1549	TAG	1570	WTC	1859	ZIS	1422	ZWN	1710
HNA	1850	LFD	1942	PHL	1486	SIS	1697	TAM	1689	XAV	1899	ZIT	1423	ZYA	1929
HNC	1851	LFM	1817	PHR	1912	SIT	1738	TAO	1543	YET	1848	ZIU	1424	ZYV	1626
HND	1852	LGA	1811	PIF	1464	SIU	1754	TAP	1718	YOL	1762	ZIV	1478	ZZO	1948
HNF	1853	LGB	1838	PIU	1837	SIV	1739	TEL	1652	ZAA	1564	ZIW	1438	ZZZ	1379



Douglas DC-4 OO-ABS (1366) of SABENA in Air Congo colours. (Silvain Croes collection)

JGV	1508	MOG	1753	SEH	1421	SPE	1878	VVG	1631	ZEJ	1344	ZSK	1320
JIB	1784	MON	1475	SEK	1524	SPF	1773	VVH	1656	ZEK	1345	ZSL	1325
JLB	1798	MOS	1571	SEL(2)	1542	SPG	1774	VVI	1654	ZEL	1363	ZSM	1326
JOA	1392	MRB	1939	SEP	1622	SPH	1775	VVJ	1663	ZEM	1364	ZSN	1321
JOB	1409	MUG	1340	SET	1507	SPI	1907	VVJ	1663	ZEM	1364	ZSO	1327
JOD	1487	MUT	1611	SEY	1638	SPM	1781	VVK	1667	ZEP	1908	ZSP	1328
JOE(2)	1342	MUZ	1536	SEZ	1577	SPS	1890	VVL	1676	ZER	1491	ZSQ	1329
JON	1501	MVA	1905	SFB	1395	SPY	1881	VVM	1678	ZES	1415	ZSR	1330
JOS	1598	MVB	1925	SFD	1375	SPZ	1845	VVN	1722	ZET	1460	ZSS	1331
JOY	1519	MVD	1625	SFE	1371	SPZ	1845	VVP	1816	ZEU	1454	ZST	1335
JOZ	1528	NAY	1476	SFK	1621	SRA(2)	1354	VVR	1815	ZEV	1474	ZSU	1336
(2)	1867	NDH	1311	SHP	1533	SRB	1355	VWA	1595	ZFM	1884	ZSV	1337
JPL	1646	NEJ	1381	SHQ	1534	SRC	1356	WAA	1595	ZFN	1884	ZSW	1338
JQV	1568	NET	1391	SHQ	1534	SRD	1357	WAB	1698	ZGN	1769	ZSX	1386
JRB	1927	NIQ	1893	SIA	1575	SRD	1357	WAC	1759	ZGP	1911	ZSY	1442
JTH	1866	NNA	1919	SIB</									

# Casualty Compendium

PART TWELVE

The response of readers to the last list of unidentified casualties - admittedly a short one - may be slightly lacking in quantity but more than makes up for it in quality. The Editor was enthralled by several long and detailed accounts of the disappearance of Levanevsky, the DLH Pamir flight and the mysteries of the Spanish Vultees. In fact trying to compress a wealth of information into a fairly limited space has been quite a problem, though a welcome one! Credits for identification of the accidents below are due to: G.Allen, J.Cooke, J.M. Davis, J.Geelen, D.M.Hannah, J.S.Havers, H.J.Hazewinkel, F.J.Knight, G.Kuhn, K.Palmer, G.Terry, D.Voaden and last, but by no means least C.W.Cain - now a true convert to ARCHIVE we trust, welcome to the fold Charles!

We hope that all those who read this series will put some of the long winter evenings to good use and seek out those still elusive casualties that have not yet been identified. The Editor Expects a Bumper Christmas Mail!



Above: From Gary Kuhn we have received this photo of a Faucett monoplane OA-BBP similar (all had slight variations) to OA-BBR which crashed on 15.9.37. Three Faucetts are preserved in Peru.

