



Dave H Fagan

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Introduction

Christchurch aerodrome was part of my life right from the day I was born in 1942 in a house only 400 yards from the western airfield boundary. Although my family left Christchurch from time to time we always came back and, in the 50s, when I first became interested in aircraft, I spent a lot of time at the airfield watching the aircraft.

The sight of Ambassadors, and later the Sea Vixens, taking off and passing what seemed like only a few feet above the roof of the house was quite spectacular.

Later, I spent a decade working at SRDE on the eastern end of the field and was working there when the airfield finally closed. The death struggle was prolonged, with Tom Marshall still operating out of the Flying Club area as late as 1970, even after housing had started to encroach on the field.

My final involvement with the airfield came in 1995 when my wife and I moved into a house built on the airfield - roughly halfway along the hard runway!

So, I felt that the history of this little aerodrome should be told, from it's earliest beginnings, through it's time as the original Bournemouth Airport - the war years - and it's subsequent gradual decline, inevitable perhaps, once Hurn blossomed in the 40s and 50s.

Thankyou to all who have contributed to this, both the many photos and information given initially to my Christchurch website and also thanks to my proofreaders David Keeble and Keith Cheesman. Many photographs have been contributed by John Levesley and the Friends of New Forest Airfields, also, via John came a collection of photos from Mrs Ruth Freeman of Highcliffe. These were taken by her husband John.

This second edition is the first update. There are a lot of small additions to the information. Some corrections as well. In addition, all the photos of Christchurch civil aircraft residents and visitors have moved in to volume 2 to prevent the Volume 1 from becoming too cumbersome. More photos have emerged but I still lack good photos of the various hangars.

There will inevitably be omissions and possibly even some errors (shock! horror!) in this work. If you can correct or add to this please contact me by eMail at daveg4otu@aol.com
Updates will be published from time to time

CHRISTCHURCH

GAUC until 1960, then EGHA

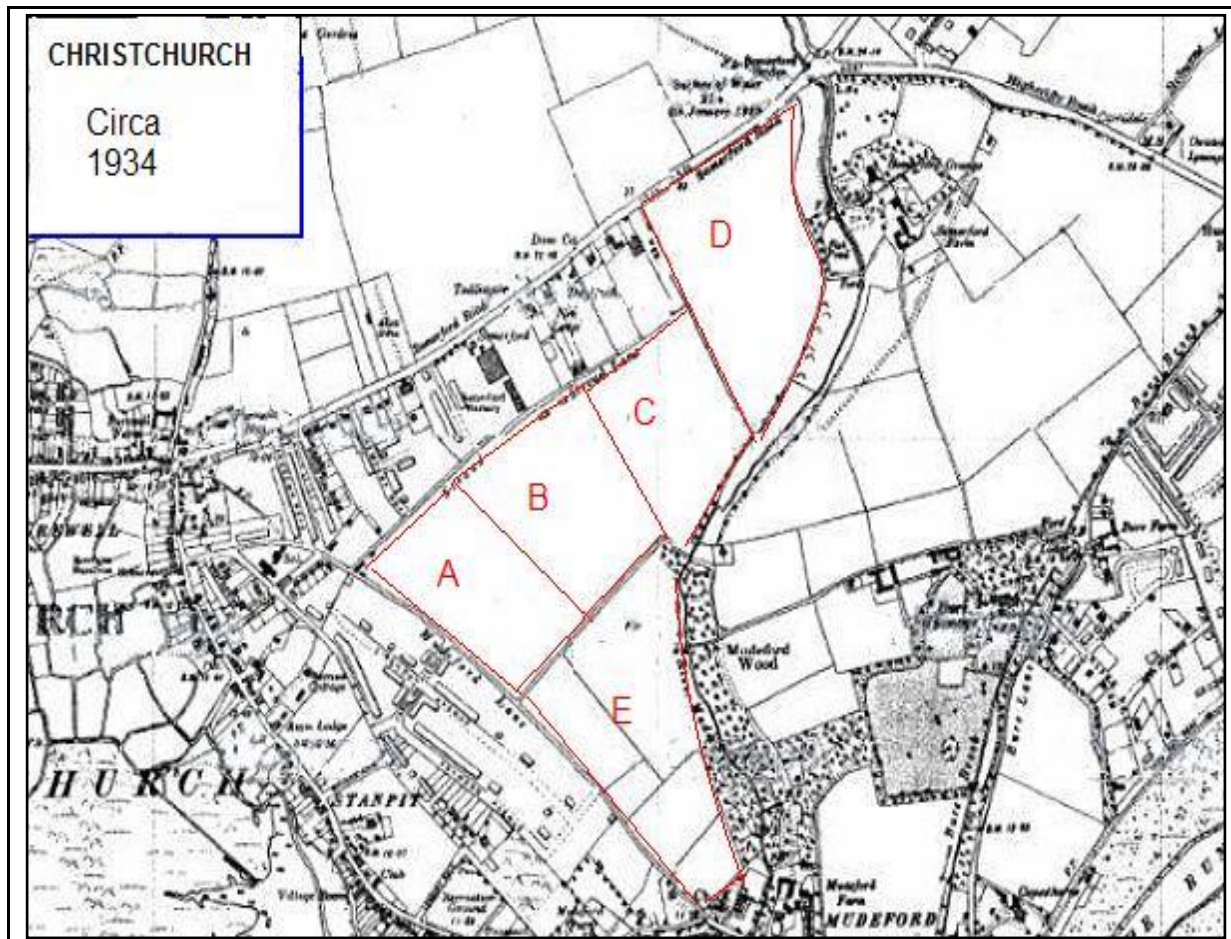
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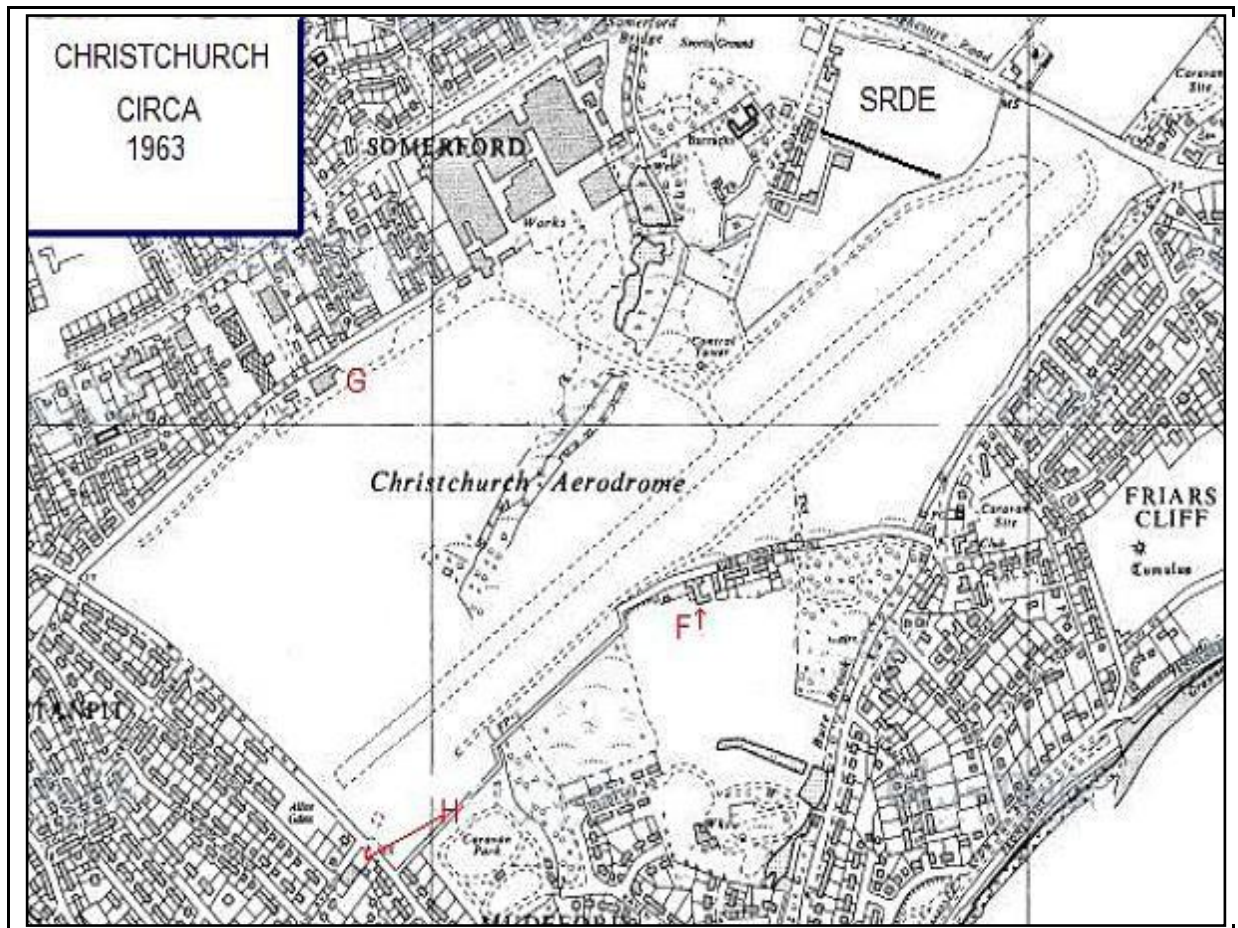
Ident "XC", later "CT". USAAF Station #416.

RUNWAYS. Originally Grass: N/S 1000yds, NE/SW 1000yds, E/W 1000yds, NW/SE 950yds.

1943 Steel Matting runway, QDM 245/065 1650x50yds, Removed post 1945.

Replaced by Tarmac over an earth & concrete mix base 4484x100ft in 1954.





CHRISTCHURCH Airfield maps showing the various boundaries.

Key to Maps

A = 1926 "Burrys Field"

D = 1930 F C Fishers airfield (Somerford Bridge)

A+B+C = 1933/34 Shamrock and Rambler Air Station

A+B+C+D = 1935 Bournemouth Airport

A+B+C+D+E = 1941 Christchurch Airfield.

By this time Airspeed's factory had been built on the northern part of area D
 By 1943 the area occupied by the hard runway in the lower map was being prepared for the arrival of the USAAF in March 1944

E = "Weeforgan" home of John Marshall (Christchurch Aero Club). Buildings to the east were the outbuildings of Bure Homage, used by 405FG as a PX etc. The 405FG used Bure Homage house (in the wooded area to the east) as an HQ.

G = Flying Club

H = Portsmouth Aviation Hangar outside airfield boundary, occupied post war by 89GS (later 622GS)

As can be seen from the maps above, the evolution of Christchurch Airfield was complex. The first beginnings were in July 1926 on the area known as "Burry's field" (part of Mudeford Farm - owned by Mr Burry - area "A" on the map) which was used for pleasure flights. Among the users was "Surrey Flying Services" offering joyrides.

In May 1928, the Bournemouth & District branch of the Hampshire Aero Club operated from fields adjacent to the Somerford Grange. Initial operations were one day per week but this increased to two days (Wednesday & Thursday) after the closure of Ensbury Park Aerodrome. Instruction was by Lt. Swaffer who would fly an aircraft in from Hamble for the purpose. During September 1928 the club used the Simmonds Spartan G-EBYU (owned Isle of Purbeck Light Aeroplane Club, Worth Matravers) on some Wednesdays



The next step was when Francis Colborne Fisher (see photo above), a recently qualified pilot (he qualified for his licence on 16th May 1928 - licence No.8277) leased the area marked as "D" near Somerford Bridge from Grange Estate. He operated pleasure flights from there for four summer seasons using an Avro 504K, until his lease ran out. Meanwhile Burry's Field also continued to operate and was listed in the AA Aviation Dept "Register of Landing Grounds" with a landing run of 650yds and another of 400yds. The aerodrome was also occasionally known as Somerford during the 20s/30s.

On 30th April 1933, Alan Cobham's National Aviation Day display (generally, but unofficially, known as his Flying Circus) came to Christchurch and attracted over 8,000 spectators. However the noise of the display on the Sunday morning, which was audible in Christchurch Priory during morning service, was to have repercussions the following year when a formal application for Planning Permission for the future airport was made.

Fisher Aviation Company
 EXHILARATING
 FASCINATING
 SAFE—

FLYING

1930-1933 EVERY
 DAY FROM
 10 AM TILL DARK
 AT
SOMERFORD BRIDGE
 WHITE LODGEO ROAD
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 10/- PER HOUR
 15/- PER HOUR

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June AT 1926

CHRISTCHURCH

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 beg to announce they will shortly pay a visit
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 11 AM TILL DARK

From . . . **5/-** per
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IN ADDITION:
 Special Stunt Flying Displays
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 The Great Death-Defying Spectacle:
 Walking the Plank in mid-air at 1000 feet.
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NEW EVENTS
 NEW STUNTS
 NEW AIRCRAFT
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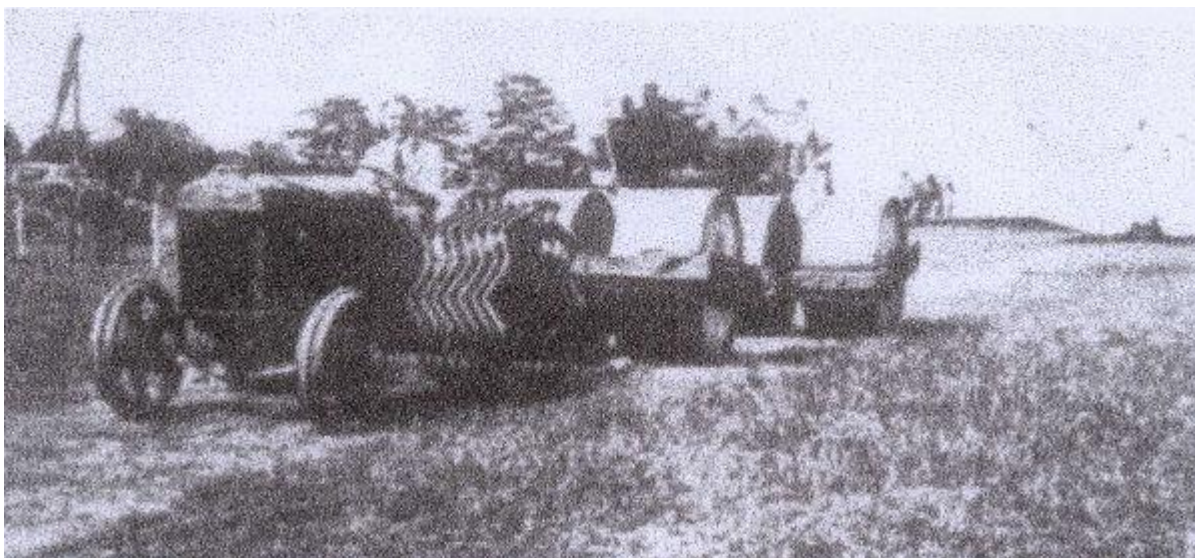


G-ABSI - Airspeed Ferry used by Alan Cobham's National Aviation Day

In 1933 Burry started operating from areas "A+B+C" as the Shamrock and Rambler Air Station. The manager was Mr C Fletcher and the landing run given as 650yds. An inaugural flight by a Western Airways DH Dragon on May 14 1934 was spoiled by the fact that the aircraft mistakenly landed at Fisher's Field. The Fisher Aviation Company (formed by Francis Fisher and H. Clive Smith) made a formal application to the Christchurch Council for planning permission to establish an aerodrome in 1934. The application was initially refused on the grounds that:

1. It would spoil the development of an a residential area.
2. The noise would interfere with amenities and be injurious to public health.
3. Too far from Bournemouth(6.5 miles) and too close to Christchurch(1 mile).
4. It would affect a nursing home at a distance of 1,000yds.
5. Aeroplanes would be a danger to local historical buildings.
6. Aeroplanes would interfere with Divine Service.

In March 27th 1934 the application was allowed on appeal to the Ministry of Health at a public enquiry held in Christchurch. The eventual outcome was that Fisher took over the running of the erstwhile Shamrock and Rambler Air Station. Bournemouth Airport Ltd was formed with Alan Cobham as Chairman and Francis Fisher as managing Director and from February 1935 Christchurch became known as "Bournemouth Airport" encompassing areas "A+B+C+D". The 94 acre site was purchased for £17,000 in March 1935. Grandiose plans for a terminal building came to naught and what eventually emerged was a wooden hut. The pictures below (from Colin Richards and Christopher Balfour) show (TOP) Francis Fisher rolling the surface of the field and (LOWER) the terminal area of the airfield in 1936.



New services were operated by Cobham Air Routes to Guernsey and Croydon using Westland Wessex aircraft, and a hangar was built to accommodate the aircraft overnight.

Over the next five years airline services were operated to Cardiff & Shoreham (Channel Air Ferries Ltd), and to Ryde (IOW) by PSIOWA as well as other minor airlines. By June 1935 full customs facilities were available although these were withdrawn the following year.

For more information on airline operations see the Christchurch Airlines section.

In July 1935 Flight reported that "*BOURNEMOUTH and Poole have decided on a joint purchase of land near Bear Cross for use as a municipal airport, a project which will cost about £15,000.*" Although some land was purchased nothing came of the idea and Christchurch remained the Bournemouth airport until after WW2 when Hurn became available.

There was an active flying club, the Bournemouth Flying Club (also the brainchild of Francis Fisher), which in 1938 had a fleet "*which includes a Heron, a Martin, a Swallow, a Robin, three Sparrows, and three Avis's*" (Flight March 1938) - a considerable rise from 3 Moths and a Widgeon listed the preceding year. The 1937 rates were given as: Instruction and advanced dual, £2 an hour; solo from £1 10s. an hour; contract rate from £1 7s. an hour. Members subscription was £2 2s.

Francis Fisher was the instructor and secretary. Capt the Rt Hon the Earl of Normanton was the President and Sir Alan Cobham was the Vice-President. In 1937 additional hangars were erected to accommodate the club's expanding fleet. By 1938 an additional instructor was available - this was David G Biggart.

Other notable members were Roderick A F Farquharson who owned BA Swallow G-ADJN (used by the club); Walter S Coates, (ex RAF), a farmer, who held B Licence No.1661; and Edgar K P Ince who qualified with the Bournemouth club. Looking after the aircraft was Mr E D Whiting, the chief ground engineer.

In March 1938 the Airworthiness Company started doing overhaul and repairs in a new hangar. The Flying club remained very active over the following years and the March 10 1938 issue of Flight recorded that "*Sideslips were barred in the landing competition held on Sunday at Christchurch, and this was won by Mr F Sparrow, a particularly good performance since, at the time, he had not made his first solo.*"

Four new members joined the Bournemouth Flying Club during last week, and the names of two add to the steadily growing ornithological collection which includes a Heron, a Martin, a Swallow, a Robin, three Sparrows, and three Avis's. Last week's flying total was 31 hours 15 minutes."

An Empire Air Day was held there on 28th May and once again Flight recorded "*The Bournemouth Flying Club, with a fine day and a good flying programme, assisted in the success of the aerodrome's Empire Air Day display. Crazy flying was demonstrated by the club instructor in the new Avro Mongoose, and the substantial cheque sent to the Air League Benevolent Fund was proof positive of the reception of the display.*"

The Flying Club joined the Civil Air Guard Scheme in September 1938 and commenced training pilots for the RAF. This continued until the outbreak of war in 1939 with the cost to pilots of 2/6d (12.5p) per hour. Francis Fisher, a reservist, was called back to the RAF along with his mechanic, Mr E.D. Whiting. Both of these gentlemen survived the war and returned to Christchurch post-war. The Flying Club aircraft were requisitioned by the military.



ABOVE: Luftwaffe photo of Christchurch, probably circa 1938 as the Airspeed factory is not visible.

The War Years

During 1939 the Air Defence Experimental Establishment (later the Signal Research and Development Establishment) was built on the North east corner of the airfield and opened in September 1939. The establishment was to be involved in the development of RDF/Radar in conjunction with a site at Steamer Point and also at Worth Matravers (near Swanage).

In the early days of 1940 the [Airspeed](#) factory, built on part of the original Fisher's Field site, commenced production. This factory officially opened on 22nd of March 1941, and when fully completed produced Horsa gliders as well as Oxfords and Mosquitos during WW2. It is notable that the Christchurch factory was the only location where Horsas were produced, assembled and flown out. All other Horsa producers (Harris Lebus etc.) made only parts which were assembled elsewhere by RAF maintenance units.

BELOW: A 1941 RAF photo showing aircraft dispersals along the western edge of the field (Mudeford Lane) and the camouflage painted roadways.



After the war, as part of De Havilland, the factory produced the Ambassador airliner, Vampires, Sea Venoms and Sea Vixens before closure in 1962. The Luftwaffe reconnaissance photo below shows the field as it was in February 1941 with the Airspeed factory clearly visible at the northern end of the small grass field.



In April 1940, the airfield was taken on charge by 22 Group RAF with HQ RAF Christchurch initially in the Clubhouse on the north side of the field. In May 1940 the Air Defence Research & Development Establishment at the north-eastern end of the airfield acquired the services of [Special Duties Flight](#) with a mixed bag of aircraft, to take part in the experiments with Radar. The SDF operated such types as the Blenheim, Avro 504K, Scott Viking gliders, and eventually, 3 Hurricanes for defence. Many of the SDF aircraft were flown out to Sway overnight to avoid damage from Luftwaffe attack.



The Air Ministry photo above from 12th April 1942 shows the camouflage painted roadways extended and completed. Clearly visible are the three blister hangars that were built by Mudeford Wood with a number of aircraft parked along the edge of the airfield beside the woods. The Mudeford Lane hangar later used by Portsmouth Aviation can be seen at bottom centre. The Commanding Officer (CO) of RAF Christchurch was Wing Commander 'Jackie' Horner. In addition, the Fleet Air Arm sent aircraft for Radar trials from HMS Raven at Eastleigh, though these were only transient visitors. A Bellman hangar was erected in spring of 1940 on the land to the northeast of Dennistoun Avenue (between flying club area and Somerford Road - previously known as Street Lane). During the following years between March 1941 and April 1942, 5 more hangars were built. There were 3 aforementioned Blister hangars, two on the northwest side of Mudeford Woods and one at the south-western tip of the woods. At some point, a Bessoneau hangar was erected to the east of the Bellman. The large hangar at the junction of Mudeford Lane and Warren Avenue (erected by early 1942) was eventually used by Portsmouth Aviation who, in 1941, had become a contractor in the Civilian Repair Organisation for the servicing and repair of Airspeed Oxfords. They also had premises at Scott's Hill Lane (Amsterdam House) in Christchurch. Aircraft (minus wings) were towed along public roads between there and the airfield - frequently the towing was done by Francis Luxmoore (a director of Portsmouth Aviation). The Christchurch operation was overseen by Frank Dyson as works Manager.

In 1943 the ADRDE was taken over by SRDE (Signals Research and Development Establishment). This establishment was to remain on the site until the 1970s.



The photo above (kindly provided by Christopher Balfour) shows the PS & IOWA (Portsmouth Aviation) works Fire Brigade - winners of the Emergency Services Organization Panel Challenge Cup on 26th Nov 1942. If you recognise anyone in the photo please [E-Mail me](mailto:daveq4otu@aol.com) at daveq4otu@aol.com



The Air Ministry photo above shows the field in March 1944 after work on laying a runway for the coming USAAF Fighter units had started.

Between 24 March and 8 April 1943 the steel mesh (BRC/British Reinforced Concrete Mesh) runway was compacted and laid by Company A of the USAAF 833rd Engineers Aviation Battalion on land to the south of the existing airfield. They also constructed a shooting-in-butt and bomb storage revetments.





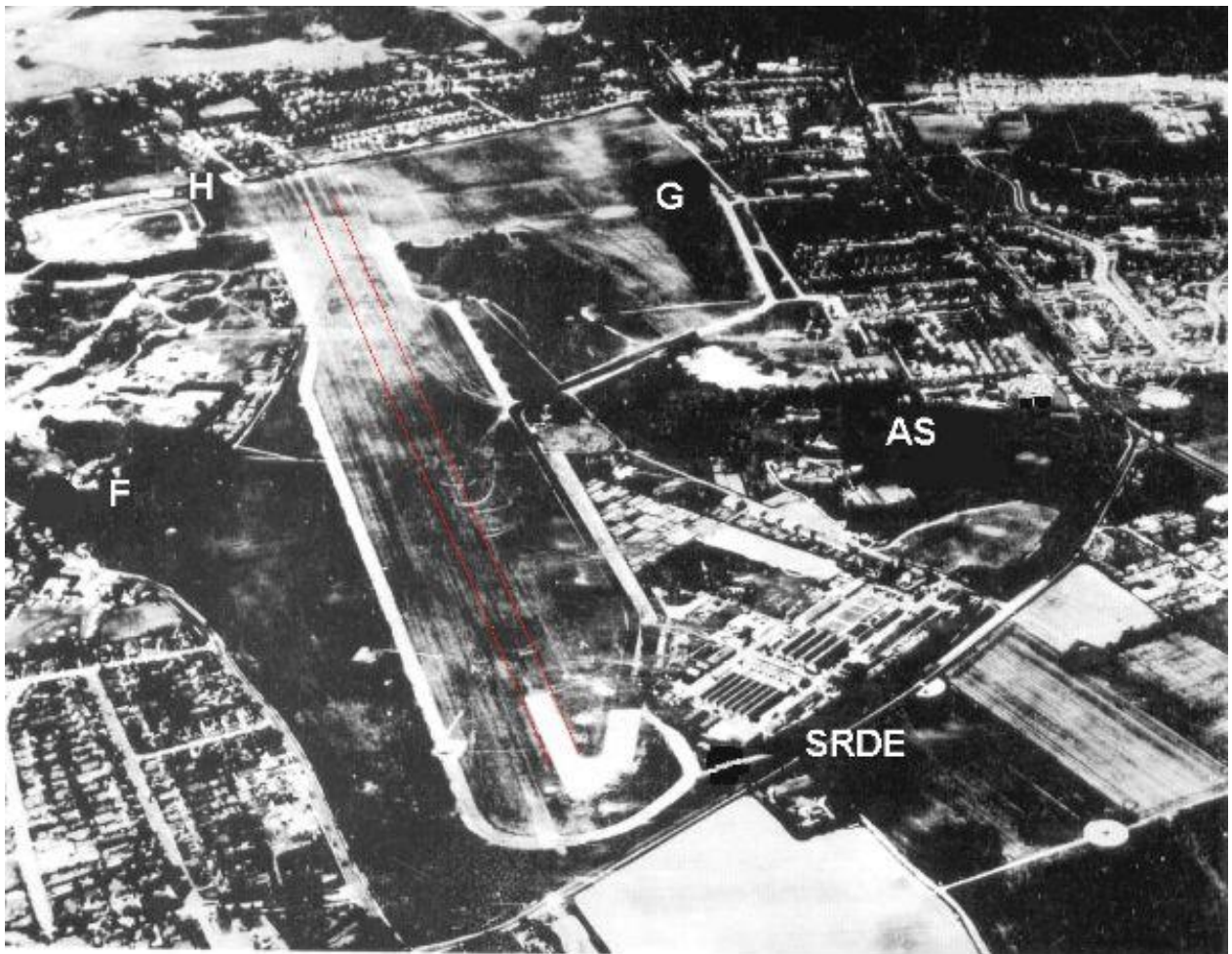
In the spring of 1944 the airfield passed into the control of the USAAF who moved in March 1944 when the [405th Fighter Group](#) commanded initially by Col James Ferguson and then by Col Robert L Delashaw (from 26th April) arrived with 509/510/511 Squadrons, equipped with P-47D Thunderbolts. The 405FG was officially established at Christchurch on the 7th of March with it's HQ in Bure Homage House and tented accommodation. The USAAF left soon after D-Day following a not uneventful stay and the airfield was returned to RAF control. The 405Group moved to Picauville in Normandy .First aircraft departed Christchurch on 29th June and the move was complete by 11th July.

Other US Army units based locally were...

<u>APO</u>	<u>Ech</u>	<u>Location</u>	<u>Unit</u>	<u>Pre 1974 County</u>	<u>Coordinates</u>
696	90	Christchurch	21 Weather Squadron, Detachment ZF	Hampshire	VU6114
029	29	Christchurch	29 Quartermaster Company	Hampshire	VU6114
696	90	Christchurch	40 Mobile Comm Squadron, Detachment ZF	Hampshire	VU6114
696	90	Christchurch	43 Bomb Disposal Squadron	Hampshire	VU6114
595	93	Christchurch	215 Medical Dispensary (Aviation)	Hampshire	VU6114
149	94	Christchurch	312 Service Group, 334 Service Squadron	Hampshire	VU6114
149	94	Christchurch	857 Chemical Company (Air Operations), Detachment A	Hampshire	VU6114
149	94	Christchurch	1109 Signal Company (Service Group), Detachment A	Hampshire	VU6114
149	94	Christchurch	1243 Quartermaster Company (Service Group), Det A	Hampshire	VU6114
595	93	Christchurch	1298 Military Police Company (Aviation), Detachment A	Hampshire	VU6114
149	94	Christchurch	1813 Ordnance Supply & Maintenance Company	Hampshire	VU6114
595	93	Christchurch	2059 Engineer Fire Fighting Platoon (Aviation)	Hampshire	VU6114
149	94	Christchurch	2210 Quartermaster Truck Company (Aviation), Det A	Hampshire	VU6114

(TOP) Shows 405FG tents pitched in the grounds of Bure Homage. Note the Horsa glider in the distance. (LOWER) Photo by J Clear, shows Stars and Stripes hanging in Christchurch Priory, presented to the Priory in June 1944 by Group Executive Officer, Edgar J Loftus.



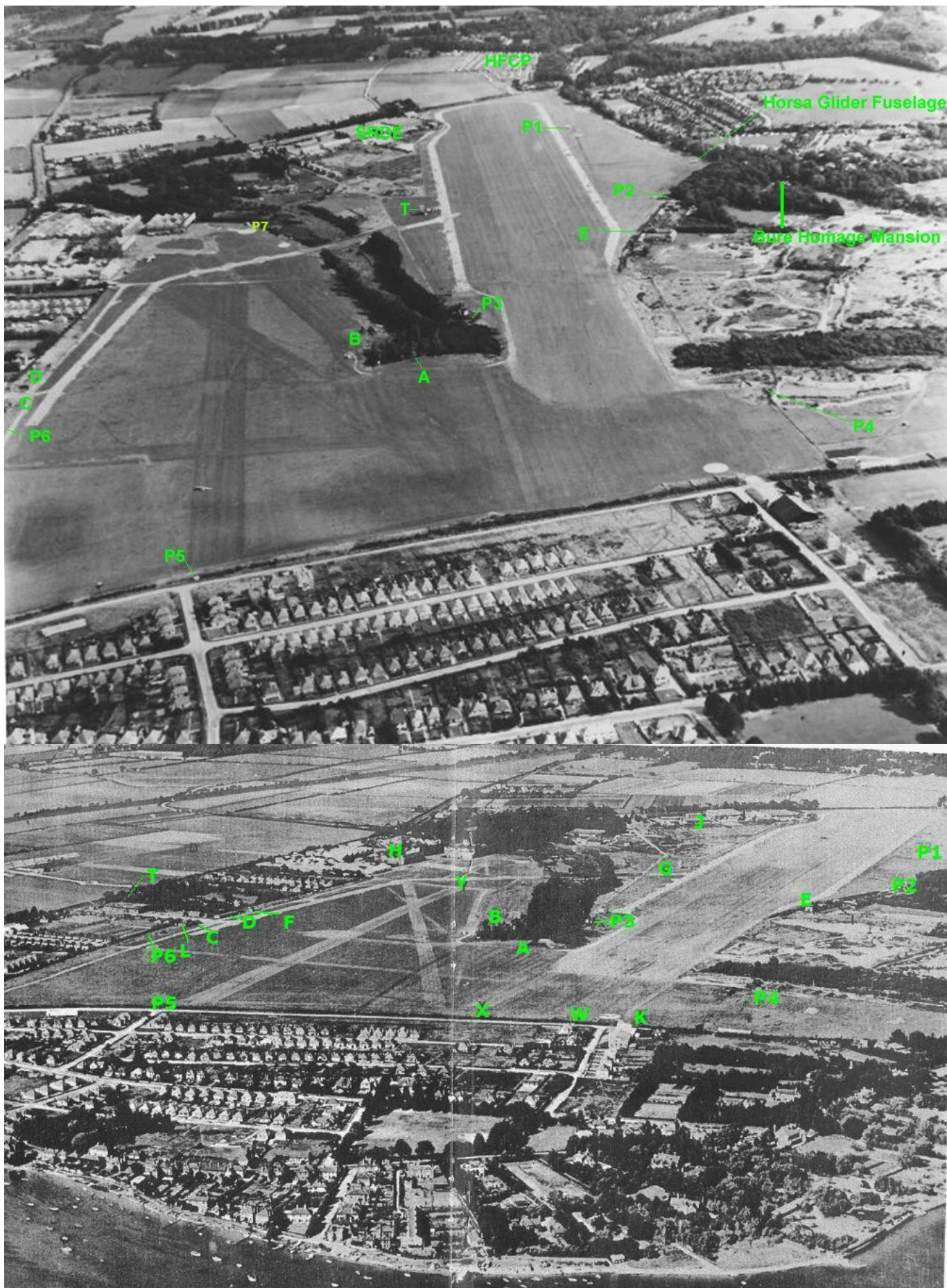


Previous page: (TOP) Air Ministry May 1944. Large numbers of P-47Ds are parked around the airfield. (LOWER) Aerial view of the field in 1944 looking west. The red lines show the approximate location of the later hard runway. "AS" is the Airspeed Factory, "SRDE" is the Air Defence Research Establishment (later SRDE), "G" is the Flying club location, "F" is the 405FG HQ and "H" the off-airfield Hangar used by Portsmouth Aviation and later by the Gliding School.

The Air Ministry photo below from Dec 12th 1946 shows the airfield deserted...military units gone and civil flying yet to restart.



The next two photos (via Colin Richards and Geoff Kingman-Sugars) show the field looking east: (TOP) in 1950 after removal of the wartime runway and (LOWER) in 1952 before the laying of the hard runway in 1954. See following page for key to the notations (by Geoff Kingman-Sugars).



Key to photos on preceding page

- A: Original postwar clubhouse c.1951. B: Aircraft tie-down area north of woods.
- C: Old RAF Officer's Mess. D: Original buildings used for club aircraft maintenance.
- E: Bure Homage stable buildings. F: Site of new (1955) Blister hangar.
- FS: De Havilland flight shed
- G: Control Tower. H: Airspeed/de Havilland factory.
- HFCP: Hoburne Farm Caravan Park. J: SRDE (see below).
- K: Portsmouth Aviation (WW2), 89GS/622 Gliding School. L: Site of new clubhouse.
- O: Sites of the three WW2 Blister Hangars. The Blister used by the Aero Club from the mid 50s was not one of these but was imported, possibly from Warmwell or Lymington.
- P1: Standard FW3 Type 22 hexagonal pill-box but with addition of corrugated asbestos fake roof to disguise its purpose.
- P2: Standard FW3 Type 22 hexagonal pill-box but with addition of corrugated asbestos fake roof to disguise its purpose.
- P3: Standard FW3 Type 22 hexagonal pill-box adjacent to derelict two-storey house.
- P4: Standard FW3 Type 22 hexagonal pill-box.
- P5: Standard FW3 Type 22 hexagonal pill-box.
- P6: Pickett Hamilton Fort hydraulically-operated retracting Pill-Box. Retractable down to ground level to allow aircraft to be taxied/towed over it.
- P7: Standard FW3 Type 22 hexagonal pill-box
- SRDE: Signals Research and Development Establishment (originally The Air Defence Research and Development Establishment). Operated by the Ministry of Supply, later the MoD and eventually the Department of the Environment.
- T: Bellman hangar – the Bessoneau hangar was to the east of it.
- W: Compass swinging area, finally used as a site for up to two glider winches.
- X: Approximate crash-site of G-ACDI - no injuries other than dented pride for doing a 'turn-back' in a Tiger Moth.
- Y: Approximate crash site of G-AHVY (two occupants killed).

Bure Homage Mansion, seen below, was used during 1944 as a headquarters by the 405FG, USAAF, and later in the early 50s by the Royal Signals.





After the USAAF departed, the airfield reverted to 11 Group RAF control. The main activity was the repair by Airspeeds of Horsas which returned from the continent both by air and, in the case of badly damaged aircraft, by sea.

In late 1944 Railway Air Services announced that services would resume in the spring of 1945 to Shoreham, Ryde and the West Country. However these services were never started. A further proposal by PSIOWA that Isle of Wight Aviation commence services to Ryde was stillborn, and the original Bournemouth Airport Company, still extant in February 1944, was wound up.

In the spring of 1945 it is believed that Portsmouth Aviation at Christchurch were involved in the modification of 51 Ansons as ASH Radar trainers, confirmation of this would be most welcome.

In March 1945 control passed to Transport Command. The main activities continued to be production (Mosquitos) from Airspeed, Radar trials, and Glider pick-up training. On 28th January 1946 control of the airfield passed to the Ministry of Aircraft Production, and this became the Ministry of Supply on 1st April 1946.

In 1945 the BOAC Gliding Club was formed - sharing the ex-Portsmouth Aviation hangar with the 89 GS.

In the post war years the Bure Homage buildings were used for a time by the Royal Signals. The photo below shows the main Bure Homage building around 1950.



