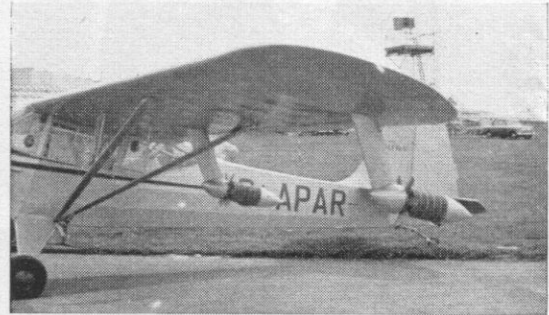


Left: As the prototype Blackburn NA.39 banks it clearly shows the area-ruled fuselage and the split tail air brakes. Details of colour scheme, etc., are in the list below.



Farnborough Check-List

To help the many readers check the serial numbers and registrations of the aircraft taking part in the S.B.A.C. Show held last month, we have prepared this list. It was not possible to list the aircraft used in the R.A.F. and Royal Navy fly-pasts as they were not the same for each performance. The name of the manufacturer precedes the name of the aircraft, which is followed by the serial number or registration. Next is the colour scheme, and finally the war load (if any), and notes of interest.

Airspeed Ambassador. G37-3. White top, dark blue trim, polished metal. One of the original Ambassadors (G-AKRD) now used as a test bed for the Rolls-Royce Tyne turboprop engine. First flight, 23rd August.

Auster J-1N Alpha. G-APAR. Silver with red trim. Fitted with four Micronair rotary atomiser units for crop spraying.

Auster J-5L Aiglet. EP-AIJ. Silver with light green trim—the colours of the Iranian National Civil Aviation Club. Persian script in black on tail unit.

Avro 696 Shackleton M.R.3. XF701. Dark grey overall with red serials. For R.A.F. Coastal Command.

Avro Vulcan B.1. XA891. Silver overall, black serials. Early production aircraft fitted with Bristol Olympus 200-series engines.

Avro Vulcan B.2. XH53. White overall, black serials. First production B.2 equipped to deliver the Avro stand-off bomb.

Avro Vulcan B.2. VX777. White overall, black serials. Rolls-Royce Conway Engines.

Blackburn N.A.39. XK486. Dark blue upper surfaces, white undersides. First prototype, fly-over only. XK487 took off on Saturday morning.

Bristol Sycamore. CC-063. Brown and green camouflage. Luftwaffe insignia—black crosses outlines white; red, yellow and black tail stripes. Basically a Mk. 14.

Bristol 192. XG447. White with red trim. Prototype with large nose probe fitted carrying pitot/static tube and yaw detector.

Bristol Britannia 312. G-AOVI. B.O.A.C. livery, white top dark blue trim, polished metal undersides. The ninth aircraft with nine months' B.O.A.C. service.

De Havilland Chipmunk 23. G-APOS. Light blue with dark blue lettering. Constructed by de Havilland in consultation with Fison-Airwork.

De Havilland Comet 3B. G-ANLO. B.E.A. livery, white top, red trim, polished

metal undersides. Named "R.M.A. William Brooks". Reverse-thrust fitted to two outer engines.

De Havilland Comet 4. G-APDA. B.O.A.C. livery, white top, dark blue trim, polished metal undersides.

De Havilland Dove 6. G-AMZN. Silver wings, light blue fuselage and tail, white top. Six-seat executive.

De Havilland Heron 2D. G-APEV. Dark green and silver, white top.

De Havilland Vampire T.11. WZ587. Silver overall with yellow bands. This aircraft has flown 1,581 hours with Flying Training Command. Specimen loads of 25,500 and 1,000 lb. bombs, 60 lb. rockets and 100-gal. tanks.

De Havilland Sea Vixen F(AW) 20. XJ475. Dark grey upper surfaces, white undersides. War load of four D.H. Firestreaks plus 2 x 150-gal. tanks. Nose radome folds back for carrier storage.

De Havilland Beaver 2, G-ANAR. Blue-grey and dark green camouflage upper surfaces, blue under surfaces.

English Electric Canberra B.8. XM245. Dark sea-grey and dark green upper surfaces, black under surfaces. Typical war load of 4 x 20-mm. gun pack, assortment of small bombs, 1,000 lb. bombs on wing pylons, six thousand-pounders and packs for sixteen 4.5 in. flares.

