THE AVRO REPAIR ORGANISATION

II) LANGAR

Peter V. Clegg

PART II
THE LANGAR-CUM-BARNSTONE WORKS

The first sheds of A V Roe and Co Ltd's new Repair Works at Langar airfield were constructed through the summer of 1942, as the bomber airfield itself was finished off and made ready for occupation.

The Avro works (see diagram attached drawn by Ken Allen) was constructed on the west side of the narrow Langar to Harby country road, effectively outside the security fence around the airfield (which lay on the East side of this lane).

The No. 1 Hangar (or 'Shed' - as it was called by the factory workers) was the first to be completed and No. 2 and No. 4 (with the office accommodation) were being finished off in August 1942 when the first employees started work under Mr Ingrid, the Works Superintendent.

(Ingrid was later succeeded by 'Phil' Lightfoot, C Oatway, and last of all before Langar closed in 1968, Johnny Smallwood.)

Nos. 3, 5 and 6 Hangars were finished off during the next few months, and No. 7 Hangar - extra large in size, to take the new Avro Lincoln bomber - was finished in 1944.

The large Dispersal Area (No. 17 on the diagram) was also complete and as all the Avro site at this time was across the road from the airfield (with its heavily guarded perimeter fencing) special gates had to be opened and closed when aircraft taxied between the dispersal and the airfield - or, vice versa. Sentries would be in attendance and the Langar road traffic would be held up while this was in progress.

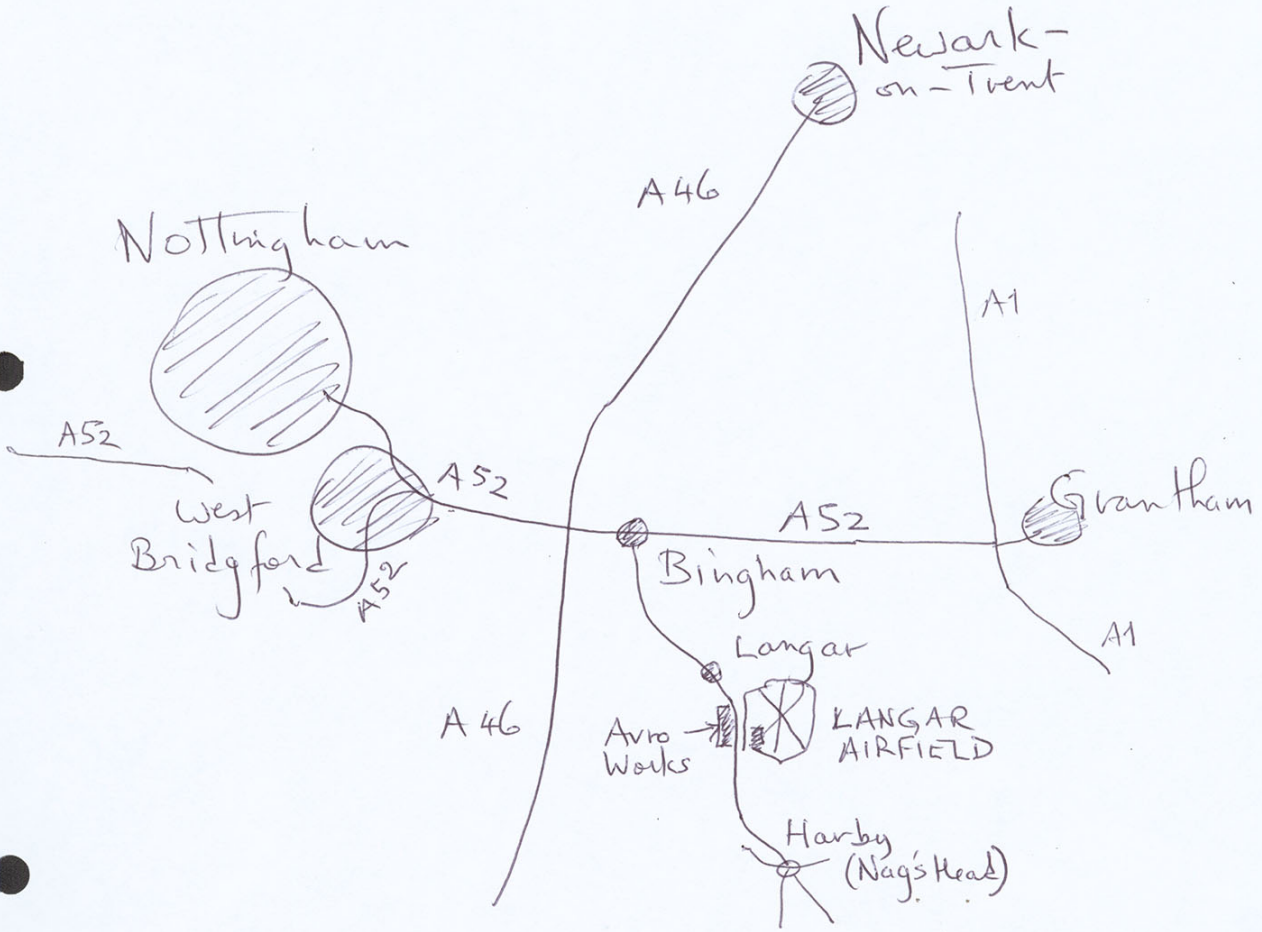
Stripping down and rebuilding

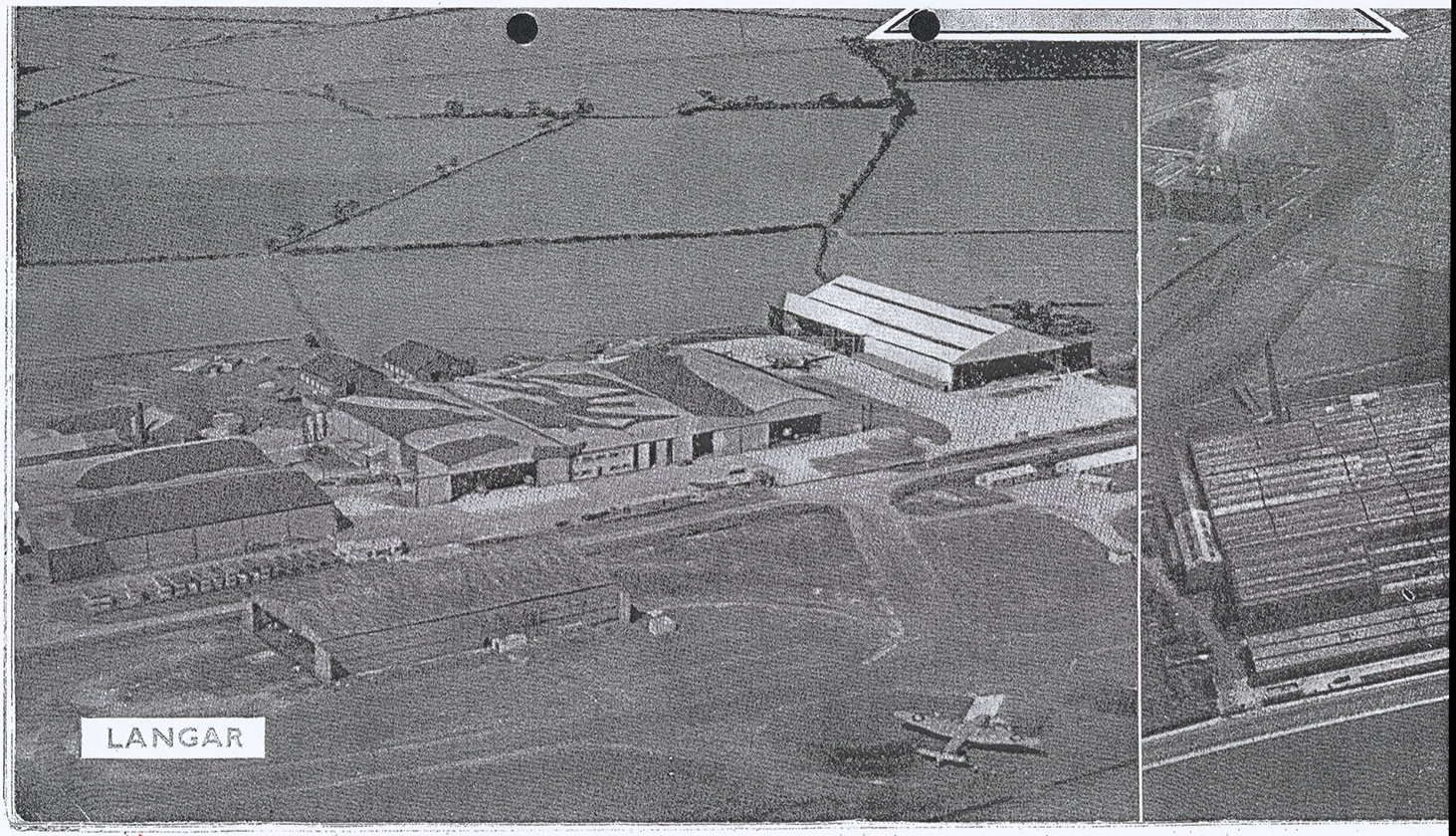
William Arthur Hubbard, who joined Avros at Langar as one of the first apprentices when it opened in August 1942, remembers the various Category 'B' sections of Lancasters all used to arrive on RAF 'Queen Mary' trailers from the crash site.

(All the Lancasters rebuilt at Langar had been declared Category 'B' wrecks in the first instance. Category 'B' was defined as: *"Repair on site not possible. Aircraft must be dismantled and sent to a repair facility".)*

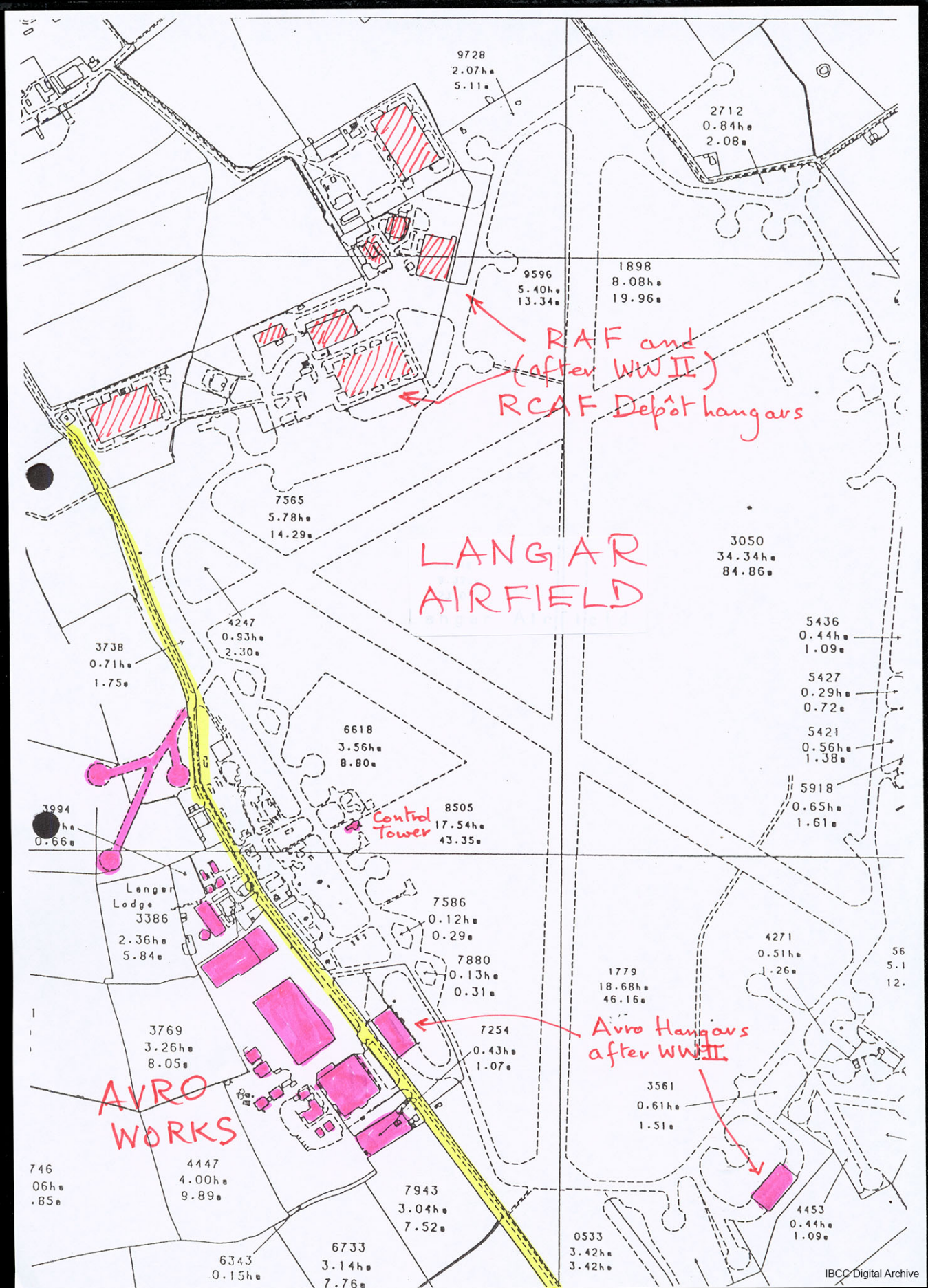
His first job was to record all the serial numbers from the rear fuselage assemblies, collect the aircraft log books, and hold them in the office, while the various aircraft sections were repaired and put together again. If some sections were too badly damaged to use again, replacement sections from the Manchester factories, other repair depots, or from subsequent crashed Lancasters - would be used on the earliest arrivals, to put them back into the air again. Sometimes Squadrons would insist that their particular Lancaster must be rebuilt from all its own broken down assemblies, for sentiment's sake (usually when

Location of Langar.





AVRO'S REPAIR DEPÔT AT LANGAR AIRFIELD IN WW II,
SHOWING THE CAMOUFLAGED HANGARS, WITH A YORK
AND LANCASTER BEING REPAIRED.



that particular Lancaster had a high total of bombing raids to its credit, bore a charmed life, or had been crewed by a famous pilot, etc.

Arthur Hubbard remembers that as the number of Lancasters being repaired increased dramatically, repaired sections started to arrive from Bracebridge Heath, Brush Electrical at Loughborough (wings) and the LMS Railway works in Derby (fuselages), in addition to all the various assemblies of Lancasters being re-worked at Langar itself. At an early stage, he remembers working on the two Rolls-Royce Vulture engines on the one and only Manchester bomber that Langar dealt with (R5777 in May 1943).

Test-flying the repaired Lancasters

For the period October 1st 1942, to November 23rd 1943, whilst 207 Squadron was based at Langar and equipped with Lancasters, any newly repaired Lancasters out of the Avro works were test-flown by pilots from the bomber squadron.

The repaired aircraft needed at least one test-flight apiece to clear them, so that pilots from the Air Transport Auxiliary (ATA) could then deliver them to the necessary Maintenance Unit (MU) - or occasionally direct to a Squadron - where the armament could be re-fitted again. More often than not, two or three test-flights were needed and in exceptional cases six or seven might be flown. One Lancaster B.Mk I W4899, which had had an action-packed operational career with 61 Squadron up to its final trip, needed eight flights to clear it after being repaired, and after having all the latest modifications to bring it up to the latest state of readiness. Another, Lancaster B.Mk I R5734, had to have 12 test-flights in all. This came from a Conversion Unit and was then issued to 61 Squadron when cleared by Avros.

Altogether, during this period of a year while 207 Squadron was at Langar, 32 of their pilots helped at various times to clear a total of 51 newly-repaired Lancasters from the Avro works, making a total of 129 test-flights altogether. Amongst these pilots were 'regulars' like Flt. Lt. Huntly-Wood (who became a Squadron Leader whilst still testing), Sgt. Baker, Warrant Officer King (who was promoted to Pilot Officer while still test-flying), Flying Officer Sambridge (to Flt. Lt.), Sgt Cosens (to Pilot Officer), Sqd. Ldr. Balme and Sqd. Ldr. Bamber. The promotions in rank illustrate how quickly the pilots were being lost on operations, and their replacements had to be moved up into their shoes all the time. In fact, during this year of Avro's output from Langar, of the 32 pilots who test-flew their Lancasters, no less than six of these perished while still based at Langar, including Sqd Ldr Huntly-Wood, who died on one of 207's last operations from Langar, a raid on Berlin on September 3rd 1943, with the Station Commander, Gp. Capt. Austin McKenna on board as Second Pilot that night.

Permanent Avro test-pilot appointed

When 207 Squadron moved out of Langar in November 1943, and across to Spilsby for the rest of the war, A V Roe & Co Ltd needed somebody to carry on test-flying the repaired Lancasters.

It was to satisfy this requirement that Sqd. Ldr. Peter Field-Richards was now posted to Avros, from the RAF's 41 Group Production Test-Pilots Emergency Pool. Peter had spent a lot of the war flying all the bombers taken onto RAF strength (USA types included) and helping to write up the Pilot's Flying Notes for all of them in turn. Thus, his experience now more than qualified him for test-flying the repaired Lancasters at Langar.

Avro's output of Lancasters now slowly increased from six a month when Peter first arrived in November 1943, to a peak of 14 monthly in June 1944, and after a bit of a dip, up again to 16 a month by March 1945. When the war in Europe ended in May 1945, Peter had cleared some 162 Lancasters in all (which, with 207 Squadron's 51 plus one Manchester, totalled 214 for the war months at Avro's Langar works).

Arthur Hubbard remembers three incidents to the Lancasters during his time at Langar. Two were identical - the 'Jury Strut' that was placed in the undercarriage when the Lancaster was parked in order to prevent it being inadvertently retracted, was left in on two occasions on take-off. The ground drill should have included the 'Jury Strut' being taken out and held up to show the pilot in the cockpit, before 'chocks away'. The first time it happened, a Rolls-Royce representative was on board together with Peter Field-Richards and the Flight Engineer. Once airborne, when Peter realised what was happening and feared that the undercarriage had jammed irrevocably, the control tower suggested they fly over the sea and bale out! Peter said that was no good, as they hadn't any parachutes on board! So they flew over Scampton to have the undercarriage checked by their tower and as it looked as though it was properly down, Peter went ahead and landed at Langar without incident, luckily. He did the same the second time it happened.

The third incident involved Peter becoming airborne in a Lancaster one day, and on turning slowly to port, when he came to level up and turn the opposite way, he found the ailerons had jammed! It turned out that some screws had been put into the wrong linkages - but Peter again managed to land safely. In fact during the whole time that Avro's Langar works was in existence, there were no flying accidents or crash-landings to any of the 1,185 aircraft repaired there in total - a superlative achievement! And Peter Field-Richards skill saved a number of these from occurring.

First Flight Engineer

George Arthur Norman joined Avros at Langar in 1943 and from January 1944 he became Peter Field-Richards permanent Flight Test Engineer, flying with Peter on most of his test flights over the next three and a quarter years. Arthur (as he liked to be called) had his first flight with Peter in Lancaster Mk. I R5625 on January 21st 1944 a veteran of many raids over Germany with 83 Squadron, which would have become a very 'high-time' aircraft had it not gone 'missing' in July 1944, after delivery from Langar to 622 Squadron.

Arthur remembered how Peter often brought his little bull-terrier to work with him, and on these occasions if there was any test-flying to do, would take the dog up in the

Sqd. Ldr Peter Field-Richards (right), talking to his Flt. Engineer, "Paddy" Armstrong.

Lincolns for Argentina.

Lancaster with him! The dog would sit obediently behind the Flight Engineer's position in eager anticipation of the roar of the four Merlins and the 'G' forces Peter used to impose on them all, when he beat-up the airfield on his return to Langar!

Arthur also recalled how Peter was a 'larger-than-life' figure, always full of fun and a real gentleman, who later in life acquired a taxi and drove this around, more as a hobby than a business.

Occasionally Arthur would go by car with Peter to an RAF airfield, when an Avro Outworking Party from Bracebridge Heath had repaired a Lancaster which needed a factory pilot to clear it for service again. On May 23rd 1944 for instance, they went to Waddington to clear the Lancaster Mk.I W4884 of 61 Squadron, and on June 3rd to Fiskerton to clear Lancaster Mk.III ME781 of 460 (Australian) Squadron.

Peacetime and site layout

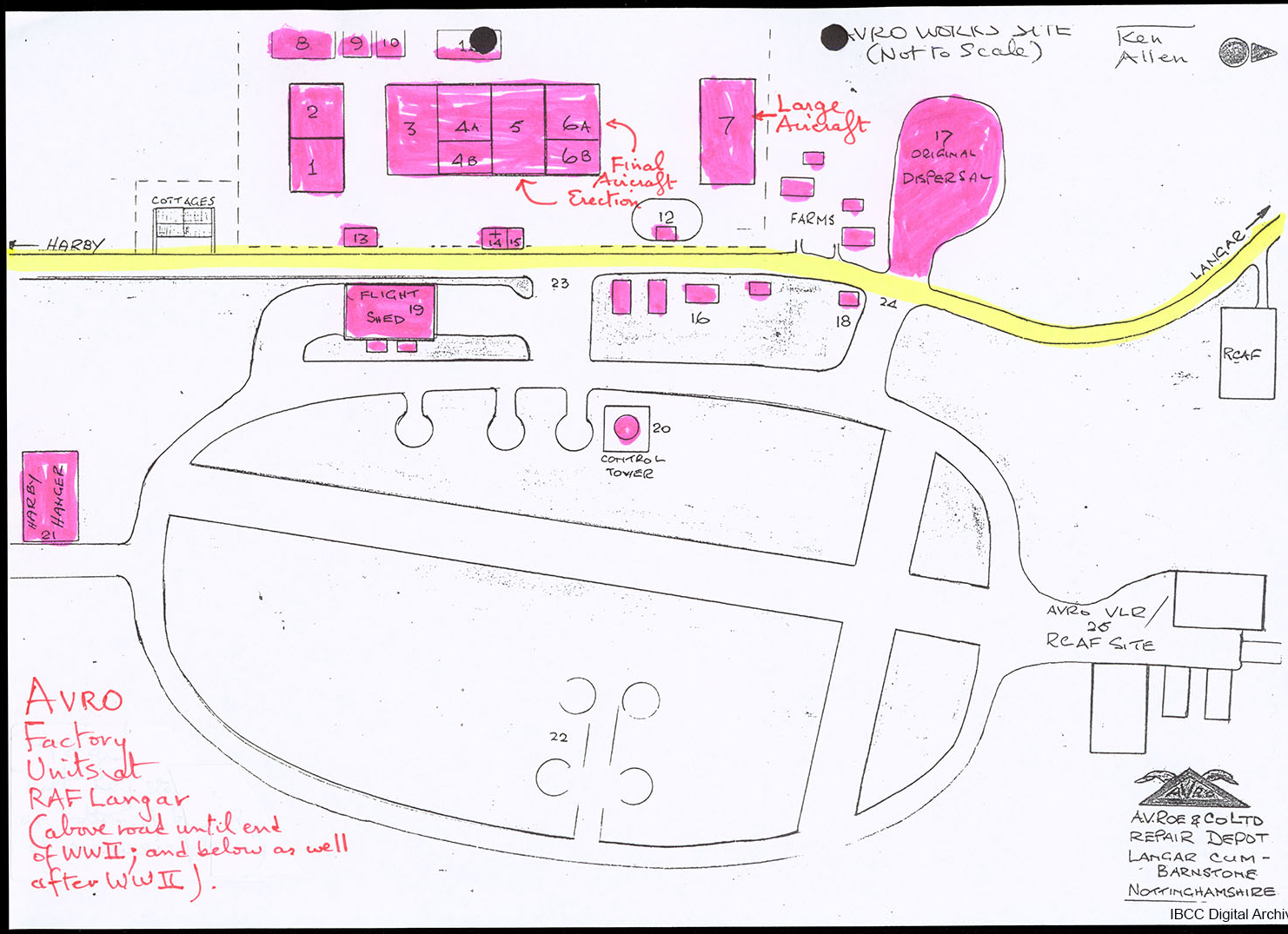
At the end of WWII the activities conducted in each of the Avro Hangars (or 'Sheds') are noted below, against the legend to the site diagram drawn by Ken Allen:

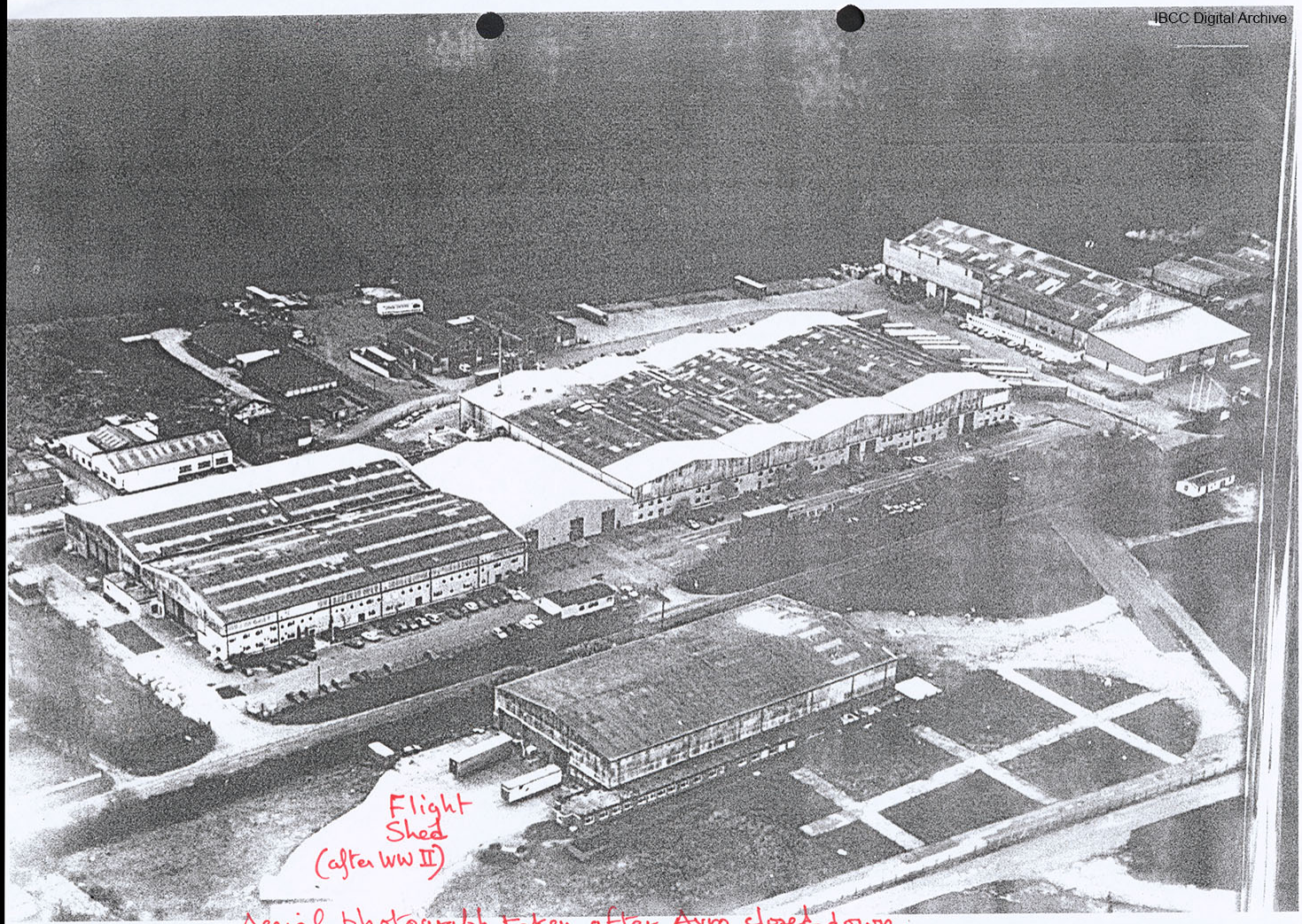
Item on Diagram	Description of activity
1.	**Shed 1**. Cleaning, inspection of components, metal repairs and mods to wings, control surfaces and systems. Wheels and tyres, engine subframes, etc.
2.	**Shed 2.** Instrument section, Oxygen, Nitrogen, Blind Flying panels, Auto Pilot, Hydraulic and Pneumatic systems, etc.
1. & 2.	**Sheds 1 and 2.** Inspectors reports (from which replacement and u/s items are ordered and marshalled for assembly 'down the line').
3.	**Shed 3.** Inspection and rectification of Fuselages (completed here for transfer to Shed 5).
4.A	**Main Stores**
4.B	**Office Block.** Upper floor-Superintendents office, General Office, Accounts and Drawing Office. Lower floor - Chief Inspector's Office, Tool Stores, Time Office and Drawing Stores.
5.	**Shed 5.** Assembly of complete aircraft (fitting of wings, control surfaces, all systems, function of hydraulics). Internal fittings section (fitting of seating, soundproofing, installation and function of electrical equipment and wiring).
6.A	**Shed 6A.** As for Shed 5.
6.B	**Shed 6B.** Spray Bay. Complete preparation and respray of aircraft. Finishing of items (internal and external) part-sprayed down line. All exterior markings, roundels, safety warnings, taping of joints, cleaning of windows.
7.	**Shed 7.** Erected for large aircraft (Tudor, etc). Used mainly for work on complete aircraft, this shed could hold three Yorks or Lincoln's or a Vulcan plus one York. Long term contracts and or major inspections.

8. **Canteen**
9. **Boiler House**
10. **Site Maintenance**
11. **Tank shop**. (Aircraft tank repairs and testing. Fuel Oil, Methanol, Hydraulic tanks.)
12. **Underground fuel installation** and pump house.
13. **Security Gate House** (Main Entrance)
14. **Ambulance room**
15. **Aeronautical Inspection Dept** (MOD)
16. **Auxiliary Sections,** Battery stores, charging starter trolley maintenance.
17. **Original dispersal** hardstanding (later transferred to Flight Shed).
18. **Memorial** to No. 207 Squadron (recently dedicated).
19. **Flight Shed.** Dismantling and labelling of sections, piping and components for transfer to main factory.
    Preparation of aircraft for initial ground test of engines ie fuel filling, flow testing, calibration of fuel gauges, leak testing and correct function of fuel system.
    Installation of engines and airframe electrics, instruments and radio. Swinging and adjustment of compasses for test flight.
    Rectification of test flight 'Snags'.
    On completion, passed to Hangar 6B, for:-
    i. Final Inspection for 'Delivery'.
    ii. Submitting to AID for inspection and clearance for dispatch.
20. **Control tower** (under Avro control after WWII when the airfield was leased to them).
21. **Harby Hangar.** Rolls-Royce Outworking Party, engine inspections and modifications. Power plants stored and ready for line installation. Also used for strip down of aircraft on major work contracts.
22. **Compass swinging area.**
23. **Aircraft crossing.**
24. **Aircraft crossing.**
25. Originally **Avro VLR site**. Aircraft from service arriving by 'Queen Mary' road transport for long term repair and rebuild.
    (This section became a Staging Post Store for the RCAF, receiving stores from Canada by Argonaut, and shipping on to BAOR by Bristol Freighters.)

During the War, the labour force at Langar at its peak reached around 584 on day-shift and 250 on nightshift - or a total of some 834, not including those manning the stores there.

Unlike the workforce at Bracebridge Heath, however, where it declined steeply after the War was over, at Langar the amount of work remained fairly constant up to 1956. Although the numbers of aircraft then declined to some 20 Shackletons annually through the late 1950's and 60's, these large aircraft needed a great deal of work on them, and the





Aerial photograph taken after Avro closed down.

labour force was held fairly constant at some third of the WWII level, right up to the closure in 1968.

The names of the principal heads of the various Departments at Langar just after WWII and later in the 60's are shown ~~in Appendix 1~~ overleaf. Langar was completely controlled by Bracebridge Heath and the latter in turn reported to A V Roe's Chadderton works in Manchester. Ken Allen and Neil Cunnington have provided these names from memory. Ken joined Langar in 1947 after being demobbed from the RAF. He had spent the War firstly as an airframe and engine fitter in a Whitley bomber squadron, then trained to become an aircrew member and finished up as a Flight Lieutenant flying as a Flight Engineer on Halifax bombers from bases in North Yorkshire (Wing Cmdr, later Gp Capt Leonard Cheshire VC. OM. DSO and two Bars, DFC & Bar, was CO of one of the units he served in).

Ken served as a Senior Inspector at Langar between 1947 and 1961, and remembers the very stringent regulations in force in those days at Avros and the tight budgets each Dept worked under. If they needed even the most mundane of items - such as pencils and stationery - they had to be requested from Bracebridge (and in turn from Chadderton), and if they used up their allocation before the end of the month there was nothing else until the next month (even if they ran out of toilet paper!). By such tight budgeting did Roy Dobson, the Managing Director of Avros, ensure the company was always one of the most profitable in the business!

Peactime Contracts; total aircraft repaired
The kind of contracts undertaken after the war at the Avro works at Langar are summarised by Ken Allen thus:

1. **Ministry of Aircraft Production/Ministry of Defence Contracts:**
   Awarded annually (post Budget), covering all RAF aircraft on active service and periodic servicing and modification of aircraft held on 'Alert storage' at RAF & Civilian Maintenance Units. Aircraft flown in for servicing. Crashed and damaged aircraft sent in by road.
   These RAF aircraft included all production Marks of Lancaster, York, Lancastrian, Lincoln, Meteor, Vulcan and Shackleton

2. **Civilian Contracts:**
   State airlines, Skyways, etc for major inspection and Certificate of Airworthiness. Ex-Ministry aircraft were purchased by the company, re-registered by the Air-Registration Board, flown into Langar and re-built to the contract requirements of the customer authority. Sold to:-
   Argentina - Lancastrians, Yorks, Lincolns (bombers), Lancasters (bombers), Lincolnian.
   Egypt - Lancasters (bombers)
   France - Lancasters (Maritime/Air Sea Rescue, with life-boat dropping facility, etc)
   (All aircraft exported as 'Civilian Aircraft'.)

A.V. ROE, REPAIR ORGANIZATION

Manager
Mr Charles Hatton

Under Manager
Mr T C Langton

LANGAR

Works Superintendent
Mr Robert Ingrid

HANGER 1 AND 2	HANGER 3
Mr Christopher Oatway Senior Foreman	Mr Robert Brown Senior Foreman

ENGINES	HYDRAULICS	AIRFRAME
Mr Douglas Fletcher Foreman	Mr Harry Houghton Senior Foreman Mr Harold Walker Foreman	Mr Victor Ramsdale Foreman

ELECTRICAL	MODIFICATIONS	FLIGHT
Mr William Brumby Foreman	Mr Ernest Mumby Foreman	Mr George Norman Foreman

PAINTSHOP	INTERNAL FITTINGS	WORKS INSPECTION	STORES
Mr Ernest Cook Foreman	Mr William Brewer Foreman	Mr Yarwood Chief Inspector	Mr Fred Spur Foreman

Modern day picture of old Avro hangars.

Note:
'Servicing' is a very loose term and covers whatever requirements are laid down by MAP/MoD at the time of contracting. In wartime, contractors worked on a 'Costs Plus' basis. In the post-war years and when the RAF was on 'Standby', payments were based on Man Hours and hardware used, to fulfil the terms of the contract. As world tensions eased, contracts started to ease down and 'Planned Inspections' were introduced to both the RAF and civilian contractors.

'Planned Inspections' covered a long period in Langar's operaton. Monies for this type of work were strictly controlled. After all trades had completed their inspection to a fixed check list and time table, the Aeronautical Inspection Dept, who were permanently staffed on site, reviewed the inspection results and gave the Ministry's approval for repairs and rectifications to be carried out. This could and did mean in the case of costly, over-budget repairs or replacements, the aircraft could be scrapped.

The individual totals of each type of aircraft repaired at Langar are shown in Appendix 2, and these show that after the 320 Avro Lancasters in all, next in descending numerical order came 284 Gloster Meteors of all Marks, 236 Avro Lincolns, and 230 Avro Shackletons. Of course, some aircraft re-appeared at Langar several times, for different modifications (or 'Phase' refits). The annual output of aircraft types at Langar between 1942 and 1968 is shown in Appendix 3 in detail.

Getting to work
Ernest Dolby joined Avros at the end of the War, when he was demobbed in 1945. He was an engine fitter and had spent 3½ years in the Middle East with an RAF Transport Squadron before the war, then the war years in the UK with bomber squadrons.

He lived in Melton Mowbray and had to use a motor cycle to get to work at Langar - a distance of some 16 miles from home. The winter of 1947/8 was a terribly cold one and the roads were so badly frozen over between January and April, he remembers he had to use the local buses that ran past Langar from all the major surrounding towns (to bring the workers not just to Avros, but the aerodrome in general). In fact many of Avro's workers began to use motor cycles, bicycles and small cars, to get to Langar after the War finished, and the narrow country roads past the airfield began to get quite crowded at clocking-on and clocking-off times. As the years went by, there were a number of nasty traffic accidents outside the works, and a few fatalities too.

The road outside the works had to be blocked off whenever an aircraft from the Avro Hangars was being towed - or taxied to their dispersal 'pan', to let the aircraft across from the factory side, to the aerodrome (or vice versa).

Avro York transports

These aircraft were from RAF Transport Command or Civil Airlines, and included VIP Specials, Troop carriers and freighters off the Berlin Airlift. Work done included major engine and airframe inspections, rebuilds and conversions to VIP aircraft. (Some Yorks were used by the RAF VIP and the King's Flights, and by Commonwealth Governor-Generals etc.) Most conversions were done at Langar.

The first Yorks did not arrive until after the war was over, and MW111 was repaired as a 'Cat A(c)' case, and delivered from Langar again on July 25th 1945. It was followed by MW110 and 120, and then the Prime Minister (Sir Winston Churchill's) LV633 *'Ascalon'*, and MW101 (all 'Cat B' cases) before the end of the year.

After this, there was a steady trickle of Yorks through Langar up to the beginning of 1951, when it finally ran out, with the exception of two 'special' Yorks. (MW132 and 179) that were modified by Langar in March-April 1953 and fitted with 'Parachute Pylons' for testing at Abingdon and Boscombe Down.

The annual number of Yorks repaired at Langar was as follows:-

1945 -	6
1946 -	15
1847 -	13
1948 -	22
1949 -	24
1950 -	17
1951 -	3
1953 -	2
Total	102

The higher annual totals in 1948 and 1949 were for Yorks off the Berlin Airlift operations, at the conclusion of the world's greatest-ever air supply operation.

Avro Lincoln bombers

The Lincoln bomber was a development of the famous Lancaster and built to a specification with more powerful Rolls-Royce Merlin 68a engines, semi automatic fuel system, greater payload and range. The Lincoln came into service too late for the European War, but went into RAF service in the UK and overseas. It also became the main standby aircraft of the RAF and remained in storage readiness for several years until the 'V' bomber was established. The Handley Page Halifax Mk. III was also manufactured to the same specification. During this period Avro Langar had contracts for the repair and periodic servicing of many Lincolns.

The Lincolns started to arrive at Langar for repair at the end of 1945 and the first, a B.Mk 2, RE404, of a final total of 236 was cleared by Avros for delivery back to RAF Marham in February 1946. After this they arrived in a steady trickle for modifications to be made

and later on, for those that had been in storage since the War to be refurbished and prepared for storage again at Maintenance Units. Special storage oils and lubricants were applied and most of the instruments taken out and stored separately.

Lincoln RE364 was 'cleared' out of Langar on February 20 1947, named *'Aries II'* to be used by the Empire Air Navigation School at Shawbury in place of their older *Aries I* (a Lancaster MkI). Like *Aries I* the Lincoln had been fitted with a streamlined Lancastrian nose and tail and much special radio/radar equipment.

Another Lincoln B.Mk 2, RE414 was also given special equipment for use by the Empire Radio School, and called *Mercury II* (to replace *Mercury I*, a Halifax Mk VI).

Argentine Lincolns

Then came the renovation of ex-RAF Lincolns at Langar for the Argentine Air Force. A total of 12 B.Mk 2s were prepared at Langar, numbered B-001 to B-012. B-001 was ready to hand over on September 17th 1947 and the last of the dozen (B-003) was handed over on February 24th 1949.

This was because the AAF decided to have B-003 (which had been cleared for acceptance at Langar on May 19th 1948 by Peter Field-Richards) converted to a 'very-long-range' version for trans-South Polar flying. Thus it went back into the works for fitting extra fuel tanks (to take a total of 5,010 gallons) and Peter cleared it again on July 16th 1948. Then it was also decided to fit a good deal of extra radio equipment and it was finally handed over in February 1949 to the AAF.

Later, B-003 was returned to Langar in 1953 to be fitted with streamlined nose and tail cones. It was delivered back to the AAF again on May 2nd 1953 as LV-ZEI.

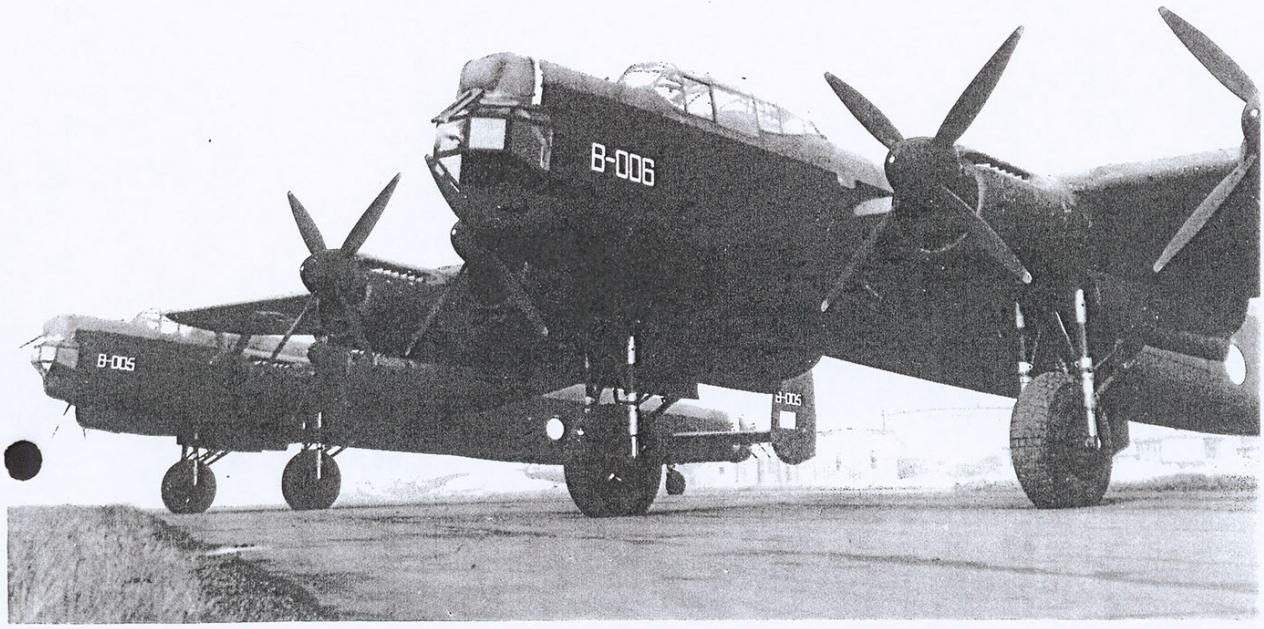
Thus, this Lincoln, B-003, became the first true 'Lincolnian' to be sold.

More special Lincolns

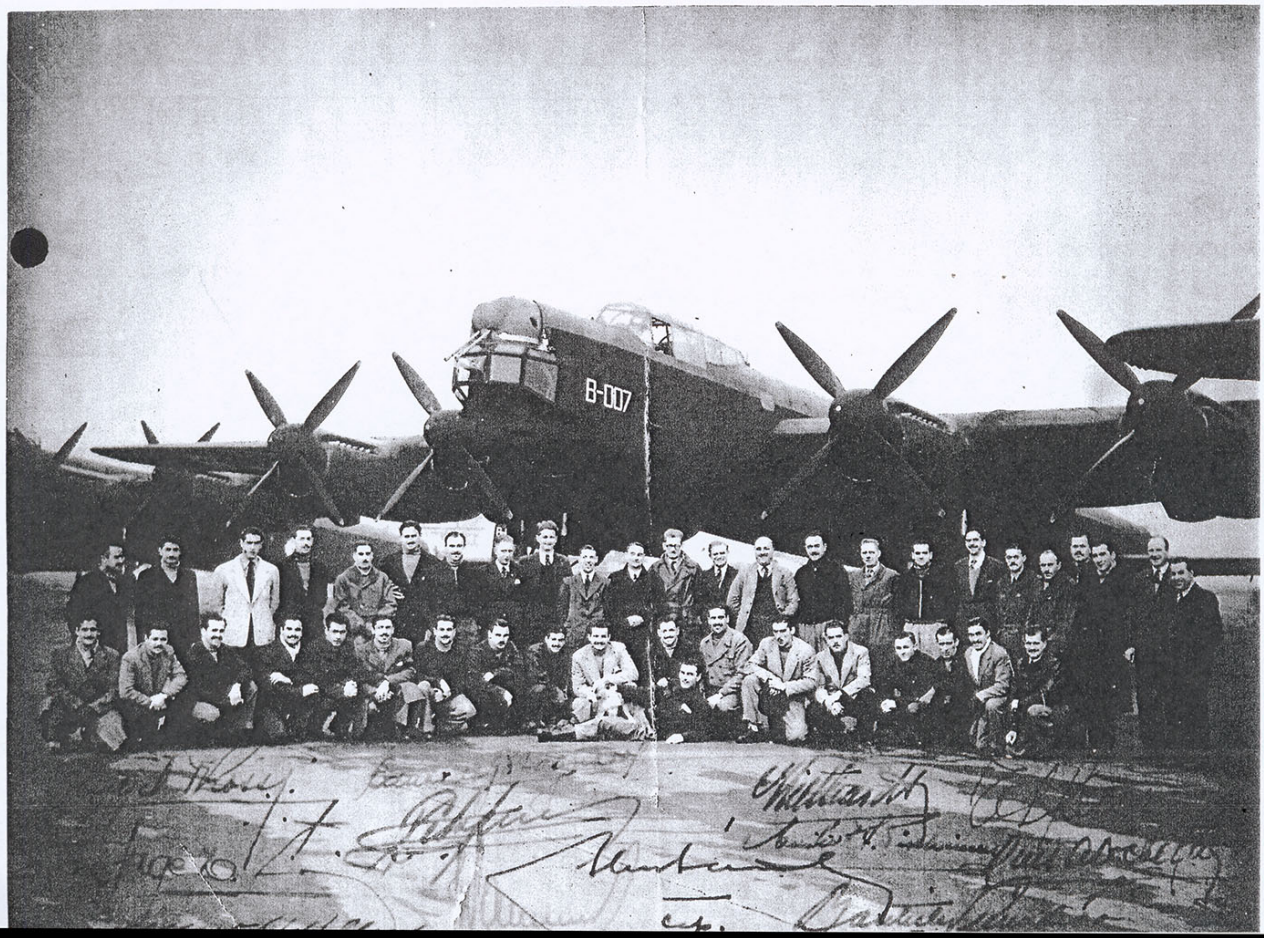
A great deal of crew training was involved during the intervening months at Langar, some of the Argentine Lincolns being kept back for this purpose. Lincolns continued to arrive from the RAF and storage at MUs, up to the end of 1957. Following the Argentine Air Force contract, another order arrived from Paraguay for the conversion of 3 Lincolns into meat-carrying freighters to ply between Paraguay and Peru and Chile, over the Andes mountain chain.

Neil Cunnington remembers some of these contracts.

"I started my apprenticeship with A V Roe in late 1954 and worked on Lincolns, Meteors, Shackletons and Vulcans. I also worked at Bracebridge Heath, RAF Waddington, Scampton and Finningley on Vulcans. I then went back to Langar and finished my apprenticeship as a Millwright in the maintenance department. After that I worked on maintenance, becoming the Works Engineer, until closure in 1968.



Lincolns for Argentina.