Civil Flying after WW2

Civilian flying returned slowly to Christchurch after the war. In May 1946 the Christchurch Times "Air Correspondent" reported that "It is now learned that Squadron Leader Fisher has opened negotiations with the Ministry of Civil Aviation for the re-opening of the club at Somerford aerodrome, and I was present in the hangars at the beginning of this week when he started moving his fleet of aircraft back on to his old stamping ground " Mr Fisher told the Times "It will be a great source of pleasure to our old members, particularly to those who have been flying in the R.A.F. during the last six years, to be able to come back to their old haunts. Furthermore, there are many young people throughout the country who have not yet had the opportunity to fly and are keen to learn. They have studied the subject of aviation and have been imbued with the spirit that made Britain show the world that her flyers were second to none. It will be our job to try and bring their ambitions within their reach." On the subject of air charter services S/Ldr. Fisher said, "It is a little too early yet to go into great detail on this matter. All I can tell you at present is that we are planning to offer aerial transport to all parts of the world from Christchurch. Cost should be no greater than first class surface travel is at the present time."

Things perhaps not moving quite as fast as originally envisaged, in November 1946 Air Review reported that Francis Fisher, having been recently demobbed, was seeking to re-open the Bournemouth Flying Club at Christchurch just as soon as the necessary permission to resume operations was granted by the Ministry of Supply. The MoS were at that time the controlling authority for the aerodrome. Mr Fisher's intentions were to commence with a fleet comprising DH.60G G-AAHI, two BA Swallows G-AEGN & G-AEVA, the Avro Cadet G-ADFD, a Taylorcraft Plus G-AFJP, two ex-RAF Miles Magisters and two Miles Falcons. Air Review further stated that the aircraft were undergoing reconditioning at the firm's (Bournemouth Flying Club) own workshops under the supervision of the Chief engineer, Mr Whiting. Once operational, the club intended to charge £3 5s. per hour for instruction with a cheaper rate for solo flights. His first attempts were vetoed by the Ministry and it was not until 1948 that organised club flying resumed at Christchurch.

In 1948, Portsmouth Aviation, by now doing non-aviation work, closed their premises in Scott's Hill Lane. Also in 1948 the South Hants Ultra Light Aero Club took up residence operating out of a hut at the southern end of Mudeford Wood. Of note is that the club's president, Lord Ventry, was the man behind the building of the "Bournemouth" airship G-AMJH, the gondola of which lingered on for many years in the 622GS hangar. Other luminaries who were members included Sir Donald Bailey (of Bailey Bridge fame) and George Errington, the Airspeed test pilot. A flying display took place on August 20th 1949. However the club did not prosper and was dissolved on 13 October 1950. See the South Hants Ultra Light Aero Club chapter later in this book for photos of the air display and other events associated with the club.



The picture above shows the western end of the aerodrome in 1950.

In November 1950, Flight reported that "At a recent meeting in Christchurch, former members of the South Hants Ultra-Light Aero Club agreed to dissolve that organization and make a serious attempt to establish a new club. It will be known as the Christchurch Aero Club and will operate from Christchurch airfield, where the S.H.U.L.A.C. has been located for the past two-and-a-half years. It is the Club's intention to give its members the opportunity to fly at the cheapest possible rates and to step up considerably the amount of flying done locally. The newly elected chairman is Mr E B Weston."

The new "Christchurch Aero Club", founded by brothers John Hutton Marshall and Thomas Hutton Marshall along with Ted Gould, Capt Francis Fisher and others, came into being, and on Saturday December 9th 1950 the Club held an informal dinner to introduce members to their new headquarters. The club operated initially from a site in the centre of the field at the western end of Mudeford Woods. The initial instructors were Capt Fisher, Sqn Ldr (Flt Lt at the time) Ron Hayter (RAFVRT) and later on John Pothecary. John Marshall was the club's Chief Engineer. A plan to use the fuselage of an Airspeed Horsa (possibly RN371 - adjacent to Bure Lane on the south side of the field) as a clubhouse was abandoned when the fuselage was vandalised, and in June 1952 a reorganised club under the heading of Tom Marshall moved to the north side. Around this time the three original Blister hangars were removed. The new 'club' premises were in the western side of the old RAF Officers Mess building. The eastern side of that building was occupied by the groundsmen (Airspeed/De Havilland employees) that kept the airfield in trim. It is probable that the club initially were using the old Bessoneau hangar, but this was destroyed in a winter storm in 1954.

On August 15th 1952 Flight stated that "*CHRISTCHURCH AERO CLUB, inaugurated on June 14th, has now received Ministry of Civil Aviation recognition. Headquarters are on the De Havilland airfield at Christchurch, Hants, in accommodation made available by the company. The venture has been financed, and is managed, by Mr Tommy Marshall, a Bournemouth business-man; so far, the club has a fleet of two Tiger Moths and one Auster and membership of 25. Sixty-four members of the air section of the De Havilland sports and social club who have been flying at Thruxton, Portsmouth, and Eastleigh under the " £1 an hour" scheme will also use the club. The three instructors are Mr E J H Thornton, Mr R Hayter (commander of No.89 A.T.C. Gliding School at Christchurch), and Mr Davis, a Wimborne schoolmaster. The club has a licensed bar and facilities for catering. It is hoped soon to arrange a dawn patrol, to which the nearby holiday resort of Bournemouth should be an added attraction.*"

By 1953 the CFI was John Potheary assisted by Johnny Stone and occasionally, by Ron Hayter.



Left to Right: Tom Marshall, Frank Bellinger, John Marshall, Sue Marshall, John Stone,(unknown), Eric Thornton, (unknown), Gwyne Johns.



Tom Marshall and Ted Gould.



Ted Gould and G-AEKV, his Kronfeld Drone (via Geoff Kingman-Sugars).

Late in 1955 a Vickers-Armstrongs Works Flying Club was formed at Christchurch. The Club members were able to fly in the Christchurch Aero Club aircraft for 6 shillings per hour - the remainder of the cost (about 90%) being subsidised by Vickers-Armstrongs. By July 1956 the club had 35 members with 85 on their waiting list.

In about 1956 an additional 'clubhouse' was built and the operational side of the club moved into that area with the social side of the club remaining in the old Officers Mess building. It was about this time that Bert Hawkins took over as CFI and the Blister hangar was built (varying dates - 1955-56) for the engineering side of the CAC. The hangar was not one of the three original blisters at Christchurch but was "imported", parts possibly from Warmwell and one of the Lymington strips. In February 1957 the club was operating 3 Tiger Moths, a Gemini and four Austers. Flying rates for the Austers and Tigers was £3 15s. per hour whilst the Gemini cost £7 15s. per hour. Flying hours in 1956 totalled over 2,600 (of these 826 hours were flown by the Vickers-Armstrongs Hurn Flying Club). This was at a time when fuel was rationed due to the Suez crisis.

In 1957 the British Women Pilots' Association held a successful flying meeting at Christchurch on September 28-29.

In the spring of 1959 the Aero Club was approached by the Dorset County Council with a view to investigating the possibility of opening the disused RAF Warmwell airfield as a municipal airport for Weymouth, possibly using the field from 1960 for pleasure flying. This came to nothing and the Club soldiered on at Christchurch. On the next page is a reproduction of the Aero Club's Newsletter for March 1959 with mention of Warmwell. (Thanks to John Levesley)

By 1961 Christchurch Aero Club was offering instrument-rating training and practice and advanced multi-engine training using Airspeed Oxford aircraft previously belonging to the College of Air Training. Flying rate for the type was £16 per hour, with special contract rates for 20 or more hours.

The club eventually closed, the last pilot (Gerald Hardy) gaining his wings there in 1965 after instruction by John Potheary.

The blister hangar was dismantled and taken to Warmwell for use by The Sand & Gravel Company Ltd.

NEWS FROM CHRISTCHURCH

1959 has been long enough with us now to show that it has nothing out of the ordinary to offer in the way of weather. The fog, rain, gale sequence is here as usual and reflects in the monthly flying totals.

However, Easter and a busy flying season is approaching, and we think it time to inform Members of plans for the spring and summer.

Members will have seen mention of Warmwell in the local press. The Club has been approached by the Dorset County Council to open this disused R.A.F. aerodrome as a municipal airport for Weymouth and Dorset. This may be used for pleasure flying next year, but the Club does not anticipate moving until a Ministry decision is made regarding De Havillands and Christchurch, probably not for at least two years.

But why not fly over and have a look at its ideal situation - by ideal we mean well removed from the zone controlled by the Ministry whose job it is to assist civil aviation.

During the Easter period we shall be training five A.T.C. cadets and the three Tigers at present in service will be hard worked, so we advise Members to book well in advance. Whilst on the subject of booking, you are asked to note that aircraft and instructors are available from 9 a.m. until last light with no break at lunchtime, seven days a week.

The Club has recently purchased three twin engined De Havilland Rapides, and two of these will be in service throughout the summer, one for pleasure flying and the other for charter and hire by Club members.

Among the events for which we suggest Club members hire this machine are the Royal Aero Club rally at Deauville, which is a three day event (July 4-7). The price, including luxury accommodation and two grand banquets, will be £10.0.0. per person. The Paris Air Show on June 21 and 22, at £10.0.0. per person and the National Air Races at Coventry on July 12 at £3.10.0. each are other events which it is advisable not to miss.

On Tuesday March 31, a film show will be held at the Air Centre and two films each dealing with the development of aviation during the past fifty years will be shown. Starting time will be 7.30 p.m. in order to give a sizeable interval for the usual refreshments.

The Skydivers Club has now commenced to use the Rapide for mass (all five) dropping. The first try out was at Sandown last month. If we can coax the Rapide plus five burly sergeants and a lightweight pilot beyond 15,000 ft. we hope to obtain a British delayed drop record.

March 1959.

T.H. Marshall.

Secretary.



Desford G-AGOS outside the new hangar (Dave Welch).

The images on the following pages show a Christchurch Aero Club advert from the 50s, then the four pages of a Club Brochure from the same era (From Colin Richards). Photos on the next pages by J.W.Kitchenham.



CHRISTCHURCH AERO CLUB

◀ PLEASURE ▶

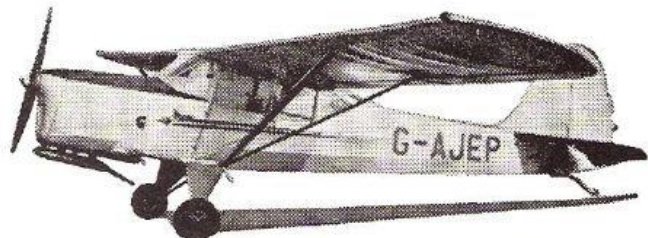
◀ FLIGHTS ▶ from 12/6

SEE BEAUTIFUL BOURNEMOUTH FROM THE AIR.

Flights are in comfortable Single and Twin Engine Cabin Aircraft.
Reduced rate for Parties of Eight.

CHARTER FLIGHTS :—United Kingdom and Europe, up to Eight
Passengers approx. 6d. per passenger mile. Please write or phone
for full details.

**WHY NOT
LEARN TO
FLY YOURSELF**



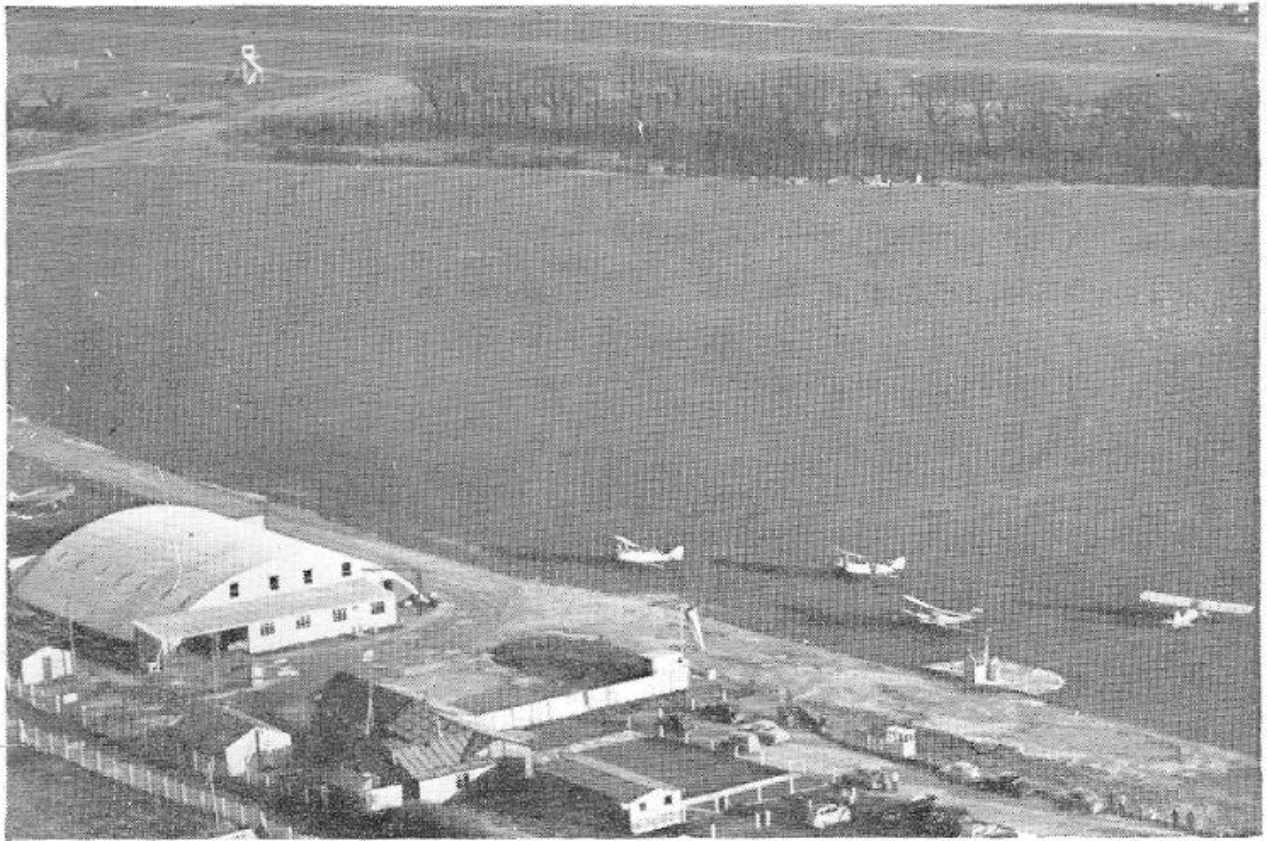
This is a Ministry Approved Flying School, and 30 Hours Instruction will obtain you a
FULL PILOTS LICENCE. WHY NOT BOOK NOW FOR A 30/- TRIAL LESSON

AT THE

**CHRISTCHURCH AERO CLUB
DENNISTOUN AVENUE, SOMERFORD**

PHONE CHRISTCHURCH 1689

(No. 1 Bus from Bournemouth Square)



VIEW OF THE AIRFIELD

CHRISTCHURCH AERO CLUB

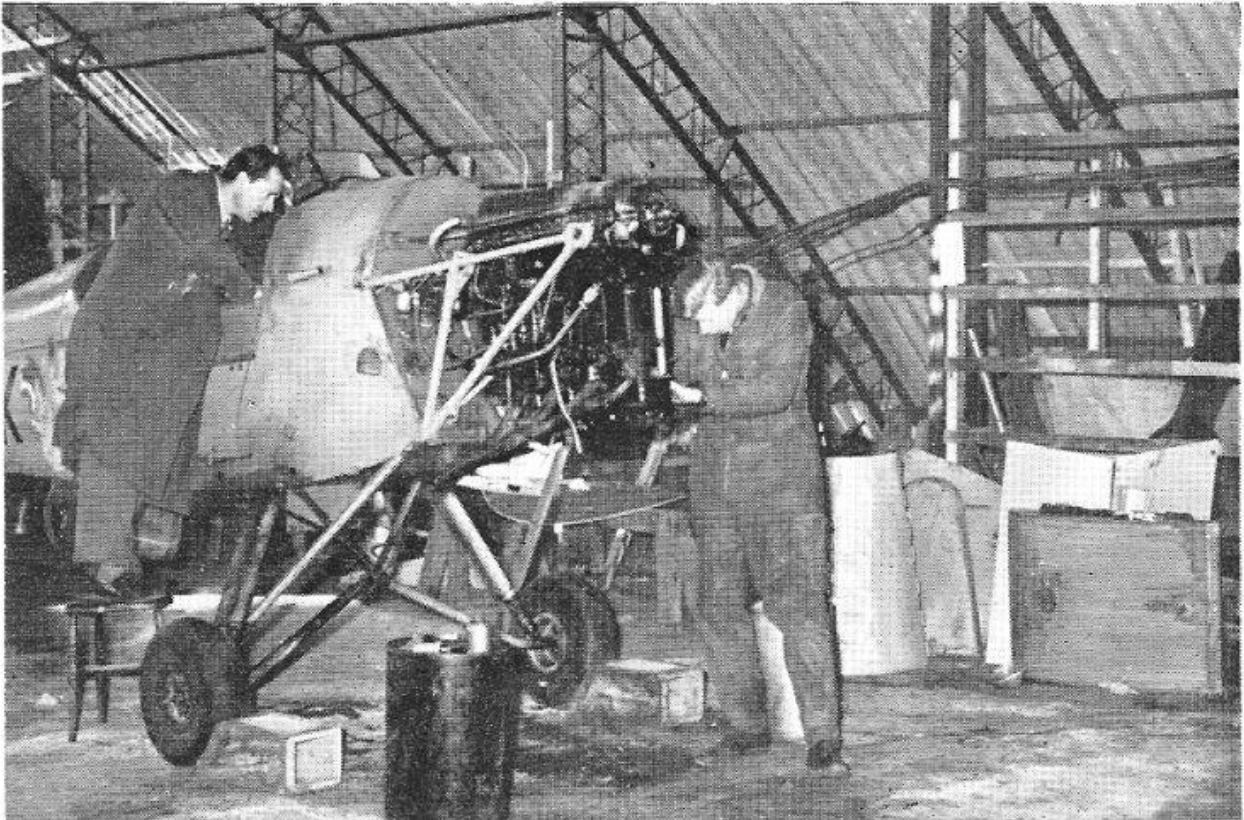
Official Handbook



THE CHIEF FLYING INSTRUCTOR, MR. B. E. J. HAWKINS, *J. W. Kitchenham, A.I.B.P.,*
WITH PUPIL, MISS G. CAZALET *Winton, Bournemouth*

OVERHAULING A "TIGER MOTH"

J. W. Kitchenham, A.I.B.P., Winton, Bournemouth



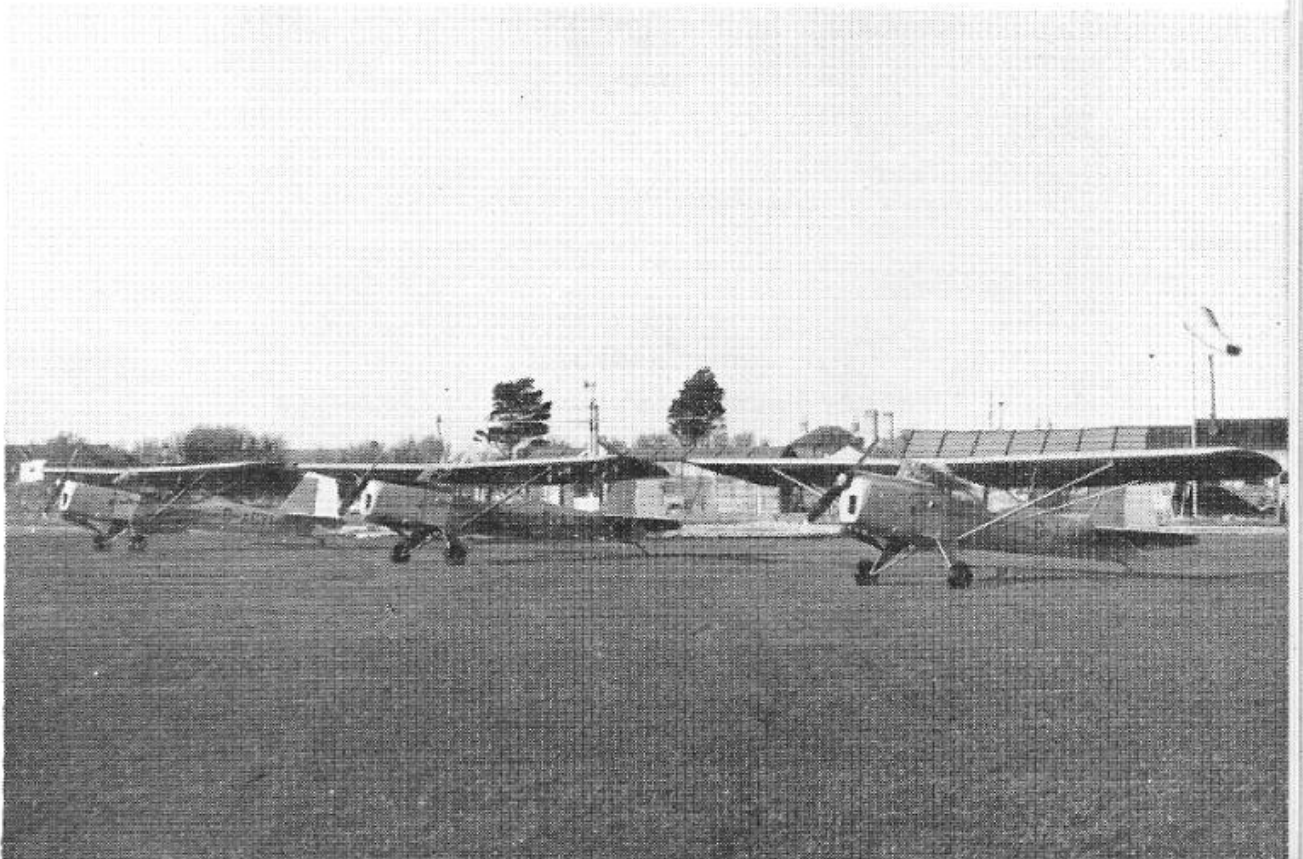


THE BAR

J. W. Kitchenham, A.I.B.P., Winton, Bournemouth

THREE OF THE CLUB'S "AUSTERS"

J. W. Kitchenham, A.I.B.P., Winton, Bournemouth



CLUB CHARGES

			£	s.	d.
Flying Membership, per annum			2	2	0
Social Membership, per annum			10		0

No Entrance Fee.



FLYING RATES

			£	s.	d.
Auster (dual or solo) per hour			3	15	0
Tiger Moth (dual or solo) per hour ..			3	15	0
Short pleasure flights from 10s. per person.					

The Gliding School

On the southwestern tip of the field the No.89 Glider School (later 622GS) operated for many years from a hangar just outside the airfield boundary in Warren Avenue. The concrete compass swinging circle visible in the photos above was used by the GS as a hardstand for their glider winches. The Royal Aero Club recorded that on 14th Jan 1945, George Bryant Podger was awarded "A" Gliding Certificate No.2345. During the mid-50s the CO of No.622 Gliding School was S/L Ron Hayter and the Adjutant was F/O Keith Ball, (the then landlord of the Saxon Arms pub on the road to Hengistbury Head and later the first landlord of the Somerford Hotel).



Slingsby TX.1 TS354 and Beaverette Armoured car(photo via John Levesley)

In 1951 89GS achieved the best results for any ATC School with 72 "A" certificates and 15 "B" certificates for 5,307 launches. The School was very active and in 1954 was second in the country in terms of the number of Cadets trained with a total of 75.

Amongst the "customers" of 622GS were the cadets from No.171 (Christchurch) Squadron ATC, one of whom (Geoff Kingman-Sugars) provided much of the information here. A detached flight formed at Homefield School near Tuckton in 1956. This later became No.2330 (Homefield School) Sqn ATC. The photos that follow show the Detached Flight on a visit to Calshot on 10th August 1958 (the aircraft behind the group is the SARO Princess flying boat G-ALUN), and a Summer camp visit to Duxford.



Those identified so far in these photos:

Calshot photo:

Back row: Geoff Kingman-Sugars, P/O Paul Bilson RAFVRT (OC of detached flight and first CO 2330 (Homefield School) Sqn ATC), and Civilian Instructor Mr Ken(?) Irvine

Middle row: Dave Cox-Moody (Ldg Cdt), ?, ?, ?, ?, ?, ?

Front row: Paul Logan (Cdt Cpl), ?, ?, ?, ?, Roger Hunt (Ldg Cdt), Chris Goodall (Ldg Cdt)

Duxford photo:

Back Row: LdgCdt Pete Markham, CdtCpl ?, CdtSgt Geoff Sugars, Adult WO Col Jarett, F/O Ousley, Flt/Lt Robbins, P/O Bob Haines, Cdt FSgt Roger Randall, Cdt Sgt Pete Ousley, Cdt Cpl ?, Cdt 1st CI ?

Front row: Cdt ?, Cdt ?, Cdt ?, Cdt ?, Cdt 1st CI Howells, Cdt ?, Cdt 1st CI Randall Jnr

Gliding A Certificates awarded to 89GS during 1945.

2356 John G B Little 13-01-45

2403 Kenneth Charles Bray 04-03-45

2471 Reginald James Harris 04-03-45

2968 David Richard George Burnett 07-07-45

3011 Roy Newton Benwell 21-07-45

3199 Peter Charles Garrett 21-07-45

3314 David Roy Hooper 09-09-45

3338 John Douglas Jones 16-09-45

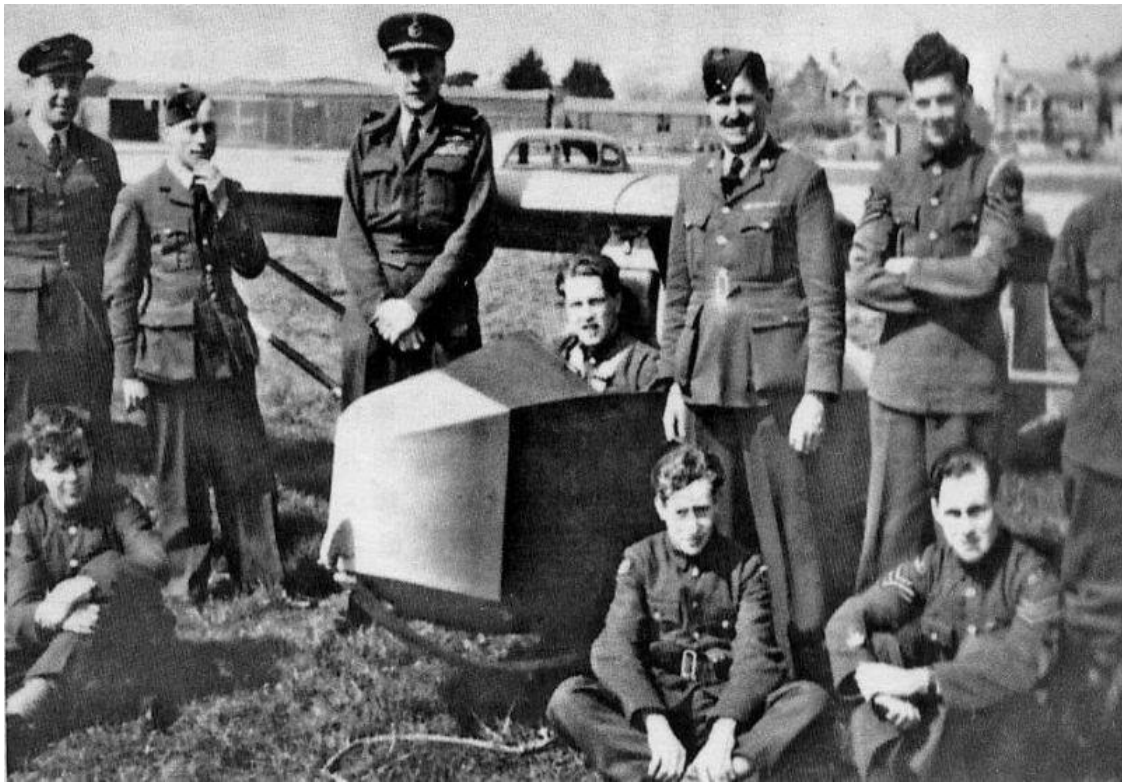
3397 Sydney Barwell Ockelford 16-09-45

3480 John Edward Stickland 25-08-45

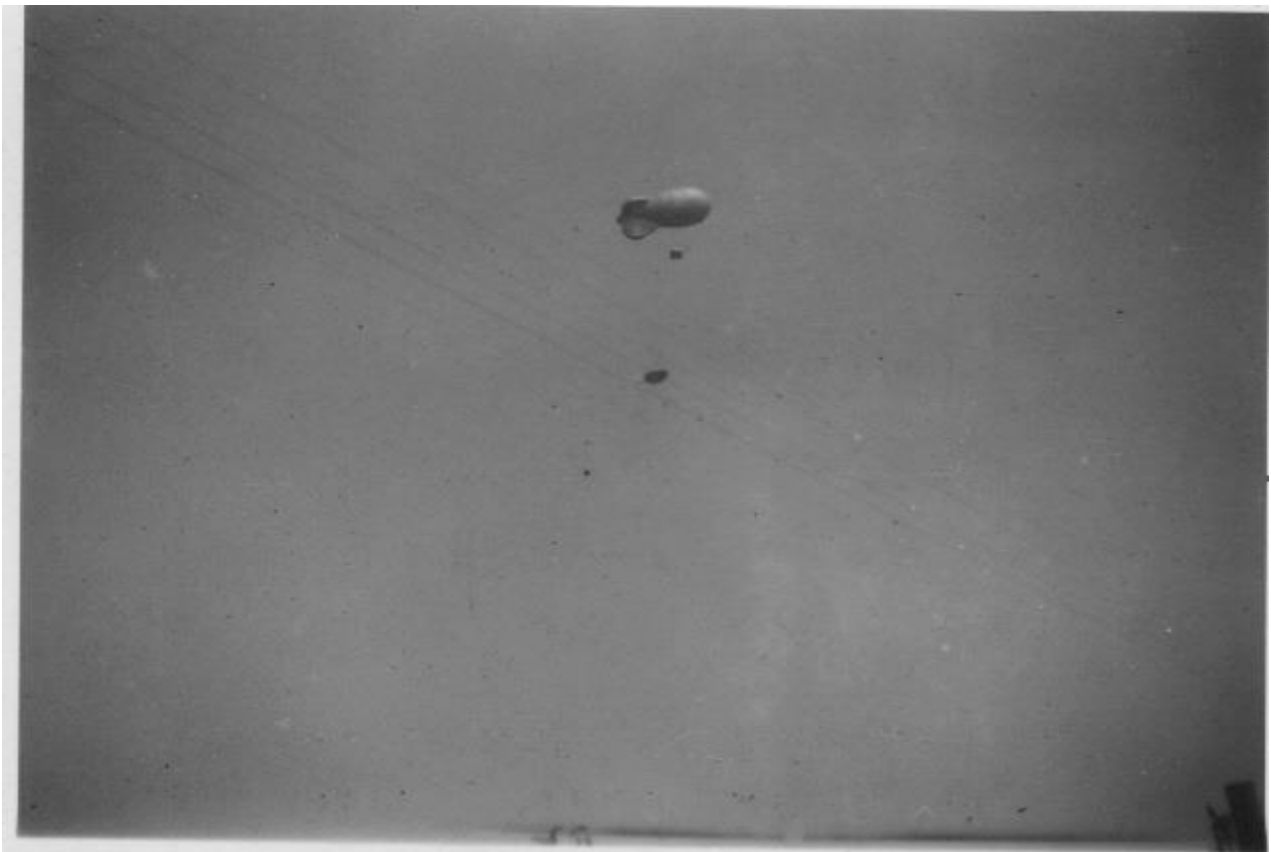
3618 Bernard Edward Thomson Oxbarrow 17-06-45

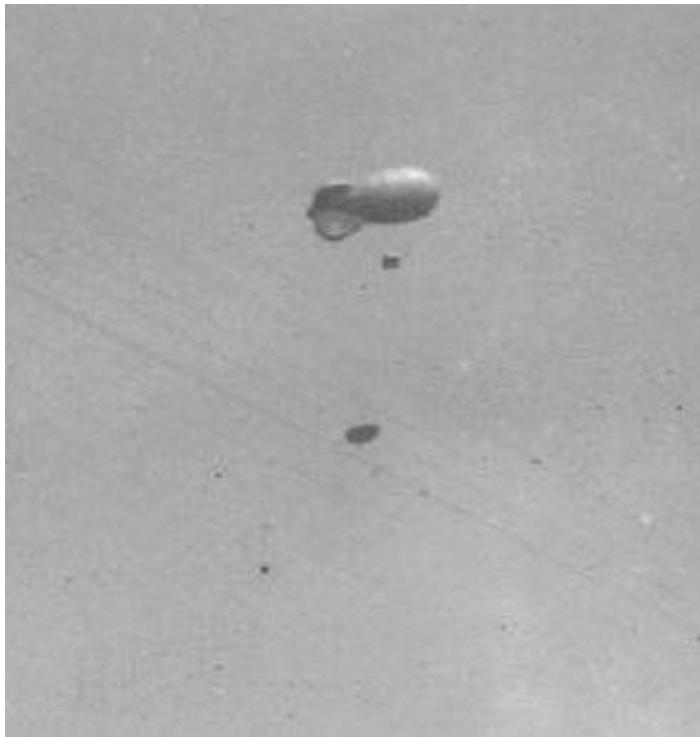
The 622GS continued to operate from Christchurch until July 1963 when, with closure of the airfield imminent, the school moved to Old Sarum in Wiltshire. Their hangar at Warren Avenue was demolished in July 1964.

The picture below from Colin Pomeroy (additional detail from John Potheary) was taken during a visit by the Commandant Air Cadets (centre left, in battle dress) the Officer Commanding 622GS, Flight Lieutenant Ron Hayter is second from the left. Standing with arms folded is Johnny Allen - later a flight engineer on Concorde. The sergeant seated on the right is Peter Course - later deputy manager of Hurn. More photos of 622GS are on the Military residents pages.



At some point around 1949/50 parachute training using a barrage balloon and winch, took place on the airfield in the area normally used by the Gliding School. The pictures below (from John Geall via John Levesley) show this activity. A parachutist can be clearly seen passing behind the telephone wires.





De Havilland



Postwar (1950) view of the airfield and the Airspeed factory. Clearly visible are two of the three blister hangars erected during the war. The third was at the extreme western end of the woods and can be seen in the March 1944 vertical view. Also visible are the four grass runways and the wartime runway used by the USAAF and by De Havilland thereafter. A Mosquito is visible parked by Mudeford Woods. At the top right the Gliding School hangar is visible. The grass area immediately to the left of the hangar was fenced off and became a caravan park shortly after this picture was taken.

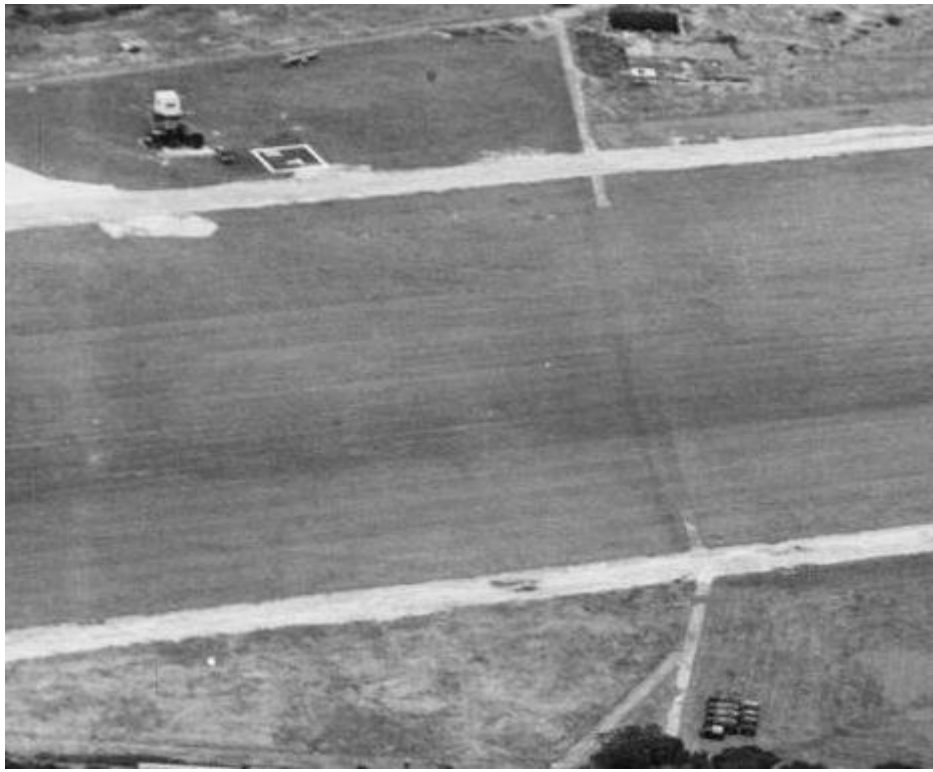


The control tower at Christchurch with a Sea Venom (Photo from Paul Francis).

Airspeed/De Havilland continued to operate their factory at the north-eastern corner of the field, dealing initially with overhauls of Horsas, but later building Vampires, Sea Venoms, Sea Vixens and Ambassadors. In the 1955 picture below, two Ambassadors are visible outside the factory.

Compare this picture with the 1950 photo at the start of this section, and the Council housing development on the north side of Somerford road is very apparent. The photo on the following page shows the airfield from the south at around the same date (1955).