To begin with a dozen or so older entries, followed by last edition's casualties:

- 10.6.30 It is suggested that "Aeroespresso D.6" may be a CMASA-built Dornier Wal, fleet number 6 of that airline. Numbers were apparently carried on the nose and although no tie-up for no.6 is known it could be I-AZDH.
- 1.12.31 The controversy in various back issues over the Heath accident continues. We now return to the suggestion that the Heath Low Wing was the aircraft involved when the starboard wing strut collapsed. This tends to be confirmed by a reader's quote from Juptner "In February 1931 a structural failure during a test flight of an experimental low wing airplane". The CNA-40 Midwing was designed after Heath's death by Charles W.Morris in 1932 and could therefore not be the aircraft involved in this accident.
- 4.7.31 Italian flying boat "W.113" could possibly be CMASA-built Wal, c/n WAL.113 which was I-AZEB of S.A.N.A. who operated Genoa-Rome-Naples-Palermo.
- 11.9.33 Locations in previous answer should correctly be Cheboksary and Krasnoyarsk.
- 22.11.33 (but corrected to 21.11.33) Kalinin K-7 fell from 100 metres and burned; test pilot M.A.Snegirev, 13 crew and 1 unauthorised passenger killed, 5 survived. Kalinin died on 21.4.40 so certainly was not a fatality of this crash, if indeed he was aboard which seems unlikely.
- 24.11.33 The United Airlines Boeing may have been B.247A NC13300 used as a company executive aircraft. It first flew on 14.9.33 and was scrapped in 1947 so if the identity is correct the accident did not result in a write-off.
- 20.7.34 The two Curtiss Hawk IIs bought by the German Air Ministry were registered D-IRIK, c/n H-80, and D-IRIS ex D-3165, c/n H-81. It was D-IRIS which crashed when Udet's seat collapsed during a roll, jamming the controls and causing the spin. Reference to the accident can be found in "The Fall of an Eagle", Udet's biography by A.von Ishoven. A photograph of D-3165 appears in Peter M.Bower's "Curtiss Aircraft 1907-47".
- 8.7.36 "Alaskan Clipper" is definitely described as a "2-engined flying boat" in the accident report - which means that the 4-engined S.42s NC16735 and NC16736 cannot be correct. The twin engined S.43 proving flights for PanAm's Seattle to Juneau route took place in August 1938, two years after this accident, however NC15063, NC15064, NC15066 and NC15067 were all delivered before the accident date and could be considered possibles.
- 14.9.36 "Lady Peace" was Vultee V-1A NR13770, c/n 8. It was later to appear with Spanish Nationalists as 18-6.
- 28.11.36 Don Hannah gives the "Marschall von Bieberstein" which crashed on this date as D-ATAK Junkers Ju 52/3m c/n 5169; pilot Steinbeck. D-APUP of the same name was acquired in 3.37.
- 3.12.36 D-ASIH was on a non-scheduled flight and the crash location was near Genf. Three crew including pilot Haan, and three passengers killed.
- 13.3.37 All reports, including Lloyds, quote date as 13.3 and not 10.3 as in Air Pictorial; 6 killed, 2 injured.
- 3.4.37 PH-ALP was registered 25.3.37 to KLM and cancelled on 12.4.37.
- 19.5.37 The LeO H47 prototype was apparently unregistered, though there is some speculation that it could have been rebuilt as the first production aircraft F-APPR "Atlantique I". The report says that it "blew up and sank" which seems to imply sudden hull failure, but at least one reader casts doubt on structural faults and suggests that the hull was damaged causing water to enter and sinking the craft.
- 20.5.37 DLH aircraft was Heinkel He 70 D-UXOV ( D-UXUV c/n 916 ?? - Ed.) pilot Simon, 2 crew & 1 passenger killed.
- 10.6.37 LeO H.242 F-ANQH was salvaged and believed to have been active until 1943.
- 1.7.37 normally quoted as 2.7.37. The Lockheed was of course L.10E Electra NR16020 c/n 1055 of Amelia Earhart and Fred Noonan on its round the world eastbound flight. KHAQQ was the radio call sign.
- 2.8.37 Panagra Sikorsky S.43 NC15065 c/n 4305, fleet no. P.33, location near Coco Solo, Canal Zone. Accident was probably the result of a fuel system fault.
- 13.8.37 Aircraft was 4-engined heavy bomber designed by Prof.Bolkhovitinov of the Military Air Academy. The DB-A prototype (= long-range) was registered CCCP-H-209, written as URSS-N-209, and had four AM-34RNB engines each of 1,000 hp. In it, Hero of the Soviet Union S.A.Levanevsky was attempting to make the first Moscow - Fairbanks flight over the North Pole. The DB-A left Moscow on 12.8.37 and at 1432hrs on 13.8.37, well past the Pole, one engine stopped and radio contact was lost. The aircraft and six-man crew were never found.
- 15.8.37 On this date several Vultee V-1As were flown from Paris (Le Bourget quoted rather than Toussus in our report) en route for Republican Spain. As stated, two crashed after leaving Paris. Two were impounded at Toulouse by the French, the remainder presumably reached Spain.  
On 17.8.37 four more left Paris and at least one reached Barcelona. Another Vultee, NC17325 c/n 24, was 'stolen' and flown to Spain from Paris on 10.2.37, probably to the Nationalists. Those believed to have been involved in delivery flights to Republican Spain included American Airlines NC12293, NC13764/5/6/8/9,72/3 and Bowen Airlines NC14248, NC14253 but reports of the actual total vary.
- 8.9.37 This 'Pamir flight' left Kabul 24.8.37 and reached Sian in China, although not without incident. On the return journey commencing 28.8.37 engine trouble made it necessary for Ju 52/3m D-ANOY to put down near