When I started at Langar the Lincolns were being disarmed and a few prepared to be used on air-to-ground missile ranges in Australia. They were parked on the dispersal points round the airfield ready for collection, but the contract was cancelled and they remained parked for some considerable time before being scrapped. I can remember twenty or more of these Lincolns parked round the airfield and having to be turned according to the wind direction. Three of these were bought in 1956/57 by a South American air charter firm that was awarded a contract by the Peruvian government to fly 84 tons of fresh meat a week from Asuncion, Paraguay to Lima in Peru, a distance of 1350 miles over mountainous central South America, because of a shortage of meat in Peru (whose people were unwilling to accept frozen meat). Field Aircraft at Tollerton was awarded the contract to convert these three Lincolns to meat freighters, therefore it was necessary to fly them from Langar to Tollerton, approximately five miles. As these aircraft had been static and open to the elements for so long, their condition was questionable. Fortunately the engines were found to be in good condition due to being inhibited. Eventually an air-worthy certificate was granted only for that distance and they were flown to Tollerton by Cliff Rogers and Cliff Holehouse, Rolls-Royce Hucknall test pilots, and Freddie Cook, Field's test pilot, and they were paid £5 each! These three aircraft were locally called 'Faith, Hope and Charity'. The number of the first aircraft to be converted was RE376. It had been flown by 61,617,57 and 100 Squadrons and the cost of the conversion was £12,000. A V Roe would not grant a Stress certificate for this aircraft and the other two were never converted. Eventually, on the 14th September 1959 these aircraft were sold for scrap to International Alloys of Aylesbury, the scrap value being £1,950 for the unconverted aircraft, and £1,025 for the converted."

Another small batch of Lincolns was to be sent to Langar for a very secret conversion - to unmanned flight, controlled by radio (for use at Woomera). A test Lincoln had already been converted by Flight Refuelling Ltd, but had run into difficulties. Avros at Langar had to fit special pods to the wing-tips, encasing cameras and recording devices, but it was found that the flexing of the wingtips in flight upset the telemetry and Langar was told to cancel the project after some work had been carried out on RF395 and RE366.

Ken Allen remembers:

"This was a very 'hush hush' contract. I was allocated to the project and can recall being summoned to the Chief Inspector's office, where the three inspectors (engine, airframe and electrical) were read the 'Riot Act' on strict secrecy, and no person not involved with the project was to be allowed to look at the drawings."

The annual number of Lincolns repaired at Langar after the war totalled:

1946 -	56
1947 -	24
1948 -	34
1949 -	13

1950 -	9	
1951 -	42	(Korean War preparation)
1952 -	28	
1953 -	18	(including 1 Lincolnian)
1954 -	6	
1955 -	3	
1956 -	2	
1957 -	1	
Total	236	

Argentine Lancasters

Argentina had already taken delivery of 5 Yorks and 3 Lancastrians [three of these Yorks and one Lancastrian were reconditioned at Waddington/Bracebridge Heath. Langar refurbished the other two Lancastrians and the two remaining Yorks were overhauled at Woodford]. Argentina also now bought the 12 ex-RAF Lincolns from Langar (plus a further 18 newly-built- ones by Sir W G Armstrong Whitworth Aircraft). But this was not the end of its orders - a total of 15 ex-RAF Lancasters were now ordered and Langar was to refurbish them. They were numbered B-031 to B-045 following on from the Lincolns (numbered B-001 to B-030).

Now all these Lancasters were Mk Is and had been standing outside in open storage at RAF MUs since the end of WWII, so picking out the best preserved ones was tricky. One particular Argentine Air Force officer was designated to make a check, one day, on the external and internal condition of the Lancasters before overhaul began at Langar, and Ken Allen (a Senior Inspector) and Phil Lightfoot (the overall Works Superintendent) took him over to the latest Lancaster to arrive there. They removed the engine cowlings and were horrified at the dirt and oil over the Rolls-Royce Merlins.

The Argentine officer refused to accept the Lancaster and became a little over-excited exclaiming: *"Zese aircraft must be NEW ones - not dirty old ones . . .!"*

Ken looked at Phil who put on his best gruff Yorkshire man act, rubbed his chin slowly and eventually said: *"Leave it to me, Lad - we'll sort it out!"*

Out of earshot of the Argentine officer, Phil whispered urgently to Ken: *"What do you suggest . . .?"* and Ken said he'd have a go at cleaning one Merlin up - if he could get a tin of black gloss paint, a tin of silver dope, masking tape and lots of brown paper. He got what he wanted, worked all day and by evening had cleaned and resprayed the R-R engine completely.

Phil was so impressed that he told Ken to borrow some more Inspectors and do the other three. A few days later the Argentine Air Force man was invited back to see: *"Ze four NEW engines"* and was duly impressed, authorising the complete Lancaster to be refurbished there. (He never did know the real truth!)

The first of these 15 Lancasters (B-031) was delivered from Langar on May 11th 1948 and the last one (B-041) was delivered on January 4th 1949.

French and other Lancasters

Following this, Langar refitted another Lancaster Mk I for the Swedish Air Force (80001) which was delivered to AST at Hamble on June 22nd 1950, to be fitted out for testing a single Swedish jet engine under its bomb bay. Then came nine Lancasters for the Egyptian Air Force (1801-1809) and a contract for 54 Lancasters for the French Aéronavale Squadrons, 16 of which were refitted at Langar and the balance at Woodford. The last Egyptian Lancaster was delivered on November 20th 1950, and the first and last of the French Aéronavale Lancasters on March 12th , and October 28th 1952, respectively.

A further five Lancaster MkVIIs were then supplied to the French Air Force (FCL-01 to -05), the last leaving Langar on April 30th 1954, and the next Lancaster, RF322 for the RAF's School of Maritime Reconnaissance, was the last of all the 320 Lancasters to be overhauled at Langar in the 12 year period 1942-1954.

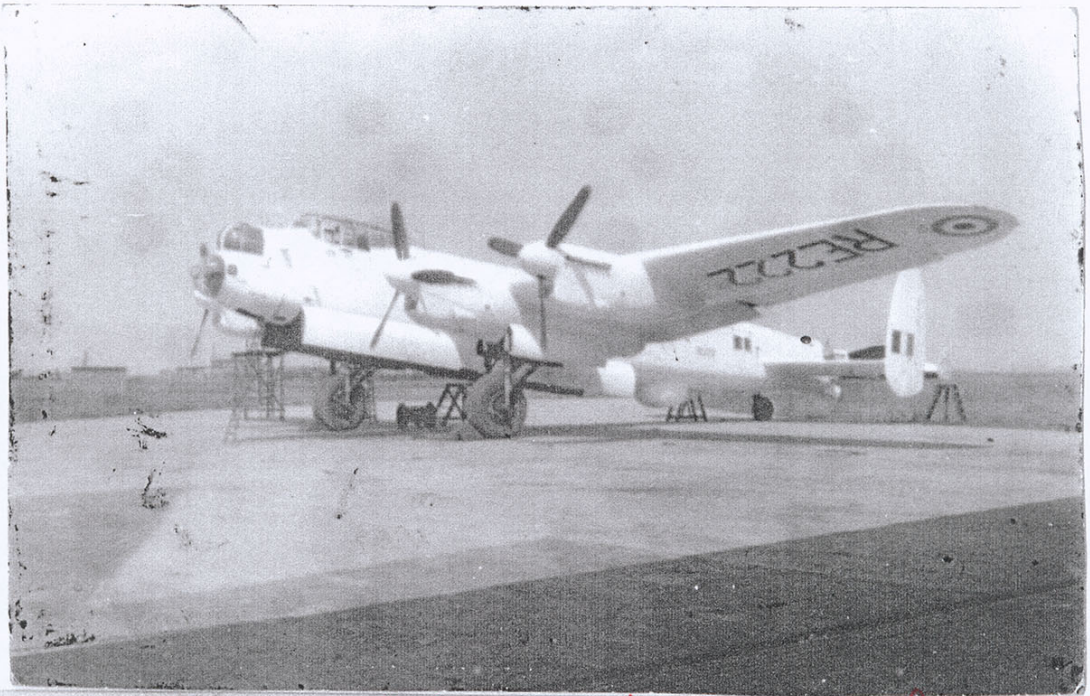
The Lancaster totals refitted at Langar per annum were:

1942 -	4
1943 -	48
1944 -	89
1945 -	99
1946 -	12
1947 -	-
1948 -	14
1949 -	14
1950 -	11
1951 -	2
1952 -	16
1953 -	4
1954 -	7
Total	320

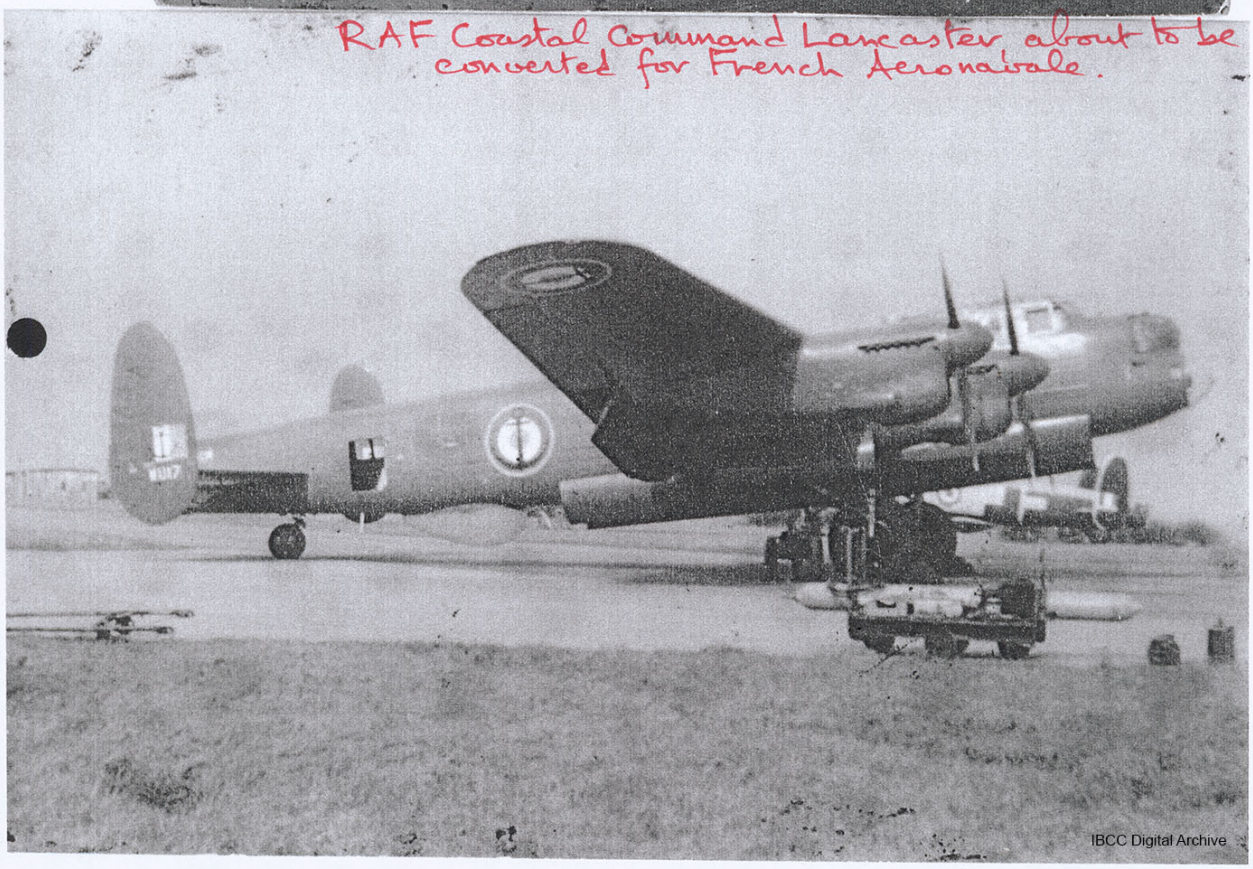
One additional Lancaster to the above was supplied to the French Aéronavale for ground training for the crews who were to maintain the 54 Lancasters for their Western Union contract.

Ken Allen remembers being asked at short notice to go to Cosford, where Avros had purchased a Lancaster being stored there but about to be scrapped (believed to be NX743). Ken was told to inspect the aircraft and make a 'Shortage List' of all the items necessary to enable the Lancaster to make one last flight direct to France. This was quite a task, as all kinds of items had already been carefully removed from the Lancaster to enable certain people to complete their DIY tasks at home (eg cables - to repair motor-cycle brakes, etc!).

and clandestinely



RAF Coastal Command Lancaster about to be converted for French Aeronavale.



Lancaster converted for French Aeronavale use.

When the items had been restored to the Lancaster (temporarily registered F-YBCA), Ken crewed it as Flight Engineer with Peter Field-Richards, and saw everyone at Cosford turn out to line the runway on June 6th 1951 - quite convinced the Lancaster would never leave the ground! However, it did, but they only flew it to Langar, where it was renovated but afterwards sent by ground transport to France!

Ken remembers one other unique flight in a Lancaster. This was on July 17th 1951, when he went with Peter Field-Richards to the MU at Llandow in South Wales, to fly TW655 into Hendon for the special *Daily Express* '50 years of Flight' exhibition and display that year. Hendon only had a short runway and after being invited to send in a Lancaster for the 7-day event Avros was suddenly told at the last minute that permission for the Lancaster had been withdrawn for safety reasons. There was a last minute flurry of telephone calls between Sir Roy Dobson of Avros, the Air Ministry, even Government departments - then it was 'on' again, and Peter and Ken flew it in. Ken remembers handing some charts to Peter during the flight - but Peter just flung them over his shoulder, saying *"I don't need them - I know every aerodrome in this country by heart . . .!"* Ken looked down as they flew over London, descending over the buildings of Harrow School, then as they crossed over the roof of the last hut on the edge of Hendon, Peter told him to 'cut' the throttles and they actually stopped before the intersection of the runways.

At the end of the week, Peter flew TW655 out again on July 24th , straight to Langar where it became WU-17 eventually for the French Aéronavale contract.

Flight Engineer from the 'Dambusters'

When Arthur Norman retired from being Peter Field-Richard's Flight Test Engineer in 1946, a certain Edward Wilson Armstrong - recently demobbed from the RAF as a Warrant Officer Flight Engineer in 617 (The Dambusters) Squadron - promptly applied for and was given the job as his successor.

'Paddy' - so called because his family came from Donaghadee in Northern Ireland - had joined the RAF in 1940 on his 18th birthday, after serving as an apprentice at Shorts in Belfast. He eventually qualified as a Flight Engineer and completed a tour of 30 operations with 90 Squadron on Short Stirlings. Then, after the customary rest from operations as an instructor in 1661 Conversion Unit, he managed (after a great deal of trying) to get posted back on 'ops', this time as a Warrant Officer in the famous 617 Squadron at Woodhall Spa.

Paddy flew another 14 operations with 617 up to the end of the War in Europe, and stayed with the squadron until December 20th 1945. His job with Avros at Langar began on August 14th 1946 and he remained there until June 1st 1968, three months before the works finally closed down.

He flew as Peter Field-Richards 'crew' (there were normally only the two of them

concerned with test-flying the aircraft at Langar) from September 5th 1946 up to Peter's retirement from flying on August 11th 1954, and continued to act as Flight Test Engineer for the Avro pilots from Woodford after that - notably Sqd Ldr Jack Wales. After Wales was killed in the first production Shackleton MR3 in December 1956, Paddy handed over most of the flying to his assistant in Flight Testing, Roy Browne. But Paddy went on flying when necessary - if Roy was ill, or on holiday, etc and Paddy's last test flight at Langar was actually on November 26th 1965, with Peter Varley in the Shackleton MR2, WR960.

Between leaving the RAF and joining Avros, Paddy had first gone along to Trent Bridge Power Station for an engineer's job. But he could not stand heights and was turned down for the job. Then he had tried a local coal mine, seeking to become one of the new 'Bevan Boys'. He went for this interview in his best suit and collar and tie, and this was probably not very conducive to getting a job down the pits!

He was turned away from this, too and so he had ended up as a Junior Foreman in the Langar Flight Test Department, with a flying job again.

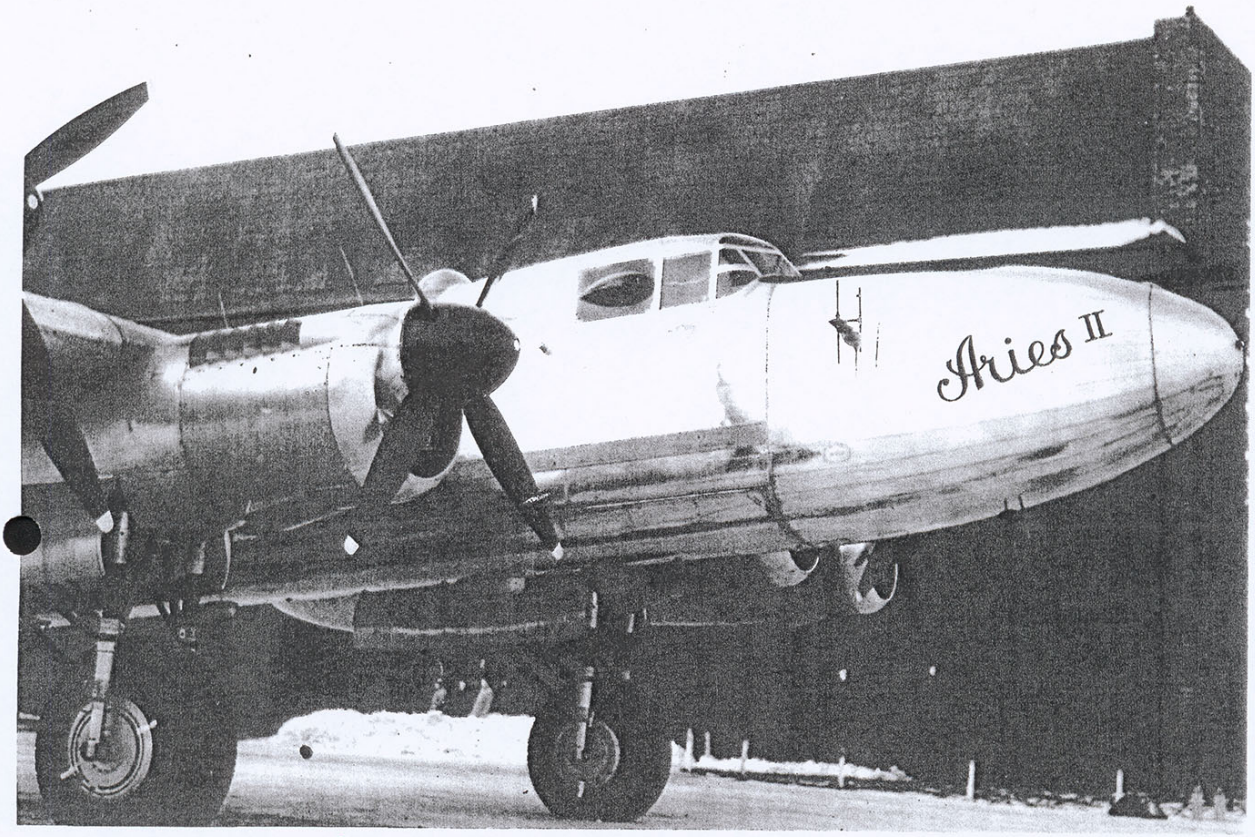
Paddy had a lot of happy hours flying in his beloved Lancasters at Langar - and he was particularly commended by Sir Roy Dobson - Avro's Managing Director - for his work in training the Argentine flight crews (including their pilots). Sir Roy awarded Paddy an ex gratia payment of £25!

A number of incidents

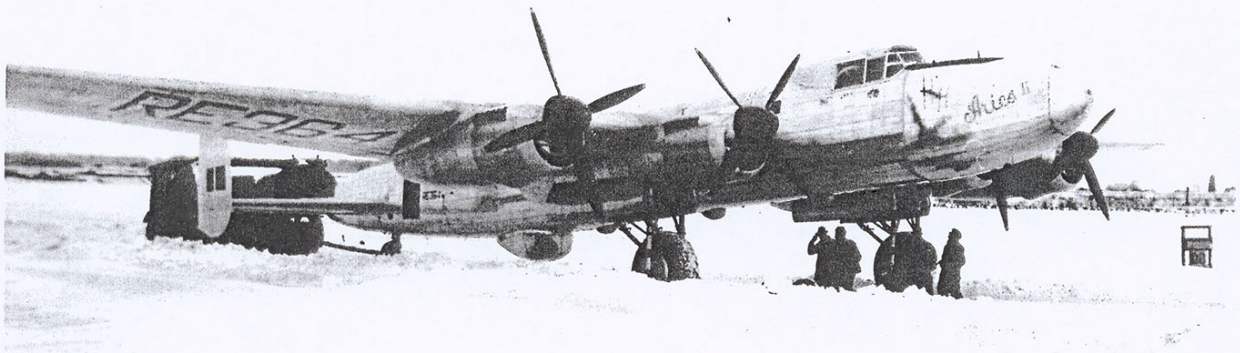
The flights Paddy made were not without incident but Peter Field-Richards was such a superlative pilot that they all ended favourably. Thus, on November 19th 1946 Paddy was in the York ME 300 on a local test-flight when Peter discovered suddenly that their aileron controls had jammed solid. With great expertise, Peter managed to fly slowly across to Waddington, and by dint of some very precise flying with rudder and engine controls alone they landed safely on the long runway there. The York stayed there for six days while the controls were checked and the fault rectified, then they flew it back to Langar and one engine failed on take-off!

On July 5th 1948, while heavily engaged in training the Argentine crews on their Lancasters, Paddy was flying with Peter in the Lancaster B-040 when a hydraulic pipe burst in the cockpit. Both of them and the entire cockpit, were covered in oil, and again they had to make an emergency landing at Waddington - *"well oiled . . ."* as Paddy said! In fact it took no less than 10 test-flights on B-040 to clear it for the Argentine crew.

On May 13th 1949, Paddy went up with Peter in the Lincoln test-bed for the new Bristol Theseus engines, RE418. (This was the second such Lincoln and was to be used by RAF Transport Command shortly on regular runs between Lyneham and the Middle East.) But on this test flight they couldn't lower the undercarriage on returning to Langar. Paddy used the emergency compressed air and the control tower told them the wheels seemed to be locked down, when they flew very low, over it. The flaps didn't work, however, and



The Lancastrian conversion "Aries II"
for the RAF.



so Peter made a low, flapless approach and landing on the long North/South runway, fortunately without incident.

By 1951, a lot of Lincoln B.2s had been delivered to Langar for various inspections/modifications/updates/overhauls to be carried out, and a not inconsiderable number were parked around the airfield on various dispersal areas. On April 10th, Paddy helped Peter conduct what must have been rather risky 10-minute test-flights on a pair of these that had already become 'time-expired'. These were RF532 and RE294 and immediately after, they were flown away to MUs at Hullavington and Kemble respectively.

Paddy also helped fly the Lancaster F-YBCA from Cosford to Langar on June 6th 1951 - the one-time trip (again on a time-expired aircraft) to have the Lancaster made into a ground instruction machine at Langar for the French Aéronavale.

On July 19th 1954, Paddy flew as a 'passenger' with Peter Field-Richards on the latter's one and only test flight in a Meteor T.7, and after Peter retired that August, Paddy accompanied Sqd Ldr Jack Wales as an 'observer' on several further flights in Meteor T.7s.

The Shackletons had started to appear now and Paddy found himself flying at Langar with Jack Wales until the latter was tragically killed when the first Shackleton MR3 crashed in Derbyshire in December 1956. Johnny Baker then took over Shackleton, Meteor and Lincoln tests at Langar and he was succeeded by the New Zealand wartime fighter pilot 'Ossie' Hawkins in 1958, when Johnny left Woodford for Australia.

Paddy had handed over most of his test-flying duties at Langar to Roy Browne from January 1957 but he did fly quite regularly after that - on all the different models of Shackleton. The other Woodford pilots he flew with included Tony Blackman, Dickie Martin and finally Peter Varley.

After Avro Langar closed down in 1968, Paddy found a job at Schiphol Airport at Amsterdam for a time, then managed to find a position with Rolls-Royce back at Hucknall, Derby. By now he had a large family - seven sons (the last two being twins) and one daughter - and the R-R job gave him the chance to keep them all together in Nottingham. Later, he took a contract with BAC (later BAe) to live in Saudi Arabia for 7-8 years working on the English Electric Lightning project with the Saudi Air Force, and his wife and family (such as were still at home) moved out there for the last 4½ years.

When Paddy finally retired, he did so back to Rivergreen near Nottingham and to keep busy at something, he even opened a 'take-away' sandwich bar at Hockley! When he finally passed away in 1995, Paddy's wish was to be cremated and his ashes scattered over Langar airfield. Not only was his wish carried out by the BN Islander aircraft at the Sky-Diving Club there, but when the ashes had been scattered, the Battle of Britain Flight

DATE 1956

FLIGHTSHED

LINCOLNS

BILL WILLIAMS

METEOR FUEL TANKS

HERBERT CHADDERTON

SHED 3

TANK SHOP

SHED 1

DON HERROD

LEN NEEDHAM FOREMAN

MMY LEVERLAN

TANK SHOP NOSEWHEEL SECTION.