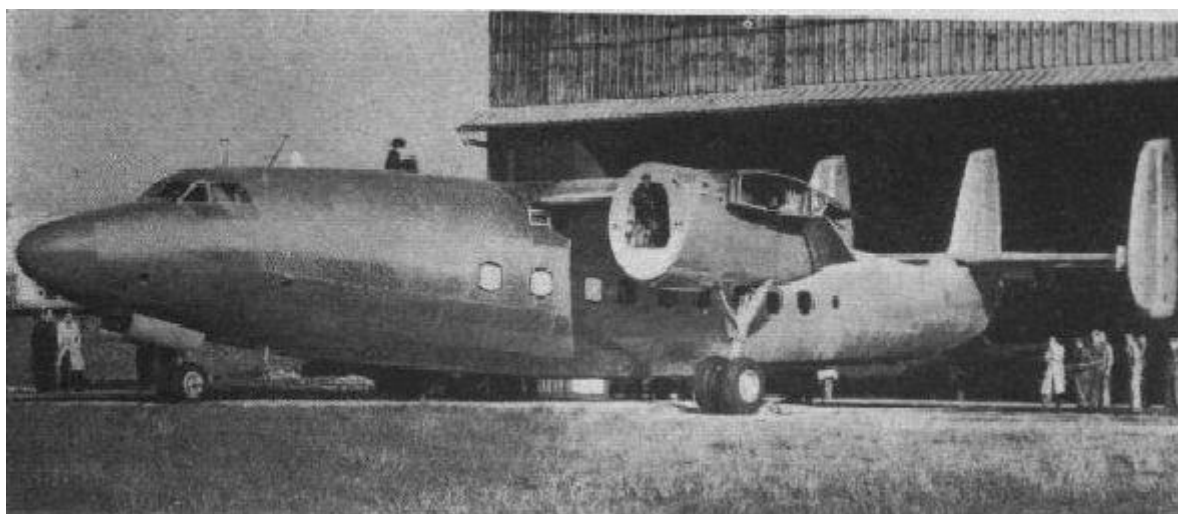


This picture shows the signal square beside the grass runway circa 1950.



In 1954 the Military Experimental Engineering Establishment from Christchurch laid a hard runway on the site of the WW2 wire mesh runway using a revolutionary new technique combining concrete and soil. The runway, 4480x100ft and 6 inches deep, was laid in a matter of weeks using 3 Howard single-pass soil stabilisation plants. The surface was then topped off with various experimental tarmac finishes to a depth of 2 inches. The main beneficiaries of this exercise were De Havilland who were by now turning out Vampires and Sea Venoms.

Flight reported on the runway construction in October 1954: "*SOIL-STABILIZATION - i.e., the improvement of soil as a "structural" material, usually by the introduction of a binding agent such as cement - is being increasingly employed in runway construction. One of the largest runway stabilization projects to be carried out in this country has recently been completed at Christchurch, Hants, Airfield, which is operated by the de Havilland Airspeed Division under lease from the Ministry of Supply. The project has involved the replacement of a permanent grass runway by a stabilized-soil runway 4,500ft in length and 100ft in width. The subsoil was found to be of a satisfactory nature, but it was necessary to remove the turf and topsoil to a depth of 6in and to use gravel to regain the required level. Topsoil of a high organic content, such as existed at this site, cannot be economically cement-stabilized. The work was carried out without interruption of flying activities. Soil stabilization to a depth of 6in was performed very largely by Howard single-pass soil-stabilization plant, made by Rotary Hoes, Ltd, of Horndon, Essex. Three complete "trains" of this equipment were employed, usually working in echelon. Two trains were hauled by crawler tractors designed and made by the same company for this specific duty. The work was completed at a rate of 270 sq-yd/hr for each train, this time included final rolling. The final tar or bitumen surfacing added to the soil cement was of the minimum thickness necessary to give protection from mechanical and climatic damage. Preliminary trials included stringent tests with Service aircraft on seven different types of surfacing. As a result, three types were selected for long-term test. Part of the runway will be surfaced with tar and chippings, part with a 2in tarmac carpet, part with Jetcrete, a special emulsion developed to withstand the effects of use by jet aircraft. The work forms part of a Ministry of Supply experimental programme and is being carried out by the Military Engineering Experimental Establishment, Christchurch, with the co-operation of Royal Engineer units of the Army*".



The prototype Ambassador G-AGUA nearing completion at Airspeed Christchurch.

With the advent of heavier and faster jets such as the DH110 (later to become the Sea Vixen) some thought was given to safety. A crude but effective arrestor system was installed near the western end of the new runway. This consisted of a cable across the runway (for a naval type arrestor hook to engage) attached to two lines of heavy anchor chains laid along side the runway. In addition a blast fence was installed at the eastern end to protect traffic on the Lymington Road. This consisted of wattle fencing which, whilst OK for lesser things, proved to be unable stand up to the jetblast of the DH110 (prototype of the Sea Vixen).

BELOW: The first Sea Vixen XJ474 on the compass swinging pad at Christchurch in March 1957. Outside the Flight shed, date unknown (Photo via Colin Richards).





The De Havilland Fire Service

De Havilland maintained a Fire Service on the airfield to provide cover, not only for the factory but also for cover of flight operations. Thanks to Mrs P. Tolhurst and Keith Cheesman we can see some of their activities circa 1954.





1953

Chick - Self.

Deputy Chief Wilson (father of Mrs P Tolhurst) and Fireman "Chick" Tarrant.

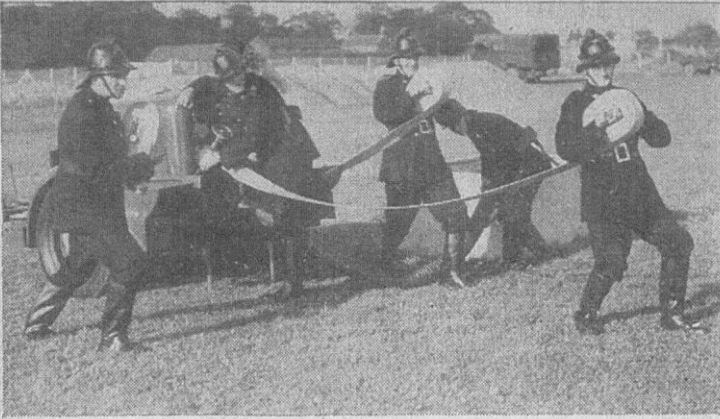


*Flatfield
 1954
 The Old Helm
 at last*



*A Good
 Show for
 1954
 The South C
 at Hamp
 Day Trophy
 Cup
 at Dorset
 3 at Hamp*

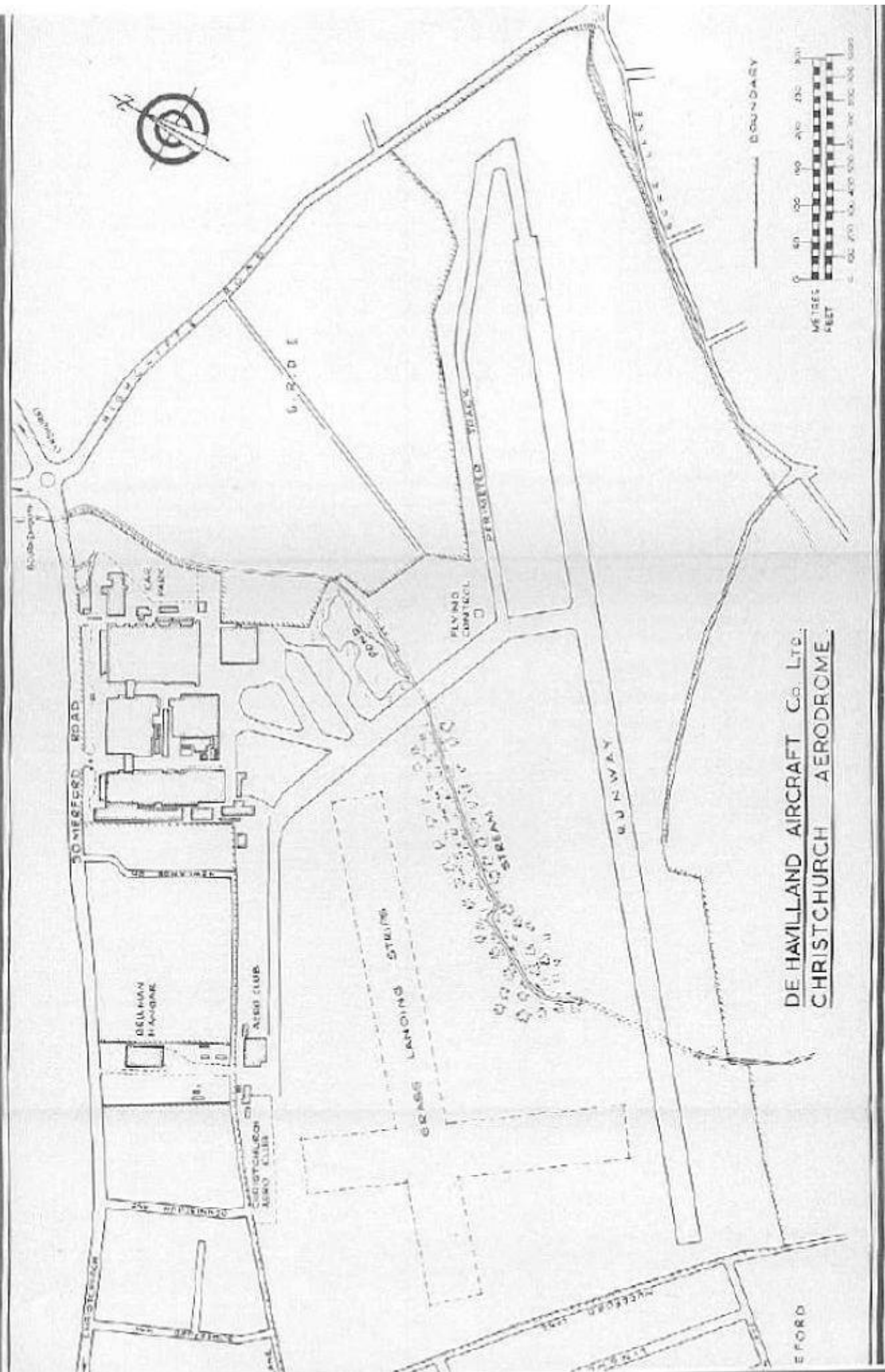
3rd October 1954 at Hatfield after winning the DH firefighting contest.
Newspaper report below.



THEY'RE HOT at keeping cool are these five firemen at de Havillands' Somerford factory, seen practising fire drill on the aerodrome. Teams from Somerford recently swept the board in fire-fighting contests at Hatfield, against 23 other teams in the D.H. enterprise. The full Somerford team was Chief Officer R. T. Gauler, Deputy Chief W. Wilson, Sub-officers R. Tarrant and S. Taylor, and Firemen R. Barnes, R. C. H. Gauler, F. Dear, J. Courtney and E. Parker. They won the four-man hydrant, and four-man dry pump drill contests, and were 1st and 2nd in the wet pump drill.



Next page: Map of the field as at August 1961 from a De Havilland brochure.(thanks to Fred Weeks)



DE HAVILLAND AIRCRAFT Co. LTD.
CHRISTCHURCH AERODROME.

Airspeed and de Havilland photos from the Freeman collection.

The following photos were taken by John Freeman who worked at Christchurch . They were kindly contributed by his wife Ruth Freeman(via John Levesley and FONFA)



Above:Horsa I RX773 at Christchurch, this was a Harris-Lebus built aircraft,

Below : RN377, a Christchurch-built Horsa II



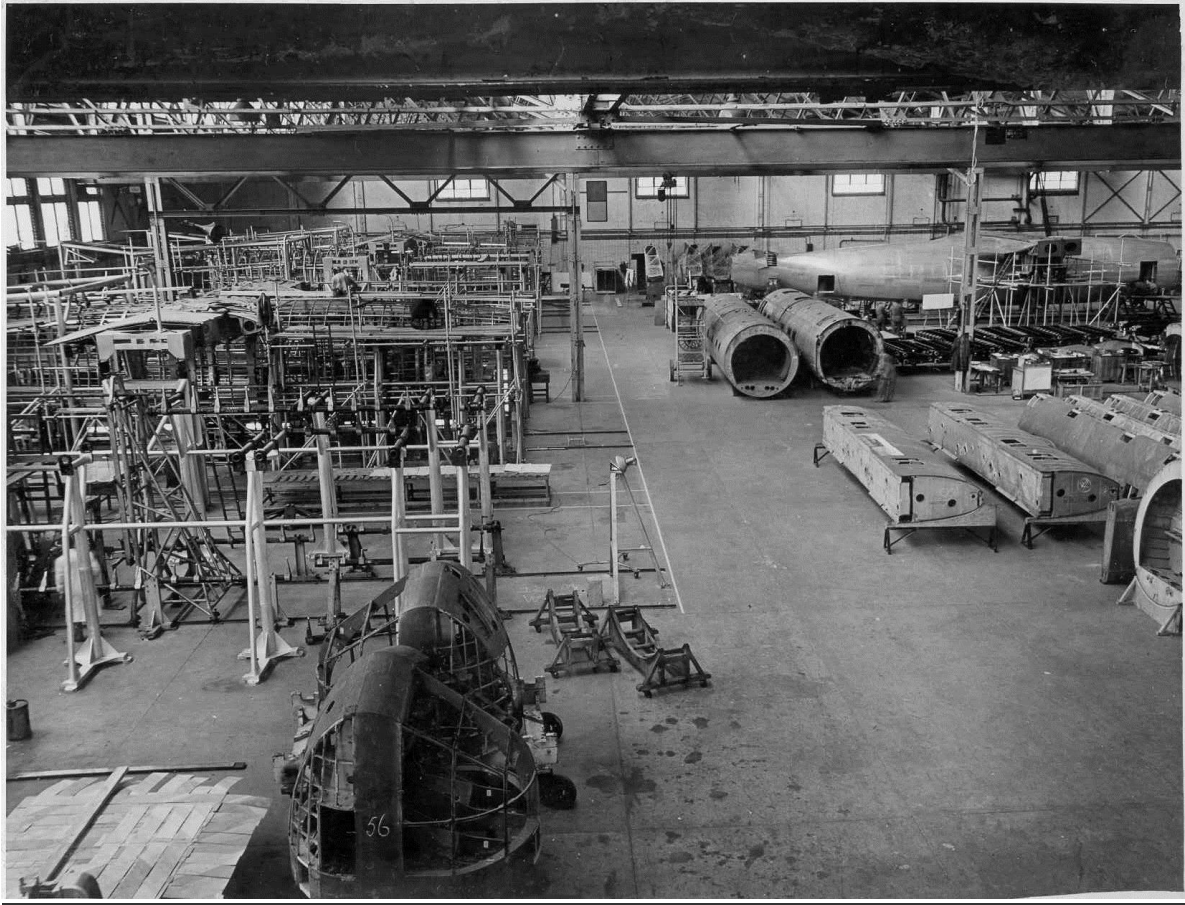


The picture above and the two following show the result of a storm In 1943 that lifted an aircraft from the ground and deposited it in the trees. The aircraft is an Austin-built version serial is believed to be HG985 , the damage occurred on 30 Jan 1943.

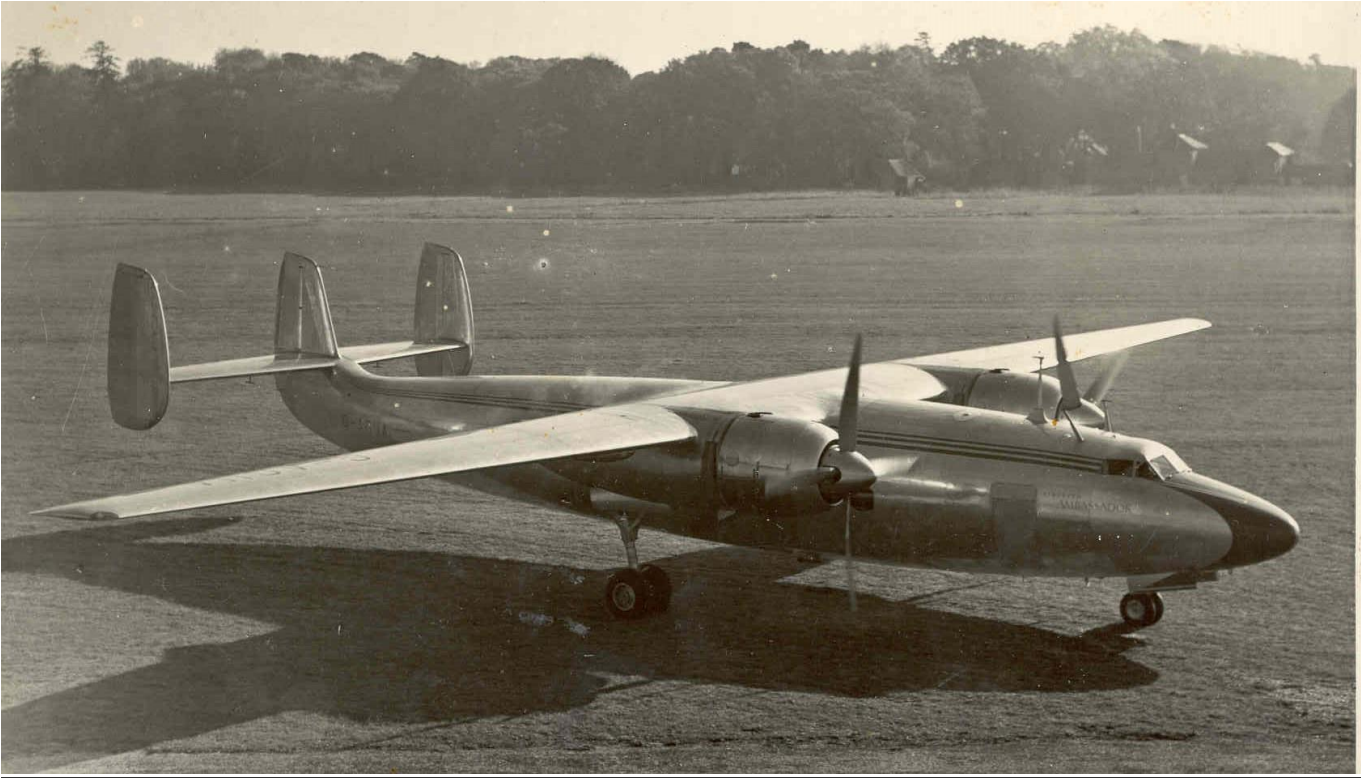




VP194, one of the last batch of Christchurch built Mosquitos.



The main component assembly shop. First production Ambassador plus Horsa parts.



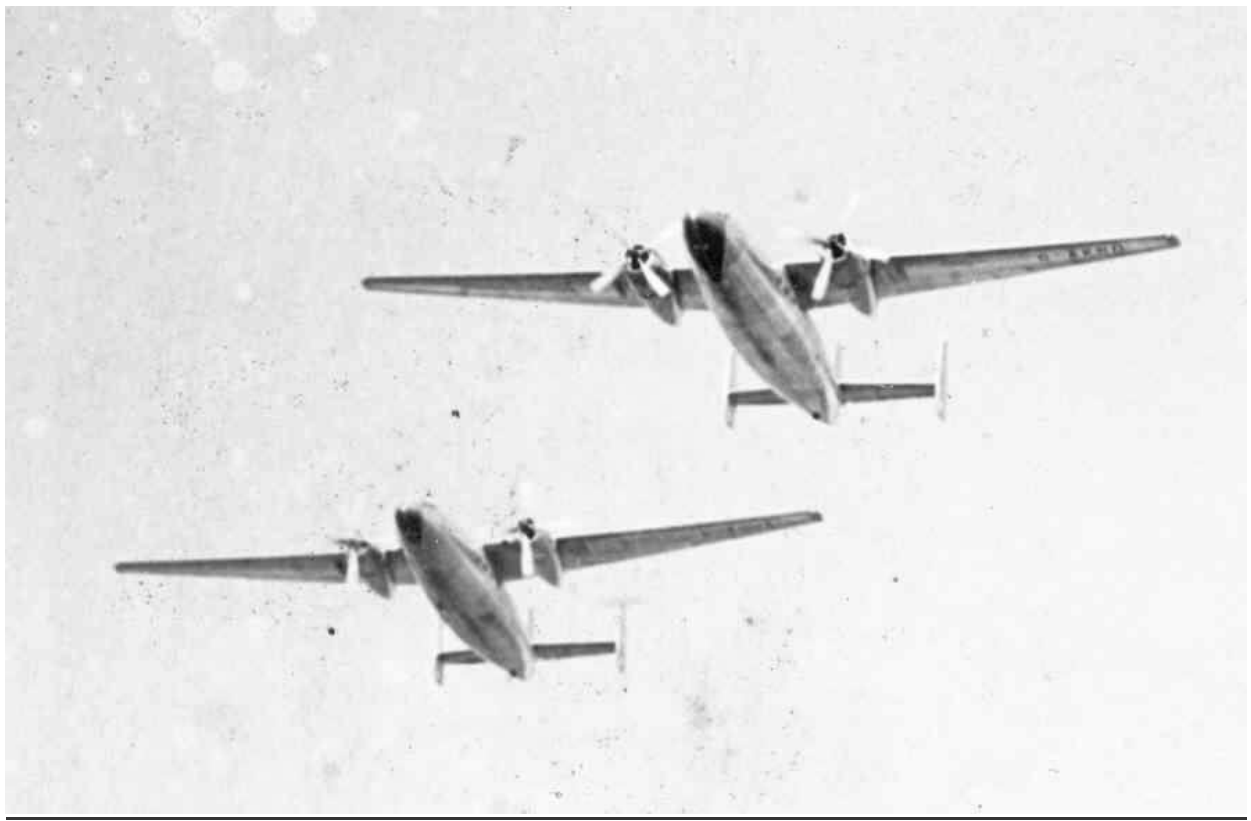
G-AGUA, the prototype Ambassador.



G-AGUA, prototype Ambassador takes off from Christchurch



The two prototype Ambassadors being prepared for flight. The second prototype, which was pressurised, is in the background



The two prototypes in flight



The last Ambassador delivery to BEA, March 1953.



The above two pictures were taken before the delivery flight of the last Christchurch built Sea Vixen, XJ611 to Hatfield. The Pilot was Peter Barlow.

Closure

However, time was running out for Christchurch, and following termination of De Havilland's lease and the closure of their factory in 1962, the airfield rapidly declined. A possible plan by Beagle Aircraft to take over the factory buildings failed to materialise. Beagle said that initial costs there would result in an increase in Beagle prices at a time when they were striving for export sales. They instead acquired premises in Stony Lane Christchurch where they have remained to the present day. The Air Traffic Control departed in July 1963 and the Aero Club closed in 1964. The airfield officially closed at the end of 1964, although occasional aircraft movements took place for several years after that date. The Club hangar was removed in 1966. My last fixed wing sighting at Christchurch was early 1970- but even after that there were occasional helicopter arrival/departures at SRDE (located at the eastern end of the field). Although SRDE (Signal Research and Development Establishment) used a helipad on their Sports Field (outside the airfield boundary) for civil visitors, military (mainly AAC) helicopters usually landed on the old airfield just outside the SRDE south-eastern perimeter fence where an access gate existed.

However, eventually all activity ceased and the airfield, by now owned by the Ministry of Aviation, was sold off for housing, industry and schools. Today nothing remains of the original airfield except some of the Airspeed buildings, and streets named after aircraft. The picture below, taken in 1967 from one of the new houses in the western corner of the airfield, looks northeast, with the De Havilland /Airspeed buildings in the distance. By this time those buildings were occupied by new businesses such as Revvo Castors and Shand Kydd (wallpapers).



The Christchurch Times newspaper carried the following article and map on July 11th 1969. (*Comments in italics are mine*)

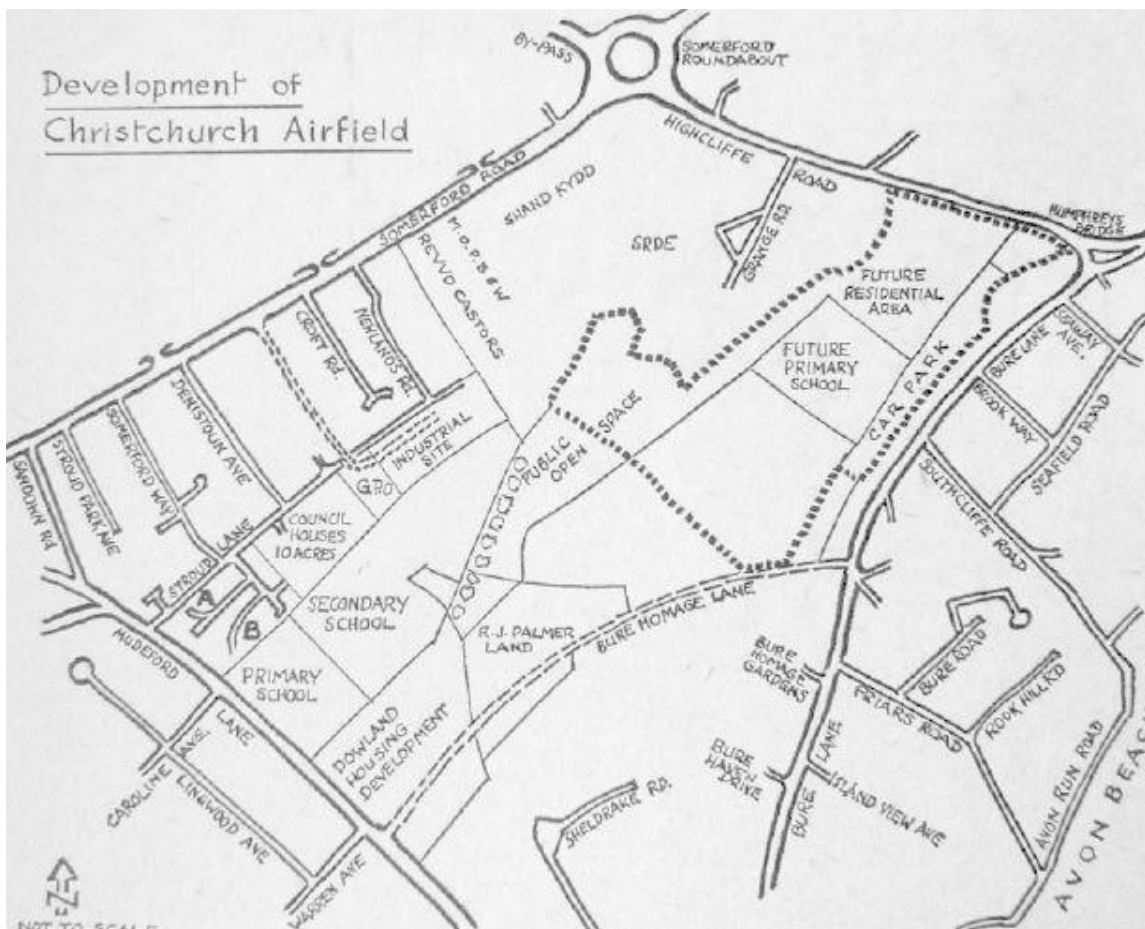
At the moment, the development of the main part of Christchurch Airfield consists of little more than lines on a map, although, around the perimeter, the future is already taking shape.

This drawing illustrates proposals so far recorded for the use of the former aerodrome, of which ten acres in the western corner (between Mudeford Lane and Stroud Lane) have already been developed with 113 council houses. (*The photo above was taken from the garden of one of the mentioned houses*)

These houses form Stage I and Stage II of the council's housing, and many of them have already been sold by the council to former tenants. They are marked A and B on the map. Stage III is at present being developed. The ten acres will have 113 houses and 24 flats and this will complete the council housing planned for the airfield at present.

The Planning Application stated "Planning approval is being sought for private residential development further south. The Downland Housing Society plans a development including homes for old people, and an application has been made by local builder Mr. R. J. Palmer for more houses on the adjacent land. A new "Industrial Access Road" running off Somerford Road (indicated with broken double lines between Denistoun Avenue and Croft Road) will lead first to a General Post Office depot and later to other factories on the industrial site. It is located between Viking Motors and Price and Tarling. The junctions of Somerford Way and Denistoun Avenue with Somerford Road are shown closed on the Town Hall's proposed layout, whilst the entrance to Sandown Road is to be "improved with traffic lights." (*didn't happen*) Bure Homage Lane will be widened (on the airfield side) to become a new Ring Road running from Mudeford Lane to Bure Lane. The existing belt of trees in the area reserved in the map for Open Space will be retained.

The area enclosed in a black dotted line in the eastern corner of the airfield between Highcliffe Road and Bure Lane is to be "retained by SRDE". (*This plan was later modified somewhat particularly the extreme northeastern corner of the site*)



The picture below - from the late 60s judging by the antenna tower, shows the view to the east towards the SRDE compound. The pillbox is P3 on the photos higher up this page.(photo via Colin Richards)



The picture (circa 1965) above shows one of the few remaining buildings



The encroaching housing (c1965) Pictures from Colin Richards..



The 1972 photo above shows that housing starting to cover the field in the north-western corner and also across the runway.



Venom NF.3 WX786 departing on delivery 5th January 1954



Above: Present day view of the airfield site with only a few of the Airspeed/DH buildings remaining to identify the location.



One of the few remaining original Airspeed buildings now used by light industry.

Airlines and Christchurch in the 1930s

Air Charters Ltd : Set up in April 1938 to operate air taxi services with a Fox Moth and a Puss Moth.

Air Dispatch : In November 1936 initiated a Croydon-Portsmouth-Southampton-Christchurch-Teignmouth (Torquay)service. The fare from Christchurch to Croydon was £3-3-0 return. During WW2 the company became involved in overhaul and maintenance of RAF aircraft .

G-ACFV Avro642
????? DH Dragon

Channel Air Ferries(previously Olley Air Service): Operated from 1936 till 1941 using DH Dragons... routes to Croydon-Brighton- Bembridge , Shoreham,Bristol & Cardiff, Brighton- Ryde- Christchurch-Bristol- Exeter-Plymouth- Lands End- Scilly Isles. Some services were operated in conjunction with Railway Air Services. Aircraft used were DH84 and DH89s



Cobham Air Routes (Alan Cobham) :In mid-May 1935 Cobham Air Routes commenced a Croydon-Portsmouth-Christchurch-Guernsey service using four Airspeed Envoy IIs and a Westland Wessex. There were plans for a hangar to be erected at Christchurch. Pilots were Messrs. C Bebb, P Beresford and R Ogden. However after the Wessex (G-ADEW)suffered an engine failure and ditched south on the Needles on July 4th 1935 with the loss of the pilot Mr R Ogden, services ceased and the airline was sold to Olley Air Services. The sole passenger on board was picked up by a passing vessel, the "Stanmore" and taken to Fowey.

G-ABAJ Westland Wessex.

G-ADBA AS6J Envoy.

G-ADEW Westland Wessex.

G-ADFZ Westland Wessex.



Crilly Airways: Operated daily service to Bristol in 1936. The original intention was to use 4 Fokker F.XII aircraft (G-ADZH/I/J/K) purchased in 1935. However these aircraft were pooled with British Airways for a London -Lisbon service so it is unlikely they ever visited Christchurch. More than likely the company used it's DH Dragon aircraft for the Christchurch- Bristol service. The company ceased trading on September 9, 1936.

Great Western and Southern Air Lines Limited: Formed by the merging of Channel Air Ferries and Railway Air Services in December 1938 .In March 1939 GW&SAL applied for a licence for a service once daily in each direction between Shoreham and Bournemouth, and in addition, four times in each direction between Ryde and Bournemouth. The latter service would be jointly operated with PSIOWA. The fare to Ryde was 17/6d return and to Shoreham-£2-1-6d.

Hillman's Airways: operated charter flights to Christchurch using DH Dragons.(extant 1932-36).

Jersey Airways: Heston-Southampton- Jersey - Christchurch on request...used 14 DH.84s (see photo next page) and DH.89As(extant 1933-45).



Jersey Airways Plane



Portsmouth Southsea and Isle of Wight Aviation Ltd (P.S.I.O.W.A.): Commenced with a Portsmouth to Ryde and Christchurch service on 14-05-34 using Westland Wessex aircraft. However, due to the poor state of Christchurch's grass runway the service was suspended after a short time. Once the running of the airfield had been taken over by Francis Fisher service recommenced.. There were six flights a day - seven days a week using Westland Wessexes and DH Fox Moths. In 1935 the Bournemouth - Isle of Wight run operated 4 times a day from April 15th, increasing to 5 times daily during the peak summer months. The service was to be operated by Airspeed Couriers equipped with Marconi A.D.6N. sets and Sperry artificial horizons and directional gyros with Reid and Sigrist turn and bank indicators.. By 1936 PSIOWA was expanding fast and, over the next few years ran numerous services covering the Hampshire, Sussex and Isle of Wight area. An international route to Paris was also serviced. PSIOWA also did charter work to various destinations including Christchurch. Locally PSIOWA had premises in Scott's Hill Lane at Christchurch where later during the war, as " Portsmouth Aviation"(which is still in business today at what was Portsmouth Airport), they undertook work servicing Airspeed Oxfords- the actual aircraft being held at the Warren Avenue Hangar ..

G-ACLR AS5A Courier.
G-ACLT AS5A Courier.
G-ACRF DH Dragon II.
G-ACLF AS5A Courier.
G-ACNZ AS5A Courier.
G-ACVF AS5B Courier.
G-ADAY AS5A Courier.
G-ADCA AS6J Envoy .
G-ACCA DH83 Fox Moth.
G-ACIG DH83 Fox Moth.
G-ABVB Westland Wessex.
Monospar(s).



Provincial Airways: Daily flights Croydon-Southampton (Eastleigh)-Christchurch-Weymouth-Plymouth-Newquay-Hayle using a DH Dragon and two Fox Moths. Operations commenced in 1934. The company quoted the Shamrock and Rambler coach company as their Bournemouth agents. Their 1935 Summer timetable showed two flights westbound to Torquay (Haldon) ,Plymouth, Newquay and Penzance at 10.55AM and 5.55PM, and two easterly flights to Southampton, Portsmouth and CroydonBournemouth was a request stop.(1934-35)..

G-ACEX DH83 Fox Moth.
G-ACEY DH83 Fox Moth.



Railway Air Services (predecessor of BEA): Started in 1938...services: Christchurch -Ryde- Brighton.Brighton-Ryde-Bembridge- Christchurch. Southampton-Bristol-Cardiff. The summer 1938 timetable shows three flights daily weekdays (two on Sundays) from and to Ryde (One the flights was actually operated by PSIOWA but bookable via RAS).



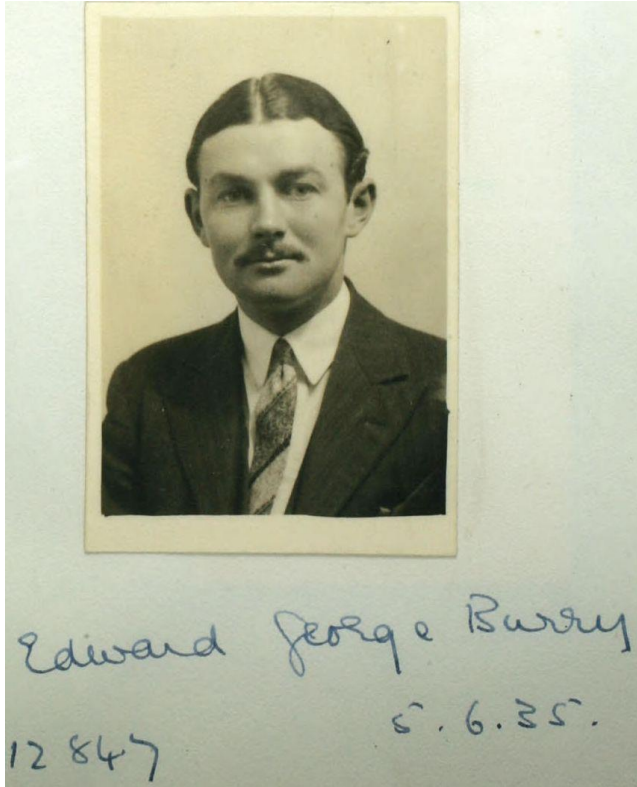
Western Airways Ltd (Norman Edgar) of Bristol: Operated twice daily to Bristol and Cardiff using DH.84 Dragons from 1934 till 1936.Services commenced on Sunday 12th May 1934.The Bristol-Bournemouth service was suspended for the winter from October 7th 1934.The Summer 1935 timetable shows two flights daily to and from Bristol and Cardiff , arriving Bournemouth(Christchurch) at 11.10 and 6.40PM .A day return to Bristol cost 29/6d(approx £1.48) and Cardiff 39/- (approx £1.95)..
G-ACJT DH Dragon

Christchurch Personalia

Denys Corbett Wilson who flew his aeroplane from the clifftop at Highcliffe on the 18th June 1913. Born in Surrey on 24th Sept 1882, he held French licence No.722. He was killed in action at Fournes on the 10th May 1915.



Francis Fisher. The man responsible for the evolution of Christchurch Airfield from a collection of small strips into a proper airfield and airport in the mid 30s.



Edward George Burry, son of the owner of Mudeford Farm and Burry's Field.

BURY, Edward George		12847
Mudeford Farm, Christchurch, Hants.		
<i>Born</i>	13th June, 1913	at Christchurch, Eng.
<i>Nationality</i>	British	
<i>Rank, Regiment, Profession</i>	Farmer	
<i>Certificate taken on</i>	DH.60 X Moth. Cirrus II. 75	
<i>At</i>	Hampshire Aeroplane Club, Southampton.	
<i>Date</i>	5.6.35.	

Edward George Burry, Civil aviator's certificate.

3869

BURRY, Harold Walter

Staple Cross Farm, Burton, Christchurch,
Hants

Born 20th June 1898 *at* Staple Cross Farm,
Christchurch, Hants

Nationality British

Rank, Regiment, Profession Farmer

Certificate taken on Caudron Biplane

At Bournemouth Aviation School, Bournemouth

Date 21st November 1916

Duplicate sent 13.3.19

Royal Aero Club copy of licence details for Harold Walter Burry, uncle of Edward George Burry. Walter Burry, who owned nearby Staple Cross Farm served in both the first World War and World War Two. (The Burry family information thanks to Vanessa Papvgeris.)