English Electric Canberra U.10. WJ624. Silver overall, black and white stripes round fuselage and wings. Converted from a B.2 bomber by Short and Harland, and known as the SC.4.

English Electric Canberra T.11. WJ610. Silver overall, yellow bands, black radar nose. Fitted with Airpass radar nose for training purposes.

English Electric Canberra. WK163. Silver overall, red tail unit and wingtips (for forthcoming arctic trials). Napier Double Scorpion rocket motor in belly.

English Electric Lightning. XA847 and XG308. Natural metal finish. Carrying two D.H. Firestreak—silver bodies and light blue fins. First P.1B and third pre-production Lightning.

Fairey Gannet A.E.W.3. XJ440. Light grey upper surfaces, sea-green under surfaces. Large radome under nose.

Fairey Gannet A.S.4. UA-115. Light grey upper surfaces, sea-green under surfaces. German Marine insignia—black cross, black



Top to bottom are close-up photographs of the Auster J-1N Alpha's Micronair spray units; the new tailplane and fins on the Saro P.531; the starboard Rolls-Royce Tyne turboprop engine of the Airspeed Ambassador test-bed. (Air Pictorial photographs.)

anchor in circle on nose. Fairey FD.2. WG774. Puce overall, yellow trim. First aircraft to fly at more than 1,000 m.p.h.

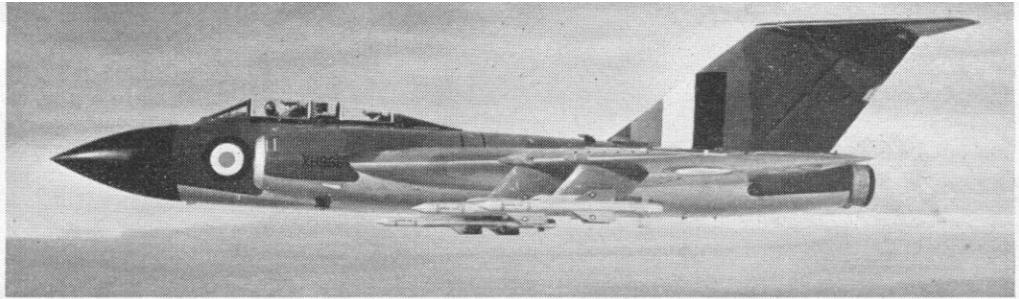
Fairey Ultra-light Helicopter. G-AOUJ. Dark blue overall, white lettering and Royal Navy on boom and servicing roundels on fuselage.

Fairey Rotodyne. XE521. Polished metal, blue and white trim. Fitted with a retract-

Two or the many Canberras to be seen at Farnborough were (left) the T.11 with Airpass nose and (right) the U.10 (Short SC.4) pilotless target plane.



Right: Gloster Javelin F(AW)8, XH966 with six de Havilland Firestreaks on underwing pylons. Note the afterburners on the Sapphire turbojets.



able undercarriage.

Folland Gnat F.1. G-39-10. Light grey and dark green camouflage upper surfaces, silver undersides. Carrying 2 x 500 lb. bombs plus 8 x 3 in. R.P.s. Production aircraft.

Folland Gnat F.1. XK741. Light grey and dark green camouflage upper surfaces, silver undersides. Carrying 12 x 3 in. R.P.s plus 2 x 100-gal. tanks. M.o.S. machine.

Gloster Javelin F(AW)8. XH966. Light grey and dark green upper surfaces, silver undersides. Carrying four D.H. Firestreaks—

silver bodies, light blue fins.

Gloster Javelin. F(AW)7. XH901. Light grey and dark green camouflage upper surfaces, silver undersides. Displayed with typical war load of bombs, rocket packs, etc. Twentieth production machine.

Handley Page Victor B.1. XA930. White overall. Fitted with underwing tanks and flight-refuelling boom. Fourteenth production machine.

Hawker Hunter F.6. XE389 and XE618. Light grey and dark green camouflage upper surfaces. The former flown with 24 x 3 in. R.P.s plus 2 x 100-gal. wing tanks; the latter shown statically with variety of war loads.

Hawker Hunter T.7. XL564. Silver overall with yellow bands. Carrying 2 x 1,000 lb. bombs plus 2 x 100-gal. tanks.

Hawker Hunter T.8. WW664. Silver overall with yellow bands. Carrying 4 x 100-gal. tanks and fitted with tail hook. For the Royal Navy.