T.1. MK 1 SHACKELTON CONVERSION TO MK 4 FLYING CLASSROOM

METEOR NOSE WHEELS

SHED 5 P.I. SECTION

Persons in pictures overleaf :-

Langar scenes.

flew across the airfield, the Lancaster flanked by the Spitfire and Hurricane - a fitting tribute to one of Avro's greatest.

The Meteor Contracts

With the end of major servicing on Avro Yorks not long after the Berlin Airlift ceased in 1949, and the rundown in refurbishing Lincolns once the Korean War began to subside at the start of the 1950s, it was obvious to the Hawker Siddeley Aviation management that some urgent contracts were needed to sustain Langar in business. Thus, it was decided to send Meteor night-fighters direct to Langar from Armstrong Whitworth at Coventry for final fitment of various items in the radio and radar field.

The first Meteor NF.14 to be produced at Baginton (WS722) had its first flight there on October 23rd 1953. 'Bill' Else initialled it, flying it across to Bitteswell aerodrome, where all Armstrong Whitworth's test-flying operations had been re-located since October 5th. Then another pilot flew it across to Langar for fitment of the necessary equipment, and on November 19th it was rolled out again and given its clearance flight back to Bitteswell.

Meanwhile one of the last of the batches of Meteor NF.12s (WS718) was also sent to Langar for equipment to be installed, and this was cleared back to Bitteswell eight days later, on November 27th 1953. Armstrong Whitworth approved the Langar installations, and after this, the first batch (39) of Meteor NF.14s and the initial aircraft of the second batch all went through Langar in quick succession - a total of 40 NF.14s altogether. Interspersed with these came a total of 99 of the 100 Meteor NF.12s produced (the exception being WS635).

As these Meteors were test-flown and cleared at Langar, the NF.14s were mostly delivered to 15 MU at Wroughton, and the NF.12s to 8MU at Little Rissington or 38 MU at Llandow.

Further contracts now followed for refurbishing Meteor F.8s (the RAF's latest fighter version) straight from RAF Auxiliary Squadrons. Eventually 58 F.8s were treated at Langar and re-delivered to RAF bases.

The Meteor T.7 trainer version was also refurbished at Langar, where 85 were treated in the same way as the F.8s, and the whole of the Meteor programme finished with two FR.9s also being overhauled.

Ken Allen remembers:

"All Meteors came to Langar from RAF Squadrons when their engine and airframe hours expired, for major inspection, repairs and modifications and updating any outstanding tech instructions. Meteors were stripped of their matt paint and given a High Gloss finish and new markings. This was a new technique for Avro's spray shop, as all bomber aircraft were matt finished. However, several squadron commanders later

wrote, saying they were impressed by the increase in top speed achieved with this new finish!"

Altogether between November 1953 and January 1957 Langar received a total of 284 Meteors to refit, which helped keep their employment intact before the next - and last - major contract arrived, overhauling the Avro Shackleton fleet.

Peter Field-Richards retired from test-flying at Langar in July 1955, at the height of the Meteor programme and a few months after the first Shackleton - a Mk IA, WB826 - was given some modifications after suffering a wheels-up landing at a Conversion Unit and cleared at Langar on February 16th.

From here on, Avro test-pilots based at Woodford would drive or fly down to Langar to clear each Shackleton or Vulcan as it became ready for test-flying again, after its repair/modification/servicing work was complete.

The Meteors were all test-flown by Avro or Armstrong Whitworth pilots (Sqd Ldr Jack Wales alone flying some 129).

Avro Shackleton T4 Trainers

The first few Shackletons appeared at Langar for regular servicing or modifying up to current manufacturer's standards - usually after a major incident at the Squadron rendered repairs imperative. Thus, after WB826 (see above) came a string of MR2s from Squadrons - WL785, WL796, WL798, etc - with the first production Shackleton MR1, VP254, to have IFF Mk10 and SARAH fitted at Langar early in 1956, prior to flight trials at Boscombe Down in May 1956. Another early Shackleton, VP258, also appeared at Langar at the end of 1956 for the trial installation of the new ASV Mk21 *Blue Silk* search radar.

Then they came in 'thick and fast' to Langar. WB819, an MR1A was cleared at Langar on June 13th 1957 after being converted there to a T4 standard. The T4 was a Trainer version, replacing the Lancasters equipping the School of Maritime Reconnaissance. After VP258 was converted at Woodford to be the prototype of this new version, a total of 10 MR1 or 1A aircraft were sent to Langar for the refit. This involved removing the dorsal turret and rest bunks and installing ASV Mk13 training equipment, and extra Sonobouy Mk1 equipment, for instructors and pupils to sit side by side, as well as the necessary additional power pack.

These 10 Shackleton MRIs or IAs were converted at Langar and delivered back to units between May 27th 1957 and March 17th 1958 (see Appendix No ....). Later, a further six Shackleton IAs were sent to Langar and converted and delivered back between September 7th and December 28th 1961.

The last Flight Engineer

Now that Langar's resident Flight Test Engineer Paddy Armstrong had retired from flying, he left the test-flying at Langar to his successor Roy Browne. Roy had joined Avros at Langar in 1946 and when Paddy signed the front of Roy's new log book: *"Happy Landings. E W Armstrong. 14th January 1957"*, he turned over the test-flying engineer's job to him until Langar finally closed in 1968.

Roy henceforward made almost all the test-flights on Avro's aircraft at Langar, with whichever pilot flew down from Woodford for the purpose. But in addition, he also made many test-flights on Shackletons and Vulcans from Bitteswell (which gradually took over the tasks of the Langar works), ~~Hawarden (the old De Havilland (which gradually took over the tasks of the Langar works),~~ Hawarden (the old De Havilland works at Chester), and even Woodford (Avro's home base), as well as accompanying Woodford crews on tests at Boscombe Down, etc. In all Roy notched up 1,209 hours 35 minutes test-flying with Avros - a very respectable total and one that put him in the forefront of Shackleton testing for A V Roe & Co Ltd.

When Roy finished at Langar, he was great friends with Bill Else, Dickie Martin and Peter Varley (the ex-Armstrong Whitworth and Gloster aircraft test-pilots taken on by Woodford after their own companies closed down) and he left Avros to join Court Line Aviation when they did too, starting another career in civil aviation.

Roy lived at Harby when he worked at Langar and knew Peter Field-Richards very well - though not flying with him officially before he retired. Peter was then 'Mine Host' of the *Nags Head and Star* in Harby. But Roy knew enough of Peter to call him *"One hell of a pilot"*.

In his early days of test-flying at Langar, Roy went up to Woodford one day to the Flight Test Dept there, while the Chief Test-Pilot (Jimmy Harrison) was away somewhere. Jimmy - Roy notes - had a 'beautiful secretary' and Roy was holding the post for her temporarily in her office when the 'phone rang. Roy decided to be a little flippant with his answer and as he lifted the receiver he said *"Hallo. It's the Kremlin here . . .!"*

The resultant response at the other end indicated the caller was certainly not amused . . . it was Jimmy Harrison himself!

Roy remembers two occasions involving slow rolls during test-flying at Langar. On one occasion Langar had just installed new, more powerful Bristol Olympus engines in a Vulcan. Tony Blackman came down to test-fly it when it was ready, and just after take off was so impressed by the increase in thrust that he promptly barrel-rolled it while still climbing out in sight of all the workers and other spectators!

The other occasion could have been more dangerous - it had claimed the life of Jack Wales and his crew in the prototype Shackleton MR3 in December 1956. On this flight from Langar, Roy was flying with Ossie Hawkins in a Shackleton and they were making stall turns at 4-5,000 ft or so. Roy was not strapped in the Flt. Engineer's seat and the

stall turns were getting tighter. Suddenly the Shackleton dropped a wing and went into a vicious roll onto its back. Roy flew between the two pilots seats, and Ossie somehow got the aircraft out of the roll by completing it down at 1,000 ft! That was a close shave.

Phase I and II modifications to Avro Shackletons
After the T4 refits, came the 'Phase I' conversions to Shackleton MR2s, and then Phase II conversions to MR2s, MR3s and T4s.

The Shackletons concerned in these refits at Langar can be seen in Appendix . . . (showing the dates of delivery back to their units after clearance at Langar). A Summary Table in Appendix . . . is also shown.

Basically, the Phase I refit at Langar (1958-60) on MR2s consisted of fitting:

- ASV Mk21 radar
- *Blue Silk* doppler
- A Tactical Table

Soon after the programme had started at Langar (Woodford, and Avro Outworking Parties at 49 MU were also involved), the MR2s had been grounded on June 19, 1959 due to fatigue in the centre section wing spars being discovered. Thus, additional modifications were then added to the Phase I refits, as parts of a crash programme on MR2s.

Phase II refits at Langar (1961-3) to both MR2s and MR3s involved new radio and radar equipment:

- Sonobuoy MkIC (replacing Mk1)
- *Violet Picture* UHF (replacing *Green Salad* VHF)
- New Intercom system
- UHF/RT
- Tacan
- Sonobuoy Homer
- *Orange Harvest* ECM
- Improved Radio Compass (with recessed aerial behind cockpit roof and 'sensing' aerial on starboard bomb - door.
- HF Radio aerial support posts moved back in front of ECM Plinth
- Long MR3 Type engine tail-pipe exhausts
- Bomb carriage modifications to allow carriage of 2xMk30, and 3 x Mk36 or Mk44 Homing Torpedoes.

Phase III, Viper and T2 modifications to Shackletons
The Phase III modifications made later in 1964-5 (to MR3s), and in 1965-7 (to MR2s), involved fitting:

- Strengthened spars and re-skinned wings
- Increased fuel capacity
- Redesigned Heater system
- New navigation and compass systems
- Revised Tactical Station
- Four tube flare discharger
- New toilet/washing facilities
- Thicker soundproofing
- Rewiring to carry Mk10 *Lulu* Nuclear depth bombs)
- R-R Griffon 58 engines (with strengthened gear boxes for higher electrical generation outputs), larger generators and inverters.
- Stronger undercarriage
- Positions to carry 11 passengers (or troops) in addition to crew of 10.

Once the Shackleton MR2s had been converted to Phase III standard, they were known as the MR2A version.

The MR3s had not seen the last of Langar with the Phase III additions, as it was decided to fit most MR3s with Bristol Siddeley Viper Mk11 gas turbines in the rear of the outer engine nacelles, to boost the max weight take off performance at 105,000 lbs. This was called the 'Viper Fit' and carried out at Langar and Woodford.

The last version seen at Langar was the T2 Trainer. This was the MR2A given two ASV trainee positions (in place of the rest bunks), extra consoles and an instructor (Navigator) position.

Altogether, Langar handled a total of:

15	T4 conversions from Shackleton MR1As
2	T4 conversions to Phase II standard
38	Phase I conversions of Shackleton MR2s
36	Phase II conversions of Shackleton MR2s
30	Phase III conversions of Shackleton MR2s
10	T2 conversions of Shackleton MR2As
11	Phase II conversions of Shackleton MR3s
20	Phase III conversions of Shackleton MR3s
19	Viper fits to Shackleton MR3s
181	**Total**

All this amounted to a vast number of man-hours worked at Langar on the Shackleton aircraft, the only major version not dealt with there being the last one - the AEW2 version that was carried out at Bitteswell in the 1972-3 period after Langar had closed.

In fact, Langar closed down because it was decided within the Hawker Siddeley Aviation Group that Bitteswell (originally an Armstrong Whitworth company airfield near

Coventry) was more suited to taking the Vulcan aircraft for refits, as it had better runways, engine test facilities and general Hangar accommodation. It was all part of the inevitable rationalisation process still afflicting British Aviation even today.

The Foreman's mistake

Neil Cunnington worked on the aircraft at Langar in the 1950s, then with Outworking Parties at Scampton, Waddington and Finningley on Vulcans, before returning to Langar to work on the factory maintenance side up to its closure in 1968. He remembers several amusing incidents, ~~the first~~ one being the arrival at Langar of the first Avro Vulcan to be sent there for an upgraded engine fitment.

The Vulcan (VX770, the first prototype) flew around the works and airfield several times, to the delight of the watching workers, and then made its approach and landing, streaming its braking parachute in the process, and then leaving it on the runway. As it taxied in to the Hangar, one of the senior foremen watching it remarked to all and sundry: *"I'll go out on my bike and bring in the parachute!"*

He duly cycled out, and a long time later returned very red-faced. He hadn't appreciated the fact that the Vulcan's tail-chute weighs some two tons, with its massive nylon cords, etc! It was quite impossible for him to lift it, let alone tow it on his bike!

The 'Jonah'

Neil also remembers a particular Shackleton MR3 - or 'Jonah' as they referred to it at Langar (for all its constant problems). This MR3, WR971, first appeared at Langar to have a very large aerial fitted to its fuselage top, as a Trial Installation of some special radio equipment. While it was on test later, it returned to Langar after one flight, minus its aerial - which was later found in a field in the Vale of Belvoir!

On another occasion it was in the large Hangar No 7 at Langar, for some work to be done on it. Now in the centre of the floor, there was a large 10ft deep access pit for the Shackleton MR2s to be able to extend their telescopic ventral radomes for checking the mechanism, etc. The pit was covered with heavy baulks of timber to withstand the weight of the nose-wheels, but on this occasion, someone managed to manoeuvre 'Jonah' so that one of its main gear passed over the pit. The timber collapsed, the main gear disappeared into the well and the wing and engines dropped right onto the top of all the workmen's benches. Luckily, it was the lunch break, and so no one was killed or injured!

Finally, 'Jonah' was the Shackleton in which Harry Fisher and Roy Browne were to have the undercarriage collapse on take-off, on February 7th 1967. Neil Cunnington remembers just going home past the Harby end of the runway, and watching it preparing to take-off, when the starboard undercarriage gracefully folded up and the next minute, chunks of concrete were flying past Neil's head as the propellers struck the runway and bent backwards like split banana skins.

The Hangar 7 fire

On the night of December 22nd 1955 - a Saturday - there were three Shackleton MR2s in Hangar 7 undergoing fuel tank filling tests. Suddenly, there was a spark caused by static electricity, and the aircraft were engulfed in flames! The Senior Foreman there, Harry Houghton and the men on duty tried desperately to limit the fire by pulling drums of fuel away from the Shackletons, and using fire extinguishers, but to no avail!

The Royal Canadian Air Force scrambled its Fire Tenders from their site on the North side of the airfield, and they were soon on the scene - albeit by now the Hangar itself was on fire, and a pillar of flame and smoke rose high into the sky from the Hangar roof. As Neil Cunnington remembers: *"It was the only time in my life when I have ever seen concrete actually melt!"*

One Shackleton (WL799) was totally destroyed, as was the hangar, and 2 others damaged, but with all the work on hand, Hangar 7 was hurriedly rebuilt in more modern post-war style, and was in use again by mid-1956!

Vulcan contracts
Langar only hosted four different Vulcan aircraft - all arriving and departing in 1957-8.

Ken Allen remembers:

"The first prototype (VX770) which had completed its evaluation and test flying was placed on embodiment loan to Rolls-Royce Experimental Establishment, Hucknall, Nottingham, as a flying test bed for the first of the family of 'By-pass' engines - ie the Conway. The airframe had extensive modifications at Langar to comply with current regulations. This work took some twelve months to complete. I had the privilege of being Senior Inspector through the whole of this project and co-signed the daily inspection for the first flight. The whole of Langar came out to view the take off on August 9th 1957. It was a very memorable sight, deafening, but quite unforgettable! I was also relieved. Vulcan VX770 never returned to Langar and was delivered direct to Hucknall. I did later meet up with the Vulcan at Rolls-Royce Hucknall, to advise on repairs to the airframe.

Next came XA903, an early B.Mk1 version, to be fitted at Langar with a special bomb release, and tracking telemetry for airborne release of the Blue Steel 'stand-off' bomb. This was completed and flew on January 27th 1958.

Then came XA901 and lastly XA891, to be fitted with the more powerful uprated Bristol Olympus engines of 16,000 lb st each. These Mk200 Olympus engines were fitted in time for the SBAC show in 1958, and the Vulcans were completed on May 22nd and June 10th 1958, respectively."

More hangars acquired
Neil Cunnington remembers the RCAF's occupation of Langar:

The last Shackleton modified at Langar flies around the Control Tower (now the HQ building of the Brit. Parachute School)

Peter Norman

SEPT 1968

Sep 4th.
WL798 Shack II
last at Langar
(next ones at
Bitteswell)
Harry Fisher is
the Pilot.

Retirement: Sqd Ldr Peter Field-Richards (Centre) and Ken Cook (right) meet again at Langar. Both great Test-Pilots.

"The Royal Canadian Air Force occupied the airfield and the North side from 1951 to 1963. When they eventually vacated the site, A V Roe/Hawker Siddeley Aviation took over part of it, which included two T2 Type Hangars and other buildings. One of the Hangars became a Flight Shed, and the other became the Trials Installation (TI) Section. As this site was some distance from the factory, there was a bus service between the two, which consisted of an ex-City of Coventry double decker bus and a mini-bus."

The Flight Shed provided much needed extra space for the Shackletons and the TI hangar enabled the relevant Shackletons sent over from Woodford to be fitted out with the new equipment to be tested from Langar or Boscombe Down, and proved, before adopting it as standard in the future Phase refits given to all the Shackletons.

The closure of Langar

With the refitting of all the necessary RAF Shackletons now accomplished, and the emphasis on Vulcan refits now appearing, Hawker Siddeley Aviation decided to close Langar at the end of 1968, and transfer all refitting facilities to Bitteswell - a little further South, close to Coventry.

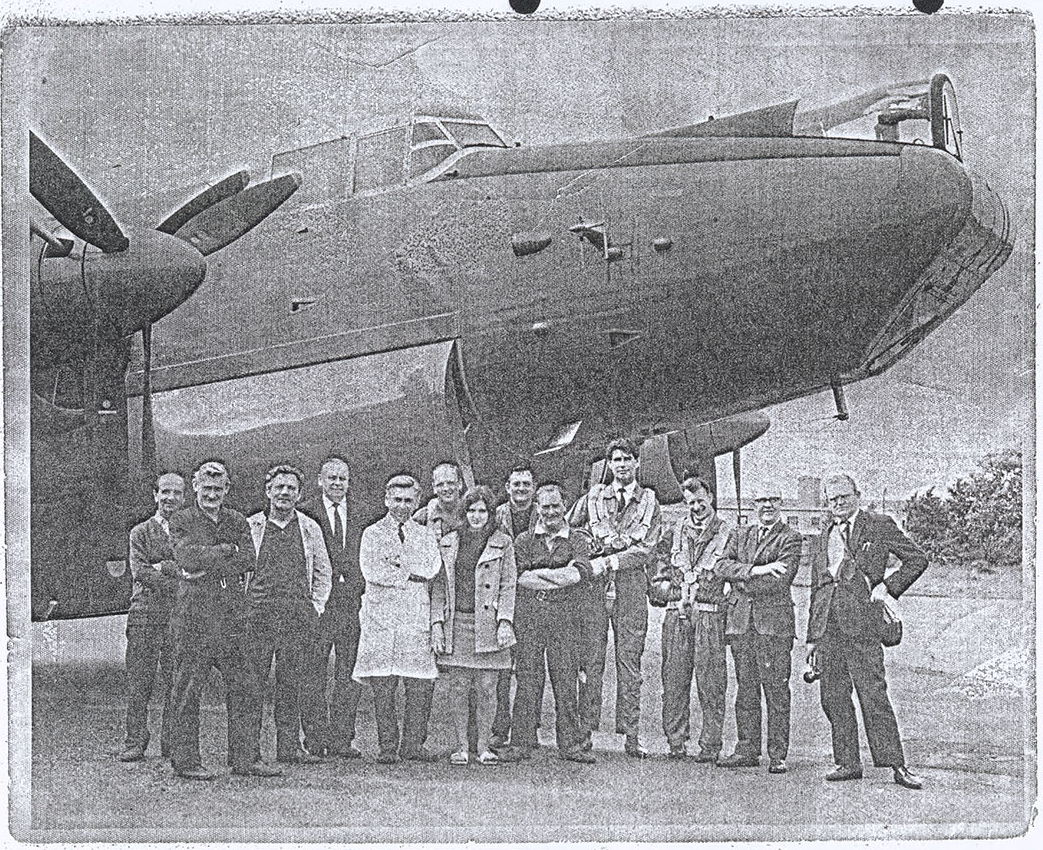
It was a sad day when the date of closure approached for the team of workers who had, over a period of 26 years, carried out such excellent refitting and modification to over 1,185 aircraft in all (see Appendix 2).

The last aircraft to be refurbished at Langar was the Shackleton MR2 WL798, and this was rolled out for engine runs, at the end of August 1968. The date for its final handover to the RAF again was set for September 4th, and on that day the workers at Langar turned out to see the test-pilot from Woodford, Harry Fisher, with Roy Browne from Langar as his Flight Engineer and Dave Pearson from Woodford as his other crew.

As well as the Avro employees, Peter Field-Richards, the previous (and only) locally employed Avro test-pilot, and Arthur Norman, the company's first Flight Engineer, were also on hand to witness the last flyby. Ken Cook also flew over from Woodford for the occasion - he had helped Peter Field-Richards out on occasions with flight-testing at Langar and Waddington, and after retiring at Woodford as one of Avro's greatest test-pilots, had become Air Traffic Control Officer there, with responsibility for the operation of Langar's Control tower too.

They all waved to the crew, and the 'Mighty Hunter' (the Shackleton) as it majestically gathered speed down the runway and then flew around the works and control tower several times, before 'beating-up' the airfield for the last time, and landing. An RAF crew took it over on September 16th, and then flew it back to its base (205 Squadron, at Changi, Singapore).

And so, as the workers now were gradually paid off (some had already gone in the last few months) the works gradually emptied of jigs and tools, spare parts and anything that



Henry Pearson Peter Norman
Fisher F-R

From Guildford

FIRST ON RIGHT
GEORGE ARTHER NORMAN
(ex Flt. Engineer)
PICTURE TAKEN SEPT 1968

The last Shackleton about to be flown away from Langar Sep 4th 1968!

could be used elsewhere in HSA, and the Hangar doors closed in turn, never to re-open for some time.

Some of the workers were re-deployed to HSA airfields like Bitteswell, Woodford, etc, or to Outworking Parties at Bracebridge Heath. But many looked for jobs at Rolls-Royce at Derby and Hucknall, or in engineering concerns in Nottingham, Derby, Leicester and Loughborough.

When British Aerospace was formed in 1977, some gravitated to their other plants at Warton, Bristol, etc, and a few managed to be employed later on the Saudi Arabian contracts for operating the Lightning fighters, etc.

They disappeared from Langar and were diffused across the aviation spectrum as years went by. But they never lost their pride in what they had done for Avros at Langar and to this day, the dwindling band of experts meet in little groups in Lincoln every month and less regularly around Nottingham. They remember the 'good old days', the times when the 'boss' - Charlie Hatton, who used to rule them all with a rod of iron - would suddenly appear in the works on his constant inspections - and they would all 'dive for cover' as his entourage approached! They remember the accolades that Sir Roy Dobson occasionally paid them, with feeling, for their immense efforts. And above all, they can still dwell on their superb achievements over the 26 years of Langar's existence.

Sqn Ldr: Peter Field-Richards became "Mine Host" here for some years.