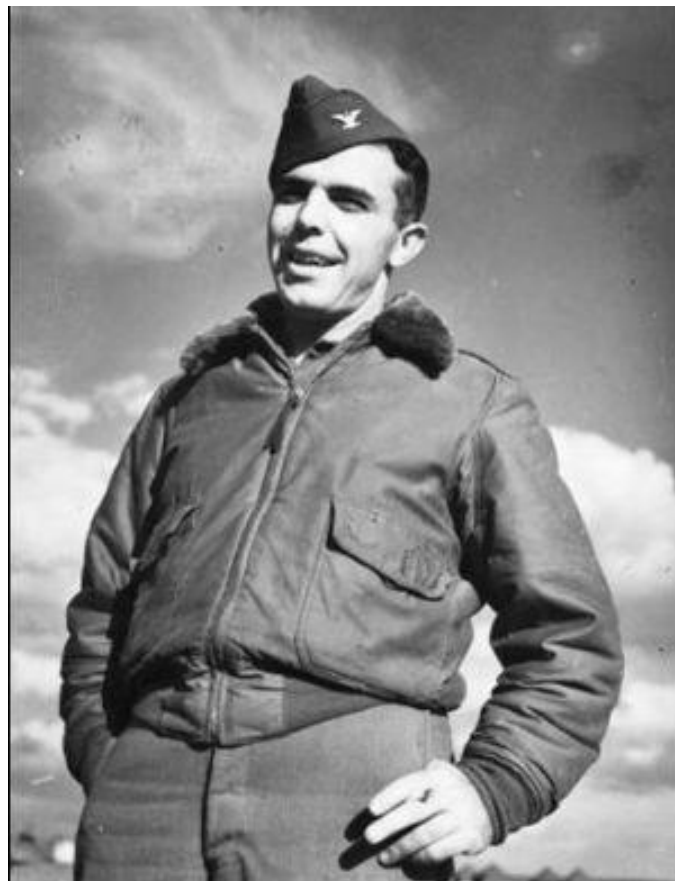
Alan Cobham, who with his National Aviation Day displays possibly did more to encourage aviation in the UK than any other person. Vice-president of the Bournemouth Flying Club in 1938.



Roderick Farquarson, member of the Bournemouth Flying Club circa 1938.



Walter Coates, member of the Bournemouth Flying Club circa 1938.



Col. Robert Delashaw. 405 FG, USAAF



Col James Ferguson 405FG USAAF



Lt. John W. Drummond
Ninth AAF / 405th FG, 510 FS

Lt John W Drummond, 510FS,405FG USAAF



Capt. William B Taylor, 405FG USAAF



Lt. Bruce F Parcell, 405FG USAAF



Lt. Howard I Price.405FG USAAF



Lt Marvin E Leinweber.405FG USAAF



Lt Paul R Ellison.405FG USAAF



Lt Walter R Davis.405FG USAAF



Lt Leon C Sparkman.405FG USAAF



Lt Boleslaw Kociencki.405FG USAAF



Lt Ralph E Hinckley.405FG USAAF



John Potheary, CFI Christchurch Aero Club



Tom Marshall, one of the founders of Christchurch Aero Club



Ron Hayter, instructor at Christchurch Aero Club and later CO of 622GS.



Ron Clear, Airspeed test pilot , joined Airspeed and became a test pilot in the late Thirties. Spent much time test flying the Horsa. Also flew the Ambassador and was also at the controls when AS.57 production prototype G-ALFR shed its engines at Christchurch on 13 November 1950. He retired in 1980.



George Errington, Airspeed test pilot

Joined Airspeed in 1934 as an inspector at Heston. Later became a test pilot and then chief test pilot from 1935 till the company was absorbed into de Havillands. His notable test flights from Christchurch included the AS.51 Horsa (DG597) and the AS.57 Ambassador (G-AGUA). He was killed in 1966 in the crash of the HS.121 Trident G-ARPY. The aircraft entered a superstall and crashed near the village of Felthorpe in Norfolk killing all four crew. The newspaper obituary below from the Christchurch Times of 10 July 1966 includes details of his interesting career.

MAN OF ADVENTURE DIED TESTING 'SAFEST' PLANE

IN four decades George Errington flew most kinds of aircraft through practically every sort of experience in almost all the countries there are. At the age of 64, and some four months prior to retiring, sitting as second pilot in what is one of the safest aeroplanes in the world, of a fine summer evening over Norfolk, he died.

Had George Errington survived the crash of the Trident being tested last Friday evening, this experience too would have been added to his unending fund of stories to be related with dry relish. One can hear him saying "... and there we were ... quite definitely running out of sky ... in 'a big way'".

But although G. B. S. Errington had done so much, no one could have been more modest. He did such extraordinary things. Like making all the arrangements for and then flying on his own an aircraft bought in South America and wanted in Mexico, or delivering an aircraft to China (in the thirties) or being the first man to fly the east-west crossing of South America in a single-engined jet, or running a 1912 vintage Bentley which (for a time at any rate) he refused to disfigure by displaying on it the road licence which, of course, he bought.

The fact appeared to him to be of no more than anecdotal significance that these ventures took him across miles of Amazonian forest, or alone over the Andes or face to face in an Exeter car park with a large Devon policeman who waited by the old Bentley for the driver's return especially to tell him what a magnificent motor car it was, touch his helmet and move off.

It is impossible to remember



One of the last photographs of Mr. George Errington was taken by the Christchurch Times when he spent a happy evening with his old Airspeed colleagues at the first reunion dinner held at the Chewton Glen Hotel on April 15.

George Errington without his zest for life and fun. As chief test pilot at de Havillands up the road he would naturally spend a lot of

time out on the airfield. To summon him back to his office near the control tower there was pointed, through an open window, one of those most complex spiral motor horns fitted, at the small end, with an enormous rubber bulb, and on top, with one of those bandsmen's music clips (shaped like a harp) in which instructions to the operator were permanently displayed. It read "One toot ... tea's up. Two toots ... you're wanted on the 'phone. Three toots ... the managing director's sent for you. Four toots ... you've got the sack!"

But his quiet, measured, detached mien may well have done more than was done by any other individual to embellish the English reputation abroad, and the good name of British aircraft. In Chile he directly followed a somewhat colourful invasion by a large USA sales force motivated by a deep-seated urge to sell an American aircraft, and dressed up for the part. George followed in his shirt sleeves, green and white spotted bow tie, with the Vampire! He wasn't awfully keen on Americans. He didn't like their methods!

DIPLOMAT

George's father was Canon Errington. He had a brother also in the cloth. George himself would have made a wonderful parson. He was a man who would have been successful at any metier. He was a diplomat. When landing from a demonstration flight in Japan he was asked by a Japanese journalist why he flew the aircraft so much upside down. "Japan is a very beautiful country", he replied. "You can see so much more of it that way!"

He had an insatiable desire to fly above high mountain ranges and over vast oceans. He collected clocks: chiming clocks. Whenever he managed to get them all going nearly right on time, there was bedlam at about the hour of chiming!

It is a measure of his character that even in recording the saddest and most dreadful moment in his life, so many happy incidents come to mind.

George loved his work at Christchurch. No factory can ever have had a more loyal and enthusiastic ambassador. A man of great

character himself, he drew out the great characteristics in others. He was sincerely and genuinely (and justifiably) proud of the achievements of the Airspeed team at Somerford. From his last speech in the district made at the first Airspeed reunion which he organised only a couple of months ago, we reported these words:

"When a body of men, by the exercise of talents and initiative, contrived to make history, it is good to reassemble and look back to be refreshed by these achievements, to take strength from a tradition and to be refreshed by the fact that you were supreme in your particular industry at a time when the British aircraft industry was itself supreme."

HIS CONTRIBUTION

And whether he was delivering Envoys or testing Spitfires or towing Horsas or demonstrating Vampires, or flying Comets or helping to develop the Decca Flight Log, or relaxing in his beloved Ambassador, George Errington contributed in a big way to achieving that supremacy for Britain. It could never be said that in his flying, he became part of the machine. Rather one should say that the machine became part of him.

There is a difference!

George Bertram Sainsbury Errington, OBE, AFRAeS, MSLAE, born in 1902 was educated at Uppingham School and Sheffield University. He started his career as an engineering apprentice with Vickers Ltd. in 1922. He obtained a pilot's licence in 1929 and subsequently became a full-time test pilot engaged in experimental and development work.

He was appointed Chief Pilot at Airspeed Ltd. in 1939 and continued in this capacity during the whole of their era in Christchurch.

In addition to old English clocks and motor racing, George Errington's full and colourful life embraced a keen interest in music and the study of flowering shrubs.

His funeral took place in Ellingham Church yesterday afternoon. He is survived by a widow (daughter of Major Colin Ziegler of Ringwood), two sons and a daughter.



Lt Cdr Jock Elliot (1921-1975) ,Airspeed/DH...Sea Vixen test pilot. He joined DH in 1954 and became the Chief test pilot at Christchurch. He was at the controls for the first flight of the Sea Vixen (XF828) on 20th July 1955.



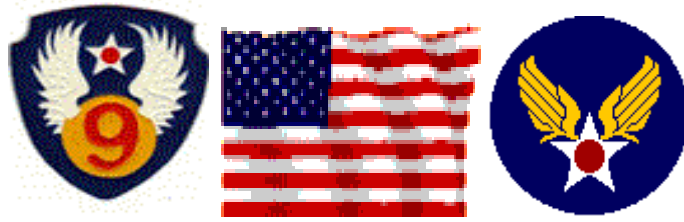
W A Tamblin, Airspeed/DH chief designer at Christchurch.



John Cunningham (1917-2002) , DH chief test pilot, Airspeed. Joined DH in 1938 but spent WW2 in the RAF. Returned to DH in 1946 and became chief test pilot in 1946..



Brian Field, Airspeed test pilot during WW2:was a test pilot with Airspeeds during the war years. The picture above shows him in the Flight Office at Christchurch (Photo Bernard Stokes via John Havers Collection). In March 1940 he accompanied three Airspeed Oxford Mk Is (P1984, P1993 and P2002) delivered to Iran where they were assembled and test flown. Later he spent time testing Horsas.



The 405FG at Christchurch.

The 405 Fighter Group USAAF arrived at Christchurch during March 1944 in preparation for the D-Day (Operation Overlord) offensive. The airfield had been prepared with a steel mesh (BRC/British Reinforced Concrete Mesh) runway laid by Company A of the USAAF 833rd Engineers Aviation Battalion on "new" land to the south of the existing airfield.

There were 3 Squadrons of P-47D Thunderbolt aircraft with a total strength of approximately 40 aircraft.

The Group remained at Christchurch throughout the initial D-Day offensive, moving out at the end of June. The Group's stay at Christchurch was marred by a number of crashes including one on the 29th June when 16 civilians were killed when two aircraft crashed on a house on the airfield boundary.

Reproduced on the following pages are a number of photos of the 405 Fighter Group at Christchurch (USAAF Station 416) during the spring of 1944.

Most of the images were sent to me by an anonymous sender - presumably in the US. Efforts to contact via the email address just bounced.

So, if anyone knows the origin of the photos, or has any additional information please contact me.



Image 1: The building is Bure Homage House. This was used as an Officers Mess by the 405FG. After the war used for a time by the Royal Signals and demolished in 1957. Image 2: A view looking along the Pierced Steel Planking taxiway.



Image 3: A P-51 Mustang parked among the P-47s and in Image 4 a close up.

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Image 5 shows the tented accommodation used by the 405th. Image 6 - A P47D landing on the Steel Matting Runway.



Image 7: More of the encampment .Image 8- A misty day with taxiing P-47s on left ,parked aircraft and Steel mesh vehicle way on right.



Image 9:P-47D The Bug: Image10."K-Kid"



Image 11:A group of 405FG pilots. Image 12:P-47s at dispersal.



Image 13: Dispersal.



Image 14: Early morning take off D-Day 6th June 1944.



These two show the front of Bure Homage, and the photo below shows the stableyard entrance.





The outbuildings at Bure Homage were used as the base PX



This grand edifice was the 511FS Officers Club.

More of the 405FG aircraft.



41-6538 "California"



42-8669 "Mormon Meteor"



42-25507 "Huckle De Buck"



42-25520 "Georgia Peach II"



42-25577 "Fat Cat"



42-25718 "Little Lulu"





42-26250 "Turtle No.9"



42-27181 "Red Hot Mama"



42-27210 "Look No Hands"



42-28370 "Stinkey"



42-29150 "Dottie May"



42-75409 "Betty"



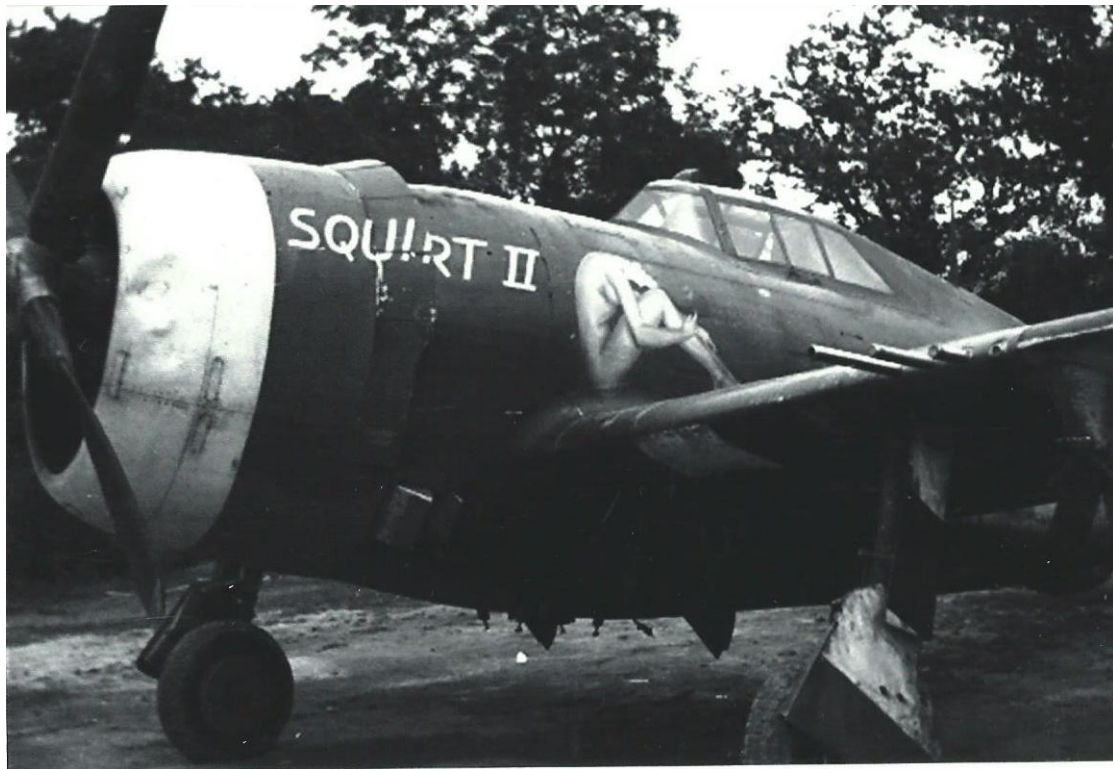
42-76076 "Touch Of Texas"



42-76151 "Peg O' My Heart"



42-76248 "Parson's Wife"



42-76257/2Z-P "Squirt II"



42-76367 "Nancy"



42-76490 "Knobby"



42-76496 "K Kid"



42-76553 "Bug"



42-76588 "The Scarab II"



42-76591 "Yankee Tarheel"



42-76656 "Vonnie"



'Lt Julian Morford, 511th FS, with his razorback at Christchurch shortly after D-Day. Note invasion stripes on aircraft in background

Airspeed and De Havilland Production at Christchurch

AIRSPPEED PRODUCTION AT CHRISTCHURCH

If you think you have any information that may add to that below or any corrections , then please email me at daveg4otu@aol.com

AS51 HORSIA I

Prototypes DG604 and DG609 were brought to Christchurch (from Salisbury Hall) and assembled for their first flights at the hands of George Errington on 15-02-42 and 12-04-42 respectively.

HS101 to HS150 (Contract Acft/1664) Delivered between Jul 42 and Nov 42
HS101 f/f at Christchurch late July 1942 by George Errington.
HS110/119/138/139/147 to USA
LH942 to LH976 (Contract Acft/1689)
LJ101 to LJ144 (Contract Acft/1689)
LJ157 to LJ193 (Contract Acft/1689)
LJ206 to LJ241 (Contract Acft/1689)
LJ256 to LJ291 (Contract Acft/1689)
LJ271 converted to MkII
LJ303 to LJ344 (Contract Acft/1689)
PF690 to PF725 (Contract Acft/1689) Delivered between Nov 43 and Apr 44
PF739 to PF770 (Contract Acft/1689) Delivered between Nov 43 and Apr 44
PF786 to PF817 (Contract Acft/1689) Delivered between Nov 43 and Apr 44
RJ111 to RJ143 (Contract Acft/1689) Delivered between Apr 44 and Jun 44
RJ150 to RJ196 (Contract Acft/1689) Delivered between Apr 44 and Jun 44
RJ212 to RJ231 (Contract Acft/1689) Delivered between Apr 44 and Jun 44

AS58 HORSIA II

RN309 to RN349 (Contract Acft/1689) Delivered between Aug 44 and Mar 45
RN362 to RN405 (Contract Acft/1689) Delivered between Aug 44 and Mar 45
RN418 to RN459 (Contract Acft/1689) Delivered between Aug 44 and Mar 45
RN473 to RN520 (Contract Acft/1689) Delivered between Aug 44 and Mar 45
RX534 to RX583 (Contract Acft/1689) Delivered between Mar 45 and Apr 45

Additional information. (from Mike Phipp)

DK353 (pre-production) Flew at Christchurch 29-05-42 (may not be f/f)
Pilot- George Errington.
DP279 (first produced by Harris Lebus) f/f at Christchurch 01-06-42.
Pilot- George Errington.
DP714 (first produced by Austin Motors) f/f at Christchurch 06-42.
Pilot- George Errington.

AS10 OXFORD I & II

A total of 550 built at Christchurch .(X6520 f/f 22 March 1941,
first delivery on 25-04-41)
Contract B66827/40 (delivered between Apr 41 and May 42)
c/ns 001-250 X6520-6564 ,6589-6623 ,6643-6692 ,6726-6750, 6764-6813 ,6835-6879
Contract B66827/40 (delivered between Sep 41 and Aug 42)
c/ns 251-500 X6880-6884,6932-6981 ,7031-7075 ,7107-7156 ,7176/7200, 7231-7265 ,
7278-7317 (500)
Contract B128541/40 (delivered between Sep 42 and Feb 43)
c/ns 501-550 LB469-492 ,513-538 (50)
c/ns 4303-4311 VB861-869 Produced at Portsmouth but del ex Christchurch Feb 1945

In addition the company retrofitted a quantity (given in some places as 160)of Seafires IIcs with Merlin 32 engines.....

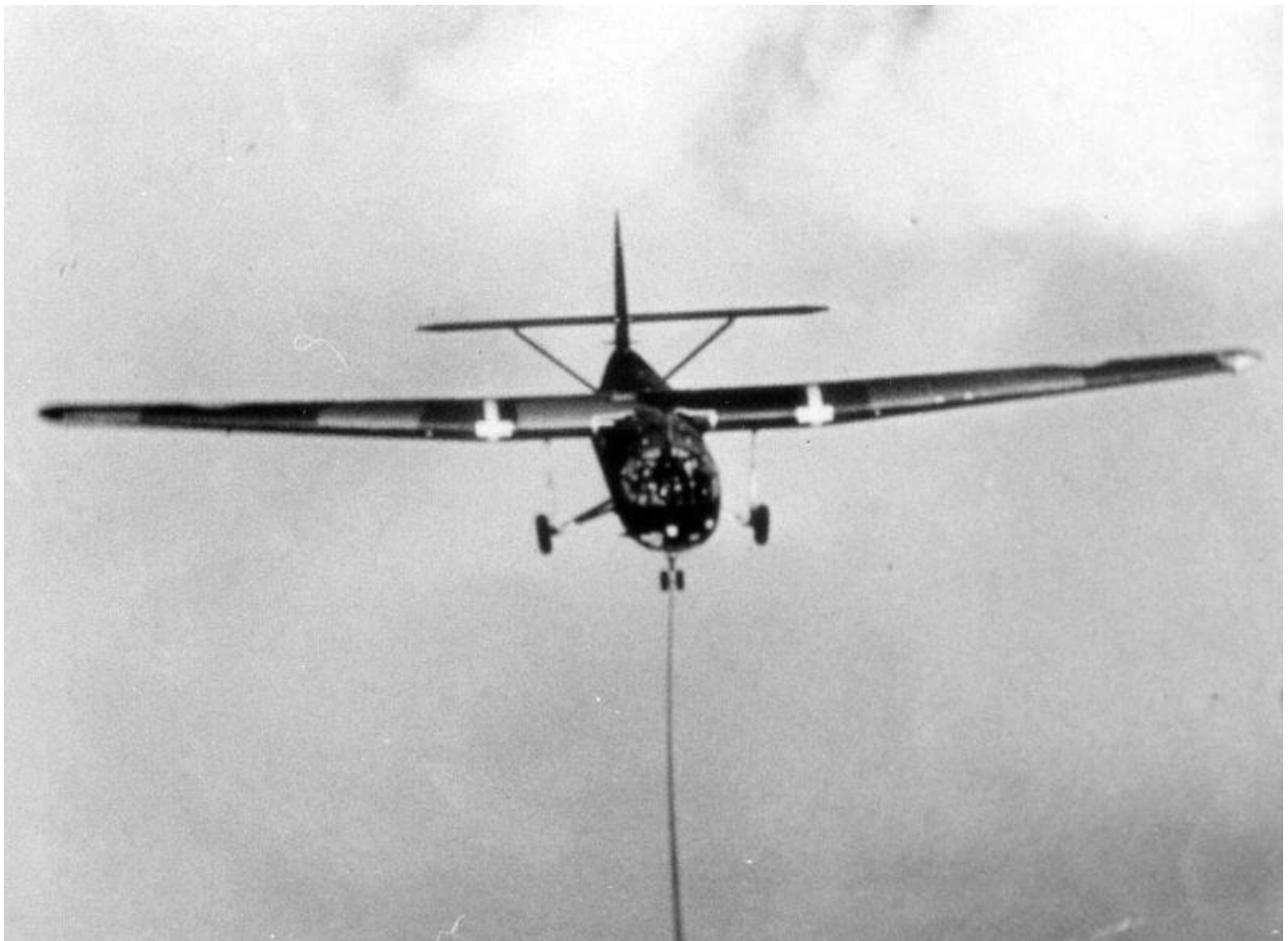
Among the aircraft handled the following have so far been identified.....

LR682 Seafire IIc(u/c collapsed landing Christchurch 21-09-43).To Lee-on-Solent 22-12-43.

LR690 Seafire IIc (04-06-43)
LR693 Seafire IIc (13-08-43)
LR694 Seafire IIc (13-08-43)
LR696 Seafire IIc (28-02-44 to Eastleigh)
LR730 Seafire IIc (28-10-43 to Lee-on-Solent)
LR740 Seafire IIc (22-12-43 to Harwell)
LR741 Seafire IIc (11-11-43 to Lee-on-Solent)
LR742 Seafire IIc (17-01-44 to Lee-on-Solent)
LR745 Seafire IIc (arrived 10-11-43)
LR748 Seafire IIc (arrived 02-10-43)
LR754 Seafire IIc (24-10-43 to Lee-on-Solent)
LR762 Seafire IIc (04-11-43 to Lee-on-Solent)
MB131 Seafire LIIc(arr from Hamble 12-07-43)
MB135 Seafire LIIc(arr from Hamble 25-08-43)
MB143 Seafire LIIc(arr from Hamble 17-08-43)
MB196 Seafire LIIc(25-08-43 to Heston)
MB210 Seafire IIc (28-07-43 to Cosford)
MB220 Seafire LIIc(26-06-43 to Lee-on-Solent)
MB241 Seafire IIc (arr from Hamble 29-07-43)
MB248 Seafire IIc (17-08-43 to Heston)
MB252 Seafire IIc (6-43,to Lee-on-Solent 28-02-44)
MB258 Seafire IIc (17-10-43 to Lee-on-Solent)
MB267 Seafire IIc (25-08-43 to Cosford)
MB301 Seafire IIc (04-08-43 to Hawarden)
MB315 Seafire IIc (cr on arrival- demolished bungalow "Musoka" Caroline Avenue, Mundeford 25-06-43)
NM921 Seafire IIc(eng failure on 17-04-43 while on test landed at Holmsley)
NM942 Seafire IIc (26-05-43 to Lee-on-Solent)
NM945 Seafire IIc (18-02-44 to Lee-on-Solent)
NM977 Seafire IIc (arrived 23-05-43)



Horsa DP726.



A Horsa under tow with Airspeed test pilot Brian Field at the controls.
Photo Ralph Viveash via John Havers Collection



Two pictures of Horsa Mk II RN310 shortly after completion. August 1944 (War department photos)



From Charles Mac Kay comes this photo of Christchurch-built LJ114 (Horsa 1) serving with the USAAF (possibly at Aldermaston).

AS57 Ambassador

- 61 G-AGUA 1st prototype. FF 10-07-47;CofA 05-05-49,to RT665,dismantled1951.
- 62 G-AKRD "Golden Lion." Second prototype. Flew 26 Aug, 1948;special category C of A. CofA 04-08-49,45,000 Ib; de Havilland propeller tests, 1951; Bristol Proteus 705 development tests, 1953; Rolls-Royce Tyne development tests, March1958 (as MoA G-37-3); Rolls-Royce Dart development tests; still airworthy,1969.scr 11-69
- 5210 G-ALFR Production Prototype, "Golden Hind" Flew May 1950;CofA 25-05-51. Napiers for Eland tests, 1955;
- 5211 G-AMAD First production a/c,For BEA as Elizabethan class "Sir Francis Drake" , CofA 19-03-52.
- 5212 G-ALZN "Elizabethan". FF 10-04-51; CofA 20-08-51, BEA on loan, 22-08-51, delivered, 31-01-53;
- 5213 G-ALZP "Sir Richard Grenville".CofA 19-12-51, BEA del 28-02-52
- 5214 G-ALZR "Sir Walter Raleigh." BEA, CofA 12-02-52,del 13 Feb, 1952
- 5215 G-ALZS "William Shakespeare". CofA 24-01-52,BEA del 25 Jan, 1952
- 5216 G-ALZT "Sir John Hawkins. CoA 26-01-52,BEA,del 27-01-52
- 5217 G-ALZU "Lord Burghley".CofA 05-03-52, BEA del 05-03-52
- 5218 G-ALZV "Earl ofLeicester. CofA 05-04-52, BEA, del 12-04-52
- 5219 G-ALZW "Sir Francis Walsingham". CofA 28-04-52, BEA del 28-04-52
- 5220 G-ALZX "Sir John Norris". CofA 29-05-52 BEA del 29-05-52
- 5221 G-ALZY "Sir Philip Sidney. CofA 10-07-52 BEA del 10-07-52
- 5222 G-ALZZ "Edmund Spenser". CofA 06-08-52,BEA del 09-08-52
- 5223 G-AMAA "Sir Francis Knollys". CofA 02-09-52 BEA del 05-09-52
- 5224 G-AMAB "Sir Francis Bacon". CofA 03-10-52 BEA del 04-10-52
- 5225 G-AMAC "Sir Robert Cecil". CofA 01-11-52, BEA del 01-11-52
- 5226 G-ALZO "Christopher Marlowe". CofA 25-11-52 BEA del 25-11-52
- 5227 G-AMAE "Earl of Essex". CofA 18-12-52 BEA del 18-12-52
- 5228 G-AMAF "Lord Howard of Effingham". CofA 16-01-53 BEA del 17-01-53
- 5229 G-AMAG "Sir Thomas Gresham". CofA 04-02-53 , BEA del 04-02-53
- 5230 G-AMAH "Sir Christopher Hatton". CofA 05-02-53 , BEA del 06-03-53
- VP219-248 Ambassador & VS227-236 AS.60 Ayrshire (Military transport) not built.



Above: Ambassador Prototype G-AGUA. (Airspeed photographs via Mike Phipp)



Ambassador second Prototype G-AKRD.



Airspeed photo(20 Sept 1950) of G-AKRD with Ron Clear(test pilot) on right and Capt R.P Mollard(Malayan Airways) on left.

DE HAVILLAND AIRCRAFT CO. CHRISTCHURCH PRODUCTION.

NB: The information below was gleaned from mostly the following sources....60 years of Air Britain publications, Putnams "De Havilland Aircraft since 1909" by A J Jackson, various BARG publications, Scramble website and David Watkins' "Venom, The complete history" & "Vampire ,the Complete History". With regard to Vampires and Sea Venoms, there is much confusion over exactly where many aircraft were actually built or assembled from parts built elsewhere. In addition, some aircraft were built at one factory but sent elsewhere for finishing. If you think you have any information that may help fill the gaps , or any corrections , then please email me at daveg4otu@aol.com

MOSQUITO FBVI/B35

RS637 to RS680	FBVI Delivered between 08-04-45 and 07-06-46 (Contract No.3527)
RS693 to RS698	FBVI Delivered between 08-04-45 and 07-06-46 (Contract No.3527)
RS699 to RS723	B.35 Delivered between 28-02-46 and 11-04-47 (Contract No.3527)
VL726 to VL732	FBVI (Contract No.3527)
VR792 to VR806	B.35 Delivered between 10-07-47 and 13-02-48 (Contract No.3527)

Mosquito FB VI.

DH115 VAMPIRE T.11/T.22/T.55 (thanks to the recently published lists on ABiX)

c/n		
15000	T11	G-5-7 Prototype T11,f/f 15-11-50.Became WW456
15001	T11	WW458 FF 01-12-51 delivered to RN 21/01/52.Pre-production
15002	T11	WW461 delivered to RN22/05/52 Pre-production
15003	T11	WZ414
15004	T11	WZ415
15005	T11	WZ416
15006	T11	WZ417
15007	T11	WZ418
15008	T11	WZ419
15009	T55	RNZAF as NZ5701
15010	T55	RNZAF as NZ5702
15011	T11	WZ420
15012	T11	WZ421

15013	T55	SAAF as 221
15014	T11	WZ422
15015	T11	WZ423
15016	T11	RNoAF as PX-E XJ771
15017	T11	WZ424
15018	T11	RNoAF as PX-G XJ772
15019	T11	WZ425
15020	T11	WZ426
15021	T55	RNZAF as NZ5703
15022	T11	WZ427
15023	T11	WZ428
15024	T11	WZ429
15025	T55	222 SAAF
15026	T55	RNZAF as NZ5704
15027	T11	RNoAF as PX-M XJ773
15028	T55	RNZAF as NZ5705 Inst.190
15029	T11	WZ430
15030	T55	RNoAF as ZK-X
15031	T11	WZ446
15032	T55	RNZAF as NZ5706
15033	T11	RNoAF as ZK-Y XJ775
15034	T11	WZ447
15035	T11	WZ448
15036	T11	WZ449
15037	T11	WZ450
15036	T11	WZ451
15036	T11	WZ452
15040	T55	Swedish AF as Fv28411
15041	T11	SAAF as 223
15042	T55	Swedish AF as Fv28412
15043	T55	SAAF as 224
15044	T11	WZ494
15051	T11	RNoAF as ZK-Z XJ776
15057	T11	WZ455
15059	T11	WZ456
15060	T55	Venezuela as 2A-36
15061	T11	WZ493
15064	T55	Swedish AF as Fv28413
15065	T55	SAAF as 225
15068	T55	Swedish AF as Fv28416
15070	T55	Swedish AF as Fv28417
15071	T55	Swedish AF as Fv28414
15072	T55	Portugal as 1801
15073	T55	Portugal as 1802
15075	T11	WZ499
15076	T55	Swedish AF as Fv28415
15077	T55	SAAF as 226
15079	T55	Swedish AF as Fv28418
15080	T55	Iraqi AF as 333
15081	T55	L-151 Lebanon
15126	T55	Swedish AF as Fv28419
15127	T11	WZ507
15128	T55	Swedish AF as Fv28420
15129	T11	WZ506
15130	T22	XA100 Retained for trials- to A&AEE Feb54
15131	T22	XA101 , to A&AEE Aug 53,sold to RAN 1959
15132	T11	WZ509
15133	T55	Swedish AF as Fv28421
15134	T55	Swedish AF as Fv28422
15135	T11	WZ508
15136	T11	WZ544
15137	T11	WZ545
15138	T11	WZ546
15139	T11	WZ547
15140	T11	WZ548
15141	T11	WZ549
15183	T55	Swedish AF as Fv28423

15183	T55	Swedish AF as Fv28423 (confirmation needed)
15184	T55	Swedish AF as Fv28424
15185	T55	Swedish AF as Fv28425
15186	T55	Swedish AF as Fv28426
15187	T55	Swedish AF as Fv28427
15188	T55	Swedish AF as Fv28428
15189	T55	Swedish AF as Fv28429
15190	T55	Swedish AF as Fv28430
15200	T22	XA102 Del to RAF Manby 11-08-53
15201	T22	XA103
15202	T22	XA104
15203	T22	XA105
15204	T22	XA106
15205	T22	XA107
15206	T22	XA108
15207	T22	XA109
15208	T22	XA110
15209	T22	XA111
15210	T22	XA112
15211	T22	XA113
15212	T22	XA114
15213	T22	XA115
15214	T22	XA116
15215	T22	XA117
15216	T22	XA118
15217	T22	XA119
15218	T22	XA120
15219	T22	XA121
15220	T22	XA122
15221	T22	XA123
15222	T22	XA124
15223	T22	XA125
15224	T11	XD375
15225	T11	XD378
15226	T11	XD379
15227	T11	XD380
15228	T11	XD381
15229	T11	XD382
15230	T11	XD383
15231	T11	XD384
15232	T11	XD385
15233	T11	XD386
15234	T11	XD387
15235	T11	XD395
15236	T11	XD396
15237	T11	XD397
15248	T11	XD376
15249	T11	XD377
15275	T11	XD527 Built at Chester, to Christchurch for finishing 01-06-54
15287	T11	XD398
15288	T11	XD399
15289	T11	XD400
15290	T11	XD401
15291	T11	XD402
15292	T11	XD404 *See c/n 15392*
15293	T11	XD424
15294	T11	XD426
15295	T11	XD427
15296	T11	XD428
15297	T11	XD431
15298	T11	XD432
15299	T11	XD442
15300	T11	XD443
15301	T11	XD449
15302	T11	XD450
15303	T11	XD451

15304	T11	XD454			
15305	T11	XD460			
15306	T11	XD461			
15307	T11	XD462			
15309	T11	XD511			
15346	T11	XD512			
15347	T11	XD513			
15348	T11	XD514			
15349	T11	XD515			
15350	T11	XD516			
15351	T11	XD517			
15352	T11	XD518			
15353	T11	XD519			
15354	T11	XD520			
15355	T11	XD521			
15356	T11	XD522			
15357	T11	XD523			
15358	T11	XD524			
15359	T11	XD525			
15360	T11	XD533			
15361	T11	XD605	To Flight Refuelling, Tarrant Rushton for	modifications.	
15362	T11	XD606	To Flight Refuelling, Tarrant Rushton for	modifications.	
15363	T11	XD607	To Flight Refuelling, Tarrant Rushton for	modifications.	
15366	T11	XD625			
15367	T11	XD626	To Flight Refuelling, Tarrant Rushton for	modifications.	
15370	T11	XE816			
15373	T11	XE817	To Flight Refuelling, Tarrant Rushton for	modifications.	
15374	T11	XE818			
15375	T11	XE819	To Flight Refuelling, Tarrant Rushton for	modifications.	
15392	T11	XE823	To Flight Refuelling, Tarrant Rushton for	modifications.	
15393	T11	XE824			
15394	T11	XE825			
15395	T11	XE826			
15396	T11	XE831	To Flight Refuelling, Tarrant Rushton for	modifications.	
15397	T11	XE863			
15398	T11	XE864	To Flight Refuelling, Tarrant Rushton for	modifications.	
15399	T11	XE865	To Flight Refuelling, Tarrant Rushton for	modifications.	
15400	T11	XE866			
15401	T11	XE867			
15402	T11	XE872			
15403	T11	XE873			
15404	T22	XA126	To Flight Refuelling, Tarrant Rushton for	modifications.	
15405	T22	XA127	To Flight Refuelling, Tarrant Rushton for	modifications.	
15406	T22	XA128	To Flight Refuelling, Tarrant Rushton for	modifications.	
15407	T22	XA129	To Flight Refuelling, Tarrant Rushton for	modifications.	
15408	T22	XA130	To Flight Refuelling, Tarrant Rushton for	modifications.	
15409	T22	XA131			
15410	T22	XA152	To Flight Refuelling, Tarrant Rushton for	modifications.	
15411	T22	XA153	To Flight Refuelling, Tarrant Rushton for	modifications.	
15412	T22	XA154	To Flight Refuelling, Tarrant Rushton for	modifications.	
15413	T22	XA155	To Flight Refuelling, Tarrant Rushton for	modifications.	
15416	T11	XE874			
15417	T11	XE875			
15418	T11	XE876	To Flight Refuelling, Tarrant Rushton for	modifications.	
15419	T11	XE877	To Flight Refuelling, Tarrant Rushton for	modifications.	
15420	T11	XE878	To Flight Refuelling, Tarrant Rushton for	modifications.	
15421	T11	XE879	To Flight Refuelling, Tarrant Rushton for	modifications.	
15422	T11	XE880	To Flight Refuelling, Tarrant Rushton for	modifications.	
15423	T11	XE881			
15424	T11	XE882			
15425	T11	XE883			
15498	T22	XA156	To Flight Refuelling, Tarrant Rushton for	modifications.	
15499	T22	XA157	To Flight Refuelling, Tarrant Rushton for	modifications.	
15500	T22	XA158	To Flight Refuelling, Tarrant Rushton for	modifications.	
15501	T22	XA159	To Flight Refuelling, Tarrant Rushton for	modifications.	
15502	T22	XA160	To Flight Refuelling, Tarrant Rushton for	modifications.	
15503	T22	XA161	To Flight Refuelling, Tarrant Rushton for	modifications.	