Left: The Koolhoven FK.50 HB-AMO of Alpar which crashed at Waldenberg on 20.9.37, see 10.9.37 entry below. (photo via H.J.Hazewinkel)

Below: The fortunate crew of the DLH Pamir flight on their safe return to Berlin - see 8.9.37 entry. (photo Lufthansa via CWC)

Kotan, on the Chinese border between Anshi and Kabul. New plugs were fitted to the port engine but before they could take off the crew were captured by troops and held at Kotan. Eventually released by another local war-lord, they finally left for Kabul on 27.9.37 and reached Berlin on 3.10.37. Their Ju 52/3m D-ANOY "Rudolph von Thuna" c/n 5663 was accompanied on the outward journey by D-AMIP "Fritz Erb" c/n 4072. The crew was Freiherr (not Baron) Carl-August von Gablenz the expedition leader, Flugkapitan Robert Untucht and Funkermaschinist Karl Kirchoff.

10.9.37 Accident at Waldenberg was actually on 20.9.37 to the Koolhoven FK.50 HB-AMO of Alpar, not Swissair. Crashed in fog, pilot and two passengers killed.

15.9.37 Faucett aircraft was a locally-constructed Faucett monoplane, number 18, probably OA-BBR-285. It flew into a mountain between Atocongo and Lima but on 16.9.37 according to the airline.

6.10.37 "Specht was Douglas DC-3 PH-ALS c/n 1940. the accident occurring on take-off not on approach.

16.10.37 "Sir George Grey" of South African Airlines was Junkers W.34F ZS-AEC c/n 2736, location George. The same name was later carried by Ju 52/3m ZS-AJJ.

27.10.37 F-ANQA was Dewoitine D.333 c/n 01, ex F-AKHA, named "Antares". Crash location quoted as Cap Cantin or alternatively near Mogador, Morocco. Harm Hazewinkel quotes the date as 25.10.37, in a thunderstorm.

25.11.37 Polish airliner was DC-2 SP-ASJ c/n 1318, ex D-ABEQ.



There follows a further batch of casualties to be identified:

1.12.37 Junkers "Ostergottland" of ABA broke through ice and sank after forced landing near Stockholm.

13.12.37 British Airways twin-engined freight aircraft wrecked at Croydon.

24.12.37 F-AMVD of Air France crashed near Kasperke Hory, SW Bohemia, Czechoslovakia on Bucharest-Prague-Vienna-Paris service. Two crew, 1 passenger killed.

29.12.37 "Lepena" of A.N.A. (VH-UUB ?) damaged at Wagga.