Appendix 1

Summary =

Aircraft repaired / rebuilt / converted at Langar

Avro Manchester	1
" Lancaster	320
- Anson	5
" York	102
- Lincoln	235
- Lincolnian	1
- Shackleton	230
- Lancastrian	3
- Vulcan	4
Gloster Meteor	284
	1,185

	Date	Serial	Aircraft	Delivered to / at
1	5.10.42	R5667	LANCASTER MK.I	1665 CON. UNIT HOLME
2	9.11.42	R5547	" " "	1654 CON. UNIT WIGSLEY
3	9.12.42	R5686	" " "	38 M.U. LLANDOW
4	30.12.42	R5672	" " "	39 M.U. COLERNE
5	20.1.43	W4140	" " "	38 M.U. LLANDOW
6	11.2.43	R5688	" " "	46 M.U. LOSSIEMOUTH
7	25.2.43	W4766	" " "	20 M.U. ASTON DOWN
8	6.3.43	W4778	" " "	38 M.U. LLANDOW
9	12.3.43	R5901	" " "	39 M.U. COLERNE
10	24.3.43	R5634	" " "	38 M.U. LLANDOW
11	6.4.43	W4762	" " "	20 M.U. ASTON DOWN
12	12.4.43	R5745	" " "	46 M.U. LOSSIEMOUTH
13	23.4.43	ED418	" " "	39 M.U. COLERNE
14	30.4.43	W4301	" " "	39 M.U. COLERNE
15	15.5.43	ED392	" " "	5 M.U. KEMBLE
16	16.5.43	R5700	" " "	5 M.U. KEMBLE
17	19.5.43	~~MANCHESTER~~ R5777	MANCHESTER MK.I.	39 M.U. COLERNE
18	20.5.43	W4193	LANCASTER MK.I.	20 M.U. ASTON DOWN
19	29.5.43	W4119	" " "	20 M.U. ASTON DOWN
20	2.6.43	W4248	" " "	46 M.U. LOSSIEMOUTH
21	16.6.43	ED442	" " MK III	5 M.U. KEMBLE
22	20.6.43	R5756	" " MK.I.	46 M.U. LOSSIEMOUTH
23	22.6.43	W4132	" " " "	5 M.U. KEMBLE
24	27.6.43	W4197	" " " "	5 M.U. KEMBLE
25	1.7.43 (FROWN TRAINER)	R5504	" " " "	4 S.T.T. ST. ATHAN (Became 3981 M)
26	2.7.43 (STATIC TRAINER)	L7577	" " " "	11 S.T.T. ST. ATHAN (Became 3610 M)
27	3.7.43 STATIC TRAINER	W4128	" " " "	10 S.T.T. ST. ATHAN (Became 3699 M)
28	5.7.43	W4376	" " " "	38 M.U. LLANDOW
29	9.7.43	L7574	" " " "	20 M.U. ASTON DOWN
30	14.7.43	L7576	" " " "	46 M.U. LOSSIEMOUTH
31	17.7.43	W4158	" " " "	46 M.U. LOSSIEMOUTH
32	2.8.43	ED348	" " " "	5 M.U. KEMBLE
33	9.8.43	R5895	" " " "	38 M.U. LLANDOW
34	10.8.43	ED362	" " " "	4 S.T.T. ST. ATHAN

35	26. 8. 43.	W4276	LANCASTER	MK - I.	5 MU KEMBLE
36	24. 8. 43.	ED658	"	MK - III	38 MU LLANDOW
37	29. 8. 43.	R5865	"	MK - I	46 MU LOSSIEMOUTH
38	31. 8. 43	ED310	"	" "	38 MU LLANDOW
39	5. 9. 43	ED366	"	" "	46 MU LOSSIEMOUTH
40	11. 9. 43.	W4852	"	" "	38 MU LLANDOW
41	17. 9. 43	ED445	"	MK III	46 MU LOSSIEMOUTH
42	21. 9. 43	LM310	"	MK - I	5 MU KEMBLE
43	18 10 43	R5552	"	" "	20 MU ASTON DOWN
44	18. 10. 43	W4899	"	" "	38 MU LLANDOW
45	21. 10. 43.	ED623	"	MK - III	46 MU LOSSIEMOUTH
46	30. 10. 43.	W4991	"	MK - I	38 MU LLANDOW
47	15. 11. 43	L7579	"	" "	20 MU ASTON DOWN
48	22. 11. 43.	W5006	"	MK - III	38 MU LLANDOW
49	23. 11. 43.	ED411	"	MK - I	46 MU LOSSIEMOUTH
50	26. 11. 43.	R5734	"	" "	20 MU ASTON DOWN
51	30 11 43	R5862	"	" "	46 MU LOSSIEMOUTH
52	30. 11. 43.	W4380	"	" "	20 MU ASTON DOWN
53	20. 12. 43	W4127	"	" "	46 MU LOSSIEMOUTH
54	14. 1. 44	ED430	"	" "	46 MU LOSSIEMOUTH
55	21. 1. 44	L7541	"	" "	46 MU LOSSIEMOUTH
56	27 1 44	EE148	"	MK III	20 MU ASTON DOWN
57	30. 1. 44	L7527	"	MK - I	20 MU ASTON DOWN
58	7. 2. 44	EE174	"	MK - III	38 MU LLANDOW
59	5. 2. 44	ED395	"	" "	46 MU LOSSIEMOUTH
60	15. 2. 44	JA695	"	MK - III	5 MU KEMBLE
61	20. 2. 44	W4158	"	MK - I	20 MU ASTON DOWN
62	2. 3. 44	R5625	"	" "	38 MU LLANDOW
63	15 3. 44.	R5845	"	" "	46 MU LOSSIEMOUTH
64	17. 3. 44	ED802	"	MK - III	38 MU LLANDOW
65	25. 3. 44.	JB125	"	" "	5 MU KEMBLE
66	26 3. 44	DV175	"	MK - III	5 MU KEMBLE
67	2. 4. 44.	W4891	"	MK - I	5 MU KEMBLE
68	5. 4. 44	W4249	"	" "	38 MU LLANDOW

69	9. 4. 44	R 5733	LANCASTER	MK. I.	5 M.U. KEMBLE
70	15. 4. 44	R 5609	"	" "	38 M.U. LLANDOW
71	22. 4. 44	LM 368	"	MK. III	46 M.U. LOSSIEMOUTH
72	26. 4. 44	EE 124	"	MK III	5 M.U. KEMBLE
73	27. 4. 44	ED 382	"	MK I	5 M.U. KEMBLE
74	30. 4. 44	DV 286	"	MK III	38 M.U. LLANDOW
75	9. 5. 44	DV 310	"	MK I	38 M.U. LLANDOW
76	9. 5. 44	W 4900	"	" "	38 M.U. LLANDOW
77	16. 5. 44	R 5693	"	" "	46 M.U LOSSIEMOUTH
78	17. 5. 44	JB 351	"	MK. III	5. M.U. KEMBLE
79	19. 5. 44	ED 324	"	MK I	5. M.U. KEMBLE
80	20. 5. 44	DV 200	"	MK III	38 M.U LLANDOW
81	27. 5 44	W 4883	"	MK I	38. M.U LLANDOW
82	27. 5. 44	ED 602	"	MK III	38. M.U LLANDOW
83	27. 5. 44	DV 161	"	" "	38. M.U. LLANDOW
84	31. 5. 44	JB 116	"	" "	46 M.U. LOSSIEMOUTH
85	7. 6 44	R 5505	"	MK. I	38. M.U. LLANDOW
86	8. 6. 44	LM 375	"	MK III	5. M.U KEMBLE
87	12. 6. 44	JB 561	"	" "	5. M.U. KEMBLE
88	13. 6. 44	JB 475	"	" "	5. M.U. KEMBLE
89	16. 6. 44	DV 335	"	MK I	46. M.U LOSSIEMOUTH
90	18. 6. 44	W 4993	"	MK III	38. M.U LLANDOW
91	27. 6. 44	JA 684	"	" "	38 M.U. LLANDOW
92	29 6. 44	DV 171	"	" "	46. M.U LOSSIEMOUTH
93	29 6. 44	ME 589	"	MK. I	46. M.U. LOSSIEMOUTH
94	5. 7. 44	DS 792	"	MK. II	46. M.U. LOSSIEMOUTH
95	7. 7. 44	LM 391	"	MK III	38. M.U. LLANDOW
96	9. 7. 44	LL 786	"	MK I	5. M.U. KEMBLE
97	12. 7. 44	DS 605	"	MK. II	38 M.U. LLANDOW
98	14. 7. 44	DV 176	"	MK III	5. M.U. KEMBLE
99	23. 7. 44	JB 374	"	" "	46. M.U. LOSSIEMOUTH
100	23. 7. 44	DS 714	"	MK. II	5. M.U. KEMBLE
101	26. 7. 44	ED 940	"	MK III	38. M.U. LLANDOW
102	27. 7. 44	JA 876	"	" "	46 M.U. LOSSIEMOUTH.

438

103	31.7.44	LM ~~348~~	LANCASTER	MK. III.	46 M.U. LOSSIEMOUTH
104	31.7.44	JA908	"	" "	5 M.U. KEMBLE
105	3.8.44	JB718	"	" "	5. MU. KEMBLE
106	5.8.44	LL742	"	MK - I.	38 MU. LLANDOW
107	6.8.44	R5658	"	" "	38 M.U. LLANDOW
108	8.8.44	LL 626	"	MK II.	5 MU. KEMBLE
109	14.8.44	W 4197	"	MK. I.	46 M.U. LOSSIEMOUTH
110	17.8.44	R 5508	"	" "	46 MU. LOSSIEMOUTH
111	18.8.44	ED 631	"	" "	38 M.U. LLANDOW
112	24.8.44	R 5503	"	" "	38 M.U. LLANDOW
113	27.8.44	JB 410	"	MK - III	46 M.U. LOSSIEMOUTH
114	31.8.44	DS 783	"	MK - II	5 MU. KEMBLE.
115	31.8.44	ND 623	"	MK - III	FLIGHT REFUELLING. STAVERTON.
116	8.9.44	ND 572	"	" "	38 MU. LLANDOW
117	9.9.44	JB 185	"	" "	46 M.U. LOSSIEMOUTH
118	16.9.44	ND 793	"	" "	FLIGHT REFUELLING. STAVERTON.
119	21.9.44	JB 699	"	" "	5. MU. KEMBLE
120	24.9.44	LL 865	"	" "	38 MU. LLANDOW
121	12.9.44	JB 613	"	" "	38 MU. LLANDOW
122	14.9.44	ND 385	"	" "	38. MU. LLANDOW
123	27.9.44	ME 644	"	MK - I.	38. MU. LLANDOW
124	7.10.44	PB 118	"	MK III	46 M.U. LOSSIEMOUTH
125	7.10.44	LM 639	"	" "	FLIGHT REFUELLING - STAVERTON
126	14.10.44	ND 442	"	" "	5 M.U. KEMBLE.
127	14.10.44	ND 656	"	" "	38 M.U. LLANDOW
128	17.10.44	LL 646	"	MK - II	46 MU. LOSSIEMOUTH
129	27.10.44	ME 719	"	MK I.	5. MU. KEMBLE.
130	27.10.44	LL 907	"	" "	38 M.U. LLANDOW
131	2.11.44	LM 460	"	MK. III	38 M.U. LLANDOW
132	2.11.44	R 5733	"	MK. I	46 M.U. LOSSIEMOUTH
133	6.11.44	LM 192	"	" "	46 M.U. LOSSIEMOUTH
134	6.11.44	ND 909	"	MK III	38 M.U. LLANDOW
135	10.11.44	ND 965	"	" "	46 M.U. LOSSIEMOUTH
136	15.11.44	W 4821	"	MK I	38 M.U. LLANDOW

(4)

137	20.11.44	ME759	LANCASTER	MK-I.	46 M.U. LOSSIEMOUTH.
138	17.12.44	DS711	"	MK. II.	38 M.U. LLANDOW
139	3.12.44	(S for "SUGAR") RS868	"	MK I.	467 SQDN WADDINGTON.
140	8.12.44	LM590	"	MK-III	1669 CON. UNIT. LANGAR.
141	17.12.44	LM680	"	" "	38 M.U. LLANDOW.
142	20.12.44	DV246	"	" "	46 M.U. LOSSIEMOUTH.
143	3.1.45	PD218	"	MK-I	46 M.U. LOSSIEMOUTH.
144	7.1.45	ME847	"	" "	46 M.U. LOSSIEMOUTH
145	7.1.45	PD209	"	" "	38 M.U. LLANDOW
146	14.1.45	LM591	"	MK-III	E.C.D. UNIT. WESTCOTT.
147	14.1.45	RS507	"	MK-I	38 M.U. LLANDOW
148	27.1.45	HK607	"	" "	1654 CON. UNIT. WIGSLEY.
149	27.1.45	JB319	"	MK-III	1654 CON. UNIT. WIGSLEY
150	28.1.45	PD219	"	MK-I	1654 CON. UNIT. WIGSLEY
151	28.1.45	PD291	"	" "	1660 CON. UNIT. SWINDERBY.
152	1.2.45	LL705	"	" "	1660 CON. UNIT. SWINDERBY
153	1.2.45	NN713	"	" "	1660 CON. UNIT. SWINDERBY
154	1.2.45	ND991	"	MK-III	FLIGHT REFUELLING STAVERTON
155	10.2.45	PB481	"	" "	5 LES. SYERSTON
156	12.2.45	PB420	"	" "	1660 CON. UNIT. SWINDERBY.
157	19.2.45	PB248	"	" "	5. L.F.S. SYERSTON.
158	19.2.45	LM746	"	" "	1654 CON. UNIT. WIGSLEY
159	20.2.45	LM681	"	" "	FLIGHT REFUELLING. STAVERTON.
160	20.2.45	L7580	"	MK I.	1668 CON. UNIT. BOTTESFORD.
161	22.2.45	PB307	"	MK III	1667 CON. UNIT. SANDTOFT
162	28.2.45	ME848	"	MK-I.	103 SQDN ELSHAM WOLDS.
163	28.2.45	PB424	"	MK III.	15 SQDN. MILDENHALL.
164	2.3.45	LM160	"	MK-I.	300 SQDN. FALDINGWORTH.
165	8.3.45	W4231	"	" "	1651 CON. UNIT WOOLFOX LODGE
166	9.3.45	L7582	"	" "	1651 CON. UNIT WOOLFOX LODGE
167	10.3.45	LM288	"	" "	B.C.I.S. FINNINGLEY
168	16.3.45	ND992	"	MK III.	227 SQDN BALDERTON
169	19.3.45	ND509	"	" "	61 SQDN SKELLINGTHORPE.
170	18.3.45	PD285	"	MK. I.	50 SQDN SKELLINGTHORPE.

171	22.3.45	PD 343	LANCASTER	MK I.	166 SQDN KIRMINGTON
172	26.3.45	LM 689	"	MK. III	166 SQDN KIRMINGTON
173	27.3.45	ND 521	"	" "	460 SQDN BINBROOK
174	27.3.45	LM 678	"	" "	227 SQDN BALDERTON
175	27.3.45	LM 721	"	" "	150 SQDN HEMSWELL
176	28.3.45	PB 360	"	" "	57 SQDN EAST KIRKBY
177	30.3.45	PB 532	"	" "	550 SQDN NORTH KILLINGHOLME
178	7.4.45	NN 748	"	MK - I.	625 SQDN KELSTERN
179	7.4.45	PD 198	"	" "	103 SQDN ELSHAM WOLDS
180	9.4.45	LM 651	"	MK. III	427 SQDN LEEMING BAR.
181	11.4.45	W 4154	"	MK. I	46 M.U. LOSSIEMOUTH
182	11.4.45	LM 727	"	MK - III	550 SQDN NORTH KILLINGHOLME.
183	15.4.45	PD 324	"	MK - I	427 SQDN. LEEMING BAR
184	19.4.45	PB 615	"	MK. III.	46 M.U. LOSSIEMOUTH
185	20.4.45	HK 657	"	MK. I.	46 M.U. LOSSIEMOUTH
186	21.4.45	PB 454	"	MK. III.	46 M.U LOSSIEMOUTH
187	25.4.45	ED 767	"	" "	46 M.U. LOSSIEMOUTH
188	30.4.45	HK 614	"	MK - I.	46 M.U. LOSSIEMOUTH
189	1.5.45	JB 646	"	MK. III	46 M.U. LOSSIEMOUTH
190	3.5.45	NG 366	"	MK - I	46 M.U. LOSSIEMOUTH.
191	4.5.45	PD 281	"	" "	46 M.U. LOSSIEMOUTH
192	10.5.45	PD 348	"	" "	46 M.U. LOSSIEMOUTH
193	10.5.45	W 4263	"	" "	46 M.U. LOSSIEMOUTH
194	11.5.45	ND 855	"	MK - III	46 M.U. LOSSIEMOUTH
195	12.5.45	JA 868	"	" "	46 M.U LOSSIEMOUTH
196	16.5.45	NG 124	"	MK - I	46 M.U. LOSSIEMOUTH
197	24.5.45	NG 195	"	" "	46 M.U. LOSSIEMOUTH
198	29.5.45	NG 288	"	" "	46 M.U LOSSIEMOUTH
199	29.5.45	NG 490	"	" "	46 M.U. LOSSIEMOUTH
200	29.5.45	PB 847	"	" "	38 M.U. LLANDOW
201	31.5.45	PD 362	"	" "	38 M.U. LLANDOW
202	1.6.45	HK 709	"	" "	38 MU. LLANDOW
203	4.6.45	PD 384	"	" "	5 MU. KEMBLE
204	7.6.45	PB 464	"	MK III	5 M.U. KEMBLE

205	13. 6. 45	JB 718	LANCASTER MK. III		38 M.U. LLANDOW
206	15. 6. 45	ME 378	"	"	38 M.U. LLANDOW
07	15. 6. 45	PB 679	"	"	10 M.U. HULLAVINGTON
08	19. 6. 45	R 5730	"	MK - I	10 M.U. HULLAVINGTON
09	23. 6. 45	NG 359	"	"	20 M.U. ASTON DOWN
210	26. 6. 45	NF 910	"	"	15 M.U. WROUGHTON
11	26. 6. 45	PD 323	"	"	38 M.U. LLANDOW
12	2. 7. 45	LM 924	"	"	EANS. SHAWBURY
13	9. 7. 45	PB 760	"	"	10 M.U. HULLAVINGTON
14	9. 7. 45	W 4980	"	"	20 M.U. ASTON DOWN.
15	12. 7. 45	PB 758	"	MK - III	C.R.D. WEST FRUGH.
16	13. 7. 45	NG 278	"	MK - I	20 M.U. ASTON DOWN
17	13. 7. 45	ED 811	"	MK - III	CRD WEST FRUGH.
18	20. 7. 45	JA 962	"	"	10 M.U. HULLAVINGTON.
19	23. 7. 45	HK 755	"	MK I.	10 M.U. HULLAVINGTON.
220	25. 7. 45	MW 111	YORK C. MK I.		511 SQDN LYNEHAM.
21	27. 7. 45	PB 420	LANCASTER MK. III		C.R.D. WEST FRUGH.
22	8. 8. 45	RA 507	"	MK. I.	10 M.U. HULLAVINGTON
23	14. 8. 45	PD 349	"	"	38 M.U. LLANDOW
24	14. 8. 45	SW 243	"	"	38 M.U. LLANDOW
25	27 8. 45	PP 692	"	"	5 M.U. KEMBLE
26	27 8. 45	NX 548	"	"	5 M.U. KEMBLE.
27	21. 8. 45	PD 401	"	"	20 M.U. ASTON DOWN.
28	31. 8. 45	NN 769	"	"	20 M.U. ASTON DOWN.
29	6. 9. 45	NG 245	"	"	15 M.U. WROUGHTON
230	9. 9. 45	MW 110	YORK C. MK - I		511 SQDN. LYNEHAM.
131	13. 9. 45	NG 293	LANCASTER MK I.		46 M.U. LOSSIEMOUTH
232	17 9. 45	W 4985	"	"	5 M.U. KEMBLE
233	25. 9. 45	HK 702	"	"	46 M.U. LOSSIEMOUTH
234	3. 10. 45	LM 266	"	"	46 M.U. LOSSIEMOUTH
235	13. 10. 45	NG 196	"	"	46 M.U. LOSSIEMOUTH
236	18. 10. 45	MW 120	YORK C. MK-I.		511 SQDN. LYNEHAM.
237	19. 10. 45	W 4115	LANCASTER MK - I		46 M.U. LOSSIEMOUTH
238	19 - 10. 45	RF 210	"	MK III	38 M.U. LLANDOW.

239	22. 10. 45	LV 633	YORK - 3rd (P) "Ascalon"	511 SQDN LYNEHAM
240	13. 11. 45	JA 922	LANCASTER MK. III	38 M.U. LLANDOW
241	13. 11. 45	NG 397	" MK I	39 M.U. COLERNE
242	16. 11. 45	PA 288	" " "	5 M.U. KEMBLE
243	13. 12. 45	ED 623	" MK III	39 M.U. COLERNE
244	13. 12. 45	W 4950	" MK I	5 M.U. KEMBLE
245	13. 12. 45	PB 752	" " "	C.R.D. BRACEBRIDGE HEATH
246	17. 12. 45	MW 101	YORK C. MK. I	511 SQDN LYNEHAM
247	27. 12. 45	MW 128	" " " "	511 SQDN LYNEHAM
248	4. 1. 46	ME 537	LANCASTER MK. III	38 M.U. LLANDOW
249	8. 1. 46	PA 232	" MK. I	R.W.E. WATTON
250	10. 1. 46	ME 780	" " "	39 M.U. COLERNE
251	17. 1. 46	ND 929	" MK. III	39 M.U. COLERNE
252	28. 1. 46	MW 100	YORK C. MK. I (1st Prod)	511 SQDN LYNEHAM
253	29. 1. 46	PD 381	LANCASTER MK I	R.W.E. WATTON
254	7. 2. 46	ED 607	" MK III	R.W.E WATTON
255	7. 2. 46	ND 979	" " "	22 M.U. SILLOTH
256	9. 2. 46	MW 125	YORK C. MK. I	218 M.U. COLERNE
257	9. 2. 46	RE 137	LANCASTER MK. III	C.R.D - A.S.T. HAMBLE
258	21. 2. 46	PB 596	" " "	C.R.D. WEST FREUGH
259	28. 2. 46	ME 429	" " "	22 M.U. SILLOTH
260	25. 2. 46	RE 404	LINCOLN B. MK. 2	RAE MARHAM
261	7. 3. 46	ME 374	LANCASTER MK. I	R.W.E. WATTON
262	20. 3. 46	RE 378	LINCOLN B. MK. 2	RAE DEEFORD
263	20. 3. 46	RE 380	" " "	ENGLISH ELECTRIC PRESTON
264	26. 3. 46	RE 379	" " "	E.E.
265	26. 3. 46	MW 127	YORK C. MK. I	218 M.U. COLERNE
266	26. 3. 46	LM 681	LANCASTER MK III	C.R.D. STAVERTON
267	11. 4. 46	RE 377	LINCOLN B. MK. 2	E.E.
268	18. 4. 46	MW 139	YORK C MK. I	218 M.U. COLERNE
269	23. 4. 46	RE 375	LINCOLN B MK. 2	5 MU KEMBLE
270	23. 4. 46	RE 376	" " "	5 M.U. KEMBLE
271	1. 5. 46	MW 123	YORK C. MK. I	218 M.U. COLERNE
272	2. 5. 46	RE 374	LINCOLN B. MK. 2	E.E.

273	10. 5. 46.	RE 373	LINCOLN B. MK. 2	ENGLISH ELECTRIC.
274	16. 5. 46.	RE 289	" " " "	E.E.
275	22 5 46	RE 307	" " " "	E.E.
276	23 5. 46	RE 372	" " " "	E.E.
277	23. 5. 46	MW 104	YORK C. MK. I	218 MW. COLERNE.
278	28 5 46	RE 370	LINCOLN B. MK 2.	E.E.
279	31. 5. 46	RE 371	" " " "	E.E.
280	5. 6. 46.	RE 369	" " " "	E.E.
281	5 6 46	RE 302	" " " "	E.E.
282	6. 6. 46	RE 312	" " " "	E.E.
283	12. 6 46	MW 138	YORK C. MK I	218. MW. COLERNE.
284	14 6. 46	RE 305	LINCOLN B. MK 2.	E.E.
285	21. 6. 46	MW 122	YORK C. MK. I	22 MW. SILLOTH
286	24. 6. 46	RE 317	LINCOLN B. MK 2.	E.E.
287	26. 6 46	RE 313	" " " "	E.E.
288	1 .7. 46	RE 315	" " " "	E.E.
289	12 7. 46	RE 417	" " " "	E.E.
290	15 7 46	RE 394	" " " "	E.E.
291	16 7 46	RE 338	" " " "	E.E.
292	16 7 46	RE 393	" " " "	E.E.
293	19 7. 46	RE 395	" " " "	E.E.
294	18 7 46	RE 396	" " " "	E.E.
295	23. 7. 46	RE 339	" " " "	E.E.
296	25. 7. 46	RE 415	" " " "	E.E.
297	25. 7. 46	RE 416	" " " "	E.E.
298	25. 7. 46	RE 418	" " " "	E.E.
299	25. 7. 46	MW 167	YORK C, MK. I	22. MW. SILLOTH.
300	26. 7. 46	RE 340	LINCOLN B. MK 2	E.E.
301	26. 7. 46	RE 341	" " " "	E.E.
302	8. 8. 46	RE 419	" " " "	E.E.
303	20. 8. 46	RE 420	" " " "	E.E.
304	20. 8. 46	RE 421	" " " "	E.E.
305	23. 8. 46	RE 367	" " " "	E.E.
306	26. 8. 46	RE 368	" " " "	E.E.