15504	T22	XA162	To Flight Refuelling, Tarrant Rushton for modifications.
15505	T22	XA163	To Flight Refuelling, Tarrant Rushton for modifications.
15506	T22	XA164	To Flight Refuelling, Tarrant Rushton for modifications.
15507	T22	XA165	To Flight Refuelling, Tarrant Rushton for modifications.
15508	T22	XA166	To Flight Refuelling, Tarrant Rushton for modifications.
15509	T22	XA167	To Flight Refuelling, Tarrant Rushton for
modifications. Sold R.A.N 1959			
15510	T22	XA168	To Flight Refuelling, Tarrant Rushton for modifications.
15511	T22	XA169	
15512	T22	XA170	
15513	T22	XA171	To Flight Refuelling, Tarrant Rushton for modifications.
15514	T22	XA172	To Flight Refuelling, Tarrant Rushton for modifications.
15524	T11	XD510	
15633	T22	XG742	To Flight Refuelling, Tarrant Rushton for modifications.
Del to RNAS Stretton 03-11-54			
15634	T22	XG743	To Flight Refuelling, Tarrant Rushton for modifications.
15635	T22	XG744	
15636	T22	XG745	
15637	T22	XG746	To Flight Refuelling, Tarrant Rushton for modifications.
15638	T22	XG747	
15639	T22	XG748	
15640	T22	XG765	
15641	T22	XG766	To Flight Refuelling, Tarrant Rushton for modifications.
15642	T22	XG767	
15643	T22	XG768	
15644	T22	XG769	To Flight Refuelling, Tarrant Rushton for modifications.
15645	T22	XG770	Sold to RAN 08-08-57
15646	T22	XG771	To Flight Refuelling, Tarrant Rushton for modifications.
15647	T22	XG772	To Flight Refuelling, Tarrant Rushton for modifications.
15648	T22	XG773	To Flight Refuelling, Tarrant Rushton for modifications.
15649	T22	XG774	To Flight Refuelling, Tarrant Rushton for modifications.
15650	T22	XG775	
15651	T22	XG776	Sold to RAN 1959
15652	T22	XG777	del to RNAS Lossiemouth 25-05-55

T.11s Total 123(+ prototype and 2 pre-production aircraft). Delivered between 01/03/52 and 11/03/55.

T.22s Total 73 delivered between 26/05/52 and 25/05/55

58 T.11 and T.22 aircraft flown initially to Tarrant Rushton (1954/where Flight Refuelling Ltd carried out flight testing and delivery to RAF

43 aircraft for foreign air forces :delivery details.

NZ5701 to NZ5706 RNZAF delivered between 29/04/52 and 15/12/52

221 to 226 South African AF .del between 26/05/52 and 29/09/52

PX-E/15016 (XJ771) ,PX-G/15018 (XJ772) ,PX-M/15027 (XJ773) ,R Norwegian AF (T.11s) ,

ZK-X/15030 (XJ774) ,ZK-Y/15033 (XJ775) ,ZK-Z/15051 (XJ776) .R Norwegian AF (T.11s)

del between 26/06/52 & 10/11/52

2A-36 (15060) Venezualan AF del 16/09/52

5801 & 5802 Portuguese AF del 30/10/52 & 04/12/52

333 Iraqi AF del 25/03/53

28411 to 28430 R Swedish AF del between 07/02/53 and 02/07/53

L151 Lebanese AF del 24/08/53

Trials and development aircraft

The aircraft listed below were used or modified at Christchurch for a variety of test and trial purposes.

Dates given are the approximate dates that each aircraft was present at Christchurch.

WM659 NF10 Dec 51 For Trials.

WP240 NF10 1955 Sea Vixen Radome & Avionics

LZ551/G Sept 45 Fitting hook for deck trials.



RNZAF Vampire T.55.

**In the late 50s Airspeed Portsmouth produced Wings, Booms and Tailplanes for the
Christchurch-built Vampires**

VENOM & SEA VENOM

c/n

	WK385	NF20 first with folding wings FF 26-07-52
53(WM500) and March 54	WM500 to WM504	NF20 WM500 FF27 March 53, Del between 8 May
completion and delivery	WM506	FAW20 Built at Chester, to Christchurch for
	WM507 to WM511	NF20 Del between May 53 and March 54
completion and delivery	WM513	FAW20 Built at Chester, to Christchurch for
completion and delivery	WM514	FAW20 Built at Chester, to Christchurch for
	WM515	NF20 Del between May 53 and March 54
	WM518	NF20 Del between May 53 and March 54
completion and delivery	WM519	FAW20 Built at Chester, to Christchurch for
completion and delivery	WM522	FAW20 Built at Chester, to Christchurch for
completion and delivery	WM523	FAW20 Built at Chester, to Christchurch for
completion and delivery	WM542	FAW20 Built at Chester, to Christchurch for
completion and delivery	WM551	FAW20 Built at Chester, to Christchurch for
completion and delivery	WM553	FAW20 Built at Chester, to Christchurch for
completion and delivery	WM555	FAW20 Built at Chester, to Christchurch for
July 56	WM568 to WM577	FAW21(WM568 FF 22-04-54)Del between May 54 and
completion and delivery	WR284	FB1 Built at Chester, tfd to Christchurch for
completion and delivery	WR287	FB1 Built at Chester, tfd to Christchurch for
	WV928	NF.3 Prototype FF 22-02-53
53 and and June 55	WX785 to WX796	NF.3 WX785 del 17-09-53, rest Del between Sep
	WX798 to WX799	NF.3 Del between Sep 53 and and June 55
	WX801 to WX804	NF.3 Del between Sep 53 and and June 55
	WX807 & WX809	NF.3 Del between Sep 53 and and June 55
completion and delivery	WX843	NF.3 Built at Chester,to Christchurch for
completion and delivery	WX844	NF.3 Built at Chester,to Christchurch for
completion and delivery	WX855	NF.3 Built at Chester,to Christchurch for
12711	WW138	FAW21 Del between May 54 and July 56
12714	WW140	FAW21 Del between May 54 and July 56
12716	WW143	FAW21 Del between May 54 and July 56
12789	WW144	FAW21 Del between May 54 and July 56
12790	WW145	FAW21 d/d 03.55
12791	WW146	FAW21 Del between May 54 and July 56
12792	WW147	FAW21 Del between May 54 and July 56
12793	WW149	FAW21 Del between May 54 and July 56
12794	WW151	FAW21 Del between May 54 and July 56
12795	WW153	FAW21 Del between May 54 and July 56
12796	WW186	FAW21 Del between May 54 and July 56
12797	WW188	FAW21 Del between May 54 and July 56
12798 (?)	WW190	FAW21 Del between May 54 and July 56
12799	WW193	FAW21 Del between May 54 and July 56
12800	WW195	FAW21 Del between May 54 and July 56
12880	WW196	FAW21 Del between May 54 and July 56
12881	WW197	FAW21 Del between May 54 and July 56

12882		WW198	FAW21 Del between May 54 and July 56
12883		WW199	FAW21 Del between May 54 and July 56
12884		WW209	FAW21 Del between May 54 and July 56
12885		WW210	FAW21 Del between May 54 and July 56
12886		WW211	FAW21 Del between May 54 and July 56
12887		WW219	FAW21 Del between May 54 and July 56
12888		WW220	FAW21 Del between May 54 and July 56
12889		WW261	FAW21 Del between May 54 and July 56
12890		WW262	FAW21 Del between May 54 and July 56
12891		WW263	FAW21 Del between May 54 and July 56
12897		WW274	FAW21 Del between May 54 and July 56
12892		WW295	FAW21 Del between May 54 and July 56
12893		WW296	FAW21 Del between May 54 and July 56
12894		WW297	FAW21 Del between May 54 and July 56
12895		WW298	FAW21 Del between May 54 and July 56
12750	FAW53	WZ893	d/d 05-09-54 to DH Co for trials later del to Royal
Australian Navy			
12751	FAW53	WZ894	d/d 14-01-55 to DH Co for trials later del to Royal
Australian Navy			
12752	FAW53	WZ895	d/d April 55 to DH Co for trials later del to Royal
Australian Navy			
12753	FAW53	WZ896	d/d to Royal Australian Navy
12754	FAW53	WZ897	d/d to Royal Australian Navy
12755	FAW53	WZ898	d/d to Royal Australian Navy
12756	FAW53	WZ899	d/d to Royal Australian Navy
12757	FAW53	WZ900	d/d to Royal Australian Navy
12758	FAW53	WZ901	d/d to Royal Australian Navy
12759	FAW53	WZ902	d/d to Royal Australian Navy
12760	FAW53	WZ903	d/d to Royal Australian Navy
12761	FAW53	WZ904	d/d to Royal Australian Navy
12762	FAW53	WZ905	d/d to Royal Australian Navy
12763	FAW53	WZ906	d/d to Royal Australian Navy
12764	FAW53	WZ907	d/d to Royal Australian Navy
12765	FAW53	WZ908	d/d to Royal Australian Navy
12766	FAW53	WZ909	d/d to Royal Australian Navy
12767	FAW53	WZ910	d/d to Royal Australian Navy
12768	FAW53	WZ911	d/d to Royal Australian Navy
12769	FAW53	WZ927	d/d to Royal Australian Navy
12770	FAW53	WZ928	d/d to Royal Australian Navy
12771	FAW53	WZ929	d/d to Royal Australian Navy
12772	FAW53	WZ930	d/d to Royal Australian Navy
12773	FAW53	WZ931	d/d to Royal Australian Navy
12774	FAW53	WZ932	d/d to Royal Australian Navy
12775	FAW53	WZ933	d/d to Royal Australian Navy
12776	FAW53	WZ934	Del initially to A&AEE Boscombe Down Oct 55,d/d to Royal
Australian Navy			
12777	FAW53	WZ935	d/d to Royal Australian Navy
12778	FAW53	WZ936	d/d to Royal Australian Navy
12779	FAW53	WZ937	d/d to Royal Australian Navy
12780	FAW53	WZ938	d/d to Royal Australian Navy
12781	FAW53	WZ939	d/d to Royal Australian Navy
12782	FAW53	WZ940	d/d to Royal Australian Navy
12783	FAW53	WZ941	Del initially to A&AEE Boscombe Down Nov-Dec 55,d/d to
Royal Australian Navy			
12784	FAW53	WZ942	d/d to Royal Australian Navy
12785	FAW53	WZ943	d/d to Royal Australian Navy
12786	FAW53	WZ944	Used for trials at Christchurch & Boscombe Down, d/d to
Royal Australian Navy			
12787	FAW53	WZ945	d/d to Royal Australian Navy
12788	FAW53	WZ946	d/d to Royal Australian Navy
	FAW53	WZ947-WZ856	Order cancelled, not built.
NB:The surviving aircraft,WZ897/901/903/904/910/930/935/939 & 944 were reserialled as N4-897 etc circa 1961.			
?		XA539	NF21Prototype f/f 06-02-54
12896	FAW21	XG606	Del between May 54 and July 56
12898	FAW21	XG607	Del between May 54 and July 56

12899	FAW21	XG608	Del between May 54 and July 56
12900	FAW21	XG609	Del between May 54 and July 56
12901	FAW21	XG610	Del between May 54 and July 56
12902	FAW21	XG611	Del between May 54 and July 56
12903	FAW21	XG612	Del between May 54 and July 56
12904	FAW21	XG613	Del between May 54 and July 56
12905	FAW21	XG614	Del between May 54 and July 56
12906	FAW21	XG615	Del between May 54 and July 56
12907	FAW21	XG616	Del between May 54 and July 56
12908	FAW21	XG617	Del between May 54 and July 56
12909	FAW21	XG618	Del between May 54 and July 56
12910	FAW21	XG619	Del between May 54 and July 56
12911	FAW21	XG620	Del between May 54 and July 56
12912	FAW21	XG621	Del between May 54 and July 56
12913	FAW21	XG622	Del between May 54 and July 56
12914	FAW21	XG623	Del between May 54 and July 56
12915	FAW21	XG624	Del between May 54 and July 56
12916	FAW21	XG663	Del between May 54 and July 56
12917	FAW21	XG666	Del between May 54 and July 56
12918	FAW21	XG667	Del between May 54 and July 56
12919	FAW21	XG669	Del between May 54 and July 56
12920	FAW21	XG672	Del between May 54 and July 56
12921	FAW21	XG674	Del between May 54 and July 56
12922	FAW21	XG677	Del between May 54 and July 56
12923	FAW21	XG679	Del between May 54 and July 56
12924	FAW22	XG685	Del 04-12-56

Trials and development aircraft

The aircraft listed below were used or modified at Christchurch for a variety of test and trial purposes.

Dates given are the approximate dates that each aircraft was present at Christchurch.

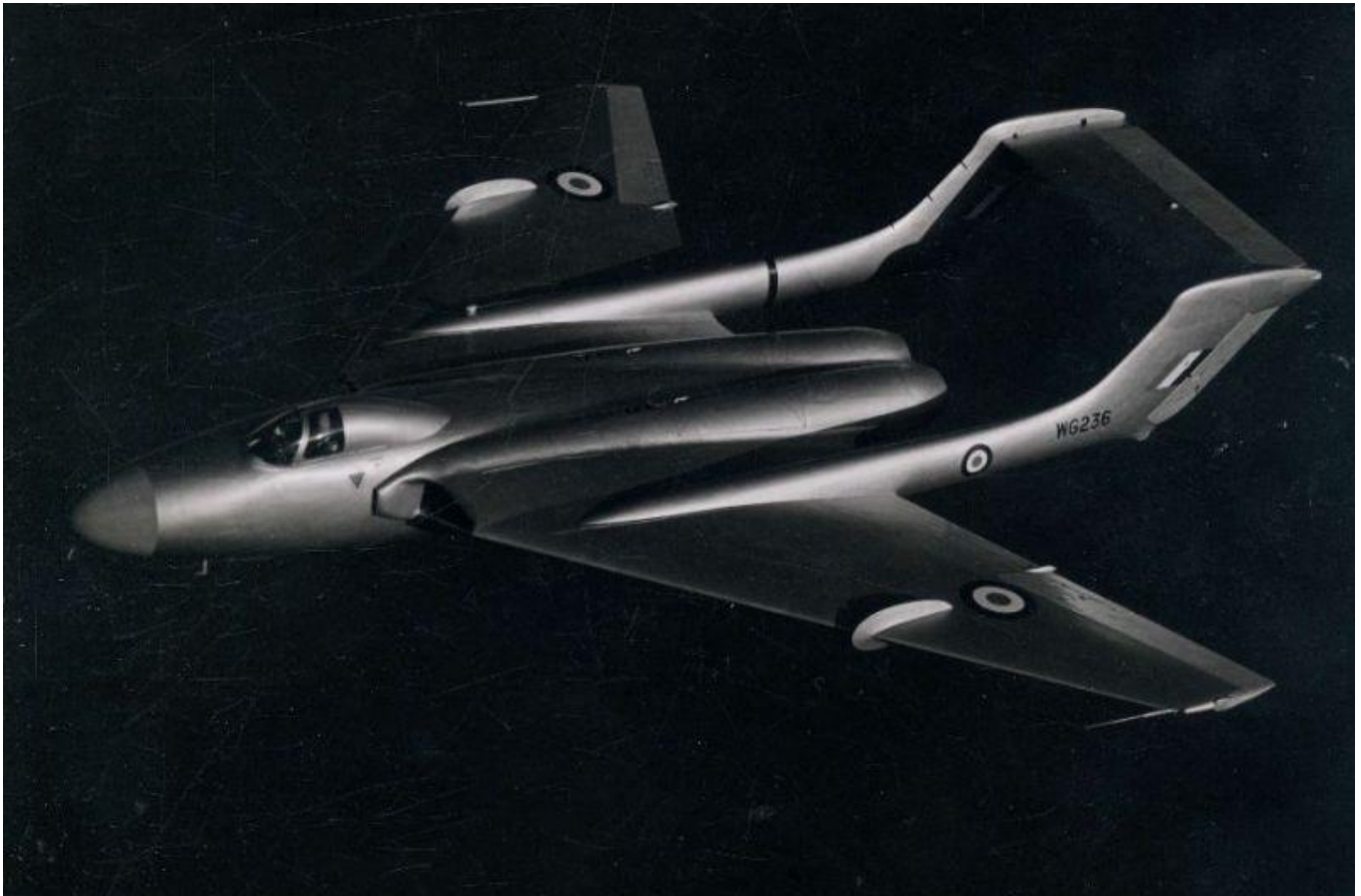
WE269	July	52	AVTAG Fuel trials
WE315	Jan	53	For fitting of ejection seat
WE361	Sep	56	Tip tank trials
WE381	Sep	53	Modified to prototype FB.4
WE455	Feb	56	For engine flame-out tests
WL805	Oct	52- Dec 54	Trials
WL807			Spinning trials
WL811	Dec	52 - Apr 53	Canopy trials
WL831	Aug	55	Tip tank trials
WL809	Mar	53	Fit dorsal fairings
WL811	Dec	52 - May 53	Fitting canopy.
WL814	Oct	53	Fitted anti-spin parachute
WM503		53	Retained for development work
WM507		53	Retained for development work
WM508		53	Retained for development work
WM509	Jan	54 - Feb 55	Lowspeed trials
WM510	1954		Lateral control 1954 trials
WM569	1954		Ejector seat trials
WM568	Mar	55	Spinning trials
WM569	Apr	55	Ejector seat installation
WM574	Jan	55 - Feb 56	Flap development trials
WV928	Built Hatfield but	FF at Christchurch 22-02-53	
WW201	Jul	58 - Aug 58	Angle of attack indicator tests
WW208	Dec	58	AOA indicator fitment
WW220	Aug	59 & Oct 59	Trials and "Violet Picture" homing aid installation
WW295	Sep	54	Ejector seat mockup
WX785	May	55	Trials
WX786	Jan	54 - Apr 54	Trials
WX787	Mar	54 - Apr 55	Engineering tests
WX790	Nov	54 - Feb 56	Maxaret brake trials
WX793	May	56 - Sep 56	Icing trials
WX799	Mar	55 - Jul 57	Trials
WX874	Mar	56	Radome trials
WX926	Nov	55 - Feb 57	Ejector seat trials
XG607	Mar	57 - Jun 58	Blue Jay flight trials
XG612	May	56	Ghost 105 engine trials
XG613	Feb	56 - Sep 58	Trials
XG632	Jul	58	AOA indicator fitment
XG658	Dec	57 - Feb 58	Radio cooling modifications
XG659	May	58	Control system investigation
XG657	02-05-57		For Fuel tank replacement - departed 22-05-57.
XG662	Nov	57 & Feb 58	Blue Jay modifications and GW trials preparation.



(Top) Royal Australian Navy Sea Venom F53 WZ893 over the Run at Mudeford on 15th February 1955, Christchurch Airfield is at top left. (Lower) RN Sea Venom NF21 WM569. (Photos via Stephen Cullen)

SEA VIXEN

c/n
P1 & P2 WG236 and WG240 DH110 (Built at Hatfield).
P3 XF828 Naval Prototype (3rd aircraft) f/f
20/06/55
10001 to 10021 XJ474 to XJ494 FAW1
10022 to 10037 XJ513 to XJ528 FAW1
10038 to 10068 XJ556 to XJ586 FAW1
10069 to 10078 XJ602 to XJ611 FAW 1
Total FAW1 production 78 aircraft
XJ474 f/f was 20/03/57.



First prototype DH.110 WG236

XF828 Naval Sea vixen prototype.



The next two pictures show the last Sea Vixen taxiing out on delivery.
Thanks to Keith Cheesman).



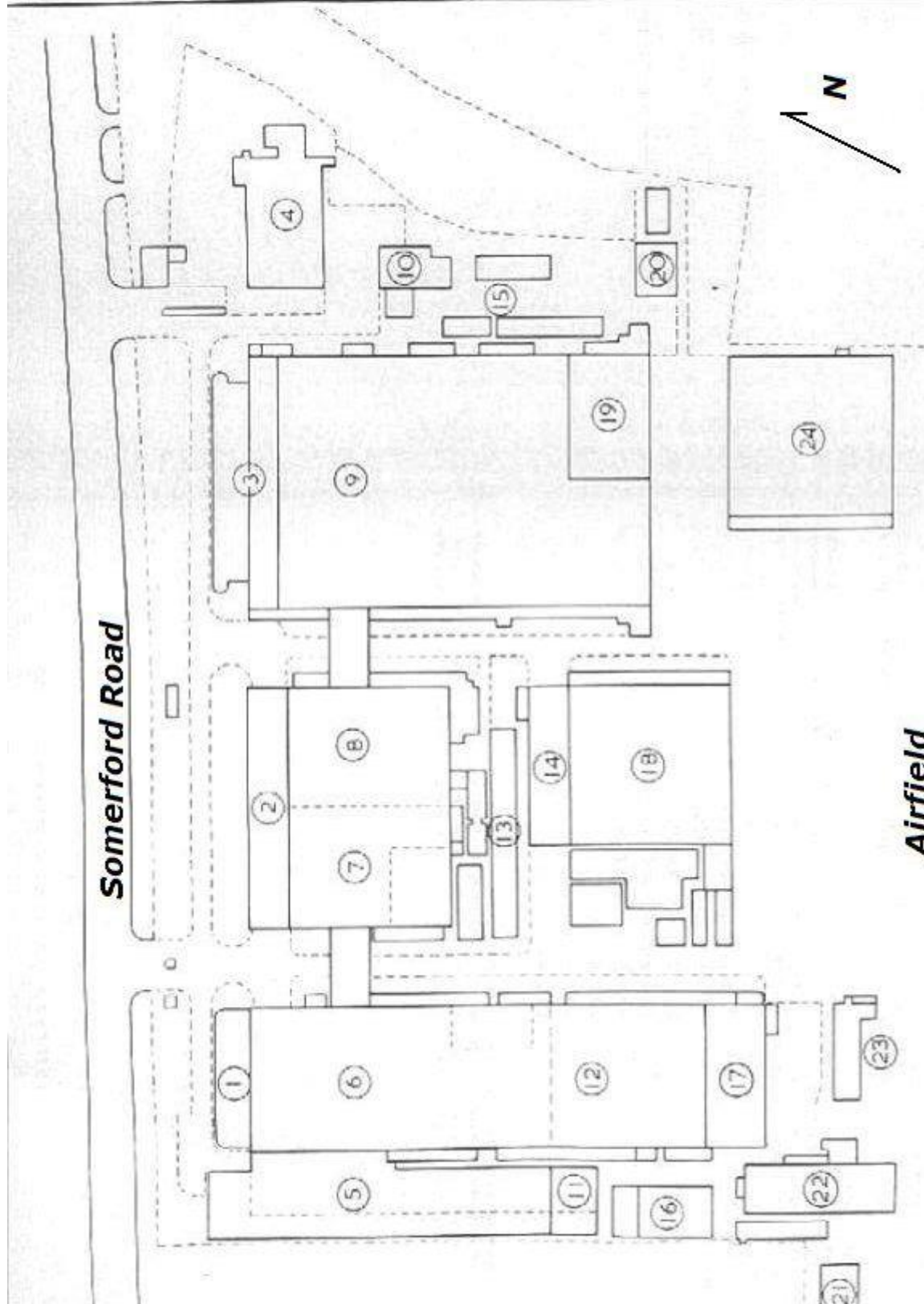


The two pictures below, both taken on at Christchurch on 20th June 1955 show (top) Mr. W. A. Tamblin, F.R.Ae.S., chief designer at Christchurch, and Mr. J. "Jock" Elliot, chief test pilot at Christchurch, on the occasion of the first flight of XF828. The lower picture shows Jock Elliot with John Cunningham (D-H Chief test Pilot) on the same date. Photos via Stephen Cullen



The map on the next page shows the layout of the factory in 1961...

CODE	DESCRIPTION
1	JIG & TOOL DESIGN
2	UNLOADING BAY
3	ADMINISTRATION OFFICES
4	CANTEEN
5	PLASTICS
6	SUB-ASSEMBLIES
7	STORES
8	DETAIL FITTING
9	MAIN ASSEMBLY
10	BOWLERS
11	TEST HOUSE
12	MACHINE SHOP
13	WOOD TOOLS
14	WOODMILL & ROUTERS
15	INSTRUMENT TEST
16	MAINTENANCE STORES
17	MAINTENANCE WORKSHOP
18	AIRCRAFT SERVICING HANGAR
19	PAINT SHOP
20	PAINT STORES
21	FUEL FLOW TEST
22	ELECTRICAL DETAIL
23	RADIO & RADAR
24	FLIGHT TEST HANGAR



Airspeed Test Pilots at Christchurch

There were three well known Airspeed Test pilots at Christchurch between 1940 and the 1960s.



George Errington: Joined Airspeed in 1934 as an inspector at Heston. Later became a test pilot and then chief

test pilot from 1935 till the company was absorbed into de Havillands.

His notable test flights from Christchurch included the AS.51 Horsa (DG597) and the AS.57 Ambassador (G-AGUA).

He was killed in 1966 in the crash of the HS.121 Trident G-ARPY. The aircraft entered a superstall and crashed near the village of Felthorpe in Norfolk killing all four crew.



Brian Field was a test pilot with Airspeeds during the war years.

The picture above shows him in the Flight Office at Christchurch (Photo Bernard Stokes via John Havers Collection).

In March 1940 he accompanied three Airspeed Oxford Mk Is (P1984, P1993 and P2002) delivered to Iran

where they were assembled and test flown. Later he spent time testing Horsas.

Ron Clear joined Airspeed and became a test pilot in the late Thirties.

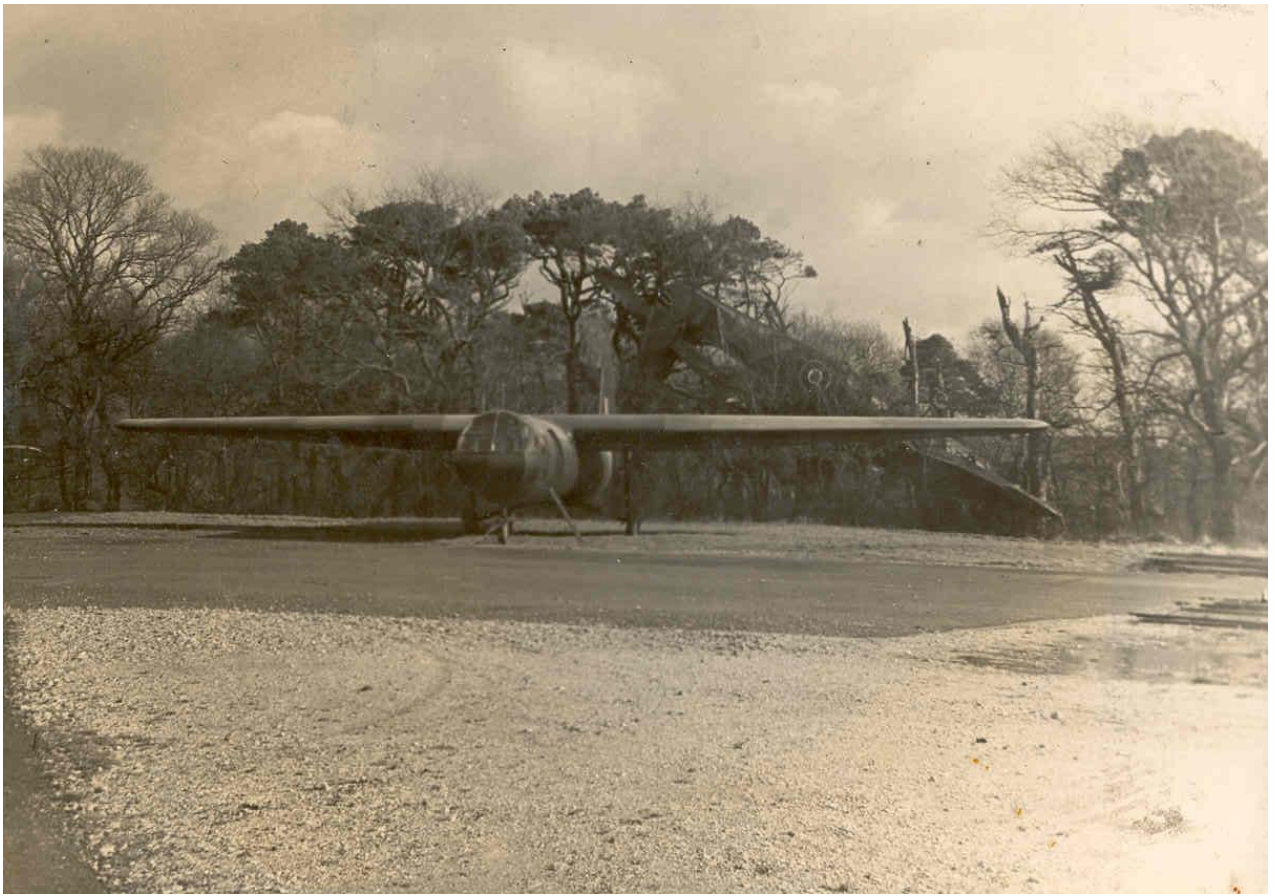
Spent much time test flying the Horsa. Also flew the Ambassador and was also at the controls when AS.57 production prototype G-ALFR shed its engines at Christchurch on 13 November 1950. He retired from test flying in 1980.



DH110 (Sea Vixen prototype) WG240.

De Havilland and Airspeed photos(many from the collection of John Freeman,
provided by Mrs.Ruth Freeman.)







South Hants Ultra Light Aero Club

In 1948, the South Hants Ultra Light Aero Club took up residence operating out of hut at the southern end of Mundeford Wood. Of note is that the club's president, Lord Ventry, was the man behind the building of the Bournemouth Airship G-AMJH, the gondola of which lingered on for many years in the 622GS Hangar. Other luminaries who were members included Sir Donald Bailey (of Bailey Bridge fame) and George Errington , the Airspeed test pilot. Sadly, the club did not prosper and was dissolved on 13 October 1950, it's place being taken by the Christchurch Aero Club'

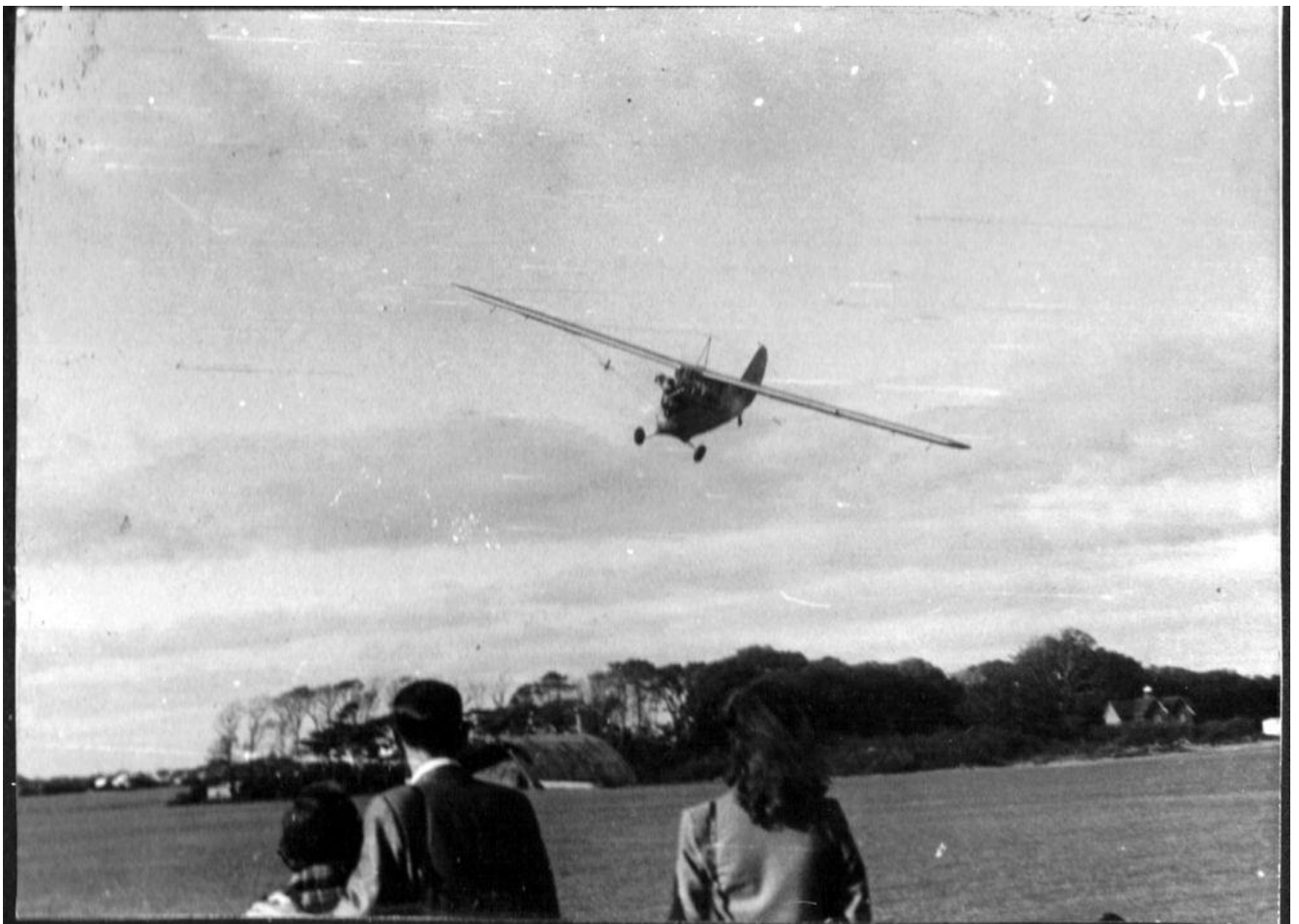
The first nine photos below, kindly provided by John Levesley, show aircraft and people at a small air display organised by the South Hants Ultra Light Aero Club in August 1949. Of note is the view of the Blister hangar that stood at the western end of Mundeford Wood. The aircraft are Aeronca 100 G-AESP and Tipsy Junior OO-TIT. No Health and safety problems then, the spectators and aircraft co-existed in close proximity.



The pilot of the Tipsy is Squadron Leader Phillips









Other S.H.U.L.A.C. photographs , thanks to FONFA and John Levesley



Auster Autocrat G-AIPX with pilot Barry Martin



Piper Cub G-AFFJ with Roger Mann swinging prop.



Auster Autocrat G-AIPX



G-AIPX with Phil Lester (left) and Barry Martin(right)



Visiting Tiger Moth from Hamble(14 Reserve Flying School).(L to R) Reg Downes, Mr.Stores,Mr.Ball



A line up of the clubs aircraft on 16th March 1949 on the occasion of the visit to the club by Peter Masfield.
Aeronce, 3 Miles Hawks, Piper Cub and Auster Autocrat



South Hampshire Ultra Light Aero Club visit of Peter Masfield (later Sir Peter Masfield) 16 March 1949.
Left to right "Jack" Cawley, Bob Haigh – Secretary SHULAC, A C Leith – Chairman SHULAC, Mr Johnston,
Secretary Airways, "Ginger" Johnson, Flt/Lt (later S/Ldr) Ron Hayter, Rex Downes, John Allan, Derek
Goddard, "Ricky" Richardson.



Left to right

Mr Johnston, Secretary Airways, Bob Haigh – Secretary SHULAC, Captain Satchwell, Mr Peter Masefield, A
C Leith – Chairman SHULAC



Peter Masefield with SHULAC members



Reg Silk and Rex Downes with Aeronca G-AESP.



Previous page:South Hampshire Ultra Light Aero Club visit of Peter Masefield (later Sir Peter Masefield) .
SHULAC chairman introducing F/Lt Ron Hayter to Peter Masefield

On that same day , 16th March 1949, the Aeronca G-AESP , suffered the indignity of nosing over.
The sequence of pictures on the following pages show it being righted with the assistance of a lot of
manpower and an old RAF truck.









CHRISTCHURCH CIVIL resident aircraft 1926-1970

Listed below are many of the Aircraft that were resident at CHRISTCHURCH during the 40+ years that the airfield was in use. I know the list is far from complete, in particular many military serial numbers are unknown (to me). If you can add to or amend the list in any way ,please contact m. In addition any visiting aircraft that are known are also listed.

RESIDENT AIRCRAFT

This list does not include Airspeed/De Havilland aircraft built at Christchurch or De havilland aircraft, either Christchurch built retained on test or built elsewhere and used at Christchurch for testing or development .

For those see the [Airspeed & de Havilland pages](#)

where a comprehensive production list and lists of test aircraft may be found.

CIVIL RESIDENTS

AbbreviationsR= registered, cx= cancelled, S=sold, wu= withdrawn from use, dbr=damaged beyond repair

In the list below, T H Marshall and Mrs E Marshall properties were mostly used by the Christchurch Aero Club.