4.1.38 DLH Junkers 18-seater crashed on approach to Frankfurt due to ice on wings.

10.1.38 North West Airlines aircraft crashed in Bridger Mountains, near Bozeman, Montana, eleven killed.

11.1.38 "Samoan Clipper" on inaugural flight to New Zealand crashed 14 miles NW of PagoPago, seven crew killed.

20.1.38 Douglas of Panagra collided with Fleet no.59 while both were landing at Seis de Setiembre airport, Argentina.

29.1.38 Aircraft designer G.F.Vultee killed in crash of Stinson monoplane at Flagstaff, Arizona.

6.2.38 Airship 'V6' crashed in Kandalaksha district of Murmansk province. Helium filled. Thirteen killed.

9.2.38 F-ANPB "Ville de Bone" hit pier on take-off at Marignane for Tunis, caught fire and sank.

11.2.38 Fokker Super Universal seaplane of Nippon Air Transport Co destroyed in landing accident at Kochi.

13.2.38 Zapatta 3-engined I-GOPO of Ala Littoria crashed in sea on Palma-Ostia sector of Cadiz-Rome service.

19.2.38 Vega Gull crashed 130 miles west of Cairo in Western Desert. Italian crew of Varzi, Oliviera, Rinaldo, attempting to break Genoa - Cape Town record, all killed.

22.2.38 Berlin-Cologne-Paris mail freight service of DLH, aircraft crashed at Chatenay-en-France, near Pontoise.

26.2.38 Dragon of Air Travel & Survey Ltd, Sydney, crashed near Waddon Station while on approach to Croydon. The aircraft, which had been overhauled by Air Despatch Ltd, stalled and spun in.

7.3.38 Air France F-ANQR on westbound mail service from Saigon to Paris, crashed after mid-air fire at Datia, Rajputana between Allahabad and Jodphur.

7.3.38 'New' Junkers of Ecuadorean Air Transport Co crashed at foot of Mount Chimborago, Ecuador.

23.3.38 German balloon "Dortmund" destroyed by fire in air over Eupen, Belgium.

29.3.38 Condor OA-FFA-29 damaged by fire in hangar at Lima.

1.4.38 Renard 3-engined experimental stratospheric aircraft crashed on take-off at Evere. 'Ordered by Sabena'?

25.4.38 PanAm NCL6932 made forced landing and sank off Morant Point, Jamaica.

30.4.38 Italian airliner on Tirana-Brindisi-Rome service crashed near Formia, Italy. Nineteen killed.

15.5.38 'N.212' crashed on take-off near Archangel on return flight from Franz Josef Land. Babushkin and three others killed, twelve survivors. Engine failure.

16.5.38 Lockheed twin on delivery flight to North West Airlines crashed at Stone Mountain, near Saugus, California.

20.5.38 Wearne's Airways "Governor Raffles" badly damaged in take-off crash at Ipoh.

22.5.38 Sindicato Condor airliner crashed near Santos, six killed, eleven rescued.

23.5.38 Chapa Bellanca crashed 24 miles north of Belize.

27.5.38 Experimental German mail aircraft crashed near Langeoog killing three crew.

8.6.38 Wilson Airways aircraft crashed on charter flight 50 miles from Singida, Tanganyika. Three killed.





Above: From John Havers collection we have this inverted view of the Grumman G.21A VP-GAA (see UK C of A Applications below) after its accident of 2.10.52.

## FEED BACK

### UK C of A APPLICATIONS

- 82/98 and subsequent additions: Grumman G.21A VP-GAA was damaged in an accident on 2.10.52 and subsequently rebuilt as VP-BAA (the 4th) becoming N10020 and N13CS later.
- 83/51 (see 83/84!) - one typographic error after another, the J/1 c/n 2131 should be LN-NAF.
- 83/66 Magisters for Argentine AF; LV-X.. registrations were not ferry marks but were actually used on the aircraft in Argentina. They were bought by the Air Force but operated by flying clubs and 150 aircraft were involved within the range LV-XMD to LV-XSW (excluding all ..A, ..B, ..C, ..K marks, also XPX, XSY, possibly XON and one other = 150 Magisters!)
- 83/66 The photo of G-AFFG shows Mr Saleh Helmy at Heston, probably in June 1939. The aircraft was designed to win a prize offered by King Farouk for the first aircraft designed and built by an Egyptian to fly around the Pyramids. As we know it was dbr following a landing accident at Northolt 26.11.46 when en route for Egypt - but was the prize ever claimed by anyone?
- 83/67 Magister c/n 1011 was N3978.
- 83/68 More Argentine Magisters! The confusion over the true identities of c/ns 627, 628, 629 is perhaps resolved by Don Hannah thus: Miles records show 627 = L8149, 628 = N2295 and is also the c/n quoted for LV-XOL, 629 = L8151 and 630 = L6917. There appears to have been only one replacement aircraft (for the cancelled L6914, c/n 535) and as L6917 is not shown as cancelled it was probably built after all but has no RAF record card. If the above is correct we now need to positively identify G-AJHB.