307	28.8.46	RE365	LINCOLN B.MK.2	ENGLISH ELECTRIC
308	30.8.46	RE284	" " " "	E.E.
309	9.9.46	RE366	" " " "	E.E.
310	12.9.46	RE364	" " " "	E.E.
311	16.9.46	RE414	" " " "	E.E.
312	17.9.46	MW142	YORK C.MK.I	22 M.U. SILLOTH.
313	19.9.46	RE422	LINCOLN B.MK.2	E.E.
314	19.9.46	RE295	" " " "	E.E.
315	23.9.46	RE423	" " " "	E.E.
316	2.10.46	RE296	" " " "	E.E.
317	4.10.46	RE360	" " " "	E.E.
318	11.10.46	MW102	YORK C.MK.I	R.A.F. BASSINGBOURNE.
319	16.10.46	RE424	LINCOLN B.MK.2	37 M.U. BURTONWOOD
320	18.10.46	RE297	" " " "	E.E.
321	22.10.46	MW137	YORK C.MK.I	C.R.D. WOODFORD.
322	23.10.46	MW106	" " " "	22 M.U. SILLOTH.
323	23.10.46	RE299	LINCOLN B.MK.2	37 M.U. BURTONWOOD
324	25.10.46	RE301	" " " "	37 M.U. BURTONWOOD
325	8.11.46	RE361	" " " "	37 M.U. BURTONWOOD
326	8.11.46	RE399	" " " "	37 M.U. BURTONWOOD
327	8.11.46	RE397	" " " "	37 M.U. BURTONWOOD
328	8.11.46	MW181	YORK C.MK.I	22 M.U. SILLOTH.
329	4.12.46	RE300	LINCOLN B.MK.2	37 M.U. BURTONWOOD
330	18.12.46	MW395	YORK C.MK.I	R.A.F. BASSINGBOURNE.
331	16.1.47	RE359	LINCOLN B.MK.2	15 M.U. WROUGHTON
332	16.1.47	RE413	" " " "	15 M.U. WROUGHTON.
333	23.1.47	MW130	YORK C.MK.I.	22 M.U. SILLOTH
334	23.1.47	RE400	LINCOLN B.MK.2	15 M.U. WROUGHTON
335	20.2.47	RE364	" " " (Aries II)	E.A.N.S. SHAWBURY
336	20.3.47	RE362	" " " "	15 M.U. WROUGHTON.
337	20.3.47	RE363	" " " "	15 M.U. WROUGHTON
338	10.4.47	RE398	" " " "	37 M.U. BURTONWOOD.
339	11.4.47	RE411	" " " "	37 M.U. BURTONWOOD
340	11.4.47	MW135	YORK C.MK.I.	22 M.U. SILLOTH

341	15 4 47	RE345	LINCOLN B·MK·2	ENGLISH ELECTRIC (77)
342	18·4·47	LV-ACV	LANCASTRIAN C·MK·4	F.A.M.A ARGENTINE
43	23·4·47	LV-ACU	〃 〃 〃 〃	F.A.M.A ARGENTINE
44	26·4·47	MW 169	YORK C MK I	ORLY (DE-GAULLE)
45	29·4·47	RE 358	LINCOLN B·MK·2	E.E.
46	29·4·47	RE 413	〃 〃 〃 〃	E.E.
47	6·5·47	RE 414	〃 〃 〃 〃 (Mercury II)	E.R.S. DEBDEN
48	19·5·47	MW 173	YORK C·MK·I	ASI HAMBLE
49	28·5·47	RE 342	LINCOLN B·MK·2	38 M.U LLANDOW
350	28·5·47	RE 344	〃 〃 〃 〃	38 M.U. LLANDOW
51	28·5·47	RE 357	〃 〃 〃 〃	38 M.U. LLANDOW
52	3 6 47	MW 105	YORK C·MK·I	B.S.T. HAMBLE
53	3·6·47	MW 200	〃 〃 〃 〃	A.S.T. HAMBLE
54	19·6·47	G-AHEI	〃 〃 〃 〃	SKYWAYS DUNSFOLD
55	30·6·47	MW 144	YORK C·MK·I	A.S.I HAMBLE
56	21·7·47	MW 146	〃 〃 〃 〃	A.S.T. HAMBLE
57	15·8·47	G-AHLV	〃 〃 〃 〃	SKYWAYS DUNSFOLD
58	8·9·47	MW 171	YORK C·MK·I	A.S.I. HAMBLE
59	17·9·47	(RE343) B-001	LINCOLN B·MK·2	ARGENTINE
360	9·10·47	RE 348	〃 〃 〃 〃	E.E.
61	15·10·47	MW 109	YORK C·MK·I	22 MU SILLOTH
62	23·10·47	RE 347	LINCOLN B·MK·2	E.E.
63	31·10·47	MW 174	YORK C·MK·I	511 SQDN LYNEHAM
64	24·11·47	(RE351) B-004	LINCOLN B·MK·2	ARGENTINE
65	24·11·47	(RE356) B-009	〃 〃 〃 〃	ARGENTINE
66	25·11·47	(RE408) B-010	〃 〃 〃 〃	ARGENTINE
67	25·11·47	(RE410) B-012	〃 〃 〃 〃	ARGENTINE
68	9·12·47	(RE349) B-002	〃 〃 〃 〃	ARGENTINE
69	14·12·47	(RE409) B-011	〃 〃 〃 〃	ARGENTINE
370	5·1·48	MW 145	YORK C·MK·I	RAF HONINGTON
71	5·1·48	MW 165	〃 〃 〃 〃	RAF HONINGTON
72	6·1·48	MW 140	〃 〃 〃 〃	24 SQDN BASSINGBOURNE
73	8·1·48	RE 407	LINCOLN B·MK·2	E.E.
374	20·1·48	RE 406	〃 〃 〃 〃	E.E.

375	4. 2. 48	RE 322	LINCOLN B. MK. 2	E.E.
376	4. 2. 48	RE 325	— — — —	E.E.
377	5. 2. 48	RE 346	— — — —	E.E.
378	12. 2. 48	MW 141	YORK C. MK. I	AST HAMBLE.
379	12. 2. 48	MW 186	— — — —	RAE HONINGTON
380	13. 2. 48	(RE354.) B-007	LINCOLN B. MK 2	ARGENTINE.
381	13. 2. 48	(RE352.) B-005	— — — —	ARGENTINE
382	13. 2. 48	(RE358.) B-008	— — — —	ARGENTINE
383	25. 2. 48	RE 324	— — — —	E.E.
384	27. 2. 48	(RE353) B-006	— — — —	ARGENTINE.
385	8. 3. 48	RE 405	— — — —	E.E.
386	8. 3. 48	RE 298	— — — —	E.E.
387	9. 3. 48	MW 185	YORK C. MK. I	RAE HONINGTON
388	10. 3. 48	RE 323	LINCOLN. B. MK. 2	E.E.
389	22. 3. 48	RE 402	— — — —	E.E.
390	30. 3. 48	RE 401	— — — —	E.E.
391	1. 4. 48	RE 403	— — — —	E.E.
392	1. 4. 48	RE 321	— — — —	E.E.
393	5. 4. 48	RE 319	— — — —	E.E.
394	9. 4. 48	MW 183	YORK C. MK. I	22 M.U. SILLOTH
395	14. 4. 48	MW 112	— — — —	ROLLS ROYCE HUCKNALL.
396	23. 4. 48	RE 329	LINCOLN B. MK. 2	E.E.
397	4. 5. 48	RE 316	— — — —	E.E.
398	5. 5. 48	MW 246	YORK C. MK. I	22 MU SILLOTH.
399	6. 5. 48	RE 318	LINCOLN B. MK. 2	E.E.
400	11. 5. 48	RE 311	— — — —	E.E.
401	11. 5. 48	(PA. 375) B-031	LANCASTER MK. I.	ARGENTINE
402	28. 5. 48	RE 314	LINCOLN B. MK 2	E.E.
403	3. 6. 48.	RE 309.	— — — —	E.E.
404	4. 6. 48.	RE 306	— — — —	E.E.
405	7. 6. 48.	MW 177	YORK C. MK. I.	22 M.U. SILLOTH
406	11. 6. 48.	MW 100	" " " (1st Prod.)	RAE BASSINGBOURNE.
407	1. 7. 48.	RE 308.	LINCOLN B. MK 2.	E.E.
408	2. 7. 48	MW 163.	YORK C. MK I.	22. M.U. SILLOTH

409	15.7.48	RE303	LINCOLN B.MK.2	E.E.
410	12.8.48	MW101	YORK C.MK.I	24 SQDN. BASSINGBOURNE
411	7.9.48	MW195	" " " "	RAF ABINGDON
412	22.9.48	RE292	LINCOLN B.MK.2	E.E.
413	24.9.48	MW132	YORK C.MK.I	RAF ABINGDON
414	29.9.48	RE310	LINCOLN B.MK.2	E.E.
415	29.9.48	RE293	" " " "	E.E.
416	1.10.48	MW187	YORK C.MK.I	RAF LYNEHAM
417	1.10.48	RE367	LINCOLN B.MK.2	32MU. ST. ATHAN
418	12.10.48	RE304	" " " "	E.E.
419	13.10.48	MW128	YORK C.MK.I	RAF. LYNEHAM
420	13.10.48	MW110	" " " "	RAF ABINGDON
421	5.11.48	B-033	LANCASTER MK.I	ARGENTINE
422	5.11.48	B-044	" " "	ARGENTINE
423	12.11.48	B-043	" " "	ARGENTINE
424	12.11.48	B-032	" " "	ARGENTINE
425	18.11.48	RE291	LINCOLN B.MK.2	E.E.
426	18.11.48	SS715	" " " "	E.E.
427	19.11.48	B-038	LANCASTER MK.I	ARGENTINE
428	20.11.48	B-035	" " "	ARGENTINE
429	20.11.48	B-045	" " "	ARGENTINE
430	4.12.48	B-042	" " "	ARGENTINE
431	11.12.48	B-039	" " "	ARGENTINE
432	3.12.48	MW178	YORK C.MK.I	RAF LYNEHAM
433	3.12.48	MW188	" " " "	RAF LYNEHAM
434	12.12.48	B-040	LANCASTER MK.I	ARGENTINE
435	13.12.48	MW140	YORK C.MK.I	R.A.F. BASSINGBOURNE
436	16.12.48	B-036	LANCASTER MK.I	ARGENTINE
437	17.12.48	B-034	" " "	ARGENTINE
438	20.12.48	MW143	YORK C.MK.I	RAF ABINGDON
439	23.12.48	B-037	LANCASTER MK.I	ARGENTINE
440	4.1.49	B-041	" " "	ARGENTINE
441	6.1.49	SS717	LINCOLN B.MK.2	E.E.
442	2.2.49	MW193	YORK C.MK.I	RAF ABINGDON

443	29.2.49	B-003	LINCOLN B. MK.2	ARGENTINE.
444	25.2.49	MW 194	YORK C. MK I	RAF DISHFORTH
445	28.2.49	SS716	LINCOLN B. MK.2	E.E.
446	8.3.49	NX781	LANCASTER MK. I	RAF SHAWBURY
447	9.3.49	LV 633	YORK MK I (3rd Proto) "Ascalon"	22 M.U. SILLOTH
448	10.3.49	MW 239	YORK C. MK. I	RAF. DISHFORTH
449	24.3.49	MW 149	" " " "	RAF LYNEHAM.
450	24.3.49	MW 287	" " " "	RAF LYNEHAM.
451	1.4.49	RT 684	LANCASTER MK. VII.	RAF SHAWBURY
452	4.4.49	NX737	LANCASTER MK. I	RAF LITTLE RISSINGTON
453	5.4.49	MW 255	YORK C. MK. I	RAF ABINGDON
454	14.4.49	MW 139	" " " "	RAF BOSCOMBE DOWN
455	20.4.49	SS718	LINCOLN B. MK. 2	E.E.
456	20.4.49	MW 206	YORK C. MK. I	RAF ABINGDON
457	22.4.49	RF 318	LANCASTER MK. III	45 MU. KINLOSS.
458	3.5.49	RT 689	" MK VII	RAF (E.A.N.S) SHAWBURY.
459	9.5.49	MW 164	YORK C. MK. I	RAF DISHFORTH
460	19.5.49	RE 418	LINCOLN B. MK. 2 (Theseus test-bed)	RAF. LYNEHAM.
461	31.5.49	MW 226	YORK C. MK. I	RAF. ABINGDON
462	1.6.49	MW 196	" " " "	RAF. ABINGDON
463	14.6.49	MW 227	" " " "	RAF LYNEHAM
464	8.7.49	MW 243	" " " "	22 M.U. SILLOTH.
465	22.7.49	NX 715	LANCASTER MK. VII	RAF (E.A.N.S) SHAWBURY.
466	5.8.49	MW 291	YORK C. MK. I	22 MU. SILLOTH.
467	12.8.49	NX 749	LANCASTER MK. VII	RAF SHAWBURY
468	19.8.49	RF 503	LINCOLN B. MK. 2	R.A.F. (PATHFINDERS) WYTON
469	30.8.49	MW 294	YORK C. MK. I	22 M.U. SILLOTH
470	2.9.49	RF 370	LINCOLN B. MK. 2	RAF (PATHFINDERS) WYTON
471	5.9.49	MW 237	YORK C. MK. I	22 M.U. SILLOTH,
472	6.9.49	RF 504	LINCOLN B. MK. 2	RAF. HEMSWELL,
473	1.9.49	RT 693	LANCASTER MK VII	RAF SHAWBURY.
474	7.9.49	RF 399	LINCOLN B. MK. 2	RAF. WADDINGTON,
475	9.9.49	RF 396	" " " "	RAF. WADDINGTON
476	13.9.49	RF 506	" " " "	RAF SCAMPTON.

477	13.9.49	RT681	LANCASTER MK VII	RAF SHAWBURY
478	20.9.49	G-AHFE	YORK C.MK.I	BSAA LANGLEY
479	3.10.49	NX716	LANCASTER MK.VII	RAF SHAWBURY
480	10.10.49	MW236	YORK C.MK.I	22 MU SILLOTH
481	12.10.49	MW167	" " "	22 MU. SILLOTH.
482	12:10:49	SW373	LANCASTER MK. I	RAF (CC) ST. EVAL.
483	26.10.49	RF307	" MK. III	RAF (CC) ST. EVAL.
484	28.10.49	MW321	YORK C.MK.I.	22 MU - SILLOTH
485	1.11.49	RE416	LINCOLN B.MK.2.	WOODFORD
486	10.11.49	MW102	YORK C MK.I	22 MU. SILLOTH
487	28.11.49	RE211	LANCASTER MK III	45 MU. KINLOSS
488	8.12.49	MW265	YORK C.MK.I	22. MU. SILLOTH
489	15.12.49	RF401	LINCOLN B.MK.2.	38 MU. HAMDOW
490	15.12:49	MW199	YORK C.MK.I	RAF WATERBEACH.
491	22.12.49	VM701	LANCASTRIAN C.MK.2	20 MU. ASTON DOWN
492	12.1.50	RF399	LINCOLN B.MK.2	WOODFORD
493	24.1.50	NX754	LANCASTER MK VII	RAF LITTLE RISSINGTON
494	24.1.50	MW135	YORK C.MK.I	22 MU. SILLOTH.
495	10.2.50	RE339	LINCOLN B.MK.2	B.A.C. FILTON
496	14.2.50	MW181	YORK C.MK.I	12 MU. KIRKBRIDE
497	14.2.50	MW254	" " "	12 MU. KIRKBRIDE.
498	17.2.50	RE375	LINCOLN B.MK.2	RAF WADDINGTON
499	21.2.50	MW253	YORK C.MK.I	12 MU. KIRKBRIDE
500	31.3.50	RE281	LINCOLN B.MK.2	RAF GOSPORT.
501	3.4.50	MW233	YORK C.MK.I	22 MU. SILLOTH.
502	5.4.50	MW162	" " "	22 MU. SILLOTH.
503	31.5.50	MW147	" " "	12 MU. KIRKBRIDE.
504	31.5.50	MW232	" " "	15 MU. WROUGHTON.
505	1.6.50	RE405	LINCOLN B.MK.2	RAF MANBY.
506	1.6.50	RF358	" " "	RAF MANBY.
507	6.6.50	MW203	YORK C.MK.I	22 MU SILLOTH.
508	15.6.50	1801 (G-11-29)	LANCASTER MK I	EGYPT VIA DUNSFOLD
509	22.6.50	80001	" " "	SWEDEN VIA A.S.I. HAMBLE
510	30.6.50	MW144	YORK C.MK.I.	22 MU. SILLOTH.

511	6.7.50	1802	LANCASTER MK.I.	EGYPT Via DUNSFOLD
512	24.7.50	1803	LANCASTER MK I	EGYPT.
513	24.7.50	MW286	YORK C.MK.I	RAF BASSINGBOURNE
514	28.7.50	RE380	LINCOLN B.MK 2	RAF MANBY.
515	16.8.50	1804	LANCASTER MK.I	EGYPT.
516	29.8.50	1805	" " "	EGYPT.
517	7.9.50	MW133	YORK C.MK.I	22 M.U. SILLOTH
518	19.9.50	1806	LANCASTER MK.I	EGYPT
519	26.9.50	MW284	YORK C.MK.I	22 M.U. SILLOTH
520	3.10.50	MW136	" " "	22 M.U. SILLOTH
521	5.10.50	1807	LANCASTER MK.I	EGYPT
522	13.10.50	RF384	LINCOLN B.MK 2	23 M.U. ALDERGROVE.
523	30.10.50	1808	LANCASTER MK.I	EGYPT.
524	8.11.50	MW327	YORK C.MK.I	22 M.U. SILLOTH.
525	20.11.50	1809	LANCASTER MK.I	EGYPT
526	28.12.50	MW210	YORK C.MK.I	22 M.U. SILLOTH
527	28.12.50	RE411	LINCOLN B.MK.2	5 M.U. KEMBLE
528	29.12.50	MW179	YORK C.MK.I	22 M.U. SILLOTH.
529	12.1.51	NX689	LANCASTER MK VII	15 M.U. WROUGHTON
530	18.1.51	MW295	YORK C.MK.I.	22 M.U. SILLOTH
531	20.2.51	MW238	" " "	12 M.U. KIRKBRIDE
532	15.3.51	MW231	" " "	12 M.U. KIRKBRIDE
533	13.4.51	RE294	LINCOLN B.MK 2	5 M.U. KEMBLE.
534	13.4.51	RE417	" " "	20 M.U. ASTON DOWN
535	13.4.51	RE532	" " "	10 M.U. HULLAVINGTON
536	24.4.51	RE503	" " "	5 M.U. KEMBLE.
537	7.5.51	RE392	" " "	38 M.U. LLANDOW
538	8.5.51	RE481	" " "	15 M.U. WROUGHTON
539	8.5.51	RE365	" " "	10 M.U. HULLAVINGTON
540	29.5.51	RE419	" " "	5 M.U. KEMBLE
541	31.5.51	RE422	" " "	5 M.U. KEMBLE
542	31.5.51	RE322	" " "	RAF ST. EVAL.
543	4.6.51	RE410	" " "	20 M.U. ASTON DOWN.
544	25.6.51	RE395	" " "	20 M.U. ASTON DOWN.

545	27. 6. 51	RE 516	LINCOLN B. MK. 2	5 M.U. KEMBLE
546	27. 6. 51	RF 423	" " " "	20 M.U. ASTON DOWN
547	4 7 51	RF 458	" " " "	15 M.U. WROUGHTON
548	10. 7. 51	RE 341	" " " "	20 M.U. ASTON DOWN
549	23. 7. 51	RE 222	LANCASTER A.S.R. III	R.A.F. ST. MAWGAN
550	23. 7. 51	RF 418	LINCOLN B. MK. 2	5 M.U. KEMBLE.
551	25. 7. 51	RF 400	" " " "	15 M.U. WROUGHTON
552	27. 7. 51	RF 514	" " " "	15 M.U. WROUGHTON
553	27. 7. 51	RF 427	" " " "	15 M.U. WROUGHTON
554	27. 7 51	RF 529	" " " "	5 M.U. KEMBLE.
555	15. 8. 51	RE 366	" " " "	38 M.U. HANDOW
556	20 8 51	RE 369	" " " "	39 M.U. COLERNE.
557	23. 8. 51	RE 396	" " " "	45 M.U. KINLOSS
558	3. 9. 51	RF 520	" " " "	15 M.U. WROUGHTON
559	19. 9. 51	RE 515	" " " "	5 M.U. KEMBLE.
560	19. 9. 51	RE 394	" " " "	20. M.U. ASTON DOWN
561	27. 9. 51	RF 570	" " " "	45 M.U. KINLOSS.
562	3. 10. 51	RF 456	" " " "	20 M.U. ASTON DOWN.
563	3. 10. 51	RF 406	" " " "	5 M.U. KEMBLE.
564	10. 10. 51	RF 464	" " " "	39 M.U. COLERNE.
565	12. 10. 51	RF 506	" " " "	39 M.U. COLERNE.
566	18. 10. 51	RF 413	" " " "	10 M.U. HULLAVINGTON
567	19. 11. 51	RE 379	" " " "	10 M.U. HULLAVINGTON
568	26. 11. 51	RE 478	" " " "	39 M.U. COLERNE.
569	26. 11. 51	RF 361	" " " "	38 M.U. HANDOW
570	26. 11. 51	RE 368	" " " "	10 M.U. HULLAVINGTON
571	27. 11. 51	RE 376	" " " "	58 M.U HONINGTON
572	6 12. 51	RF 499	" " " "	20 M.U. ASTON DOWN
573	20. 12. 51	RF 404	" " " "	20 M.U ASTON DOWN
574	20. 12. 51	RE 507	" " " "	20 M.U. ASTON DOWN
575	28. 12. 51	RF 473	" " " "	10 M.U. HULLAVINGTON
576	2. 1. 52	RF 498	" " " "	5 M.U. KEMBLE
577	8. 1. 52	RF 370	" " " "	38 M.U. HANDOW
578	14. 1. 52	RE 305	" " " "	39 M.U. COLERNE

579	31 1.52	RF524	LINCOLN B. MK. 2	5 M.U. KEMBLE
580	11. 1. 52	RE289	" " " "	5 M.U. KEMBLE
581	18 2. 52	RF513	" " " "	38. M.U. HANDOW
582	18. 2. 52	RF502	" " " "	20. M.U. ASTON DOWN
583	22. 2. 52	RF367	" " " "	20. M.U. ASTON DOWN
584	22. 2. 52	RF357	" " " "	20. M.U. ASTON DOWN
585	3. 3. 52	RF480	" " " "	15 M.U. WROUGHTON
586	4. 3. 52	RE393 (TW655)	" " " "	10 M.U. HULLAVINGTON
587	12. 3. 52	W.U. 17	LANCASTER MK. I	VILLA COUBLAY
588	19. 3. 52	RF477	LINCOLN B. MK. 2	38 M.U. HANDOW
589	5. 4. 52	(PA389) W.U. 29	LANCASTER MK. I.	VILLA COUBLAY
590	9. 4. 52	RF405	LINCOLN B. MK. 2	38 M.U. HANDOW
591	9. 4. 52	RF390	" " " "	38 M.U. HANDOW
592	18. 4. 52	RF358	" " " "	20 M.U. ASTON DOWN
593	29. 4. 52	RA721	" " " "	20 M.U. ASTON DOWN
594	29. 4. 52	RE380	" " " "	38 M.U. HANDOW
595	2. 5. 52	(PA387) W.U. 25	LANCASTER MK. I	VILLA COUBLAY
596	15 5 52	RF482	LINCOLN B - MK. 2	39 M.U. COLERNE
597	19 5 52	RF362	" " " "	20 M.U. ASTON DOWN
598	28. 5. 52	(PA395) W.U. 32	LANCASTER MK. I.	LAN BIHOUE
599	6. 6. 52	(PA432) W.U. 40	" " "	VILLA COUBLAY
600	18. 6. 52	(PA477) W.U. 33	" " "	LAN BIHOUE
601	2. 7. 52	RE315	LINCOLN B. MK 2	5 M.U. KEMBLE
602	2 7. 52	(PA426) W.U. 34	LANCASTER MK. I	VILLA COUBLAY
603	8. 7. 52	(RA800) W.U. 52	" " "	VILLA COUBLAY
604	10 7. 52	RE397	LINCOLN B. MK. 2	38 M.U. HANDOW
605	18. 7. 52	(TW815) W.U. 42	LANCASTER MK. I.	VILLA COUBLAY
606	24 7. 52	RE307	LINCOLN B. MK. 2.	5 M.U. KEMBLE
607	25. 7. 52	(TW928) W.U. 41	LANCASTER MK. I	VILLA COUBLAY
608	27. 8 52	RE421	LINCOLN B - MK. 2	20 M.U. ASTON DOWN
609	4. 9 52	(RA627) W.U. 49	LANCASTER MK. I.	VILLA COUBLAY
610	4. 9 52	(TW927) W.U. 53	" " "	VILLA COUBLAY
611	17 9. 52	(PA431) W.U. 43.	" " "	VILLA COUBLAY
612	3. 10. 52	(RA796) W.U. 51	" " "	VILLA COUBLAY