G-EBRY	DH.60	Believed used by Francis Fisher early 30s	
G-EBVL	Avro 504K	Francis Colbourne Fisher	R18-08-31...cx 31-12-38
G-AAET	DH.60G	Bournemouth Flying Club	R27-02-39 S18-06-40
G-AAGT	DH.60G Gipsy Moth	Gawin Downs-Martin	1932-
		(also quoted as Edward Gawin or Gavin Downes-Martin)	
G-AAHI	DH60G Gipsy Moth coupe.	John Pearson	R20-02-36..."sold" 1946
	In storage at Broadway Garage	1940 (till at least 1951)	
	Fuselage used in rebuild of G-AAWO	1953	
G-AAIR	Blackburn Bluebird IV		arrived 1934
?	Klemm L26		(arrived 1934)
G-AAJP	Gipsy Moth	Francis Fisher	(1930 till 26-08-36)
		Sold to L J Blow 18-03-39	
G-AALV	DH.60G	Bournemouth Flying Club	R02-12-35 to 12-2-40
G-AASY	DH.60G	Bournemouth Flying Club	R21-02-39 to 18-06-40
G-AAWO	Gipsy Moth	T H Marshall & E Gould	R12-12-49 to 19-10-53
	Rebuilt using fuselage of G-AAHI.		
	Original fuselage stored at Christchurch, fate unknown.		
		E Gould	R23-10-53 to 24-05-55
		John Reid (Parkstone)	R31-05-55 to ??
G-AAYA	DH.80A Puss Moth	Anthony Humble Smith	R12-08-37 S08-02-39
G-ABAE	DH.60G	Bournemouth Flying Club	R02-03-38 S 18-06-40
G-ABDK	DH.60G	Bournemouth Flying Club	R16-02-39 S 12-02-40
G-ABDP	Avro Avian IVM	Ernest Lynton Blow	R16-01-35 S27-05-36
G-ABJJ	Gipsy Moth		
G-ABKG	DH.80A Puss Moth	Gerald A Stedall, Christchurch	R??-03-31 S Feb 32
G-ABMC	DH.80A	E L Blow	R13-05-36 S17-09-36
G-ABMF	Redwing II	Bournemouth F-Club/W H Sparrow	R06-05-38 S20-04-39
		B G Heron	R08-05-39 S01-08-39
G-ABNT	Civilian Coupe	Gawin Downs-Martin	R8-1932 S02-33
		(also quoted as Edward Gawin or Gavin Downes-Martin)	
G-ABNX	Redwing	J Pothecary. arr 18-Dec-1959	R11-02-60 dep 1963
		John Pothecary kept G-ABNX in a shed on the airfield	
G-ABSI	AS-4	Alan Cobham	1933
G-ABSJ	AS-4	Alan Cobham	1933
G-ABUS	CLA-7 Swift	F Luxmoore (Portsmouth Aviation)	1941
G-ABUU	CLA-7 Swift	J Pothecary arrived 2 Aug 62	R20-08-62 departed 1964
G-ABVE	Arrow Active	Alan Cobham,	cr Christchurch 1935

G-ABVG	Satyr	Hon Mrs V Bruce	Temp resident	1935
G-ABYX	HP-33	Alan Cobham		1933
	Klemm	Gawin Downs-Martin		1932-
G-ACAD	Spartan II 3-Seater	Donald B Prentice		R24-08-37
		Benjamin G Heron		R19-01-39 cx 01-12-46
G-ACAW	Avro 552	Plane Advertising Ltd		1935
G-ACDI	Tiger Moth	T H Marshall	arrived	18-8-53 R24-07-53, .wu 10-07-54
G-ACEF	Spartan 3 seater.	H E S Pritchett		27-10-1936 to March 37
G-ACMA	Leopard Moth	De Havilland Co.		R July 47
G-ACTF	Comper Swift.	Ron Clear,	Used by Chr.Aero Club	R13-05-49 S06-06-55
G-ADEB	Avro 504N	SDF(impressed as AX871)		1940
G-ADET	Avro 504N	SDF(impressed as AX875)		1940
G-ADFD	Avro 643	Cadet T C Sparrow		R11-01-44,S17-06-49, Wu 28-06-50,present until 1952 .
G-ADFH	Miles M3A Falcon	T C Sparrow		R01-10-46,S16-01-51
G-ADJN	BA Swallow	R A F Farquarson		R11-04-39
G-ADOC	DH.80A	A Ord Humble-Smith		R21-04-37 w/o 1937
G-ADTO	Avro Cadet			Scrapped 11-45
G-ADWO	DH-82A,	T Marshall	arr	22-1-51 R06-03-51.
	Overturned by gusts	landing Christchurch		31-07-58
	Wreckage in the	T H Marshall hangar	till	at least 06-09-59
G-ADXT	Tiger Moth	T H Marshall	,	Jan1951
G-AEAV	Swallow 2	T C Sparrow		Scrapped at Christchurch 9-1950
G-AECS	Avro 504N	Francis Fisher		1936-1938
		Bournemouth Flying Club		R19-05-38(CofA lapsed 26-5-39).
G-AEGN	Swallow 2	T C Sparrow		Scrapped at Christchurch 9-1950
G-AEKV	Kronfeld Drone.	G H Gould.	Purchased	2-4-56 R07-02-56(?),S 29-5-57 reported still here till 1960.
G-AELB	DH82A			
G-AELG	BA Swallow	R.E.Clear		R27-08-57 S11-08-62
G-AFFB	DH89A Rapide	H J Rose		R04-11-52 S04-06-53
G-AFFJ	Cub J3	Speedbird Flying Club	(Airways Aero Asn)	R12-04-49
G-AFJA	Dingbat	J. Pothecary and G. H. Gould		Dec 59
	Can anyone confirm that this actually made it as far as the airfield? It departed Farnham on 18 DEC 59 bound for Christchurch and a restoration.			
G-AFJP	Taylorcraft A	op by S. Hants Ultra Light Club		R29-08-49 S19-09-50
G-AFRK	Rapide.	T H Marshall,	arrived	20-2-59 R25-02-59
				Dismantled by 06-09-59
G-AFWN	Taylorcraft+D	T H Marshall		R12-11-53.S25-05-56
G-AGEF	Tomtit	C B Field		R09-05-42 S02-12-42
G-AGJG	Rapide	T H Marshall(photo below)		R13-03-59 S12-09-60
		Ernest Jones		R26-09-60 S27-11-61
		T H Marshall		R18-12-61 S08-05-62
		Gerry Dommett (Matchams Park Stadium)		R11-05-62 S15-04-67
G-AGLK	Auster V5D	E H Gould		R30-05-57 S03-10-58
		Royal Artillery Aero Club		R07-10-58 S14-08-64
		Restored at Broadway Garage in Bournemouth.	f/f	13-8-57.
G-AGOS	Desford Trainer	T H Marshall	,	arr June 61
				R04-07-61 S27-07-62
		J Forbes-Nixon		R31-07-62 S16-02-63
G-AGYI	Auster J/1	Royal Artillery Aero Club		R20-05-49
		Used by Christchurch Aero Club	from	19-5-55 till-1960s
		However CAA says " Destroyed"	14-10-58	while still with RAAC.
G-AGZV	SR-10C Reliant	B G Heron		R29-10-52 SA27-08-53
G-AHAT	Auster J/1	T H Marshall,	Purchased	18-12-52, R03-02-53,S02-04-63 but still resident till mid 65
G-AHBH	Proctor V	T H Marshall		1960- May 1962
G-AHBL	Hornet Moth	Nigel B Pritchett		R26-4-61 S21-07-61
G-AHEF	Consul	Airspeed Co		R05-03-46
		De Havilland Co		R01-08-51 cx08-12-60 (wfu 1958 b/u Aug 60)
G-AHHM	Autocrat	Ron Clear		R23-01-59 S07-04-59
G-AHKA	Rapide	De Havilland Co		R16-04-46 cx07-12-53
G-AHTV	Proctor 1	T H Marshall	Purchased	18-12-52 R30-12-52 S20-10-53
G-AHUM	Taylorcraft+D.	T H Marshall		R18-11-49 S27-11-50
		Christchurch Aero Club		R06-12-50 S15-05-53

		T H Marshall	R21-05-53 S04-11-53
G-AHVV	Tiger Moth.	T H Marshall purchased 12-06-53 crashed on airfield 12-11-58	R13-06-53
G-AIAP	Halifax	Airtech	
G-AIAT	Oxford	T H Marshall. Purchased 25 Sept 60.	R07-10-60
		wu 7/1964 (Burned at Christchurch circa 5 /65....	
G-AIAX	Oxford	T H Marshall. purchased 25 Sep 60.	R07-10-60
		wfu July 1964 (Burned at Christchurch circa May 65)	
G-AICD	M14a Hawk Tr	Bournemouth Flying Club, Christchurch	R13-08-46
		stored at Christchurch till June 22 1952 when dbr when a truck crashed into the storage building.	
G-AICE	M14a Hawk Tr.	Bournemouth Flying Club, Christchurch	R13-08-46.S01-01-53.
G-AIDE	Monarch	B G Heron	R23-08-46 S30-06-56
G-AIKE	Auster 5	C Christian & J Stewart Wood	Temp resident 1958
G-AIKR	Consul	T H Marshall Purchased 4-3-62	R20-02-62 S03-09-62
G-AIPE	Auster 5	op by S. Hants Ultra Light aircraft	1949
G-AIPX	Autocrat	op by S. Hants Ultra Light aircraft Registered owner was J C Hoyland.	1949 crashed 18-09-49
G-AITN	M14A Hawk Tr	Experimental Flying Group	June to Oct 1959
G-AIUD	M14A Hawk Tr	Stored at Christchurch post war	
G-AIUE	M14A Hawk Tr.	Stored at Christchurch post war	
		T C Sparrow (Bournemouth)	R11-11-46 S16-03-50
G-AIUF	M14A Hawk Tr.	Stored at Christchurch post war (noted June 1952)	
		A E Hawes (Emsworth)	R03-12-52
		so probably departed at that time.	
G-AIUG	M14A Hawk Tr	Stored at Christchurch post war	
		T C Sparrow (Bournemouth)	R11-11-46 S28-11-46
		B G Heron	R28-11-46 S23-06-48
G-AIZA	Proctor V .	Ethel Marshall, Arr 9-2-57	R19-02-57 S02-06-57
		Robert Myers of Bournemouth.	wu26-06-58
G-AJAC	Auster J/1	Brigadier Hutchins (Bransgore)	
		arrived at Christchurch by Dec 52.	R12-01-49 S03-07-54
		C Boswill of Winchester,	R12-07-54 S25-02-58
		T H Marshall	R03-03-58 S11-05-59 .
G-AJAE	Auster J/1N.	Royal Artillery Aero Club	
		Used by Christchurch Aero Club from	19-5-55 -1964
G-AJCK	Heath Parasol.	FF at Christchurch by George Errington. Roger Mann.	R09-04-51 wu27-09-54
		Built by A C Leith and partners. Assembled at Christchurch. Sold initially to Airways Aero Association before R Mann)	
G-AJDR	Hawk trainer	B G Heron	R26-04-63 left mid 1964
G-AJEH	Alpha J/1N	Gerry Dommett (Matchams park Stadium)	R14-06-61 S10-08-61
		P Plowman	R31-08-61 S08-01-63
		T H Marshall	R09-04-63 S12-04-64
G-AJEP	Auster J/1N	T H Marshall purchased 5-6-54.	R22-06-54 In use till 1960 w/u 06-07-64
G-AJHU	Tiger Moth	F R Hayter/Gliding School	R13-09-61 S14-09-62
G-AJOC	Messenger 2A	Confirmation of residency needed	
G-AJRH	Alpha J/1N	Gerry Dommett (Matchams park Stadium)	R14-06-61 S22-02-62
G-AJSL	Rapide .	T H Marshall. arr 20-03-62	R09-05-62 S23-08-62
		P Palmer, Ringwood	R28-08-62 S26-04-63
G-AJWE	Gemini 1A	Vendair. Hired by Christchurch Aero Club	March 59
G-AJWS	AS Consul	De Havilland Co , base given as Christchurch	
G-AJYB	Auster J/1N.	E H Gould, rebuilt Broadway Garage. f/f	March 1960 R19-05-60 S28-08-62
G-AJYP	Auster 5	confirmation needed	
G-AKAS	M14A Hawk Tr	Experimental Flying Group	June to Oct 59
G-AKFU	Gemini 1A	Mrs E Marshall arrived 14-3-56	R05-04-56, S23-04-57 dep 9-2-57
G-AKGR	M14a Hawk Tr.	Bournemouth Flying Club, Christchurch stored at Christchurch .	R08-09-47
		T H Marshall	R12-01-53 S 06-03-54
G-AKGS	M14a Hawk Tr	Bournemouth Flying Club, Christchurch stored at Christchurch	R08-09-47
		T H Marshall	R12-01-53, Cof A 16-09-53.
Used by	Christchurch Aero Club	till sold 11-03-54	
G-AKIF	Rapide	T H Marshall , arrived 4-2-59	R05-02-59 S 14-02-62

G-AKKG	Messenger	B G Heron	R 01-08-58 (had been reported as present in 1952 at which time it was owned by Shell-Mex.) S 19-07-63
G-AKOE	Rapide	AiR Rectification Ltd	R06-11-59 S09-10-61
G-AKPI	Auster 5	P. Cousins & R. F. Sear	R13-05-63(till 8-65)
G-AKRS	Rapide	Bournemouth Air Taxi	R23-05-62 S14-01-64
G-AKZZ	Tiger Moth	T H Marshall	R04-04-51 cr in sea off Bournemouth Pier 30-05-53
G-ALAE	Messenger 4A	Used by Chr Aero Club	May 55 -
G-ALAJ	Messenger 4A	Royal Artillery Aero Club, DBR in gale 29 July 56,scrapped 20-02-57	R23-04-54
G-ALAV	Messenger 4A	R.Myers. arrived 13-3-55	R16-03-55 S02-07-56
G-ALND	Tiger Moth	W Gough	arrived by early 1957
G-ALTP	Oxford	Regd 28.4.61 to Thomas H Marshall,damaged by fire 1-1-62. cld as destroyed 12-2-62.	
G-ALTR	Oxford	Regd 28.4.61 to Thomas Marshall,cr on T/OBordeaux 14.8.61.	
G-ALUA	Zaunkoenig	S. Hants Ultra Light Aircraft Assoc.	R28-06-49 S13-04-51
G-ALYH	Auster 4	T H Marshall	R24-02-50,S 24-07-51
G-ALZM	Auster 5	T H Marshall	R31-03-50,S 10-06-54
G-ALWW	Tiger Moth	Sir W.G.Armstrong-Whitworth Flying Group. Temp resident Sept 1959	
G-AMCU	Oxford 1	Airspeed/D-H(R 19-07-50) stored at Christchurch(unconverted) 1950(?) till 1-12-52 when " Withdrawn".Burned November 1952	
G-AMCV	Oxford 1	Airspeed/D-H(R 19-07-50) stored at Christchurch(unconverted) 1950(?) till 1-12-52 when " Withdrawn" . In April 1954 NM803 reported as with the Christchurch ATC with G-AMCV visible under the RAF marks.	
G-AMCW	Oxford 1	Airspeed/D-H(R 19-07-50) stored at Christchurch(unconverted) 1950(?) till 1-12-52 when " Withdrawn" Burned November 1952.	
G-AMCY	Oxford 1	Airspeed/D-H(R 19-07-50) stored at Christchurch(unconverted) 1950(?) till 1-12-52 when " Withdrawn" Burned November 1952	
G-AMCZ	Oxford 1	Airspeed/D-H(R 19-07-50) stored at Christchurch(unconverted) 1950(?) till 1-12-52 when " Withdrawn" Burned November 1952	
G-AMHF	DH82A	T H Marshall,arr 17-3-1962	R21-03-62 S15-01-63
G-AMJH	Bournemouth	Airship.Nacelle stored for a time in the 622 ATC hangar during 50s	
G-AMTA	J/5 Aiglet Tr	Avon Flg Grp(R19-05-67)Still operating from Christchurch in Dec 67 S20-11-68 to P Hornsby of Christchurch.	
G-ANCT	DH82A	C M M Grece R09-09-53.S09-06-55.Notd as wu at Christchurch 1956 T H Marshall s1959 to Hants & Sussex Aviation Ltd. at Portsmouth.	
G-ANCU	DH82A	C M M Grece R09-09-53.S09-06-55.Notd as wu at Christchurch 1956	
G-ANCW	DH82A	C M M Grece R09-09-53.S09-06-55.Notd as wu at Christchurch 1956 R16-12-58 to Miss G M Henderson , w/u 30-06-61	
G-ANDE	DH82A	F R E Hayter Noted at Christchurch August 66	R23-06-66 S 11-10-67
G-ANFM	DH82A	F. R. E. Hayter	R08-11-63 Departed ?
G-ANIF	Auster 5	In dismantled state 1958-1959?	
G-ANIR	Auster 5	E H Gould	R24-11-58 S16-05-60
G-ANOD	DH82A	T H Marshall, arrived 11-2-61,then dismantled ,Sold 21-2-63.	
G-ANPK	DH82A	T H Marshall	R 10-04-54 S 30-06-61
G-ANPL	DH82A	T H Marshall	R 10-04-54 S 11-11-60
G-ANSR	DH-82A	T H Marshall arr 5-11-60, cr in sea Studland Bay 04-03-61.no casualties	R11-11-60
G-ANZC	Proctor IV	T H Marshall	1960-May 1962
G-AOCV	DH82a	T H Marshall	R 16-09-57,S08-12-61, Still resident June 58-1964
G-AOEL	DH82A	Gliding Club/F R E Hayter ,aquired 13-10-62	1963
G-AOJJ	DH82A	T H Marshall.	R05-04-56 ,left 6-8-60 S10-08-60
G-AOJK	DH82A	T H Marshall	R05-04-56 S12-08-60
G-AOSU	Chipmunk 22	Limbrey & Heron Ltd	R26-08-56 S06-08-59
G-APBE	Auster 5	Experimental Flying Group	June- Oct 1959
G-APJL	DH82A	J S Lewery & L Molyneaux	Feb 59 - Sept 59(at least)
G-APJP	DH82A ex R4851.	J Pothecary.Rebuilt at Broadway Garage Bournemouth, R 30-07-57,f/f13-3-58 S23-04-60,left mid 1960 Sold to N B Pritchett	

G-APRG	Tiger Moth	T H Marshall R08-12-58 after years in store at Christchurch S.F.Cargill	R24-02-59	S18-09-60
G-APSB	DHC-1-22A	Dacier Ltd	R20-11-59	S18-01-62
G-APTI	DH82A	J Potheary, f/f after rebuild 10-5-60 CofA 16-05-60 S26-05-60	R10-03-59	
(G-APYV)	DH82A	622GS	arr 1960(?)	
		Reg'n ntu , became G-AREH(see below)		
G-APYW	Pa22-150	E H Gould	R19-07-62	S06-09-63
G-ARBT	Pa22-150	E H Gould	R28-09-67	left 1970
G-ARCA	Pa22-160	Rent A Plane Ltd(op byChristchurch Aero Club)	arr 10-61	
G-ARDS	Pa22-150	Rent A Plane Ltd(op byChristchurch Aero Club)	Oct 60-1961	
G-AREH	DH82A,ex DE241,	F R Hayter f/f after rebuild by 622 GS, 22-11-60. above originally allocated G-APYV ntu.R04-07-60 S28-06-62.		
G-ARKO	Pa22 Colt 108	Used on hire by Christchurch Aero Club August 62		
N6183P	Pa24-250.	B J Heron,Purchased 6/62(became G-ASRA on 10-03-64),left mid 64		
"VH-BIC"	Tiger Moth	fuselage marked as such noted early in 1958. By this time the real VH-BIC was in Australia.		
N9215	Tiger Moth	(noted 09-07-58became G-APRG)		
R4851	Tiger Moth	(noted 25-10-54 became G-APTI)		
T7329	Tiger Moth	(noted July 57)..		
6948M/DE693	Tiger Moth	(1960) painted as "G-ARON "		
T6227	Tiger Moth	,noted July 57 and July 58,) sold 1958 to Hants and Sussex Avn, Portsmouth and became G-APSS		
T7996	Tiger Moth	(noted 04-08-59). This was allotted G-ANCW but was not converted.		
DE683	Tiger Moth	(noted 25-10-54 became G-ANPL)		
G-5-3	Venom Mk2	present at Airspeed/DH during 1950-53		
G-5-7	Vampire T11	First prototype by 1955 dismantled at Christchurch DH Tech School.		
?	Pou-de-Ciel	Reported at Christchurch 13-10-56, builder lived in Southampton.		

There were obviously many other aircraft, both residents and visitors that are not listed .

If you can fill some gaps please contact me at daveg4otu@aol.com

CHRISTCHURCH Military resident aircraft 1928-1970



RAF/FAA UNITS

Station Flight used Magister, Hurricane, Spitfire, Wellington

Special Duty Flight, Types included Avro 504K, Tiger Moth, Hereford, Hampden, Defiant, Lysander, Whitley, Harvard,

Anson, Blenheim, Spitfire, Long Range Spitfire, Autogiro(?), Harrow, Battle, Rapide, Vega Gull. Arr 27-04-40 from St Athan, dep to Hurn 10-11-41

SDF Defence Flight, Hurricane (3 aircraft)

D Performance and Testing Flight, various types, arr 5/40

Special Countermeasures Flight Anson (3 aircraft).

116SQ detachment from Heston 21-11-42 till 30-11-42 (Lysander, Leopard Moth) Code II

595 Sq (detachment) 4 x Spitfire (Code 7B), arr Oct 45, dep Jan 46

420- Flt, formed 25-09-40... moved to Middle Wallop almost immediately

Naval Air Radio Installation Unit- dep 22-10-45

Royal Navy Comms flight. (3/44?). Stinson Reliant.

H Flt/1 AACU Battles, from Gosport 11-10-40, absorbed by SDF in June 1941

652 AOP Sq A Flt, Auster, arr 26-01-44 from Ipswich, dep 29-03-44 to Denham

667 Sq Detachment, Arr from **Gosport 01-12-43**, Defiants (TT) Code "U4" back to Gosport August 44

89 GS formed March 44 - renumbered (1955) 622 Gliding School/171 Sq ATC, Sedburgh Gliders, dep 7/63.

758 Sq, Oxfords, .arr Oct 45, dep ?,

This list does not include Airspeed/De Havilland aircraft built at Christchurch or De Havilland aircraft, either Christchurch built retained on test or built elsewhere and used at Christchurch for testing or development. For those see the Airspeed and De Havilland pages where comprehensive production lists and details of test aircraft may be found.

L1702 Hurricane I SDF Defence Flight cr on t/o 27 May 1940- engine failure
L1562 Hurricane I SDF Defence Flight Aug/Sep 1940 replaced after combat damage
L1592/KW-Z Hurricane I SDF Defence Flight arr 10 Oct 1940. (Some say coded ZQ-U)

Special Countermeasures Flight operated 3 Ansons in 6-40

FAA HMS RAVENNaval Trials Unit /Naval Air Radio Installation Unit.

W1706 Anson I
 DJ545 Anson IV + others
 MG636 Anson I
 K6288 Anson (1944)
 W1706 Anson (1944)
 NK614 Anson ASH trainer(1945)
 NK869 Anson ASH trainer (1945)
 X8798 Fulmar II
 BP838 Fulmar II
 PG975 Oxford I (Comms Flt) replaced FK917
 FK917 Reliant I(Comms Flt)arr Jan 44 ,overtuned in Xwind landing 01-03-44
 MP504 Wellington XI (cr 25-05-44)
 MP543 Wellington XI
 Z8399 Wellington II
 N9608 Anson (1942)
 DJ469 Anson (1942)
 BJ566 Martlett(Autumn 42)
 DR875 Defiant TT 667 Sq (plus others) from Gosport.cr on landing 15 Dec 43
 PM819 Barracuda + 5(Feb 1945)
 KB417 Mosquito B25 arr 5 may 1945 for radar trials

758 Squadron

HN127/U1YY Oxford
 PH248/U2JJ Oxford

B Flight Special Duties Flt ,arrived 8-5-40 renamed Telecommunications Flying Unit(TFU),departed 10 Nov 1941 to Hurn

X9304	DH.83	Special Duties Flight (TOC 16-07-40)
X9305	DH.83	Special Duties Flight (TOC)
P3929	Hurricane	Special Duties Flight
	Consul	Special Duties Flight
	Hampden	Special Duties Flight
	Defiant	Special Duties Flight
T1439	Lysander III	Special Duties Flight Ditched 20-09-41 ran out of fuel
T1770	Lysander III	Special Duties Flight
AE146	Boston	Special Duties Flight
	Harvard	Special Duties Flight
V1187	Avro Rota	Special Duties Flight Feb & May 1941
K6253	Anson	Special Duties Flight (Three a/c)
P4832	Blenheim IV	Special Duties Flight Ditched in Channel 17-7-41,25 miles of coast. Flt/Lt D Rayment DFC and Sgt R Sadler missing.
P4830	Blenheim IV	Special Duties Flight Cr Longford Castle 17-09-40
T1939	Blenheim IV	Special Duties Flight
N3522	Blenheim IV	Special Duties Flight 1941
V6000	Blenheim IV	Special Duties Flight 1941
P9565	Spitfire 1a	Special Duties Flight arr 15-10-40
P9566	Spitfire 1a	(unconfirmed)
	LR Spitfire	Special Duties Flight
DR622	Cierva Autogiro	Special Duties Flight 13-07-41 to 20-07-41(ex G-ACYH)
AP507	Cierva Autogiro	Special Duties Flight 1941(arr as G-ACWP)
K4239	Avro Rota I	Special Duties Flight 03-09-40 to 11-09-40
T4223	Harrow	Special Duties Flight (2 a/c)
K7005	Harrow	Special Duties Flight Ditched off Hengistbury Head 28-04-04.eng failure
L6029	Hereford	Special Duties Flight
N1370	Whitley V	Special Duties Flight Fcd Ldg N of field on 4th July 1940
Z6762	Whitley V	Special Duties Flight
K9230	Battle	Special Duties Flight (2 a/c)

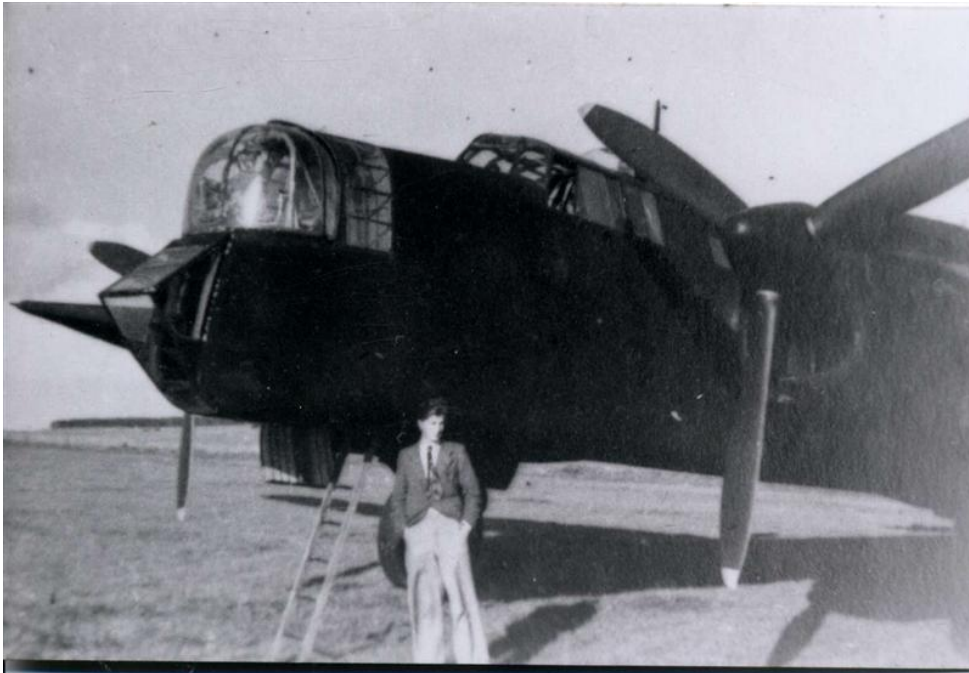
	Dragon Rapide	Special Duties Flight
	Vega Gull	Special Duties Flight
K8049(?)	Gladiator	Special Duties Flight
AM922	B-24A Liberator	1 Special Duties Flight 14-08-41 to 18-09-41 (ex 40-2361)
DZ203	Boeing 247D	Special Duties Flight arr 02-08-41 from Speke (NC13344 impressed)
BGA425	Scott 1 Viking	Special Duties Flight 21st June/July 1940
BGA415	Scott 1 Viking	Special Duties Flight 21st June/July 1940
BGA426	Scott 1 Viking	Special Duties Flight 21st June/July 1940
BGA338	Minimoa Glider	Special Duties Flight Used in 1940.
'5'	Slingsby Kite 1	c/n355A built by Slingsby with non metallic control system for RAF. 5.5.40
	To SDF Christchurch June 1940 for radar trials. See photo below....	
AX871	Avro 504N	Special Duties Flight(ex G-ADBM)
AX874	Avro 504N	Special Duties Flight(ex G-ADBP)
AX875	Avro 504N	Special Duties Flight(ex G-ADET)
BK892	Avro 504N	Special Duties Flight(ex G-ADEV)
X9304	Fox Moth	Special Duties Flight(ex G-ABUT) arr16-7-40,dep 3-9-40
X9305	Fox Moth	Special Duties Flight(ex G-ACFF) arr22-10-40,dep 8-2-41
T6387	Tiger Moth II	Special Duties Flight
R5191	Tiger Moth II	Special Duties Flight



Miscellaneous

X7341	DH.89	RN Christchurch 04-06-45
T2449	AS 45 Cambridge	c/n 545 resident 1944
DE241	Tiger Moth II	Stored postwar, became G-AREH
LZ551/G	Vampire	De Havillands 1945 for modification for deck trials
MB315	Seafire IIC	cr 25-6-41
VP194	Mosquito B35	resident 1947 used by Airspeed.
RT935	Halifax A.IX	Used in 1948-49 by Airspeed/D.H. to tow out overhauled Horsas.
DG604	Horsa 1	First flight 15-02-42 (pilot George Errington)
DG609	Horsa 1	First flight 12-04-42 (pilot George Errington)
FZ564	Dakota	Airspeed Trials aircraft 1943-45
FD320	Vengeance	present late 45
RN340, 346, 367, 380, TL135, 136	Horsas	undergoing rebuilding at Airspeed 03-49
HG341	Warwick GR.II	Centaurus engine testbed 1946-47
K3880	Hart	stored 1944-50s
BD443	Whitley V	Airspeed (glider tug for Horsa testing?)
LA821	Whitley V	Airspeed (glider tug for Horsa testing?)

One of these aircraft is seen below, photographed in the spring of 1943 by Douglas Jones. The gentleman in the photo is Horton Luscombe who was one of the maintenance crew. (photo via the John Havers Collection).



652 AOP Squadron operated Austers (arrived 26-1-44)
Individual aircraft not known.

595 Sq with Spitfires, Aberporth received some war-weary aircraft on 30-06-45. On 21-09-45, three were flown to Christchurch for disposal followed by three more on the next day. It is possible that some of these were BL539, BM304, BM430 and BM581.

H Flt/1AACU Ansons & Battles (eg: N2119).
Individual aircraft not known.

Photo below from the collection of Airspeed Chief Test Pilot George Errington (via Mike Phipp).



MEASURE OF INDEPENDENCE : Although a glider cannot, of course, take off without outside assistance, it invariably clears the proverbial 50ft screen well in advance of the more heavily loaded tug aircraft. This new view of an Airspeed Horsa "unsticking" was secured from the rear turret of the towing Halifax during tests at Christchurch.

Photo above from Airspeed via Flight shows a Horsa under tow at Christchurch - possibly by RT935 (see above).

XJ580 Sea Vixen FAW1 preserved outside DH factory 1984-1997.(Photo below by Garry Lakin)



XN264 Whirlwind HAS 7 preserved at Somerford Hotel (opposite the Airfield) August 1975 till 1981.
(Photo by Trevor Davies)



89GS Formed at Christchurch March 1944, redesignated 622GS in 1955

Dates given in the majority of cases only indicate a span within which time the aircraft was present at some point. If anyone has any more definite dates ,please feel free to send in the information. (see top of page for contact info).

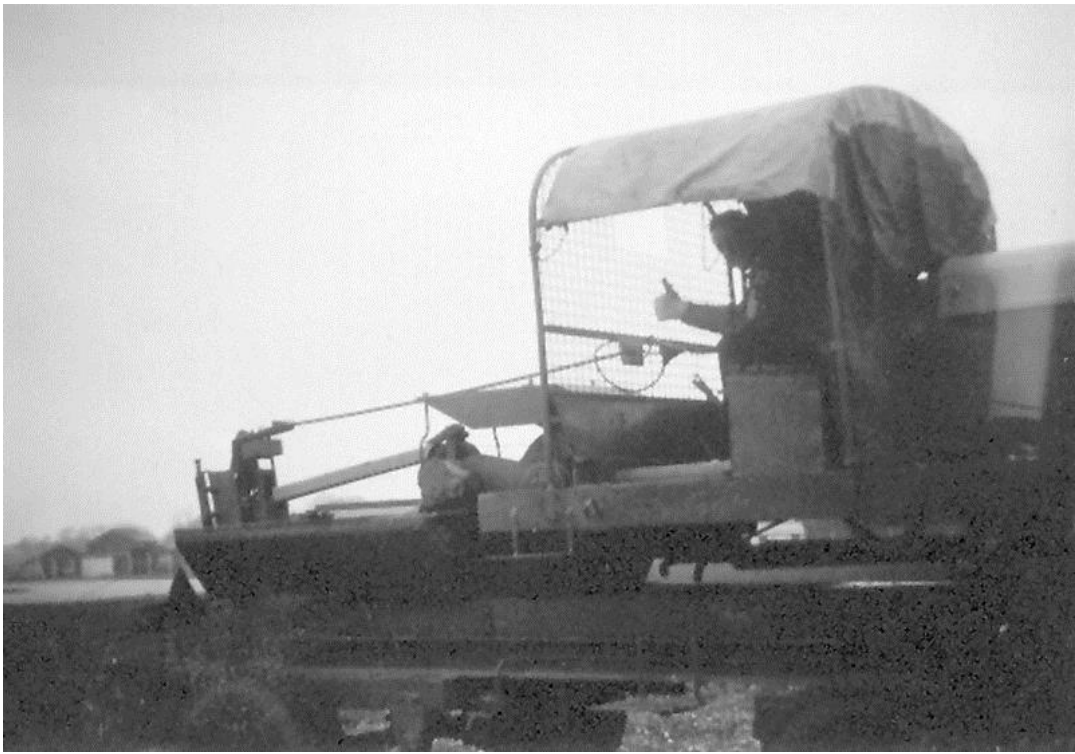
	Dagling Mk1	89GS	1944
PD468	Cadet.Mk1	89GS	1944-49
RA940	Cadet.Mk1	89GS	1944-49
RA826	Cadet.Mk1	89GS	
RA825	Cadet MK1		1949
RA885	Cadet.Mk1	89GS	
RA964	Cadet.Mk1	89GS	
RA998	Cadet.Mk1	89GS	
RA949	Cadet.Mk1	89GS	1944-49
RA943	Cadet.Mk1	89GS	1944-49
RA936	Cadet.Mk1	89GS	1944-49
RB269	Cadet.Mk1	89GS	1944-49
RA887	Cadet.Mk1	89GS	1944-49
RB113	Cadet.Mk1	89GS	1944-49
RA820	Cadet.Mk1	89GS	1944-49
RA906	Cadet.Mk1	89GS	1944-49
RA826	Cadet.Mk1	89GS	1944-49
VF189	Cadet Mk1	89GS	1945-
VM596	Cadet.Mk1	89GS	1944-49
VW512	Cadet.Mk1	89GS	1944-49
VW504	Cadet Mk1	89GS	1949
VM586	Cadet.Mk1	89GS	1944-49
VM667	Cadet.Mk1	89GS	1944-49
VM534	Cadet.Mk1	89GS	1944-49
TS354	Cadet.Mk1	89GS	1944-49
VM695	Cadet.MkII	89GS	1944-49
VW538	Cadet.MkII	89GS	1944-49
RB136	Grunau Baby	89GS	1944-49
VT917	Grunau Baby	89GS	1944-49
WE985	Prefect	89GS	1949-
WB937	T-21B	89GS/622 GS	Del 01-06-50
WB944	T-21B	89GS/622 GS	Del 22-11-49
WB948	T-21B	89GS/622 GS	Del 28-12-49
WB990	T-21B	89GS/622 GS	Del 30-03-50.here until 1963
WB991	T-21B	89GS/622 GS	Del 05-04-50.here until 1963
WB993	T-21B	89GS/622 GS	Del 02-06-50here until 1963
WE985	Prefect TX.1		present 06-09-59
WT897	Cadet TX3	622GS	Del 29-10-51..W/O 18-01-61
WT898	Cadet TX3	622GS	1954-1963
WT914	Cadet TX3	622GS	1962-1963
WT917	Cadet TX3	622GS	17-08-55 till Cat 4 on 7-11-55
XA289	Cadet TX3	622GS	
XE793	T-21B	622GS.ATC	here until 1963
XN246	T-31B	622GS	1955- April 1963
XN247	T-31B	622GS.ATC	Del 14-07-59 crashed on the airfield
19th August 1962			
	XN248	T-31B	622GS.ATC
	DE673/6948M	Tiger Moth	622GS arrived in dismantled state in 1960
	??	Tiger Moth	622GS arrived in dismantled state in 1960

The photos on this and the next page of 622GC, were kindly provided by Colin Pomeroy show
....

First: WT898 (Cadet TX3), Second: a Bedford 15cwt truck used by the school, Third:
one of the Wild glider winches (originally built by M B Wild & Co as Barrage Balloon winch
in WW2),

Fourth: unidentified Sedburgh, Fifth: WB990 (T21B Sedburgh).