### IMPRESSMENTS REVIEW

- G-ABBC (see 83/83) Michael Callister recalls that the Cutty Sark was christened "Progress" by the Mayoress of Blackpool at Stanley Park Aerodrome on 24.3.32 (this also being the resort's motto) and it operated there in 1932 and 1933 with BAAL almost certainly with the same name.
- G-AEIL, G-AEJB. Arabian Airways aircraft. A suggestion of 16.12.39 that these should be Impressed for the Communications Squadron at Heliopolis was rejected 23.12.39 due to their limited range, the variety of types in use and the lack of maintenance personnel. Arabian Airways were told on 12.1.40 that the aircraft and spares could be sold in the UK.
- G-AEKT Owner correction: Mrs J.M.Jenkinson.

### THE TAYLOR J-2 CUB

- 980 LN-FAB Our comments on the photo p.83/32 have been investigated by Kay Hagby, who suggests that the badly-aligned letter B was due to a minor fabric repair. Soon after that photo was taken the Cub was completely resprayed, as evidenced by various colour prints.
- 981 LN-FAD crash date was 1.5.47, cancellation on 5.2.48.
- 999 LV-FAL C of A expired 6.58, presumably not active. - OA-CCJ was actually OA-CCJ-277, later OB-AAB-102 and cancelled after 1948. C/n still not known.

### THE DH.60 MOTH

- 276 The correct title of the owner of 3.30 should be Earl Amherst.
- 1485 is also the c/n quoted in several sources (including DIGEST of Nov/Dec 1978) for DH.60G PK-SAI which was regd 30.7.32 to NIVC Bandung, crashed 11.12.35 and was cancelled 26.4.36. If this is so then G-AAVU must have been repaired and sold?
- 1534 The bill of sale is dated 24.6.32 to Wilhelm Omsted and the sale was registered on 27.6.32. After the accident the engine and floats were sold 21.2.33 to Viggo Widerøe of Oslo.
- 1536/7 Both still in service with SCADTA 8.39, but must have been sold shortly afterwards as they did not enter service with Avianca after the merger of 2.40.

### ARGENTINE DELIVERY REGISTRATIONS

#### Third series:

LV-PHI should read ex N3334X.  
LV-PHV model C55 Baron.

LV-PIG						
LV-PIH	Cessna T337C	0808	3.68	N2508S	to LV-JGD	
LV-PII	Cessna T337C	0832	6.68	N2532S	to LQ-JGZ	
LV-PIJ	Cessna T337C	0830	6.68	N2530S	to LQ-JNB,	w/o 1.5.69
LV-PIK	Cessna T337C	0825	6.68	N2525S	to LQ-JHC,	LV-JHC
LV-PIL	Cessna 310L	0193	1.68	(N3343X)	to LV-JFM	
LV-PIM	Cessna 310L	0192	12.67	(N3342X)	to LV-JFN	
LV-PIN	Cessna A188	0304	6.68	N8054V	to LQ-JHD,	LV-JHD
LV-PIO	Beech D55	TE-475	11.67		to LQ-JFO	
LV-PIP	Beech B55	TC-1047	11.67		to LQ-JFR	
LV-PIQ	Beech B55	TC-1050	12.67		to LQ-JFP	
LV-PIR	Cessna 310N					
LV-PIS	Cessna 337C	0864	.68	N2564S	to LV-JLC	
LV-PIT	Cessna 402	0218	4.68	N7950F	to LV-PJX	