613	8. 10. 52	[illegible] W.U. 50	LANCASTER MK. I	VILLA COUBLAY	
614	9. 10. 52	SX935	LINCOLN B. MK. 2	RAF	MANBY
15	23. 10. 52	SX946 (NX668.)	" " " "	RAF	MANBY
16	28. 10. 52	W.U. 54	LANCASTER MK. I.	VILLA COUBLAY.	
17	25. 11. 52	RF463	LINCOLN B. MK. 2	45 MU.	KINLOSS
18	18. 12. 52	WD132	" " " "	5 MU.	KEMBLE.
19	31. 12. 52	SX957	" " " "	RAF	MANBY
620	16. 1. 53	RE221	LANCASTER G.R. III	22 M.U.	SILLOTH.
21	22. 1. 53	RF426	LINCOLN B. MK. 2.	20 MU.	ASTON DOWN
22	22. 1. 53	RE395	" " " "	15 M.U.	WROUGHTON
23	27. 1. 53	RF364	" " " "	10 M.U.	HULLAVINGTON
24	24. 2. 53	RF523	" " " "	20 MU.	ASTON DOWN
25	25. 2. 53	RF525	" " " "	20 MU.	ASTON DOWN
26	7. 3. 53	SX938	" " " "	R.A.F.	MANBY.
27	9. 4. 53	RE115	LANCASTER G.R. III	20 MU.	ASTON DOWN
28	10. 4. 53	RF483	LINCOLN B. MK. 2	5 MU	KEMBLE.
29	13. 4. 53	MW179*	YORK C. MK. I.	RAF	BOSCOMBE DOWN
630	16. 4. 53	RF517	LINCOLN B. MK. 2.	20 MU	ASTON DOWN
31	28. 4. 53	MW132*	YORK C MK. I.	RAF	ABINGDON
32	2. 5. 53	(LV-ZEI) (RE350) B-003	LINCOLNIAN Cruz del Sud	ARGENTINE	
33	8. 5. 53	RF505	LINCOLN B. MK. 2	20 M.U.	ASTON DOWN
34	18. 5. 53	RE521	" " " "	20 M.U.	ASTON DOWN
35	6. 7. 53	RF476	" " " "	15 M.U.	WROUGHTON
36	9. 7. 53	SW365	" " " "	38 M.U.	LLANDOW
637	23. 7. 53	SW283	LANCASTER G.R. III	38 M.U.	LLANDOW
638	23. 7. 53	RF396	LINCOLN B. MK. 2	15 M.U.	WROUGHTON
639	25. 8. 53	RE371	" " " "	20 M.U.	ASTON DOWN
640	23. 9. 53	RF465	" " " "	45 M.U.	KINLOSS
641	8. 10. 53	RE501	" " " "	20 M.U.	ASTON DOWN
642	6. 11. 53	RF558	" " " "	45 M.U.	KINLOSS
643	19. 11. 53	WS722	METEOR N.F. 14.	RAF.	BITTESWELL.
644	27. 11. 53	WS718 (RT693)	" N.F. 12.	RAF.	BITTESWELL.
645	12. 11. 53	FCL-01	LANCASTER MK. VII	ORLY	PARIS
646	29. 12. 53	WS717	METEOR N.F. 12.	8 M.U.	LITTLE RISSINGTON

647	29. 12. 53	WS710	METEOR N.F. 12	RAF LITTLE RISSINGTON
648	29. 12. 53	WS721	" " "	RAF LITTLE RISSINGTON
649	29. 12. 53	WS 720	" " "	RAF LITTLE RISSINGTON
650	8. 1. 54	(NX738) FCL-02	LANCASTER MK. VII	ORLY PARIS
651	11. 1. 54	RE 290	" G-R. III	38 M.U. HANDOW
652	11. 1. 54	WS 725	METEOR N.F. 14	15 M.U. WROUGHTON
653	11. 1. 54	WS 730	" " "	15 M.U. WROUGHTON
654	11. 1. 54	WS 694	METEOR NF 12	RAF LITTLE RISSINGTON
655	11. 1. 54	WS 698	" " "	15 M.U WROUGHTON
656	11. 1. 54	WS 613	" " "	15 M.U WROUGHTON
657	11. 1. 54	WS 716	" " "	15 M.U WROUGHTON
658	11. 1. 54	WS 695	" " "	RAF LITTLE RISSINGTON
659	11. 1. 54	WS 697	" " "	RAF LITTLE RISSINGTON
660	14. 1. 54	WS 612	" " "	15 M.U. WROUGHTON
661	14. 1. 54	WS 736	METEOR NF. 14.	15 M.U. WROUGHTON
662	19. 1. 54	WS 622	METEOR NF 12	R.A.F. LITTLE RISSINGTON
663	19. 1. 54	WS 728	METEOR NF. 14.	15 M.U. WROUGHTON
664	19. 1. 54	WS 726	" " "	15 M.U. WROUGHTON
665	19. 1. 54	WS 733	" " "	15 M.U WROUGHTON
666	19. 1. 54	WS 734	" " "	15 M.U. WROUGHTON
667	19. 1. 54	WD 123	LINCOLN B. MK-2	RAF BOSCOMBE DOWN
668	27. 1. 54	WS 724	METEOR NF. 14.	RAF MANBY
669	27. 1. 54	RE 106	LANCASTER G.R. III	RAF ST. MAWGAN
670	26. 1. 54	(RT 689) FCL-03	LANCASTER MK. VII	ORLY PARIS
671	5. 2. 54	WS 727	METEOR NF. 14	15 M.U. WROUGHTON
672	5. 2. 54	WS 725	" " "	15 M.U WROUGHTON
673	5. 2. 54	WS 602	METEOR NF. 12.	15 M.U. WROUGHTON
674	22. 2. 54	WS 696	" " "	RAF LITTLE RISSINGTON
675	22. 2. 54	WS 729	METEOR NF 14	15 M.U. WROUGHTON
676	22. 2. 54	WS 732	" " "	RAF LITTLE RISSINGTON.
677	22. 2. 54	WS 737	" " "	RAF LITTLE RISSINGTON.
678	22. 2. 54	WS 741	" " "	RAF LITTLE RISSINGTON
679	22. 2. 54	WS 746	" " "	RAF LITTLE RISSINGTON
680	22. 2. 54	WS 738	" " "	RAF LITTLE RISSINGTON.

681	22. 2. 54	WS 740	METEOR	N.F. 14	RAF LITTLE RISSINGTON
682	22. 2. 54	WS 743	"	" "	RAF LITTLE RISSINGTON
683	22. 2. 54	WS 739	"	" "	RAF LITTLE RISSINGTON
684	22. 2. 54	WS 744	"	" "	RAF LITTLE RISSINGTON
685	22. 2. 54	WS 752	"	" "	RAF LITTLE RISSINGTON
686	22. 2. 54	WS 699	METEOR	N.F. 12	RAF LITTLE RISSINGTON
687	22. 2. 54	WS 608	"	" —	ISMU WROUGHTON
688	22. 2. 54	WS 678	"	" "	ISMU WROUGHTON
689	22. 2. 54	WS 600	"	" "	ISMU WROUGHTON
690	22. 2. 54	WS 748	METEOR	NF. 14	ISMU WROUGHTON
691	22. 2. 54	WS 750	"	" "	ISMU WROUGHTON
692	24. 2. 54	WS 680	METEOR	NF-12	RAF LITTLE RISSINGTON
693	5. 3. 54	WS 591	"	" —	RAF LITTLE RISSINGTON
694	5. 3. 54	WS 598	"	" —	RAF LITTLE RISSINGTON
695	5. 3. 54	WS 700	"	" —	RAF LITTLE RISSINGTON
696	5. 3. 54	WS 604	"	" —	RAF LITTLE RISSINGTON
697	5. 3. 54	WS 753	METEOR	NF 14	RAF LITTLE RISSINGTON
698	5. 3. 54	WS 751	"	" —	RAF LITTLE RISSINGTON
699	5. 3. 54	WS 745	"	" —	RAF LITTLE RISSINGTON
700	5. 3. 54	WS 749	"	" —	ISMU WROUGHTON
701	8. 3. 54	WS 603	METEOR	NF. 12	ISMU WROUGHTON
702	8. 3. 54	WS 758	METEOR	NF. 14	ISMU WROUGHTON
703	8. 3. 54	WS 754	"	" —	RAF LITTLE RISSINGTON
704	8. 3. 54	WS 755	"	" —	RAF LITTLE RISSINGTON
705	17. 3. 54	RF 568	LINCOLN B. MK. 2.		38 MU LLANDOW
706	17. 3. 54 (RT673)	FCL-04	LANCASTER MK. VII		ORLY PARIS
707	17. 3. 54	WS 735	METEOR	NF. 14	RAF LITTLE RISSINGTON
708	17. 3. 54	WS 774	"	" —	RAF LITTLE RISSINGTON
709	23. 3. 54	WS 756	"	" —	ISMU WROUGHTON
710	23. 3. 54	WS 760	"	" —	ISMU WROUGHTON
711	25. 3. 54	WS 747	"	" —	ISMU WROUGHTON
712	25. 3. 54	WS 742	"	" —	ISMU WROUGHTON
713	26. 3. 54	WS 610	METEOR	NF 12	R.A.F LITTLE RISSINGTON
714	26. 3. 54	WS 759	METEOR	NF 14	ISMU WROUGHTON
					ISMU WROUGHTON

715	26. 3. 54	WS 593	METEOR	NF 12		15 MU	WROUGHTON
716	30. 3. 54	WS 757	"	NF 14		R.A.F.	LITTLE RISSINGTON
717	31. 3. 54	WS 605	"	NF 12		RAF	LITTLE RISSINGTON
718	31. 3. 54	WS 592	"	"	"	RAF	LITTLE RISSINGTON
719	31. 3. 54	WS 636	"	—	—	15 MU	WROUGHTON
720	31. 3. 54	WS 667	"	—	—	15 MU	WROUGHTON
721	31. 3. 54	WS 668	"	—	—	15 MU	WROUGHTON
722	6. 4. 54	WS 627	"	"	"	R.A.F.	LITTLE RISSINGTON
723	6. 4. 54	WS 639	"	"	"	15 MU	WROUGHTON
724	6. 4. 54	WS 688	"	"	"	15 MU	WROUGHTON
725	9. 4. 54	WS 675	"	"	—	RAF	LITTLE RISSINGTON
726	8. 4. 54	WS 674	"	"	"	RAF	LITTLE RISSINGTON
●	9. 4. 54	WS 662	"	"	"	15 MU	WROUGHTON
728	21. 4. 54	WS 629	"	"	—	RAF	LITTLE RISSINGTON
729	21. 4. 54	WS 665	"	"	"	15 MU	WROUGHTON
730	21. 4. 54	WS 681	"	"	—	RAF	LITTLE RISSINGTON
731	29. 4. 54	WS 686	"	"	"	15 MU	WROUGHTON
732	29. 4. 54	WS 673	"	"	—	15 MU	WROUGHTON
733	29. 4. 54	WS 672	"	"	—	38 MU	LLANDOW
734	30. 4. 54	WS 599	"	—	—	RAF	LITTLE RISSINGTON
735	30. 4 54	ECL-05	LANCASTER	MK. VII		ORIY	PARIS
●	6. 5. 54	WS 690	METEOR	NF 12		38 MU	LLANDOW
737	10. 5. 54	RA675	LINCOLN	B. MK-2		20 MU	ASTON DOWN
738	6. 5. 54	WS 691	METEOR	NF 12		38 MU	LLANDOW
739	11. 5. 54	WD 143	LINCOLN	B. MK-2		38 MU	LLANDOW
740	6. 5. 54	WS 601	METEOR	NF 12		38 MU	LLANDOW
741	11. 5. 54	WS 609	"	—	—	38 MU	LLANDOW
742	11. 5. 54	WS 607	"	—	—	38 MU	LLANDOW
743	11. 5. 54	WS 670	"	—	—	38 MU	LLANDOW
744	11. 5. 54	WS 679	"	—	—	38 MU	LLANDOW
745	18. 5. 54	WS 689	"	—	—	38 MU	LLANDOW
746	18. 5. 54	WS 623	"	—	—	38 MU	LLANDOW
747	18. 5. 54	WS 625	"	—	—	38 MU	LLANDOW
748	18. 5. 54	WS 611	"	—	—	38 MU	LLANDOW

22

749	18. 5. 54	WS 676	METEOR NF. 12.		38 MU. LLANDOW
750	21. 5. 54	WS 692	"	— —	38 MU LLANDOW
51	27. 5. 54	WS 685	"	— —	38 MU LLANDOW
52	27. 5. 54	WS 606	"	— —	38 MU. LLANDOW
53	27. 5. 54	WS 666	"	— —	38 MU LLANDOW
54	27. 5. 54	WS 633	"	— —	38 MU LLANDOW
55	27. 5. 54	WS 615	"	— —	38 MU. LLANDOW
56	28. 5. 54	WS 632	"	— —	38 MU. LLANDOW
57	1. 6. 54	WS 637	"	— —	38 M.U. LLANDOW
58	4. 6. 54	WD 148.	LINCOLN B. MK. 2.		45 MU. KINLOSS
59	4. 6. 54	WS 596	METEOR NF 12		38 MU LLANDOW
760	4. 6. 54	WS 682	"	" "	38 MU LLANDOW
61	4. 6. 54	WS 597	"	— —	38 MU. LLANDOW
62	4. 6. 54	WS 619	"	— —	38 MU. LLANDOW
63	17. 6. 54	WS 683	"	— —	38 M.U. LLANDOW
64	17. 6. 54	WS 614	"	— —	38 MU LLANDOW
65	23. 6. 54	WS 616	"	— —	38 MU. LLANDOW
66	25. 6. 54	WS 621	"	— —	38 MU. LLANDOW
67	25. 6. 54	WS 628	"	— —	38 MU LLANDOW
68	25. 6. 54	WS 687	"	— —	38 MU. LLANDOW
69	29. 6. 54	WS 638	"	— —	38 MU. LLANDOW
770	29. 6. 54	WS 590	"	— —	38 MU LLANDOW
71	29. 6. 54	WS 617	"	— —	38 MU LLANDOW
72	29. 6. 54	WS 624	"	— —	38 MU LLANDOW
73	2. 7. 54	WS 630	"	— —	38 MU LLANDOW
74	2. 7. 54	WS 620	"	— —	38 MU LLANDOW
775	2. 7. 54	WS 626	"	— —	38 MU. LLANDOW
76	2. 7. 54	WS 663	"	— —	38 MU LLANDOW
777	2. 7. 54	WS 623	"	— —	38 MU LLANDOW
778	2. 7. 54	WS 631	"	— —	38 MU LLANDOW
779	5. 7. 54	WS 661	"	" "	38 MU LLANDOW
780	5. 7. 54	WE 857	METEOR F. 8.		RAF CHURCH FENTON
781	12. 7. 54	WF 689	"	" "	RAF WATERBEACH
782	12. 7. 54	WS 671	METEOR NF 12		38 MU. LLANDOW.

783	12. 7. 54	WS 689	METEOR NF. 12	38 M.U. LLANDOW
784	12. 7. 54	WS 715	" " "	38 M.U LLANDOW
785	12. 7. 54	WS 595	" — —	38 M.U. LLANDOW
786	21. 7. 54	WS 669	" — —	38 M.U LLANDOW
787	21. 7. 54	WS 618	" — —	38 M.U LLANDOW
788	21. 7. 54	WS 660	" — —	38 M.U. LLANDOW
789	22. 7. 54	RE 322	LANCASTER G.R. III	S. OF MR. ST. MAUGAN
790	22. 7. 54	WS 594	METEOR N.F. 12	38 M.U LLANDOW
791	22. 7. 54	WS 634	" — —	38 M.U LLANDOW
792	22. 7. 54	WS 664	" — —	38 M.U LLANDOW
793	22. 7. 54	WS 659	" — —	38 M.U LLANDOW
793A	23 7. 54.	RE 417	LINCOLN B. MK. 2	20 M.U ASTON DOWN.
794	23. 7. 54	WF 709	METEOR F. 8.	RAF NORTH WEALD.
795	19. 8. 54	WA 763	" " "	RAF NORTH WEALD
796	1. 9. 54	VZ 544	" " "	RAF. HORSHAM.
797	6. 9. 54	WS 677	" NF 12	38 M.U LLANDOW.
798	6. 9. 54	WS 658	" " —	38 M.U LLANDOW
799	9. 9. 54	WA 727	METEOR T. 7.	RAF. LITTLE RISSINGTON
800	17. 9. 54	WH 192	" " "	RAF. LITTLE RISSINGTON
801	21. 9. 54	WF 651	" F. 8.	RAF. HORSHAM.
802	7. 10. 54	VZ 444	" " "	RAF BIGGIN HILL
803	11. 10. 54	WS 731	" NF. 14.	15 M.U WROUGHTON
804	12. 10 54	WH 118	" T. 7.	R.A.F DRIFFIELD
805	14. 10. 54	VZ 635	" " "	RAF. WESTON ZOYLAND
806	21. 10. 54	WF 649	" F. 8.	RAF. HOOTON PARK.
807	30. 10. 54	VW 428	" T. 7.	RAF BIGGIN HILL
808	3. 11 54	WA 906	" F. 8.	RAF. CHURCH FENTON
809	3. 11. 54	WG 938	" T. 7	RAF NORTH WEALD
810	22. 11. 54	WA 733	" " "	RAF WEST MALLING
811	24 11. 54	VZ 559	" F. 8.	RAF. HORSHAM
812	25. 11. 54	WA 855	" " "	RAF BIGGIN HILL
813	3. 12 54	WE 975	" " "	RAF BIGGIN HILL
814	3. 12 54	WL 460	" T. 7	RAF DRIFFIELD
815	6. 12 54	WH 453	" F 8	RAF CHURCH FENTON
816	6. 12 54	WH 122	" T. 7.	RAF WESTON ZOYLAND

Re-number from here on.

817	17. 12. 54	WB105	METEOR F.8	RAF	CHURCH FENTON
818	23. 12. 54	WA898	" "	RAF	DRIFFIELD
819	30. 12. 54	WA899	" "	RAF	HOOTON PARK
820	3. 1. 55	WH121	" T.7.	RAF	DRIFFIELD
821	3. 1. 55	WA766	" F.8.	RAF	BIGGIN HILL
822	11. 1. 55	VW459	" T.7.	RAF	DRIFFIELD
823	1. 2. 55	VZ524	" F.8.	RAF	HORSHAM
824	1. 2. 55	WH170	" T.7.	RAF	DRIFFIELD
825	9. 2. 55	WA986	" F.8.	RAF	LECONFIELD
826	11. 2. 55	WA670	" T.7.	RAF	NORTH WEALD
827	16. 2. 55	WB826	SHACKLETON M.R.1A.	38M.U.	LLWNDOW
828	16. 2. 55	WF794	METEOR T.7	RAF	WORKSOP
829	28. 2. 55	VZ545	" F.8.	RAF	WEST MALLING
830	1. 3. 55	WA339	" T.7	RAF	WORKSOP
831	9. 3. 55	WL453	" T.7	RAF	WORKSOP
832	10. 3. 55	RE395	LINCOLN B.MK.2.	FLIGHT REFUELLING - TARRANT RUSHTON	
833	25. 3. 55	WE863	METEOR F.8.	RAF	TANGMERE
834	18. 3. 55	WE878	" F.8.	RAF	WATERBEACH
835	4. 3. 55	WE853	" F.8.	RAF	BIGGIN HILL
836	28. 3. 55	WH112	" T.7	RAF	WESTON ZOYLAND
837	28 3 55	WH164	" T.7	RAF	WESTON ZOYLAND
838	31. 3. 55	VZ452	" F.8.	RAF	WATERBEACH
839	31. 3. 55	VZ514	" F.8.	RAF	TANGMERE
840	6. 4. 55	WG999	" T.7.	RAF	DRIFFIELD
841	6. 4. 55	WF881	" "	RAF	DRIFFIELD
842	7. 4. 55	WK911	" F.8.	RAF	TANGMERE
843	13. 4. 55	WA794	" "	RAF	CHURCH FENTON
844	21. 4. 55	WA635	" T.7	RAF	WORKSOP
845	25. 4. 55	WL394	" "	RAF	WORKSOP
846	4. 5. 55	WE921	" F.8.	RAF	BOXINGDON
847	9. 5. 55	WA737	" T.7	RAF	MANBY
848	18. 5. 55	VZ458	" F.8.	RAF	TANGMERE
849	27. 5. 55	WK736	" "	RAF	CHURCH FENTON.
850	27 5 55	RE366	LINCOLN B.MK.2.	FR	TARRANT RUSHTON

850	3. 6. 55	WG 946	METEOR	T·7	RAF. NORTH LUFFENHAM
851	10. 6. 55	WK 985	"	F·8.	RAF. ACKLINGTON
852	13. 6. 55	WH 315	"	"	RAF. ACKLINGTON
853	21. 6. 55	WA 991	"	"	RAF NEWTON
854	23. 6. 55	WF 768	"	T-7	RAF. NORTH LUFFENHAM
855	30. 6. 55	WK 799	"	F·8.	RAF. NORTH LUFFENHAM
856	5. 7. 55	WA 664	"	T·7	RAF WORKSOP
857	6. 7. 55	WA 969	"	F·8	RAF. CHURCH FENTON
858	7. 7. 55	WA 903	"	"	RAF. WATERBEACH
859	7. 7. 55	WE 743	"	"	RAF. CHURCH FENTON
860	11. 7. 55	VZ 521	"	"	RAF. WEST MALLING.
861	19. 7. 55	WL 785	SHACKLETON	M·R·2	LUQA MALTA
862	21. 7. 55	WH 542	METEOR	F.R.9	WAHN GERMANY
863	11. 8. 55	WH 129	"	T-7	RAF WORKSOP
864	16. 8. 55	WL 481	"	"	RAF MANBY.
865	19. 8. 55	WK 921	"	F·8	RAF NORTH LUFFENHAM.
866	22. 8. 55	WA 929	"	"	RAF HONILY
867	24. 8. 55	WA 837	"	"	RAF HONILY.
868	26. 8 55	WK 663	"	"	RAF LECONFIELD
869	1. 9 55	WK 664	"	"	RAF LECONFIELD
870	9. 9. 55	WA 852	"	"	RAF LECONFIELD
871	20. 9. 55	WH 119	"	T·7.	RAF LITTLE RISSINGTON
872	22. 9. 55	WA 931	"	F.8.	RAF STRADISHALL
873	22. 9. 55	WH 273	"	"	RAF STRADISHALL
874	23. 9. 55	WH 402	"	"	RAF STRADISHALL.
875	27. 9. 55	WK 666	"	"	RAF STRADISHALL.
876	4. 10. 55	WH 305	"	"	RAF STRADISHALL.
877	6. 10. 55	WH 500	"	"	RAF WYMESWOLD.
878	11. 10. 55	VZ 606	"	F.R.9	RAF HIGH ERCAL.
880	10. 55	RE 564	LINCOLN	B.MK.2.	C.S.A. BOSCOMBE DOWN
881	17. 10. 55	WL 796	SHACKLETON	M.R.2.	LUQA MALTA.
882	21. 10. 55	WH 421	METEOR	F.8	RAF HOOTON PARK.
883	28. 10. 55	WK 892	"	"	RAF STRADISHALL
884	2. 11. 55	VZ 496	"	"	RAF DRIFFIELD

385	14.11.55	VZ467	METEOR	F.8	RAF CHIVENOR
386	14.11.55	WE925	"	"	RAF CHIVENOR
87	18.11.55	WK755	"	"	RAF ACKLINGTON
88	12.12.55	WA741	"	T.7.	RAF MANBY.
389	13.12.55	WG968	"	"	RAF MANBY.
390	15.12.55	VW482	"	"	NICOSIA CYPRUS.
391	16.12.55	VZ505	"	F.8.	RAF BIGGIN HILL
392	16.12.55	WA815	"	"	RAF CHURCH FENTON
393	3.1.56	WF851	"	T.7	RAF LITTLE RISSINGTON
394	12.1.56	WF769	"	T.7	RAF LINTON-ON-OUSE
395	12.1.56	WF778	"	"	RAF RINGWAY
396	17.1.56	WG979	"	"	RAF DUXFORD
397	19.1.56	WL371	"	"	RAF MANBY
398	19.1.56	WG981	"	"	RAF LITTLE RISSINGTON
399	6.2.56	VP254	SHACKLETON M.R.1 (1st Prod)		CSA. BOSCOMBE DOWN.
900	8.2.56	WA663	METEOR	T.7	RAF LITTLE RISSINGTON.
901	6.2.56	WH172	"	"	RAF LITTLE RISSINGTON
902	6.2.56	WA838	"	"	RAF LECONFIELD.
903	13.2.56	WN316	"	T.7.	RAF MANBY
904	13.2.56	WH201	"	"	RAF MANBY
905	13.2.56	WL361	"	"	RAF MANBY
906	24.2.56	VZ640	"	"	RAF LECONFIELD
907	28.2.56	WA671	"	"	RAF LINTON-ON-OUSE.
908	1.3.56	VW477	"	"	RAF LITTLE RISSINGTON.
909	2.3.56	WH178	"	"	RAF LITTLE RISSINGTON.
910	8.3.56	WA688	"	"	RAF LITTLE RISSINGTON.
911	8.3.56	WA742	"	"	RAF WATTISHAM
912	15.3.56	WH187	"	"	RAF LITTLE RISSINGTON
913	21.3.56	WG993	"	"	RAF LITTLE RISSINGTON
914	26.3.56	WH219	"	"	RAF LITTLE RISSINGTON
915	28.3.56	WL798	SHACKLETON M.R.2		LUQA MALTA
916	4.4.56	WA740	METEOR	T.7.	RAF WEST RAYNHAM.
917	5.4.56	WH189	"	"	RAF LITTLE RISSINGTON.
918	16.4.56	VW421	"	"	RAF LITTLE RISSINGTON.