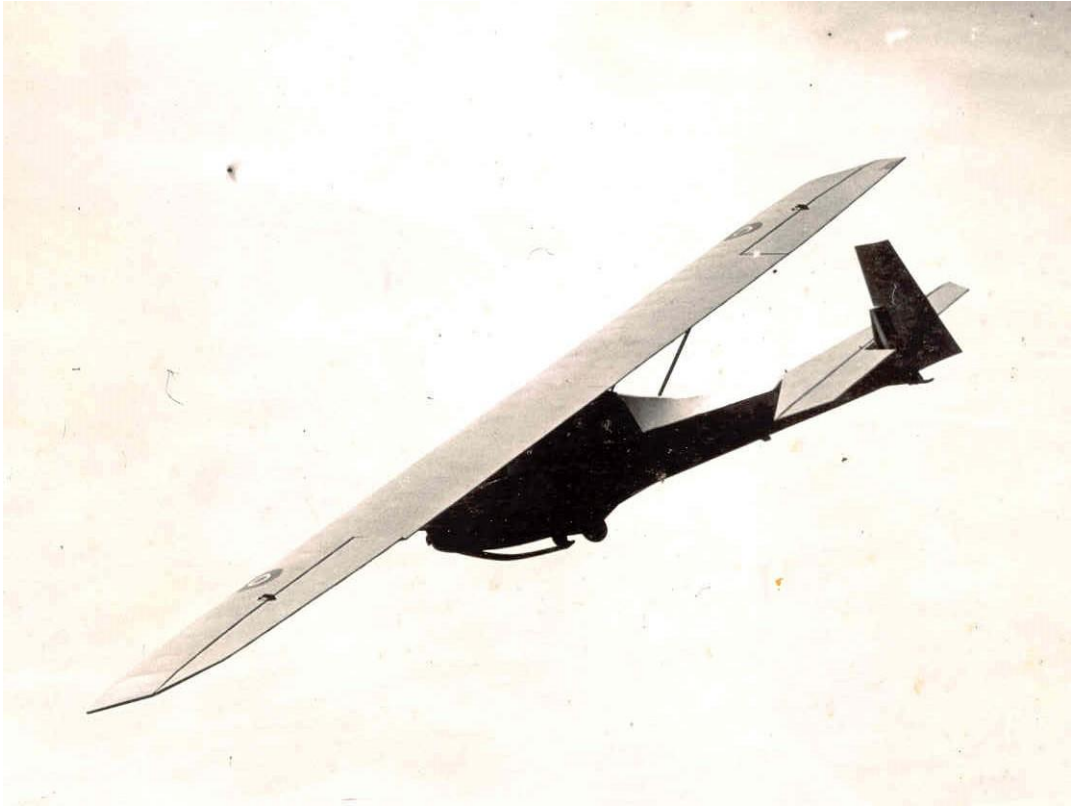




The following four pictures show the 89GS CO S/Ldr Ron Hayter instructing.

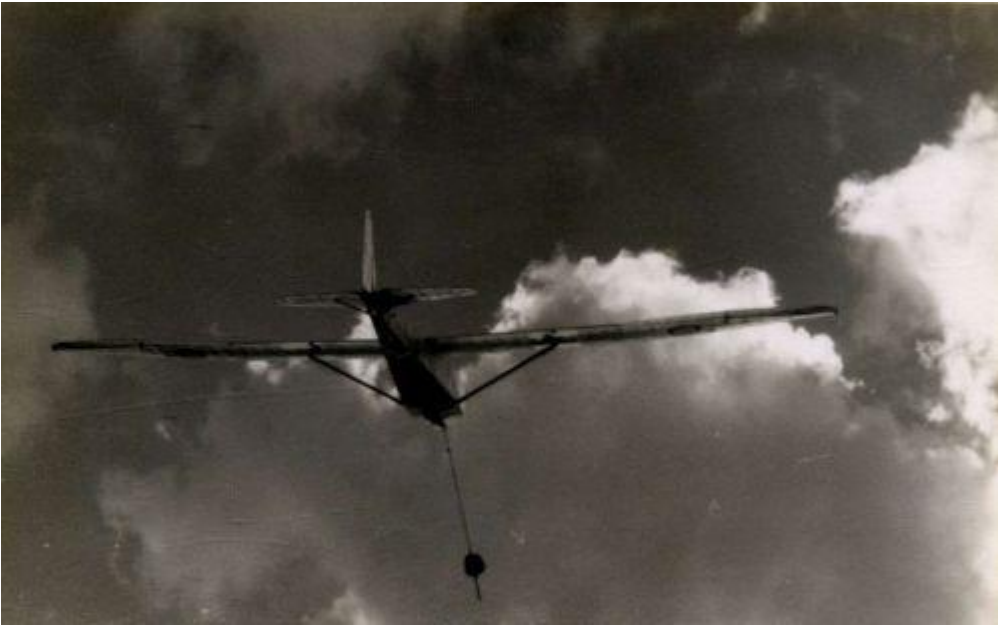






The two photos below are taken from 622GS Christmas cards sent out in the early 1950s.(via Stephen Cullen)







USAAF

UNITS

405FG/509,510,511 FS(Aircraft codes:G9/2Z/K4)P-47D,arr 7/3/44 from Waslerboro SC.,dep 22/6/44(Official date according to US sources - in fact some aircraft were still operating from Christchurch as late as 29th June).Some sources give official departure as 30-06-44.Next base was A-8 Picauville



405th Fighter Group



USAAF.405FG/509-510-511FS P-47Ds Codes G9/2Z/K4

Unit arrived March 44 WITH 73 P-47Ds and left to France 29-6-44.

The aircraft listed below are thought to have been used by the Group at some point during their stay at Christchurch.

However there are many unknowns and anomalies. If you can add to or correct the list below, please contact me .

Underlined serial numbers indicate that a photo exists in the "405FG at Christchurch" section.

- | | | |
|--------------------------------------|-------|--|
| <u>42-25507/G9-A</u> | 509FS | 'Huckle De Buck' s/d by flak 18/06/44, Pilot Maj Paul E Gardiner |
| 42-76119/G9-A | 509FS | Reported in April 44 |
| <u>42-25577/G9-N</u> | 509FS | 'Fat Cat' |
| <u>42-25990/G9-O</u> | 509FS | 'Jabo' |
| <u>42-26250/G9-G</u> | 509FS | 'Turtle No.9' |
| 42-26338 | 509FS | cr XCH 29/06/44 Pilot : William W. Chapman Jr. |
| 42-26643/G9-D | 509FS | 'The Virgin' |

42-27210/G9-E	509FS	'Look No Hands'
42-76236	509FS	Reported in April 44.
42-27239/	509FS	
42-27316/G9-J	509FS	'Chief Ski-O-Watha'(or Chief Ski-O-Mah II?)
42-28232	509FS	'Woooooooooooooooo'
42-28370/G9-R	509FS	'Stinkey'
42-74726	509FS	LAC 30/03/44 Christchurch - Pilot :Jack R. Stampley
42-75409	509FS	'Betty'
42-75454	509FS	
42-75461/G9-D	509FS	
42-75861	509FS	Cr 05/07/44 St Alban's Head Pilot :John H. Weir - KIA
42-76119	509FS	
42-76315	509FS	s/d 16/06/44 at Gorrion(France).Pilot:Leonard J. Schallehn escaped.
42-76425	509FS	cr on take off Christchurch 29/06/44. Pilot:Vincent R.James-Ok
42-76476	509FS	cr on t/o XCH 29/06/44. Pilot:Vincent R.James killed +13 on ground.
42-76528/G9-H	509FS,	s/d 03/06/44 Hedouville Pilot:William M.Downey taken POW
42-76529/G9-	509FS,	s/d 22/06/44 Les Baux-de-Breteuil Pilot:Frank J. Boryczka
42-76580	509FS	TOA Christchurch 19/04/44 Pilot: Delmar R.Dawn
42-76656/G9-V	509FS	'Vonnie '(may be 42-76556)
41-6358/2Z-O	510FS	'California ' Cr 23/06/44 Jersey Pilot: Walter R. Davis - POW
42-7965	510FS.	LAC Halesworth 13/5/44.Pilot: Boleslaw Kociencki
42-8596	510FS	TOA Christchurch 12/06/44
42-8669/2Z-O	510FS	'Mormon Meteor'
42-8698/2Z-K	510FG	
42-25516	510FS	SD 13/05/44 at Wolphaartsdijk (Hol.) Pilot: William B.Taylor Jr.- POW
42-25520/2Z-X	510FS	'Georgia Peach'
42-25523/2Z-A	510FS	
42-25718/2Z-P	510FS	'Little LuLu'
42-27181/2Z-D	510FS	'Red Hot Mama'
42-27184	510FS	
42-28286	510FS	
42-28297/2Z-R	510FS	
42-75174/2Z-	510FS	
42-75559	510FS	
42-76076/2Z-M	510FS	'Touch of Texas'
42-76151/2Z-L	510FS	'Peg O My Heart'
42-76237/2Z	510FS	cr landing Christchurch 21/03/44 Pilot:Howard J. Curran
42-76248	510FS	'Parsons Wife'.cr 24/05/44 in Channel - Pilot:George R. Mitchiner MIA
42-76327	510FS	
42-76332/	510FS	cr on landing Christchurch 20/05/44 Pilot : Duane M.Bunce.
42-76334	510FS	
42-76367/2Z-N	510FS	'Nancy'
42-76373	510FS	

42-76447	510FS		
42-76520	510FS	'Topsy D'	
42-76553/2Z-B	510FS.	'The Bug' s/d 24/05/44- Pilot:Arlie J. Blood POW	
42-76576	510FS	cr on landing Chilbolton 29-05-44.Pilot: Leon C.Sparkman .repaired	
42-76588/2Z-H	510FS	'The Scarab II'	
42-76591/2Z-B	510FS	'Yankee Tarheel'	
42-26115	511FS	s/d 22/06/44 nr Evruex Pilot : Edward J. Wilk - POW	
42-26318	511FS		
42-26327	511FS		
42-26471/K4-D	511FS	'Judy II'	
42-28633/K4-V	511FS	' Margo'	
42-29150/K4-S	511FS	'Dottie Mae' cr 13/06/44	
42-74663/W-K4	511FS		
42-75413	511FS		
42-75656/K4-E	511FS	S/D St-Lo 18/06/44 Pilot: Calvin E. King - KIA	
42-76064/K4-J	511FS	TOA Christchurch 19/05/44-Pilot:Lloyd V. New	
42-76091/K4-P	511FS	TOA Christchurch 19/05/44-Pilot:Homer Smith Jr.	
42-76133/K4-D	511FS	lost 23/05/44 at Longny-au-Perche . Pilot: Cicero N. Morgan - KIA	
42-76166/K4-Y	511FS	T/O acc Christchurch 10/06/44 Pilot: George W. Arnold Jr.	
42-76200/K4-L	511FS		
42-76354/K4-U	511FS	'Which way' d he go GEORGE'.s/d 14/06/44 Pointe de Barfleur. Pilot:Thomas J.Pickett	
42-76361	511FS	Accident at Christchurch 23/03/44, pilot Frederick Wilson .repaired.	
42-26392	511FS		
42-76444	511FS	S/d 22/06/44 Grand-Camp Pilot : Lloyd G. Zahn KIA	
42-76450	511FS	missing 26/04/44 near Le Val/Brix Pilot: HarryW.Williams(KIA)	
42-76459/K4-V	511FS	Fcd Idg 24/06/44 Cricqueville/A-2 - Pilot: Julian R. Morford	
42-76461/K4-N	511FS	TOA at Christchurch 18-04-44.Pilot: Bill E.Myers.repaired.	
42-76467/K4-R	511FS	Cr nr Winkton 12/06/44 after explosion .Pilot: George T. Quinlin killed	
42-76469/K4-Q	511FS	Mid-air at Christchurch 21/03/44 Pilot John R.Willingham Jr.	
42-76479/K4-B	511FS	'Little Joe',SD at Chavagne 14/06/44 Pilot J.P.Marr KIA.(also "Ginny"?)	
42-76485/K4-A	511FS	Ground accident Christchurch 07/06/44.Pilot : Charles D. Nachand Jr.	
42-76490/K4-H	511FS	'Knobby'	
42-76491	511FS	Acc landing Christchurch 06/06/44 Pilot: Calvin E. King	
42-76496	511FS	'K-Kid'.S/D 22/06/44 Cloyes-sur-le-Loir Pilot: Boleslaw Kociencki - KIA	
42-76513/K4-S	511FS		
42-76514/K4-P	511FS		
43-25591	511FS	LAC at Christchurch 20/05/44.Pilot: John R. Willingham Jr.	
43-705		L-4B 405FG/510FS,Involved in Midair collision over Avon village	28 May 44.
42-106xxx		P-51B 405FG	

Can anyone add to or complete the serial numbers of any above?

The aircraft below is 42-76520 - one the Christchurch based aircraft - it served with the 510FS and was destroyed in France during July 1944.



There were obviously many other aircraft ,both residents and visitors that are not listed here.

If you can fill some gaps please contact me at daveg4otu@aol.com

Civil Visiting Aircraft 1926-1972

Christchurch was not a place that was noted for receiving large numbers of visitors - in fact a visit by foreign registered aircraft was very much a rarity. I have no doubt however that the listing below is very far from complete but it serves to give some idea of the type of traffic that used Christchurch.

Pre WW2

G-EAKJ Avro 504 of Surrey Flying Services operated from Burry's Field in July 1926 giving pleasure flights at 5 shillings per head.

G-EBYU the prototype Simmonds Spartan visited on 22nd Aug 1928

G-EBYU the prototype Simmonds Spartan visited on 28th Aug 1928 piloted by Lt Webster.

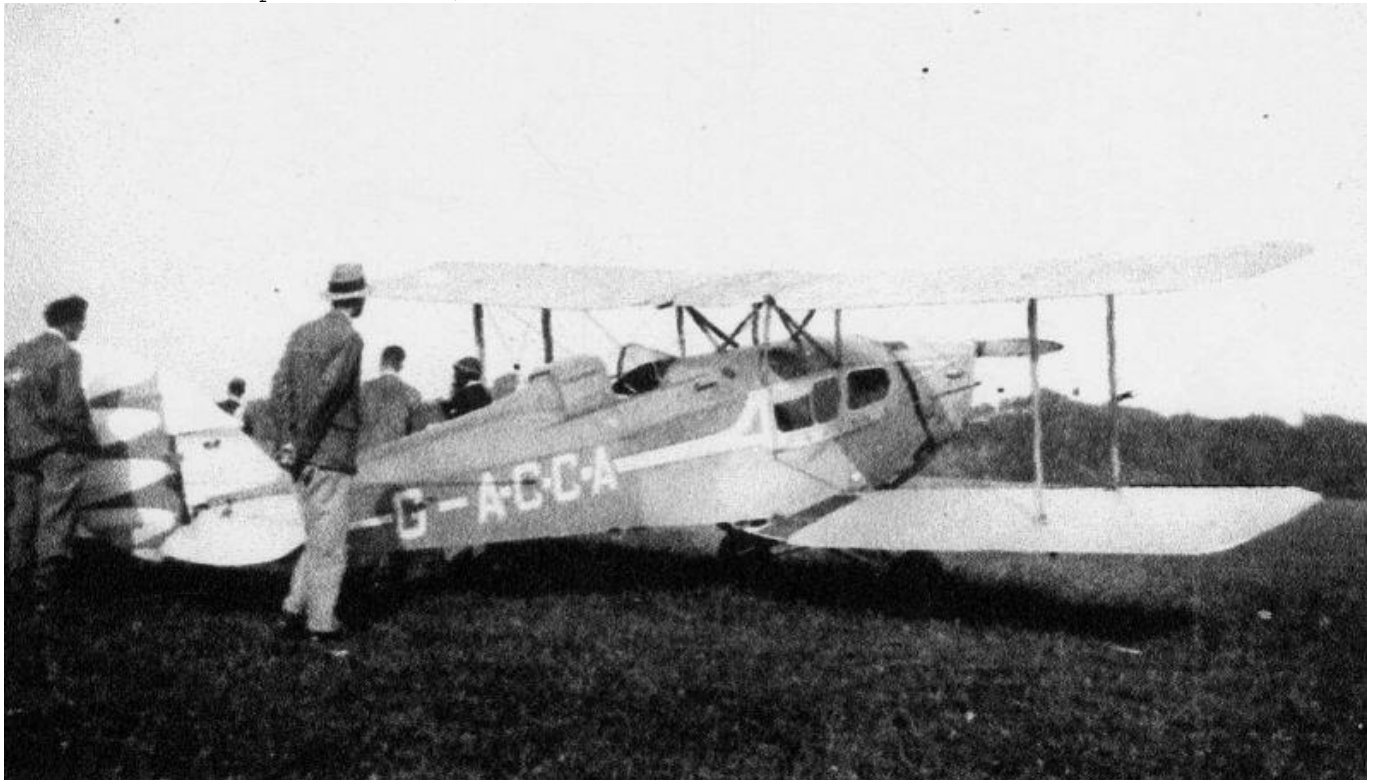
During the summer of 1929 DH60 Gipsy Moths G-AAFL/AFY/AIW were operated by Thomas Mills for pleasure flights....

G-AAFL ditched off Bournemouth Pier on 11-08-29.

G-ABWZ Puss Moth, Fry's Chocolate visited on 12-12-32 from Bristol with a consignment for Beales of Bournemouth

G-ACCA Fox Moth visited on May 13th 1934 for the initial opening of "Bournemouth Airport", photo below on that occasion.

(Photo via Christopher Balfour).



G-ACTE Speed Hawk 6 visited in May 1935.

????? DH-34 also in May 1935

G-ABSI Airspeed Ferry, Cobhams National Aviation Display, August 10 1935

G-ABSJ Airspeed Ferry, Cobhams National Aviation Display, August 10 1935

G-EBYX HP Clive, Cobhams National Aviation Display, August 10 1935

????? Avro Tutor, Cobhams National Aviation Display, August 10 1935

????? Avro/Cierva Autogyro, Cobhams National Aviation Display, August 10 1935

????? DH Moth, Cobhams National Aviation Display, August 10 1935

TOTAL MOVEMENTS 1935 :3,573. (6,170 passengers)

22-02-36 G-ADMH Pou-de-Ciel, Stephen Appleby, Heston, for demonstrations

??-07-36 G-A??? Stinson Reliant, Gilbert Miller

??-08-36 C W A Scott's Flying Display.

16-11-36 G-ADYX Luton Buzzard , crashed into trees following engine failure,
departed by road for repair



Airspeed Courier G-ACZL. 1936.

31-08-37 G-EBLV DH.60 E L Donner , cr into tree at Christchurch

23-04-37 G-AE?? Aeronca 100 demonstrator.

31-08-37 G-ABLV Cirrus Moth , cr into tree on arrival

Summer 37 G-ACAW Avro 552 advertising flights over beaches ,Plane Advertising Co.

July 38 G-A??? BAC Drone

Sept 39 G-AAIN Parnell Elf - for overhaul.

1940 Airspeed company "hacks".....

G-ADLI Falcon

G-ADUR Hornet Moth

G-AEZM Swallow

08-02-41 G-AGBB Dc-3 KLM- to Lisbon with US VIP.

07-06-41 G-AFMB Cunliffe Owen Burnelli OAl departed on delivery to Free French Forces.
Pilot was Jim Mollison

1943 G-AEZM Swallow used as runabout by George Errington (Airspeed test pilot)

All civilian flying ceased on the outbreak of WW2 and when civilian flying restarted in 1946 all airline activities were to Hurn rather than Christchurch. However there were civil visitors (what we would now call GA) - although they were rare- those that are known are listed below

1946: Leopard Moths G-ACMA and G-ACMN and Hornet Moth G-ADUR were frequent visitors to the DH factory.

10-07-47 G-AJIS Autocrat

??-08-47 G-AJPM Dc-4 Skyways...seen below departing -possibly the biggest passenger aircraft to land at

Christchurch- it brought Skyways executives to see the new Ambassador.



23-08-48 SE-BCA SAAB ScandiaDemonstrator(photo via Mike Phipp)



09-48 OO-TIT Fairey Jr.(see photos in Christchurch Display section)

- 16-03-49 G-AGYO Auster, from Denham
- 16-03-49 G-AKKV Miles Hawk Trainer, Airways Aero Assoc.from/to Hurn
- 16-03-49 G-AKKW Miles Hawk Trainer, Airways Aero Assoc.from/to Hurn
- 16-03-49 G-AKKX Miles Hawk Trainer, Airways Aero Assoc.from/to Hurn

16-03-49 G-AFFJ Piper J3 , Airways Aero Assoc.from/to Hurn
 16-03-49 G-AESP Aeronca , nosed over prior to take off
 16-03-49 G-ADUR Hornet Moth, D H Co,f/t Portsmouth. Ron Clear (Airspeed pilot)
 18-04-49 G-AJPC Argus 2
 13-08-49 G-AHZY Proctor 5
 17-08-49 G-ADFH Miles Falcon
 09-49 OO-TIA Topsy Belfair
 03-09-49 G-ALUA Zaunkonig (Pilot Tommy Thompson)
 16-11-49 G-AJST Argus 2

1950s- till closure of DH:Frequent visitors were.....

G-ACMN Leopard Moth
 G-AMVU DHC2 Beaver
 G-ANAR DHC2 Beaver
 G-AJLW Dove 2
 G-ALBM Dove 1
 G-AHEF AS65 Consul
 G-AJWS AS65 Consul.
 G-AOYX Otter
 G-APEV Heron 2D

20-04-51 G-AKKG Messenger(Shell-Mex and BP)...to Haddenham
 07-01-53 G-AMVU Beaver
 19-01-53 G-ALWF Viscount 701 Hurn diversion

 04-54 F-WFKU HD-31
 20-12-54 G-AGAI Taylorcraft +D, to Haddenham

21-07-55 G-AKJD Motor Tutor

14-03-56 G-ALYT Comet 2X
 10-08-56 D-EFUP RW3 Multoplan
 21-09-56 WV477 Provost T1 f/t RAF South Cerney



24-02-57 N9866F Bonanza
 10-06-57 G-AAHW Klemm L25
 29-09-57 N2512 Cessna 170

12-08-58 D-EFUP Multoplan
 21-08-58 G-ACEZ Tiger Moth
 06-10-58 G-5-24 Heron -to De Havilands.

On 23rd September 1958 a small display(not public) of STOL/VTOL aircraft was held on the airfield for

NATO representatives.

Among those aircraft known to have been present were.....

G-AHXW Rapide
G-AKTW Westland WS51-2(Widgeon)
G-ANAR DHC2 Beaver
G-AOCZ Westland WS55 Whirlwind
G-AOYX DHC-3 Otter
G-AMWI Sycamore
G-APLE Westland Westminster
G-AOUJ Fairey Ultra-Light
G-APNU Saro P531
G-APLK Miles Student
G-AOZO EP.9
XM797 EP.9
XK409 Auster AOP9
XK411 Auster AOP9
XK418 Auster AOP9
XL762 Skeeter
XL727 Wessex
XG447 Bristol 192
XE521 Rotodyne
EP-AIM Auster Aiglet J/5L
XL555 Pioneer
XM289 Twin Pioneer
WP928 Chipmunk
G-AHXW Rapide (Fairey Aircraft)

June 59 - Oct 59. The Experimental Flying Group was based for the Summer before moving on to Biggin Hill .

They used.....

G-AKAS Hawk Trainer
G-AITN Hawk Trainer
G-APBE Auster 5

01-04-59 HB-ERE Argus
07-59 HB-EPI Whitney Straight
08-09-59 G-AJYT Auster J/1B Skegness Air Taxi Services
26-10-59 G-APSJ Piaggio P166
Oct 59 EI-AKW Comanche

29-01-60 G-AJWS Consul, de Havillands
04-02-60 G-APWT Currie Wot
16-02-60 G-ALMR Dove English Electric
14-03-60 G-AHXX Avro 19 Hawker Co.
24-04-60 G-APYI Tri-Pacer
04-07-60 G-AFZI Taylorcraft +D
03-08-60 G-ANLW Westland Widgeon
15-12-60 G-ANSZ Heron 1 Jersey A/L

22-04-61 N70536 Cub
12-05-61 G-AGPG Avro 19 Avro Co.
??-05-61 N78572 Super Cruiser
07-07-61 G-ANOK Safir
23-07-61 G-AIUE Hawk Trainer
27-09-61 G-APSB Chipmunk
20-11-61 N22C Cosmic Wind

04-03-62 G-AOLP Prentice
26-04-62 G-AREA Dove 8 DH
19-05-62 G-APLY Super Cub
30-05-62 G-ARWF C310G
02-06-62 D-EDLT C172
19-07-62 OY-GAG CP301S

21-07-62 F-BKGO Jodel
 24-07-62 D-ENAB C172
 29-07-62 G-AOIE Jackaroo
 23-09-62 G-ABUU Comper Swift
 10-12-62 G-AJSL Dragon Rapide

 09-05-63 G-AEML Dragon Rapide
 01-06-63 G-ARIA Bell 47
 02-06-63 HB-SUU Jodel 112
 06-06-63 N9188B C180
 06-08-63 D-ENZU Colt, F-BJJP Jodel
 13-08-63 G-ASFO Bolkow Jr.
 17-08-63 F-BJJP DR1050

 22-03-64 G-AAWO Gipsy Moth
 21-04-64 G-ARXM Beagle 206 Beagle A/c Co
 07- 64 D-EAAR Dr1050
 64 HB-SVT Jodel U2V
 03-05-64 G-ASMC Provost , Jersey Rally
 04-09-64 G-ABLE Cessna 170



17-03-65 G-APTW Widgeon
 25-03-65 G-ASRT Jodel D150
 20-08-65 G-ASXD Brantly B2
 12-09-65 G-ATHL Wa116
 12-09-65 G-ATHM Wa116
 16-09-65 G-ATCT Islander
 1964-65 G-AEML Rapide was still a regular visitor.
 G-ARYI C172C was a regular visitor from Portsmouth (Photo next page from Keith Cheesman)



- 18-09-67 G-ASAK Terrier
- Oct 67 G-ATFD DR1051 (photo by Colin Richards)
- Oct 67 G-ARCU Piper Caribbean 150
- Oct 67 G-AVHH Cessna F172 (photo by Colin Richards)
- 20-10-67 G-ATSR Bonanza





21-09-68 G-ATJP Apache

- 09-07-69 G-AVTV MS Rallye
- ?? G-AHVA Proctor 1
- ?? G-AKHC Gemini 3A
- 22-03-69 G-ABNX Redwing f/t New Milton
- 24-03-69 G-ANIS Auster 5, Shoreham-Rochester.
- 03-07-69 G-AGYT Auster Alpha F/t Lee-on-Solent
- G-ADKM Hornet Moth f/t New Milton
- 09-07-69 G-AVTV Rallye Commodore Norfolk-Hurn



Photo by Geoff Kingman-Sugars



Photo by Geoff Kingman-Sugars

G -ASEY A61 Terrier possibly the fixed wing last visitor before total closure. (Photos by Colin Richards.)



12-05-73 G-BBJE Allouette II
30-11-73 G-ASTL Hughes500 (to SRDE)
10-09-81 G-HELY A-190 Barretts

There were obviously many other aircraft ,both residents and visitors that are not listed on this website.

If you can fill some gaps please contact me at daveg4otu@aol.com.



Military Visiting Aircraft 1935-1972



01-06-35 "A squadron of RAF fighters for Empire Air Day"
23-05-36 Empire Air Day ,participants included....
3 x Audax , Army Co-operation Unit,Old Sarum
3 x Audax , 13 Sq
9 x Nimrod ,800 Sq,Eastleigh.

Aug 1936 Audaxes 16Sq (Old Sarum) for 2 weeks summer camp.
02-03-37 5 x Anson 1, RAF Coastal Cmd 51 Sq , Diversions due weather .
1937 605SQ Summer camp using Hawker Hinds (eg;K5431).
28-05-38 Empire Air Day ,participants included...
Battles (12 Sq) from Andover.
Gladiators from Digby
Shark from Lee-on-Solent
3 x Hind
Ansons from Thorney Is
Hind from Warmwell
Wallace TT from Warmwell
Avro 621

1940 X9346 Airspeed Courier - company hack
01-05-40 N22 Spitfire 1a(ex P9566),on delivery to Turkish AF
01-05-40 N23 Spitfire 1a(ex P9567),on delivery to Turkish AF
NB:above identities are British Class"B" registrations

24-06-40 838 Potez 63-11 of GR1/14 Bordeaux. 2nd Lieutenant Daniel Neumann,
(pilot) his observer-navigator Lieutenant André Jacob and
Sergeant Marcel Morel, the radio operator-machine gunner serving
with Group de Reconnaissance GR 1/14, based at Bergerac flew
their Potez aircraft to Christchurch airfield.
The aircraft was later flown to RAF Andover and eventually
to RAF Odiham as the basis of a Free French Training Unit.
Some sources say 26th June not 24th.

27-06-40 Beaufighter for installation of A1 radar
15-06-40 P6687 Battle I,Stn Flt Baginton, damaged landing Christchurch .
16-08-40 W6669 Hurricane1 213Sq(Exeter) emergency landing
15-09-40 R6600 Spitfire 602SQ,Emergency landing, mistaken for enemy and rammed by army
truck
28-11-40 P4321 Hampden I,Forced landing 49 Sq
17-12-40 N3552 Blenheim emergency landing
23-04-41 werke Nr4477/GD+EG Bu131B.Stolen from Luftwaffe aerodrome at Caen
by two ex-Armee de l'Air pilots, Heberd and Boudard,It was
flown across the Channel, intercepted by the RAF and landed at
Christchurch.It was repainted in RAF camouflage
and markings and flown ('unofficially') by pilots from
the Special Duties Flight (TRE).
Shortly after, orders came for the aircraft to be shown in
London as an exhibit for 'War Weapons Week', so it was
hastily repainted in Luftwaffe markings and sent to London
on 22nd May, where it was vandalised by souvenir hunters.
It was returned to TRE later and serial no. DR626 was
allocated, but there were too many parts missing for it to
be flown again. Struck off charge at TRE on 1.8.41
and presumed scrapped.
A copy of the original signal from the Commanding Officer
of RAF Christchurch to the various authorities may be seen
on the next pages. (Additional info via BIA Yahoo group)

SECRET

Royal Air Force Stat

Christchurch,

Hants.

Ref:-

SDF/S.12/2/Air.

1st. May, 1941.

Sir,

German Bucker Aircraft.

I have the honour to refer to our Signal A.229 dated 30th. April, 1941, regarding the arrival at Christchurch of a German Bucker aircraft on 30th. April, 1941.

2. At 1115 hours on the 30th. April, 1941, a German Bucker aircraft arrived at this aerodrome from the enemy aerodrome at Caen, France, having left there at approximately 0945 hours (B.S.T). Its occupants were two Frenchmen who were previously under training as pilots in the French Air Force. They had last flown on the 17th. June, 1940, after which, owing to the capitulation of France, they appear to have been in Algeria from whence later they returned to the neighbourhood of Caen. Apparently their exploit was premeditated; they had noticed that a Bucker aircraft was in constant use at Caen aerodrome and had decided to attempt to appropriate it and fly to England at the first opportunity.

3. On the morning of the 30th. April, 1941, they effected an entry into Caen aerodrome in the costume of French workmen who apparently are employed on general ground work. They started the aircraft up in the hangar and actually took off from inside the hangar without undue interference from German personnel. They carried with them a white silk handkerchief as their means of "identification" should they be intercepted by our fighters; luckily they escaped observation and eventually arrived safely at Christchurch at the time stated. The weather no doubt assisted them, since from what they say conditions at the time were dull and rainy, with low cloud. It appears that the Bucker aircraft which they had purloined was a communications aircraft belonging to the Commandant of that Unit. Soon after their arrival, the Intelligence Officer, Middle Fallop, was informed, who communicated the general information to Air Ministry; also the Military Command Headquarters, Southampton Sub-Area was informed, who undertook to pass the information to M.I.5. This procedure was adopted since there appeared no policy for forwarding an incident of this kind through recognised channels.

4. The two Frenchmen, Messieurs Boudard and Hebert (who were in possession of satisfactory Identity Papers) were retained at this Unit under supervision, and also generally entertained until their departure this morning at 0900 hours, with escort, to the Headquarters of the Free French Forces, on instructions received from the Intelligence Officer, Middle Wallop. Their Identity Papers and documents accompanied them.

5. The aircraft remains at Christchurch, where it is understood experts from Air Ministry are due to inspect it today.

I have the honour to be,

Sir,

Your obedient Servant,



Wing Commander,
Commanding Royal Air Force Station,
Christchurch, Hants.

The Under-Secretary of State,
Air Ministry (P.D.D.O),
London.

Photo below via John Potheary shows 4477 outside the Bellman hangar



- 22-06-41 X4776 Spitfire , damaged when Whitley N1370 undershot and ran into it.
- 18-08-41 X8937 Beaufort swung on landing hit parked Wellington
- 1942 K1783 Tomtit ,for overhaul, became G-AGEF
- Feb 42 DG604 Horsa.
- 18-07-42 BD955 Hurricane IIC overshoot & crashed
- July 42 S101 Horsa , First Production,
- 1942 BD443 Whitley , towing Horsas out to MUs
- 1942 LA821 Whitley , as above
- 14-11-42 DP806 Horsa, overshoot & cr into hangar
- 30-01-43 HG985 Horsa, cr landing at Somerford
- 08-03-43 BP788 Fulmar II from White Waltham
- 25-05-43 From Christchurch ORB: On instructions from the Home Office a DH86 landed at 1315 from Ronaldsway, IoM, with 6 men and 2 women , German diplomats en-route for Lisbon.
- 06-43 AL296 Chesapeake FAA
- 13-07-43 JA851 Lancaster III, 49Sq at Fiskerton,P/O Tomlin, out of fuel
- 05-08-43 Whitley (from Wroughton) u/c collapsed on landing
- 06-08-03 Seafire IIC cr after test flight
- 03-02-44 DE943 Tiger Moth II, to Harrowbeer.
- 05-05-44 KX409 Hurricane IV ,193Sq
- 05-06-44 P-51D.48 a/c from 354FG arr for overnight stop.
- 04-07-44 LA689 Whitley, HGTU from Brize Norton , dep with Horsa in tow but cr on mudflats at Poole Harbour after engine failure .. the Horsa landed on the mud in Christchurch Harbour.
- 14-07-44 JZ303 Avenger II , from Worthy Down.
- 03-09-44 B-17 emergency landing
- 14-09-44 From Christchurch ORB:A Douglas A20 force landed 1730(Lt. Miller and 2 crew) en-route from a mission over Le Havre to Weathersfield having been hit by flak. Landed safely but with one tyre deflated. The last two entries extracted from the ORB by John Havers).
- *09-10-44 NK398 Anson Christchurch to Pershore
- *02-11-44 EV748 Argus II Christchurch to Yeovilton to Charlton Horethorne

*14-01-45 PM818 Barracuda II Wroughton to Christchurch
 1945 LA933 Whitley ground collision with Swordfish NR946, w/o
 02-45 R2438 Beaufighter II FAA
 *03-02-45 EV748 Argus II Gosport to Christchurch to Hamble
 18-02-45 NF327 Swordfish III from RAE.
 *25-02-45 PM713 Barracuda II Christchurch to Hamble
 08-03-45 R9548 Dominie
 03-45 AZ590 Master II FAA
 *19-04-45 AX233 Anson Christchurch to Cardiff
 *12-06-45 MP474 Oxford Christchurch to Hawarden
 *26-06-45 EV782 Argus II Hamble to Christchurch to Cardiff
 *06-07-45 LX738 Oxford Christchurch to Hawarden
 15-07-45 44-8866 B-17G.USAAF 306BG cr landing
 25-07-45 MN311 Typhoon 181Sq,e/r Warmwell, cr on emergency landing
 07-09-45 DK393 Firebrand TFIII C Sq AAEE, Forced landing
 Oct 45 HN127/U1YY Oxford I noted
 Oct 45 PH248/U2JJ Oxford I noted
 Oct 45 Vengeance TT noted
 Oct 45 Defiant TT noted
 Oct 45 Martinet TT noted

 01-03-47 K3880 Hawker Hart , noted.

 22-09-48 Hoverfly

 16-03-49 RM340 Horsa, departed, aerotow by Halifax RT935 to Wroughton.
 21-02-49 KF524 Harvard 2B FAA
 19-09-49 VL247 Viking C1 Kings Flight
 08-10-49 T6168 Tiger Moth

 April 52 VL275 Bogie u/c Valetta - landing trials
 15-10-52 VX220 AW Apollo From Boscombe Down

 27-03-53 Lincoln
 13-05-53 6 x Sea Hornets 809 Sq
 16-09-53 VR38? Br. Freighter, Radar Nose

 05-54 BB790 Tiger Moth (ex G-ACEZ)
 Sep 54 2 x Canberra
 Sep 54 Meteor NF11
 Sep 54 Venom
 Sep 54 Wyvern

 05-04-55 EE337 Meteor F3 FAA
 25-09-55 MB723 Firefly
 02-11-55 VR211 Prentice A&AEE

 08-05-56 Brigand
 06-10-56 WW439 Provost T1 RAFC Cranwell
 06-10-56 XF907 Provost T1 RAFC Cranwell
 08-11-56 WL377 Meteor T7 ETPS

 04-02-58 WD402 Anson T21 A&AEE
 26-02-58 CA+002 Heron 2D Luftwaffe
 07-03-58 WL734 Sea Balliol
 14-05-58 WL730 Sea Balliol FAA
 05-06-58 WJ679 Canberra B2 RAE
 08-07-58 WX969 Meteor FR9
 15-07-58 XK939 Whirlwind HAS7 "715"
 17-07-58 XB364 Avenger AS6 "380"
 22-09-58 XK411 Auster AOP9

 25-01-59 XF911 Provost T1 "PS"
 02-03-59 XM819 Percival EP9
 02-03-59 VR599 SEa Balliol Prototype
 04-05-59 KF314 Harvard
 07-05-59 WV179 Skyraider AEW "423"

08-05-59 XG878 Gannet T2
 15-08-59 XD610 Vampire T11 to De Haviland

 18-02-60 XA169 Sea Vampire T22 to De Haviland
 25-03-60 WP333 Sea Balliol
 20-04-60 VP965 Devon C2
 06-05-60 WP333 Sea Balliol
 13-06-60 PH788 Anson C12 RAF Gaydon
 21-06-60 WZ425 Vampire T11
 04-07-60 WW220 Sea Venom FAW22
 27-07-60 WF370 Varsity T1
 22-08-60 VW162 Valetta C1
 15-09-60 XG767 Sea Vampire T22 "943VL"
 16-10-60 WL113 Meteor F(TT)8
 22-11-60 WM994 Sea Hawk FB5
 02-12-60 WV735 Pembroke C1

 19-01-61 WV199 Whirlwind 22
 21-04-61 VV328 Anson C21 RAF Stradishall
 15-05-61 WE551 Auster AOP6
 18-05-61 WJ491 Valetta
 24-05-61 XN595 Jet Provost T3
 19-06-61 XM529 Skeeter AOP12 to SRDE
 07-07-61 XP770 Beaver AL1
 20-07-61 XF685 Provost T1 ETPS "20"
 02-11-61 XG677 Sea Venom FAW22 "VL" FONFET
 14-11-61 WM756 Sea Prince

 07-05-62 WG308 Chipmunk T10"C"

 25-03-63 WT925 Sycamore HR14 to SRDE

 17-01-64 XR270 Auster AOP9
 17-01-64 XR271 Auster AOP9

 27-04-66 XP908 Scout AH1
 08-08-66 XS679 Wessex HC2 A&AEE

 12-07-67 XJ445 Whirlwind RAE

 25-03-68 XP908 Scout AH1

 21-08-70 XV131 Scout AAC , to SRDE

 08-06-72 Wessex HU5 "XG" 846 SQ
 21-06-72 XN299 Whirlwind HAS7 "08"

- Items with an asterisk were extracted by Peter Graham from the log of ATA pilot Pamela Tulk-Hart.