Hunting President 1. G-AOJG. Cream top, maroon trim, mushroom wings and undersides of fuselage.

Hunting President 2. G-APMO. Silver, white top, black trim. For Ministry of Transport and Civil Aviation.

Hunting Pembroke 54. SC-304. Silver, white top. German insignia. Marine P54-1014 on tail.

Hunting Jet Provost 2. G-AOUS. Silver overall with yellow bands.

Hunting Jet Provost T.3. XM348. Silver overall with yellow bands. This aircraft crashed at Twyford, Berks, on 4th September.

Saro Skeeter A.O.P.12. XL762. Brown and dark green camouflage. "Army" on side.

Saro Skeeter 51. SC-502. Dark grey upper surfaces, light sea-green under surfaces. German Marine insignia.

Saro P.531. G-APNV and G-APNU. White undersides, light blue upper surfaces, gold trim. Both fitted with twin-finned tailplane.

Scottish Aviation Twin Pioneer. CC. Mk.1. XM289. Silver, white top, blue trim.

Scottish Aviation Twin Pioneer. G-APLW. Polished metal, white and red trim, Scottish Aviation livery. Thirty-second production machine.

Short SC.1. XG900. Natural metal finish.

Vickers Viscount 812. N248V. Continental Airlines livery, polished metal, white top, red and blue trim. Named Viscount II by owners.

Westland Widgeon. G-AKTW. White and red. First S-51 to be licence-built by Westland.

Westland Whirlwind. H.A.S.7. XL880.

Dark grey upper surfaces, sea-green under surfaces and sides.

Westland Wessex. XL727. Yellow upper surfaces, dark grey under surfaces and sides. Royal Navy's new anti-submarine helicopter colour scheme. First of three pre-production machines.

Westland Westminster. G-APLE. Olive green overall.

ROYAL NAVY DEMONSTRATION

Armstrong Whitworth Sea Hawk. F.G.A.4. No. 800 Squadron. XE342; XE462; XE406; XE385; XE386; XE438; WV844; WV907; WV805; WV912. Any seven of the above took part in daily demonstrations. XE462 crashed at Blackbushe on 1st September.

Supermarine Scimitar. F.1. 803 Squadron. XD234; XD235; XD237; XD238; XD239; XD240.

R.A.F. DEMONSTRATION

Twenty-two Hunters of No. 111 Squadron. XF515; WT416; XE656; XG180; XF430; XF425; XF592; XJ687; XG266; XE616; XF506; XG191; XE584; XG170; XG171; XJ715; XG200; XG194; XG201; XE592; XF746; XF501.

Valiant B.1. No. 90 Squadron. Either XD862 or XD863.

Vulcan B.1. No. 83 Squadron. Either XA911 or XA906.

Victor B.1. No. 10 Squadron. Either XA935 or XA936.

Valiant XD812 Tanker and Valiant receiver (either of two) XD816 or WZ930. No. 214 Squadron.

Nine Canberras of No. 9 Squadron. WH974; WH980; WT209 of No. 9 Squadron. WH948; WH955; WH968; No. 12 Squadron. WH964; WH972. One serial not identified.

Jet Provost T.1 from Central Flying School. XD674; XD670; XD675; XD676; XD678; XD680.

Forty-five Hunters. Eleven positive identifications. XF515; XF424; XE656; XJ687; XG266; XE616; XE584; XG191; XF506; XE524; XE517.

Forty-five Javelins. Thirty-six positive identifications. No. 46 Squadron: XA808; XH702; XA776; XA802; XA809; XA811; XA772; XA773; XA777; XA830; XA807; XA780; XA801. No. 89 Squadron: XA806; XA804; XA779; XA774; XA781; XA799; XH696; XA815; XA832; XA775; XA836. No. 151 Squadron: XA650; XH687; XH689; XA647; XA693; XA661; XA652; XA710; XA717; XA715; XA651; XA708.

Helicopter ambulance stand-by. Sikorsky/Whirlwind H.A.S.22. WV202. Dark blue overall.



Top to bottom: Fairey Ultra-light (G-APJJ) in Royal Navy colours and civil registration; prototype de Havilland Chipmunk Mk. 23; Fairey Rotodyne shown with undercarriage retracted.

Right: The Handley Page Victor B.1 (XA930) with flight refuelling probe on nose and underwing fuel tanks.