919	24. 4. 56	RF505	LINCOLN B. MK. 2		RAF DEFFORD
920	26. 4. 56	VW426	METEOR T-7		20 M.U. ASTON DOWN
921	26. 4. 56	WL413	"	"	20 M.U. ASTON DOWN
922	1. 5. 56	VP254	SHACKLETON MR. 1. (1st Prod)		CRD WOODFORD
923	2. 5. 56	SX930	LINCOLN B. MK. 2		CRD WEST FREUGH
924	3. 5. 56	WL345	METEOR T-7		RAF WEST RAYNHAM
925	10. 5. 56	WF791	"	"	RAF LITTLE RISSINGTON
926	10. 5. 56	WA601	"	"	RAF CHURCH FENTON
927	14. 5. 56	VW457	"	"	RAF FILTON
928	16. 5. 56	WL460	"	"	RAF LITTLE RISSINGTON.
929	8. 6. 56	VW415	"	"	38 M.U LLANDOW
930	12. 6. 56	WA602	"	"	RAF PEMBREY.
931	12. 6. 56	WF795	"	"	12 M.U. KIRKBRIDE.
932	4. 7. 56	WA669	"	"	12 MU KIRKBRIDE.
933	4. 7. 56	WA597	"	"	12 MU KIRKBRIDE
934	4. 7. 56	WF847	"	"	38 M.U LLANDOW
935	19. 7. 56	WA672	"	"	RAF CHURCH FENTON.
936	6. 7. 56	VW451	"	"	38 M.U. LLANDOW
937	25. 7. 56	WG949	"	"	12 M.U. KIRKBRIDE
938	26. 7. 56	WA591	"	"	12. M.U. KIRKBRIDE
939	30. 8. 56	WL403	"	"	12 MU KIRKBRIDE
940	4. 9. 56	WH182	"	"	12 MU KIRKBRIDE
941	13. 9. 56	VW480	"	"	20 M.U ASTON DOWN
942	13. 9. 56	WH175	"	"	20 M.U. ASTON DOWN
943	26. 9. 56	WL358	"	"	12 MU KIRKBRIDE
944	3. 10. 56	WH191	"	"	12 MU. KIRKBRIDE
945	8. 10. 56	WH166	"	"	12 M.U. KIRKBRIDE.
946	6. 11. 56	WL800	SHACKLETON MR 2		LUQA MALTA
947	14. 11. 56	WG985	METEOR T.7.		20 M.U. ASTON DOWN
948	14. 11. 56	WA657	"	"	12 M.U. KIRKBRIDE.
949	13. 12. 56	WA598	"	"	15 M.U KIRKBRIDE
950	3. 1. 57	WA661	"	"	15 M.U. KIRKBRIDE
951	3. 1. 57	WF853	"	"	15 M.U KIRKBRIDE.
952	10. 1. 57	VP254	SHACKLETON MR. 1.		RSA BOSCOMBE DOWN

953	18 2 57	WR954	SHACKLETON M.R.2	RAF LUQA	MALTA
954	13. 6. 57	WB819	" ~~M.R.1A~~ T.4. Conversion	23 M.U.	ALDERGROVE
955	20. 6. 57	VP259	" M.R.1.	23 M.U.	ALDERGROVE
956	5. 7. 57	WR973	" M.R.3.	C.S.A.	BOSCOMBE DOWN
957	1. 8. 57	WB837	" ~~M.R.1A~~ T.4. Conversion	23 M.U.	ALDERGROVE
958	9. 8. 57	VX770	AVRO VULCAN (1st Prota)	ROLLS ROYCE	HUCKNALL
959	9. 8. 57	WL787	SHACKLETON M.R.2.	RAF LUQA	MALTA
960	7. 8. 57	WG511	" ~~M.R.1A~~ T.4. Conversion	23 M.U.	ALDERGROVE
961	28. 10. 57	WB831	" T.4. Conversion	23 MU	ALDERGROVE
962	4. 11. 57	RF564	LINCOLN B.MK.2.	10 MU	HULLAVINGTON
963	19. 11. 57	WL787	SHACKLETON M.R.2	RAF LUQA	MALTA
964	26 11 57	WG527	" ~~M.R.1A~~ T.4. Conversion	23 MU	ALDERGROVE
965	3. 12 57	WB844	" T.4. Conversion	23 M.U.	ALDERGROVE
966	27. 1. 58	XA903	VULCAN B.MK.1.	CRD	WOODFORD
967	13. 2. 58	WB847	SHACKLETON ~~M.R.1A~~ T.4. Conversion	23 M.U.	ALDERGROVE
968	21. 2. 58	WB833	" MR2 (Prototype)	CSA	BOSCOMBE DOWN
969	6. 3. 58	VP254	" M.R.1. (1st Prod)	23 M.U.	ALDERGROVE
970	11. 3. 58	WB832	" ~~M.R.1A~~ T.4. Conversion	23 M.U.	ALDERGROVE
971	3. 4. 58	VP293	" ~~M.R.1~~ T.4. Conversion	23 MU	ALDERGROVE
972	8. 5. 58	WB827	" M.R.1A.	23 MU	ALDERGROVE
973	22. 5. 58	XA901	VULCAN B.MK.1.	RAF	WADDINGTON
974	9. 6. 58	WB854	SHACKLETON M.R.1A	23 M.U.	ALDERGROVE
975	20. 6. 58	XA891	VULCAN B.MK.1.	CRD	WOODFORD
976	18. 7 58	WB836	SHACKLETON M.R.1A.	23 M.U.	ALDERGROVE
977	30. 7. 58	WG525	" T.4. Conversion	23 M.U.	ALDERGROVE
978	1. 9. 58	WR972	" M.R.3.	CSA	BOSCOMBE DOWN
979	8 9. 58	VP291	" M.R.1.	23 M.U.	ALDERGROVE
980	12. 9. 58	VP258	" M.R.1.	CSA	BOSCOMBE DOWN
981	23.7.59 SEE 793A	RF617	LINCOLN B.MK.2.	20 M.U. ASTON DOWN	Re-number from here
982	3. 10. 58	WB825	SHACKLETON M.R.1A.	23 M.U.	ALDERGROVE
983	7 11. 58	WB818	" "	23 M.U.	ALDERGROVE
984	20. 10. 58	WB829	" "	23. M.U.	ALDERGROVE
985	21. 11. 58	VP288	" M.R.1.	23 M.U.	ALDERGROVE
986	12. 12 58	VP292	" "	23 M.U.	ALDERGROVE

987	28. 1. 59	WB534	SHACKLETON	MR. 1A.	23 M.U. ALDERGROVE.
988	10. 2. 59	WL755	"	MR. 2.	MALTA. * 1ST PELON
989	11. 2. 59	WB521	"	MR 1A.	23 M.U. ALDERGROVE.
990	11. 3. 59	WG554	"	MR. 2	GIBRALTAR.
991	17. 3. 59	WG526	"	MR. 1A	ALDERGROVE.
992	6. 4. 59	WG555	"	MR. 2	RAF BALLYKELLY.
993	24. 4. 59	WL786	"	" "	MALTA.
994	5. 5. 59	WR952	"	" "	ST. MAWGAN.
995	27. 5. 59	WL801	"	MR. 2	MALTA.
996	5. 6. 59	WL785	"	" "	ST. MAWGAN.
997	21. 7. 59	WL793	"	" "	BALLYKELLY.
998	22. 7. 59	VP293	"	T. 4 ~~MR. 1A~~ Phase II Conversion	BOSCOMBE DOWN.
999	23. 7. 59	WL745	"	MR. 2.	BALLYKELLY.
1000	28. 8. 59	WG558	"	" "	ST. MAWGAN.
1001	8. 9. 59	WL800	"	" "	ST. MAWGAN.
1002	22. 9. 59	WB533.	"	MR 2	BOSCOMBE DOWN. C.S.A
1003	8. 10. 59	WL747	"	MR. 2	BALLYKELLY.
1004	9. 10. 59	WL788	"	" "	MALTA. (VIA ST MAWGAN) MALTA VIA
1005	10. 11. 59	WL758.	"	" "	ST. MAWGAN
1006	29. 10. 59	WL757	"	" "	BALLYKELLY
1007	4. 12. 59	WL741	"	" "	ST MAWGAN
1008	15. 12. 59	WR951	"	" "	BALLYKELLY
1009	15. 1. 60	WL751	"	" "	BALLYKELLY.
1010	20. 1. 60	WR957	"	" "	BALLYKELLY.
1011	22. 2. 60	WR963	"	" "	BALLYKELLY.
1012	29. 2. 60	WG533	"	" "	MALTA (VIA ST MAWGAN)
1013	22. 3. 60	WL738	"	" "	ADEN (VIA ST. MAWGAN)
1014	23. 3. 60	WR972	"	MR. 3.	BOSCOMBE. C.S.A.
1015	31. 3. 60	WR965	"	MR. 2.	GIBRALTAR
1016	14. 4. 60	WL750	"	" "	GIBRALTAR.
1017	29. 4. 60	WL742	"	" "	GIBRALTAR.
1018	23. 5. 60	WL752.	"	" "	ADEN H.Q. B.F.A.P.
1019	31. 5. 60	WL753	"	" "	ADEN
1020	23. 6. 60	WR954	"	" "	BALLYKELLY.

SHACKLETON MR 2

1021	12.7.60	WG556	"	"	GIBRALTAR
1022	29.7.60	WR959	"	"	ADEN, VIA ST MAWGAN.
1023	4.8.60	WR960	"	"	COLERNE.
1024	15.9.60	WR954	"	"	ST MAWGAN.
1025	27.9.60	WB854	"	MR 1A.	SINGAPORE VIA ST MAWGAN
1026	7.10.60	WR957	"	MR 2.	ST MAWGAN. (42 SQN)
1027	27.10.60	WR958	"	" "	ST MAWGAN. (")
1028	15.11.60	WR955	"	" "	ST MAWGAN.
1029	10.12.60	XP291	"	MR 1.	SINGAPORE.
1030	12.12.60	WR795	"	MR 2.	MALTA.
1031	19.12.60	WG525	"	MR 1A.	SINGAPORE.
1032	10.1.61	WR948	"	MR 2.	BALLYKELLY.
1033	31.1.61	WR972	"	MR 2.	BOSCOMBE DOWN.
1034	3.2.61	WR787	"	MR 2	BALLYKELLY. (210 SQDN)
1035	22.2.61	WR791	"	" "	BALLYKELLY.
1036	2.3.61	WG554	"	" "	BALLYKELLY.
1037	10.3.61	WR940	"	" "	MALTA.
1038	6.4.61	WR956	"	" "	MALTA.
1039	18.4.61	WR939	"	" "	BALLYKELLY.
1040	3.5.61	WR798	"	" "	MALTA.
1041	24.5.61	WR961	"	" "	MALTA.
1042	2.6.61	WR969	"	" "	BALLYKELLY.
1043	27.6.61	WR967	"	" "	MALTA.
1044	1.8.61	WG532	"	" "	GIBRALTAR.
1045	30.8.61	WR955	"	" "	GIBRALTAR.
1046	4.8.61	WG558	"	" "	BOSCOMBE DOWN.
1047	14.9.61	XP255	"	MR 1.	BOSCOMBE DOWN.
1048	20.9.61	WB826.	"	~~MR 1A~~ T.4. Conversion	KINLOSS.
1049	29.9.61	WB849	"	T.4. Conversion	KINLOSS
K1049A	18.10.61	WR953	"	MR 2.	BOSCOMBE. MOD 988. Return from h
1050	27.10.61	WR947	"	" "	ADEN.
1051	3.11.61	WB820	"	~~MR 1A~~ T.4. Conversion	KINLOSS.
1052	27.11.61	WB822	"	T. 4. Conversion	KINLOSS.
1053	28.12.61	WR958	"	MR 2.	MALTA.
1054	30.1.62	WB845	"	~~MR 1A~~ T.4. Conversion	KINLOSS

1055	1-2-62	WL789	SHACKLETON MR 2.		GIBRALTAR.
1056	1-2-62	WL744	" "		ADEN.
1057	27. 2. 62	WL793	" "		BALLYKELLY.
1058	7 3 62.	WR 962.	" "		ADEN
1059	8. 3. 62	ANSON VM 394	ANSON C. MK 19. Sr-2		BOVINGDON.
1060	21. 3. 62.	WL786 ~~WL786~~	SHACKLETON M.R 2.		CHANGI (F.E.A.F.)
1061	28. 3. 62.	WL751	" " "		BALLYKELLY.
1062	17. 4. 62	ANSON TX229	ANSON C. MK 19 Sr-1.		BOVINGDON
1063	4. 5. 62	WL756	SHACKLETON MR. 2.		CHANGI. F.E.A.F.
1064	8. 5. 62	WG 555	" " "		CHANGI. F.E.A.F.
1065	11. 5-62	ANSON VP519	ANSON C. MK 19 Sr-2		BOVINGDON
1066	18. 5. 62	XF 701 ~~ANSON~~	SHACKLETON MR. 3.	SHACK. 3.	BOSCOMBE DOWN C.S.A.
1067	23 5. 62	VM 394	ANSON C. MK 19 Sr-2		BOVINGDON.
1068	29. 5. 62	WL790	SHACKLETON MR 2		H.Q. F.E.A.F.
1069	29. 5. 62.	WL 742	" "		BALLYKELLY.
1070	14. 6. 62	ANSON VM 324	ANSON C. MK 19. Sr 2		WYTON.
1071	22. 6. 62	WL750	SHACKLETON MR. 2.		BALLYKELLY.
1072	27. 6. 62	WR 954	" " "		CHANGI. F.E.A.F.
1073	24-7-62	WB 858	" ~~MR 1A~~ T.4 Conversion		BOSCOMBE. A.F.B.E.E.
1074	1. 8. 62	WG 530	" MR. 2.		CHANGI F.E.A.F.
1075	17. 8. 62	WG 558	" " "		BALLYKELLY.
1076	29. 8. 62	XF 701	" MR. 3		BOSCOMBE DOWN
1077	3 10 62	WB 819 ~~(C.S.A)~~	" ~~MR. 1A~~ T.4 Phase II Conversion		KINLOSS
1078	19. 9. 62	WG 556 ~~(C.S.A)~~	" MR. 2.		LANGAR C.S.A. PHASE 3
1079	17 10 62	WR 960	" " "		LANGAR C.S.A. PHASE 3
1080	18 10 61	WR 953	" " "		BOSCOMBE C.S.A.
1081	26. 1. 63	~~MK 3~~ WR 979	" MR. 3		ST. MAWGAN.
1082	30. 1. 63	WL 759 ~~(C.S.A)~~	" MR. 2.		LANGAR C.S.A.
1083	8. 2. 63	WL 737	" " "		WOODFORD C.S.A.
1084	18. 2. 63	VP 293	" ~~MR 1~~ T.4.		ALDERGROVE.
1085	12. 3. 63	WR 980	" MR. 3.		ST. MAWGAN.
1086	8. 4. 63	WR 953	" MR. 2.		GIBRALTAR 224 SQN.
1087	9 4 63	WR 977	" MR. 3.		ST. MAWGAN
1088	3. 5. 63	VP 258	" MR 1.		ALDERGROVE 23 M.U.

1089	13.5.63	WR983	SHACKLETON	MR.3.	ST. MAWGAN
1090	22.5.63	WL759	"	MR. 2	BOSCOMBE DOWN
1091	17.6.63	WR978	"	MR. 3	ST. MAWGAN.
1092	2.7.63	XF707	"	"	ST. MAWGAN.
1093	9.7.63	WR976	"	"	C.S.A. BOSCOMBE PROP T.I.
1094	8.8.63	XF708	"	"	KINLOSS
1095	18.9.63	WR986	"	"	KINLOSS
1096	11.10.63	WR959	"	MR. 2.	BALLYKELLY
1097	16.10.63	XF709	"	MR. 3.	KINLOSS
1098	6.11.63	XF710	"	"	KINLOSS.
1099	13.12.63	XF730	"	"	KINLOSS
1100	19.2.64	WR953	"	MR. 2	ST. MAWGAN.
1101	20.2.64	WL797	"	"	ST MAWGAN.
1103	14.4.64	WR982	"	MR. 3.	BOSCOMBE C.S.A.
1104	16.7.64	XF702	"	"	EARNBORDUGH. C.S.A.
1105	7.9.64	WR974	"	"	BOSCOMBE DOWN. C.S.A
1106	23.11.64	XF702 PHASE 3	"	"	ST. MAWGAN (Phase 3)
1107	3.12.64	XF703 PHASE 3.	"	"	ST MAWGAN (Phase 3)
1108	26.1.65	WR975 PHASE 3	"	"	ST. MAWGAN (Phase 3)
1109	29.1.65	WR973 PHASE 3 & VIP	"	"	FRS WOODFORD (Phase 3 & V.I.P.)
1110	2.2.65	WR985	"	"	ST. MAWGAN (Phase 3)
1111	2.2.65	XF703	"	"	RE-DELIVERED - ST. MAWGAN
1112	16.3.65	XF700	"	"	ST. MAWGAN.
1113	1-4-65	WR976	"	"	ST. MAWGAN.
1114	23.4.65	WR971	"	"	ST MAWGAN.
1115	7.5.65	XF704	"	"	ST MAWGAN.
1116	28.5.65	WR990	"	"	KINLOSS
1117	01.6.65	WR974	"	"	BOSOMBE (TROPICAL TRIALS)
1118	24.6.65	WR989	"	"	KINLOSS
1119	13.7.65	WR981	"	"	KINLOSS. T.4.
1120	23.7.65	WB851	"	MR.1A.	ST. MAWGAN.
1121	6.9.65	WR984	"	MR.3.	KINLOSS.
1122	14.9.65	WG556	"	MR 2	BOSOMBE DOWN.
1123	24.9.65	WB847	"	MR 1A	ST MAWGAN

Remember from here ↓

1124	5.10.65	WR979	SHACKLETON	MR.3.	KINLOSS.
1125	29.10.65	WR983	"	"	KINLOSS.
1126	12.11.65	WR982	"	"	KINLOSS
1127	26.11.65	WR978	"	"	ST MAWGAN.
1128	23.12.65	XF706	"	"	ST.MAWGAN.
1129	15.12.65	WR960	"	MR.2.	BOSCOMBE.D.
1130	5.1.66	XF707	"	MR.3	ST MAWGAN.
1131	9.3.66	XF705	"	"	KINLOSS.
1132	30.3.66	WR980	"	"	KINLOSS
1133	26.4.66	XF701	"	"	KINLOSS
1134	3.5.66	WR977	"	"	ST MAWGAN.
1135	12.5.66	WG556	"	MR.2.	FARNBOROUGH.
1136	25.5.66	WR973	"	MR.3.	KINLOSS.
1137	27.5.66	XF730	"	MR.3.	ST.MAWGAN.
1138	27-6-66	WR988	"	"	BALLYKELLY
1139	29.7.66	WL801	"	MR.2.	BALLYKELLY. MK2.P
1140	1.8.66.	XF709	"	MR.3.	BALLYKELLY.
1141	1.8.66.	WR982	"	"	KINLOSS.
1142	8.9.66	WL747	"	MR.2.	BALLYKELLY MK.2.P.
1143	30.9.66	WR990	"	MR.3	KINLOSS
1144	30.9.66	WR986	"	"	BALLYKELLY
1145	24.10.66	WR976	"	"	KINLOSS.
1146	1.10.66	WB533	"	MR.1A.	LANGAR T.I.
1147	1.10.66	XF708	"	MR.3.	LANGAR. T.I
1148	30.11.66	WL738	"	MR.2.	BALLYKELLY.
1149	16.12.66	WB533	"	MR.1A.	BALLYKELLY.
1150	20.12.66	WR987	"	MR.3.	BALLYKELLY.
1151	11.1.67	WL793	"	MR.2.	BALLYKELLY.
1152	26.1.67	WL785	"	"	BALLYKELLY.
1153	6.2.67 ~~XF708~~	XF708	"	MR.3.	BALLYKELLY.
1154	28.2.67	WG555	"	MR.2.	BALLYKELLY.
1155	10.2.67	WL745	"	"	BALLYKELLY
1156	26.5.67	WR955	"	"	BALLYKELLY
1157	8.4.67	WL800	"	"	BALLYKELLY

1158	6.4.67	WL755	SHACKLETON	MR.2	BALLYKELLY.
1159	25.5.67	WL751	"	"	BALLYKELLY.
1160	26.5.67	WR965	"	"	BALLYKELLY.
1161	2.6.67	WL757	"	"	ST. MAWGAN.
1162	15.6.67	WR954	"	"	ST. MAWGAN.
1163	3.7.67	WL748	"	"	R.R.E. PERSHORE
1164	17.7.67	WL795	"	"	ST. MAWGAN.
1165	20.7.67	WR963	"	"	ST. MAWGAN.
1166	24.8.67	WL786	"	"	ST. MAWGAN
1167	4.9.67	WL790	"	"	ST. MAWGAN
1168	26.9.67	WL741	"	"	ST. MAWGAN.
1169	4.10.67	WR961	"	"	ST. MAWGAN
1170	30.10.67	WL756	"	"	BALLYKELLY.
1171	17.11.67 4.1.68	WL758	"	"	BALLYKELLY.
1172	WL739	WL739	"	"	ST. MAWGAN (1ST. TRAINER.)
1173	12.1.68	WR956	"	"	BALLYKELLY
1174	7.2.68	WR960	"	"	ST. MAWGAN
1175	16.2.68	WR952	"	"	ST. MAWGAN
1176	26.2.68	WG558	"	"	ST. MAWGAN
1177	7.3.68	WL787	"	"	ST. MAWGAN.
1178	5.4.68	WL750	"	"	ST MAWGAN
1179	26.4.68	WG554	"	"	BITTESWELL
1180	26.4.68	WR966	"	"	
1181	15.5.68	WR964	"	"	
1182	26.6.68	WR969	"	"	
1183	15.7.68	WG533	"	"	
1184	30.8.68	WR967	"	"	
1185	4.9.68	WL798	"	"	

(Last flight from Avro Lancaster)