Christchurch photos from John Potheary.



John Potheary seated in the glider in 1947 for his first glider flight. The car is being driven by John Allen who later became a flight engineer on Concorde.



A line of aircraft at Christchurch on 16th March 1949



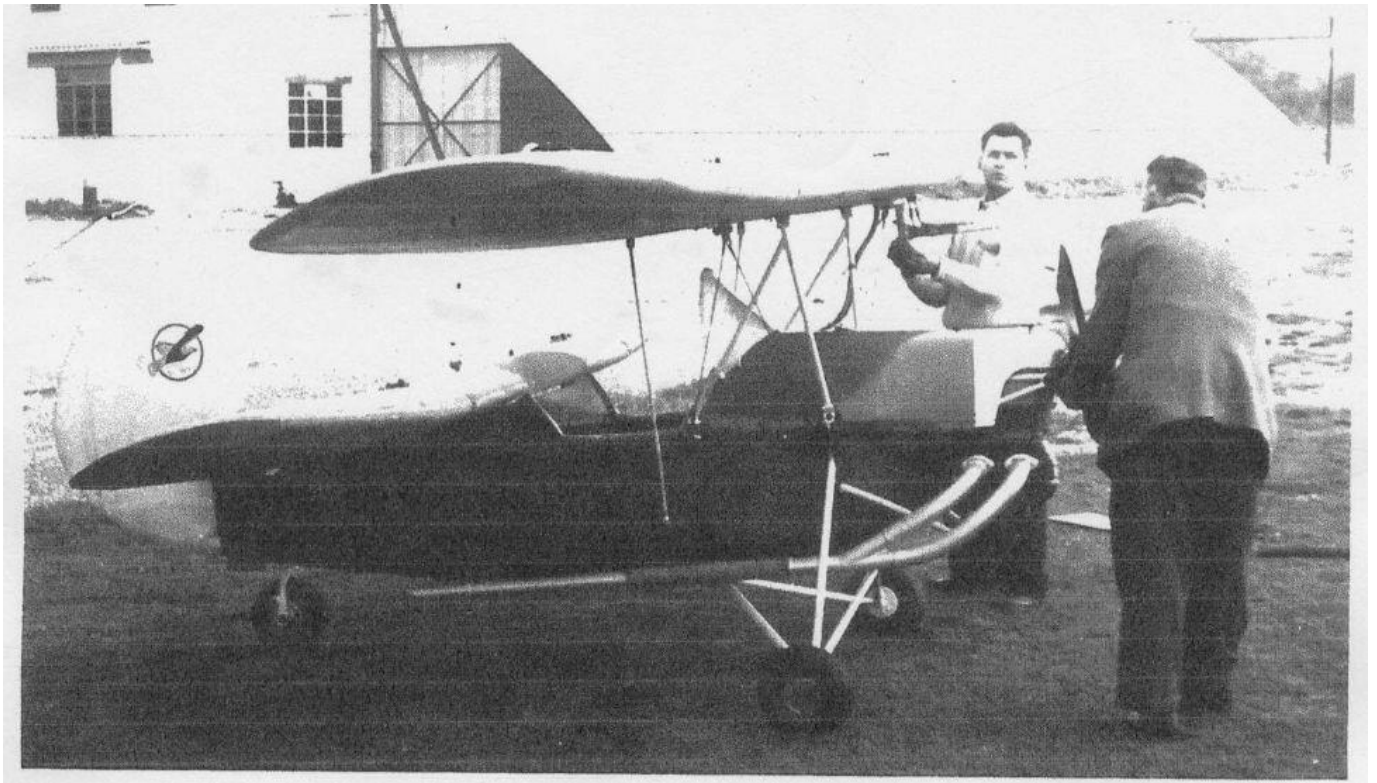
On the same day Aeronca 100 G-AESP overturned whilst taxiing to take off for Hurn.



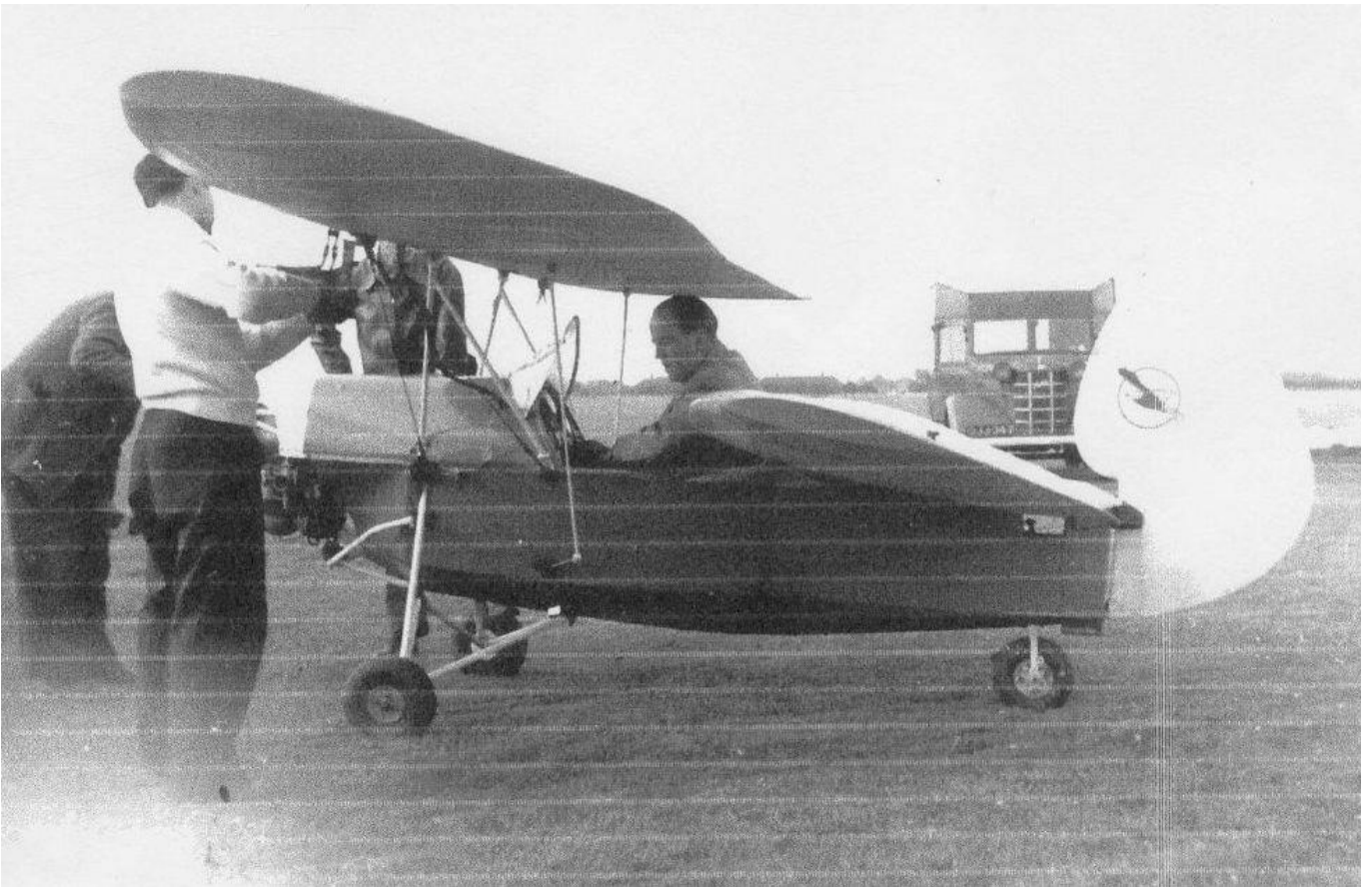
HEATH PARASOL
 BUILT BY
 SOUTH HANTS
 ULTRA LIGHT
 AIRCRAFT CLUB
 CHRISTCHURCH
 1949.

The Heath Parasol G-AJCK was owned by Roger Mann. He was a "Bevan boy" in WW2 - working down the coal mines, who later flew Canberras in the RAF and thereafter flew as captain with airlines.

The 5 pictures below are of an unidentified Pou-de-Ciel which was flown at Christchurch by both Francis Fisher and John Potheary (neither of which were the owner) presumably sometime in the 50s. The aircraft was "wrecked when it hit the arrester gear" - presumably that which was installed to deal with the DH110/Sea Vixens. Any more information on this aircraft would be very welcome. It seems possible that it was the same Pou that was built by a Mr W Whattley of Sholing Rd. Southampton which crashed at Eastleigh airport in 1956.







G-AKJD Slingsby Motor Tutor at Christchurch in 1954.



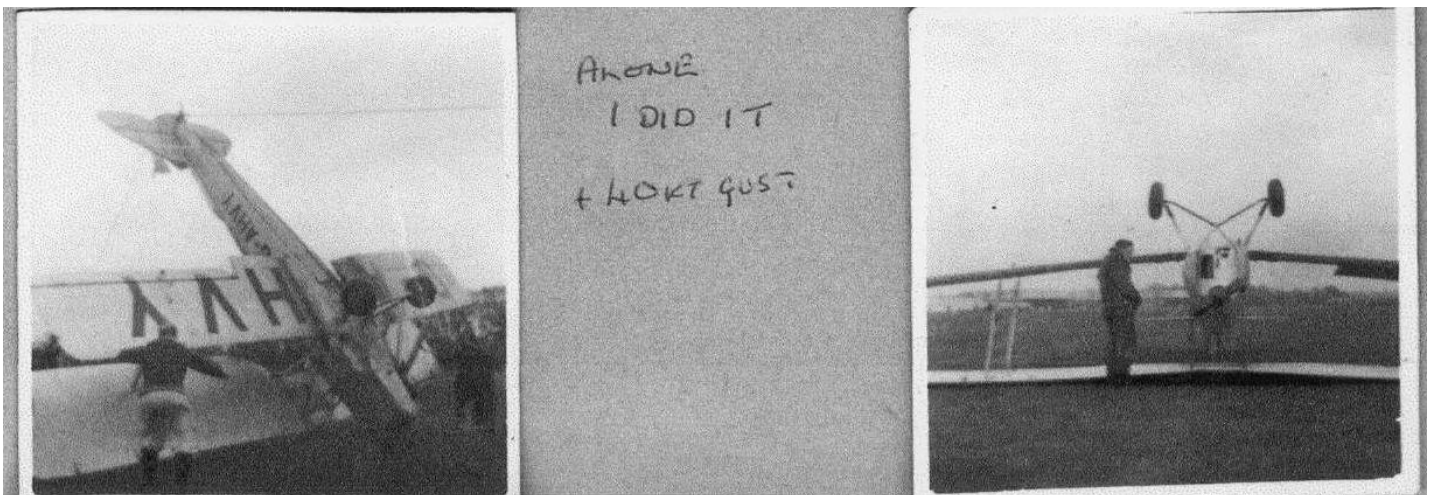
Tiger Moth BB790 which visited in 1954- flown by Roger Mann .



The Royal Artillery Aero Club Auster G-AGYI came to a sticky end on the South Downs on 14-10-58.



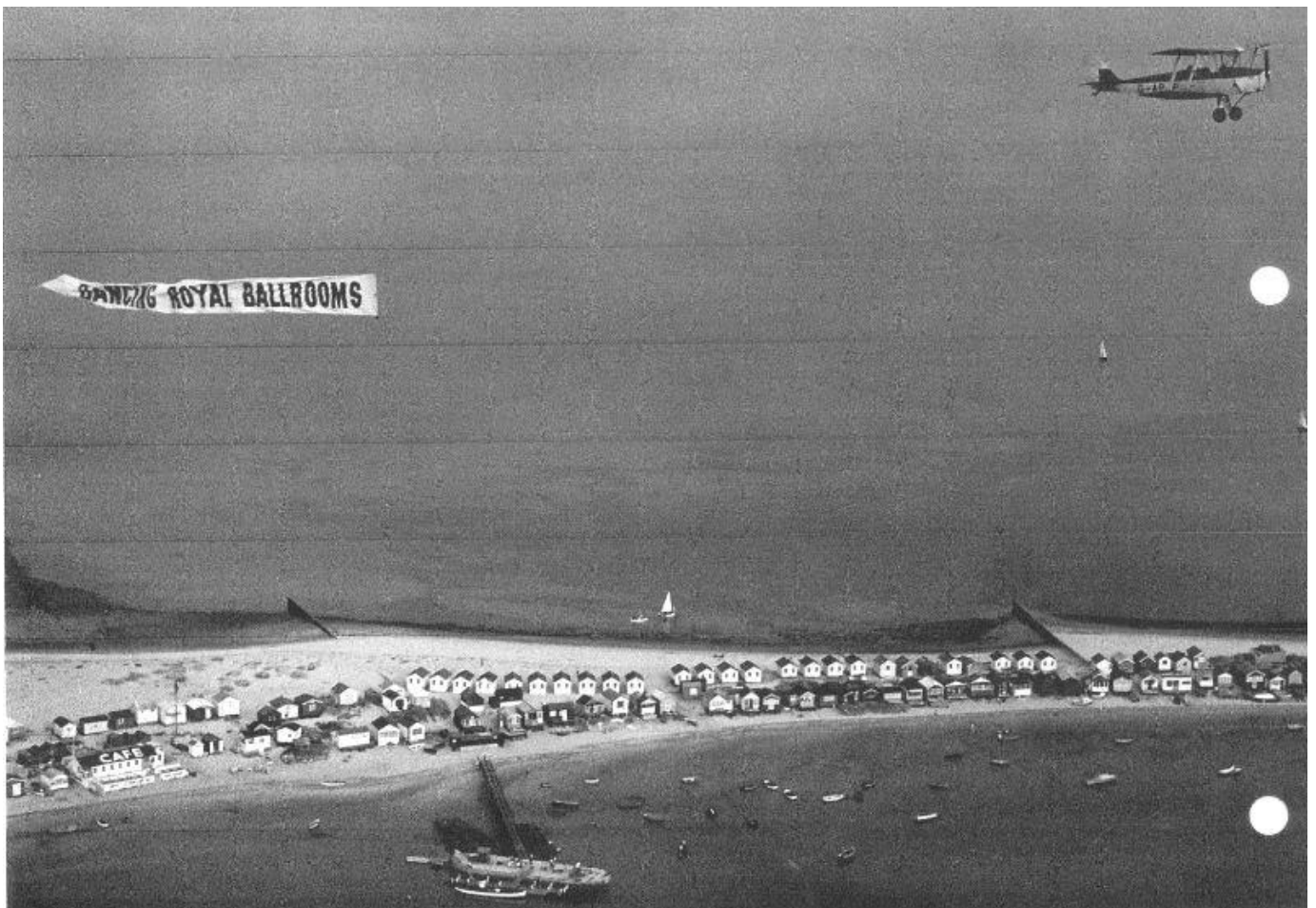
G-AHVY following the fatal crash on 12-11-58 . The control column became detached causing the crash..



The same aircraft in an earlier incident when it was blown over by a 40 knot gust.



G-AFRK in its BEA colour scheme prior to its arrival at Christchurch in March 1959 .



John in G-APJP, banner towing over Hengistbury Head on 22nd July 1959.



John in G-APJP, banner towing on 22nd July 1959.



G-ABUU Comper Swift and G-ABNX Redwing - both owned by John Potheary.

John Potheary in 1965, with Gerald Hardy, the last student pilot he taught at Christchurch .
A contemporary Bournemouth Echo report below (thanks to Keith Cheesman) gives the details...



THE last pilot has flown from Christchurch Airfield, a flying field used for 40 years which is soon to be developed for housing. He is 18-year-old Gerald Hardy, of 8 Braemar-avenue, Southbourne. To gain his private pilot's licence he obtained special dispensation from the Ministry of Aviation to carry out his training flights from the airfield, after it had been officially closed to flying training.

A former pupil of Bournemouth School and a member of the Combined Cadet Force there, he goes to Dartmouth to train as a helicopter pilot.

The airfield was used before the war as a local airport. Since Christchurch Aero Club was formed in 1948, 250 pilots have gained their wings, among them the two sons of Sir Alan Cobham.

Gerald Hardy was taught to fly by Mr John Potheary, a pilot

with British United Air Ferries at Hurn Airport, and formerly chief flying instructor to Christchurch Aero Club, who trained between 70 and 80 of the student pilots.

Gerald Hardy learned to fly in a Tiger Moth he and another young man helped to rebuild.

He paid for his flying lessons out of money he earned in his spare time, and gained his licence last week.



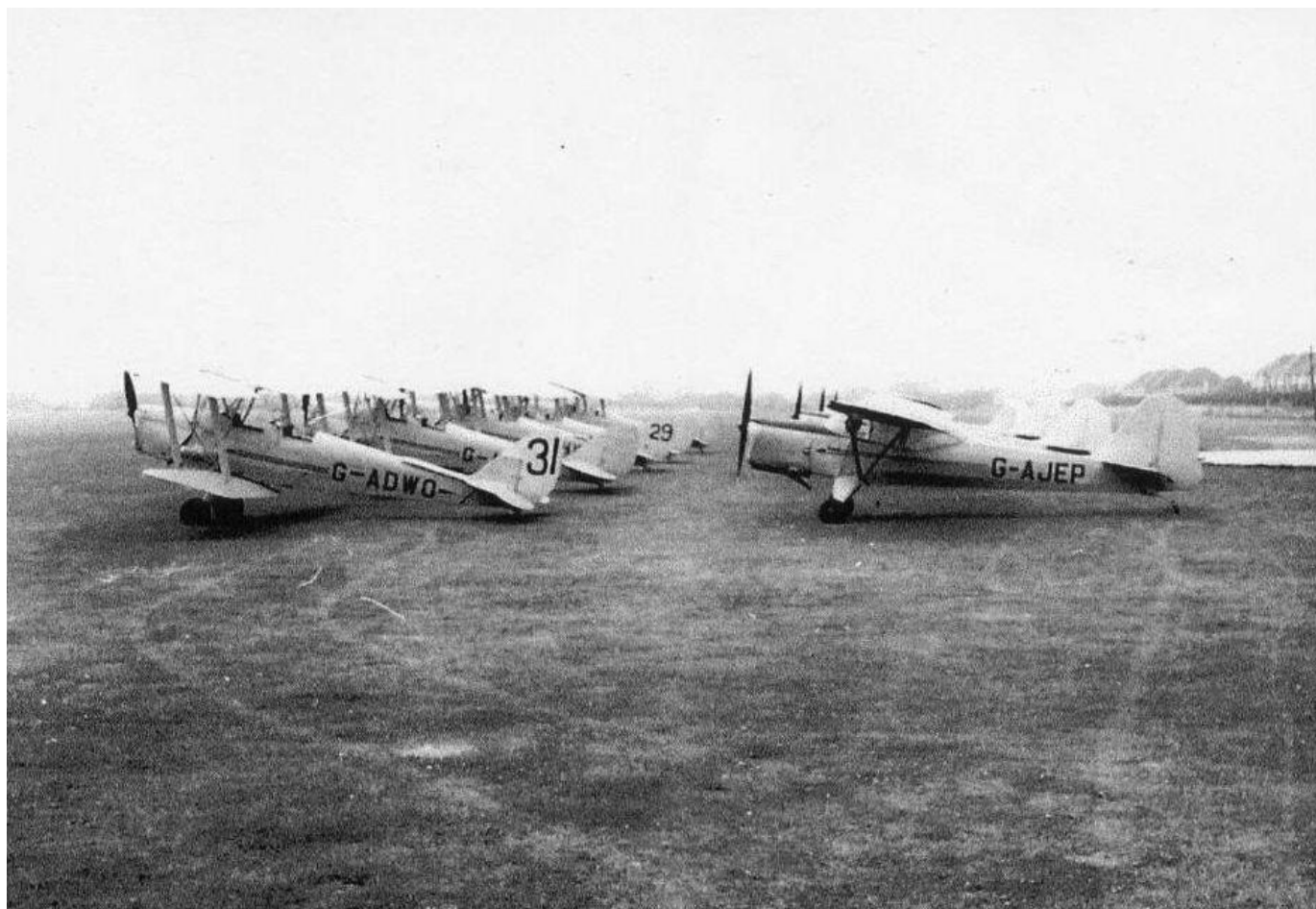
Undated group photo with several well known Christchurch incumbents.



Undated group photo. In the photo are Colin Clark (seated on aircraft), also John Potheary, John Stone, Bert Hawkins. Note the fuel pump behind Austers.



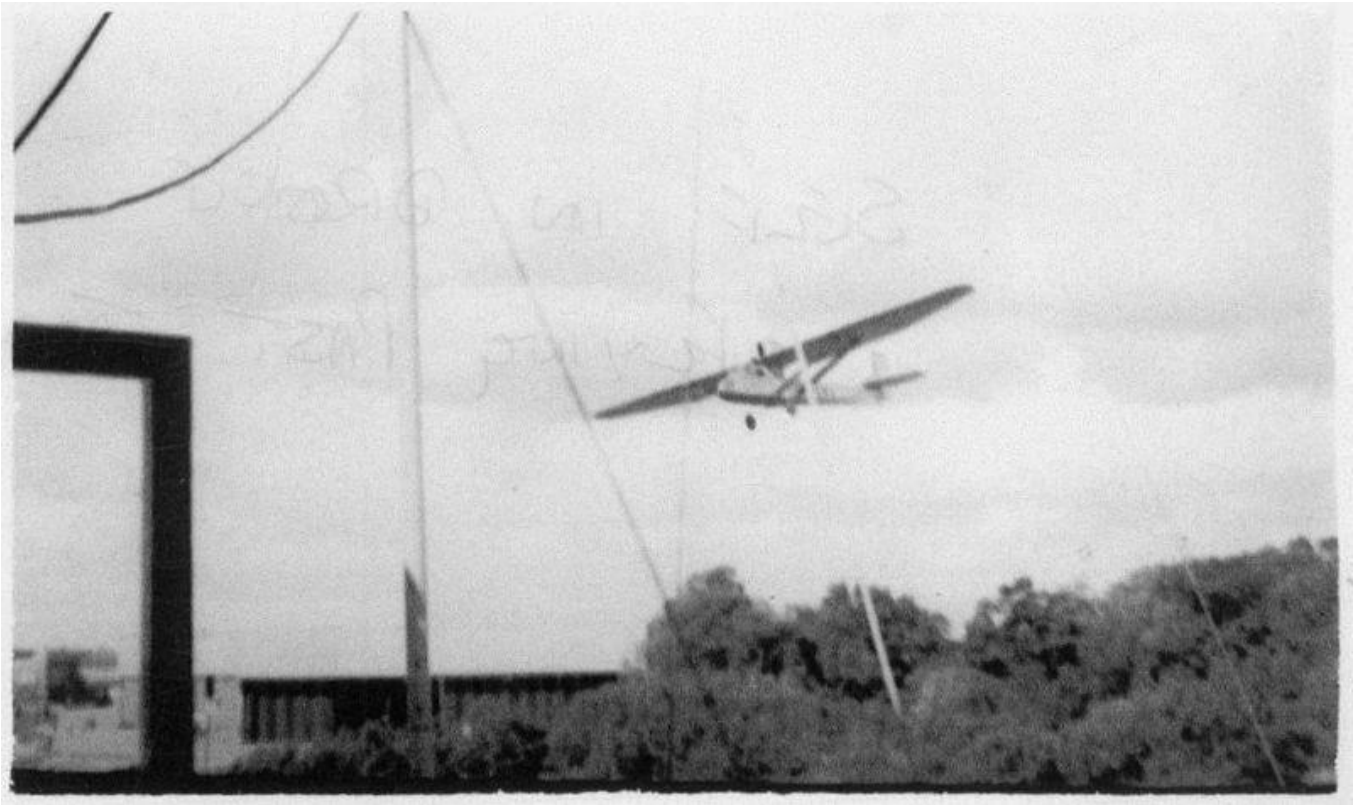
Same day showing C.A.C's advertising vehicle .



Same day again- fleet lineup Christchurch Aero Club.



Another view..



John Potheary passing the Christchurch Control tower where his first wife , Iris, worked..



Christchurch Control tower.



A postcard produced by John Potheary.

**PLEASURE
FLIGHTS**

FROM 10/-

SEE BOURNEMOUTH FROM THE AIR !

CHRISTCHURCH AERO CLUB.
 HOURS FOR FLIGHTS—10 A.M. to 1 P.M. 2 P.M. to SUNSET

Dennistoun Avenue, (by Henlys Garage) Somerford. Phone : Christchurch 1689.
 No. 1 bus from Square.

The Club house is in pleasant surroundings, near the beautiful Avon Beach.
 Flights are in comfortable cabin aircraft.
 Charter flights can be arranged.

A advertising card for the Christchurch Aero Club - 1950s.

★  ★

CHRISTCHURCH AERO CLUB

◀ PLEASURE ▶

◀ FLIGHTS ▶ from 12/6

SEE BEAUTIFUL BOURNEMOUTH FROM THE AIR.

Flights are in comfortable Single and Twin Engine Cabin Aircraft.
Reduced rate for Parties of Eight.

CHARTER FLIGHTS :—United Kingdom and Europe, up to Eight
Passengers approx. 6d. per passenger mile. Please write or phone
for full details.

WHY NOT
LEARN TO
FLY YOURSELF



This is a Ministry Approved Flying School, and 30 Hours Instruction will obtain you a
FULL PILOTS LICENCE. WHY NOT BOOK NOW FOR A 30- TRIAL LESSON

AT THE
CHRISTCHURCH AERO CLUB
DENNISTOWN AVENUE SOMERFORD



Advert for the Christchurch Aero Club. Ron Hayter is seated in the Tiger Moth.



A view of the Christchurch Aero Club looking west. As there is a Rapide and two Oxfords in the photo it is probably 1961 or later.



A summer scene at Christchurch sometime in the 50s.



John flying the Drone.



G-ADWO with John and the legendary A J Jackson on board.

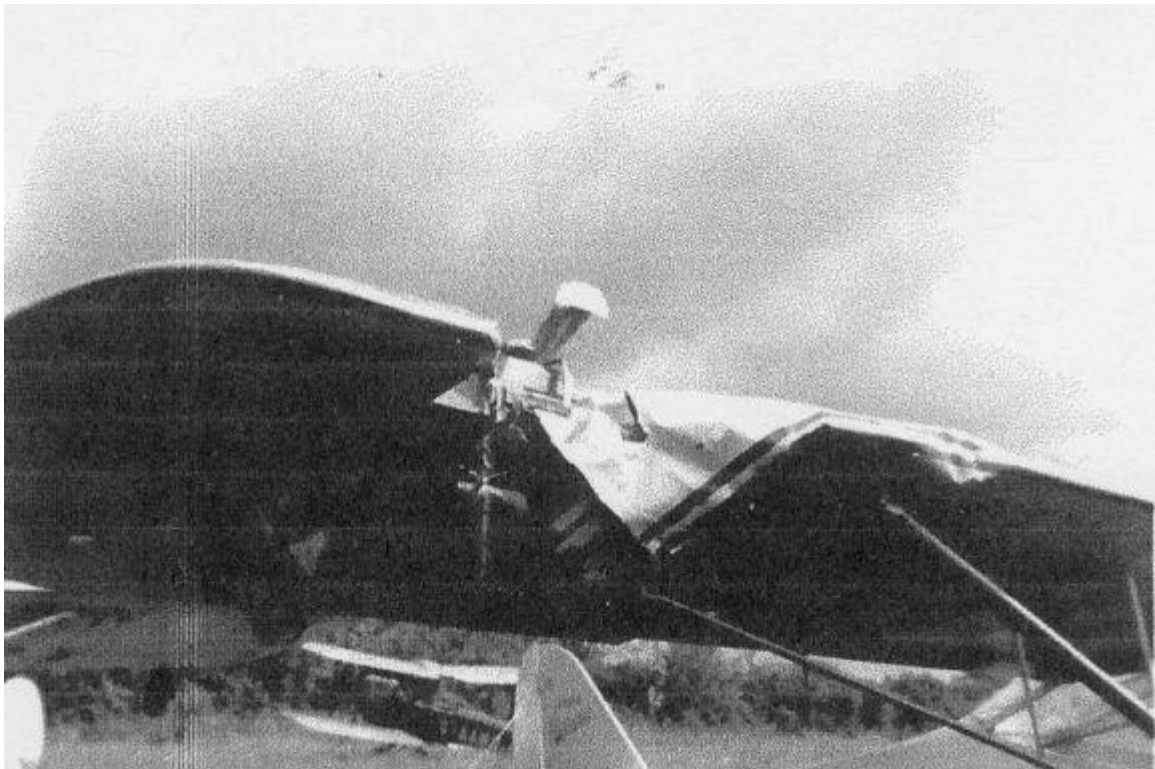




Three pictures above :G-AJEP after a less than perfect landing 22-11-1959.



A very young Andrew Marshall(nephew of Tom Marshall) trying on G-AKFU..



Damage to G- AGYL.



G-APJP, first engine run. John Potheary at the controls, Geoff Kingman-Sugars holding down the tail.



Heath Parasol G-AJCK with ABC engine at Christchurch. The Heath Parasol is an American single-seat, open-cockpit, parasol winged, homebuilt monoplane. During the late 1920s and early 1930s it was the only airplane in the USA that could be constructed at home from a factory-built kit and be licensed by the FAA. Seen below with Ron Clear in cockpit prior to first flight SHULAC secretary Bob Haigh on right.





Ron Clear with G-AJCK..



The Somerford estate before the building of the Christchurch Bypass.



On approach from the east over Hoburne Caravan Park.



Close-up Hoburne Caravan Park.



The Control Tower.

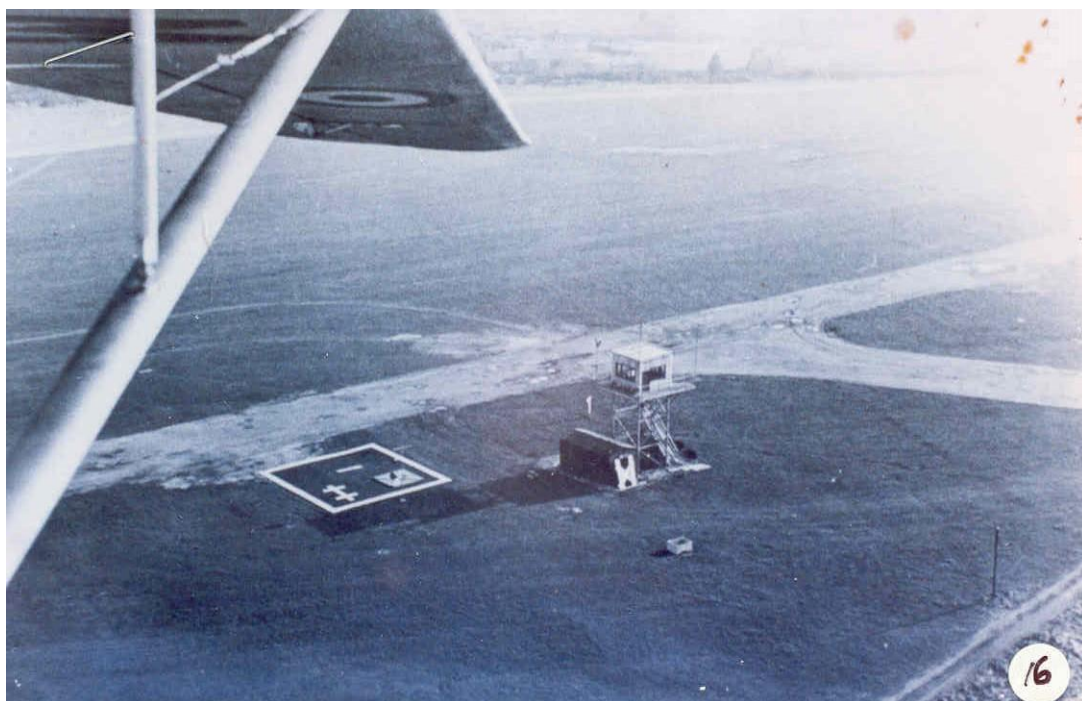


Photo from the Freeman collection showing the control tower and signal square at Christchurch aerodrome taken from a glider of 89 gliding school

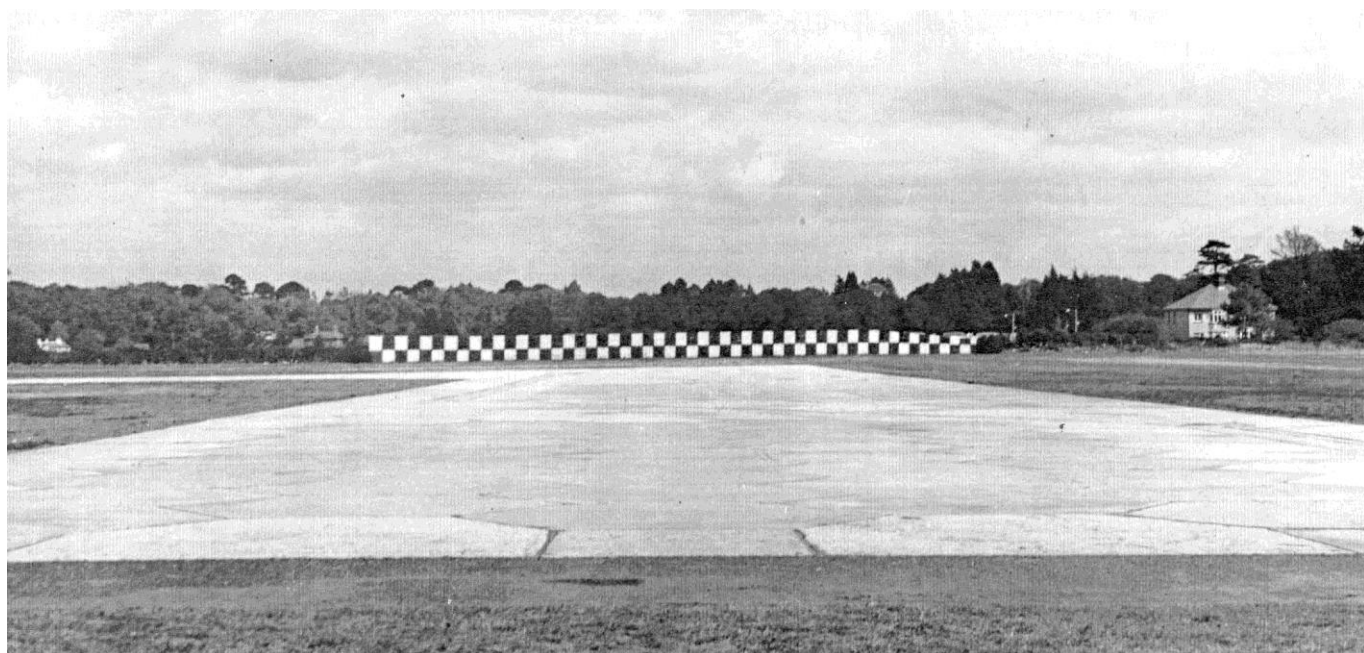


Photo taken at the eastern end of the main runway (later concreted by MEXE). Looking at the runway end. Lymington Road is beyond the checkerboard markers. The run-up area and holding point is to the left.

NEXT PAGE:Two photos by John Pears (Airspeed flight test engineer) of Tiger Moths at Christchurch Aero Club.



*Tigers and Daisies.
Christchurch 1952*



*Tigers and Daisies,
Christchurch 1952.*

This undated cutting from one of the local papers (either the Bournemouth Echo or the Christchurch Times) tells of an adventurous flight by a local pilot.



And finally an echo of days gone by.

A common scene at Christchurch when I was a small boy watching the aeroplanes.

Tuesday, January 17, 1984

Evening Echo, Bournemouth 21

ECHOES • ECHOES by Richmond



HERE'S a nostalgic sight for those who used to fly at the old Christchurch Aero Club, which has been closed for more years than I care to remember but there are many still in this area who have happy memories of their days at Somerford.

Among them is Fred Coleman, seen on the right with chief flying instructor Squadron Leader Hayter, after a lesson some 30 years ago.

The club's "joy rides", he recalls, used to be given in Tiger Moths, an aircraft which gave him a problem or two because, sitting in the open cockpit when under instruction, he be-

came breathless at a certain height.

He then moved on to the famous closed-in Austers, which were widely used in the last war, and fell in love with them. That's one seen here.

In retrospect Fred, now living at 25 Fairway Court, Bedford Road, Weymouth, tells me he doesn't regret the spending of one penny on the instruction he received at Christchurch Aero Club.

FIN