

G-ADGG c/n 3346 impressed as BB695

Used at Sywell throughout it's entire career
and was destroyed in a landing accident on 12/5/41.

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G-ADGT c/n 3338 impressed as BB697

Continued in use at Sywell until transfer to
26 E.F.T.S. Theale on, 15/7/42. Coded B26, BB697
remained in use at Theale until it was released to
store at 12 MU Kirkbride on 18/7/45. It's next
move was overseas to Germany and 652 Squadron where
it served from 17/10/45 to 9/5/46. Following a year
spent at No. 151 Aircraft Repair Unit, BB697 was
flown to 5 MU Kemble for disposal.
On 27/8/47, BB697 was sold to a civilian operator,
and was restored to the Civil Register, and during
the early 1960's it was still in use, registered
to Westwick Distributors, Foulsham.

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G-ADGV c/n 3340 impressed as BB694

Used by 6 E.F.T.S. until transfer to 29 E.F.T.S.
Clyffe Pypard on 15/7/42. Released to 5 MU Kemble
on 14/8/46, BB694 was eventually released to the
Royal Navy. In RNAS service BB694 served at Stretton,
Lossiemouth, and Arbroath before transfer on 17/11/60,
to the Britannia Flight at Roborough (Plymouth).

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G-ADGW c/n 3341 impressed as BB706

Served at Sywell throughout the war years, and
was eventually released to store at 10 MU Hullavington.
Struck off Charge on 22/5/50, BB706 was disposed of
to W.A. Rollason Ltd., who in turn sold it to the
D.H. Technical College for ground instruction purposes.

G-ADGX c/n 3342 impressed as BB698

Continued in use at Sywell until 9/8/42, when it was flown to RAF Doncaster. Following a brief spell at Taylorcraft, BB698 was released to 5 MU Kemble on 24/6/43. From Kemble BB698 was transferred to the Royal Navy and delivered to RNAS Hinstock. Attached to 758 Squadron and later RNAS Lee-on-Solent, BB698 went on to serve with B Flight of 798 Squadron, Station Flight Lee-on-Solent, RNAS Evanton, and 727 Squadron RNAS Gosport, in that order before being sold to the Wiltshire School of Flying on 5/2/51. Restored to the Civil Register it was lost in a crash at Thruxton on 11/7/53, when it's pilot overshot the airfield.

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G-ADGY c/n 3343 impressed as BB699

Served for it's entire life at Sywell, and was lost in a crash during a low flying exercise near Turvey, Bedfordshire, on 25/7/44, when it struck some power cables.

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G-ADGZ c/n 3344 impressed as BB700

Used at Sywell until transfer to 7 A.G.S. Stormy Down on 13/8/42. Delivered to Towyn U.A.S. in 1943, and damaged beyond repair taxing at RAF Towyn, 10/2/44.

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G-ADIH c/n 3349 impressed as BB789

While in use at 6 E.F.T.S. BB789 took the code '89'. Released to 5 MU Kemble on 9/8/42, and then to RAF Speke on 31/10/42. However, by 6/12/42, BB789 had found it's way back to 5 MU, where it was eventually converted to an instructional airframe. Bearing the serial 3654M it was delivered to 2006 ATC Squadron at Cheltenham on 2/4/43.

During 1946 this Tiger was handed over - without Air Ministry approval - to the Gloucester Flying Club, who promptly spend £425 in restoring G-ADIH to flying condition, and naturally thought the Tiger their property. However, the Air Ministry then stepped in and requested the return of their aircraft - the matter being eventually settled by a payment by the Gloucester Flying Club of £50 to Air Ministry. G-ADIH remained on the Civil Register until 20/11/52, when it was destroyed during a landing accident near Ramsgate.

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G-ADII c/n 3350 impressed as BB701

Served with 6 E.F.T.S. throughout the war years, and was released to 9 MU Cosford on 30/8/46. Remained in storage until 6/4/49, when it was delivered to 9 R.F.S. Doncaster. Destroyed on 22/4/50, when it spun into a sports field near Hanworth.

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G-ADIJ c/n 3351 impressed as BB788

Used at Sywell throughout the war, and taken to 9 MU Cosford on 19/7/45, for disposal. Sold to Marshalls of Cambridge in 4/46, and restored to ~~the~~

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the Civil Register as G-ADIJ. In December 1952
G-ADIJ was sold abroad to New Zealand as ZK-BBS
and was converted for crop spraying. Used in
this role by Northern Aviation Limited, ZK-BBS
was destroyed in a crash near Dargaville on, 15/12/55.

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No details at present for G-ADEZ - may have been
lost prior to 1939. Further information on the
aircraft that you flew will be passed in due course.