

# Spotter's Notebook

ONCE AGAIN your scribe turned his attentions to the aircraft visiting the S.B.A.C. Show on your behalf, making pilgrimages each day to Odiham to find out what interesting types were used to bring the visitors from far and wide to Farnborough. Once again, too, there were several surprises and several notable absentees from the list. Fifty-three types came within the purview of your scribe and these included such newcomers to Odiham as a Piper Aztec, Scintex Emeraude, Hunter T.8, Fouga Magister, Javelin FAW.5, Champion Tri-Traveller, Forney Aircoupe and Fokker Troopship. Most notable absentees this year were the Canberras from 2nd T.A.F.; presumably the situation in Germany kept them at their bases. A veritable task force came down from Lossiemouth each day comprising Hunter T.8s, Sea Vampire T.22s and a Meteor T.7. The U.S.A.F. provided a duty run each day from Paris with a C-130A of 322 Air Division and the usual camouflaged Dakotas of 109 Communications Flight R.C.A.F. brought a nostalgic reminder of when Odiham was the home base of several squadrons of camouflaged Dakotas. The light and executive representation was more enlightening than usual as will be seen from the following list, one of the Doves being rather quaintly labelled "De Havilland Inter-factory Air Service". This was G-ALBM. Mention must of course be made of the most numerous type, once again the venerable Anson, in many different colour schemes. With the appearance of the Beagle B.206 one's mind conjures up a field of these at Odiham in years to come instead of the Ansons.

This year, as well as all the interest of the visiting aircraft, the Odiham Show had more to offer, for most of the aircraft taking part in the assault on Farnborough's control tower came and went from Odiham, and the mighty Naval contingent from Yeovilton and H.M.S. *Hermes* orbited Odiham for half- to three-quarters of an hour each day—quite a reward for the toiling of those who went there. As last year, we do not presume upon our Editor's indulgence to provide a complete check list of the aircraft visiting Odiham during Farnborough Week, but we do list below the types present and a representative serial or registration of each:

Agusta-Bell 47J G-APTH (B.E.A.C.), Auster J/1N G-AIRB, Auster J/5F G-ANSV, Auster J/5G G-AOIY, Avro Anson C.19/2 VM365 (B.C.C.S.), Avro Shackleton MR.3 WR979 M:201" (201 Squadron), Beech E18s BA68, Beech C-45 1459 (ex-R.C.A.F., now French Air Force

with GAEL badge on nose), Beech Bonanza EI-ALL, Blackburn Beverley C.1 XL149 "X" (242 O.C.U.), Cessna 310F G-AROK, Champion Tri-Traveller G-APZW, Convair C-131 54-2822, D.H.82a Tiger Moth G-ANTE, D.H.89a Rapide G-AGSH, D.H.85 Leopard Moth G-AIYS, D.H.104 Dove 1 G-AOVY, D.H.104 Devon C.1 VP981, D.H.112 Sea Venom FAW.21 XG628 "270" (831 Squadron), D.H.114 Heron 1B G-AOXL (Morton A.S.), D.H.114 Heron 2 G-APMV (Ferranti), D.H.115 Vampire T.11 XH368 "52" (7 F.T.S.), D.H.115 Sea Vampire T.22 XG777 "630" (738 Squadron), D.H.C1 Chipmunk T.10 WZ853 "8" (Cranwell), Douglas DC-3 G-AMWV (Silver City), Douglas C-47 972 (R.C.A.F.), Douglas R4D-5 17151 (U.S. Navy), Douglas C-54 KX2 "OT-CWV" (Belgian A.F.), Douglas DC-6B F-BGSN (U.A.T.), Fokker Troopship C-12 (Dutch A.F.), Forney Aircoupe G-ARHA, Fouga Magister AA-297 (Luftwaffe), Gloster Meteor T.7 WL470 "V" (C.F.E.), Gloster Javelin FAW.5 XA713 "W" (151 Squadron), H.P. Hastings Met.1 TG504 "G" (202 Squadron), Hawker Hunter T.7 XL583 "84" (229 O.C.U.), Hawker Hunter T.8 XF357 "696" (764 Squadron), Hunting Sea Prince C.1 WF122 "984", Hunting Pembroke C.1 XK861 (2nd T.A.F. C.S.), Hunting Provost T.1 WW429 "P:B", Hunting Jet Provost T.3 XN575 "12" (1 F.T.S.), Lockheed C-130A 57-460A (322 Air Division), Miles Messenger 2a G-AILL, Miles Gemini 1a G-AKHP, Nord 2508 Noratlas F-BFRG, Percival Proctor 5 G-AIES,

Piaggio P.166 G-APXK (United Steel), Piper Tri-Pacer G-ARGY, Piper Caribbean G-ARFA, Piper Apache G-APMY (United Steel), Piper Comanche 250 G-ARFH, Piper Aztec G-APYX, S.O.30P No. 44 "Y", SAAB Safir S-91C G-ANOK, Scintex Emeraude G-ARDD, Vickers Valetta C.1 VW197 (R.A.F.F.C.), Vickers Varsity T.1 WJ901 "H" (1 A.N.S.).

## Farnborough Check List

In the list of the display aircraft, (F) denotes participation in the flying display and (S) denotes exhibition in the static display only.

### DISPLAY AIRCRAFT

A.W.660 Argosy C.1. XN814 (F). 1st production aircraft. 4×R.-R. Dart RDa.8 engines. Standard R.A.F. Transport Command trim.

Avro 694 Lincoln. G-29-1 (S). Modified by Napier for icing research, as exhibited in 1960. 4×R.-R. Merlin 66a engines.

Avro 698 Vulcan B.2. XH557 (F). Bristol Siddeley Olympus research aircraft fitted with 2×Olympus 201 engines outboard and 2×Olympus 301s inboard. Standard Bomber Command anti-flash finish.

Avro 748. G-ARMV (F). 1st production aircraft. 2×R.-R. Dart 514 engines. Finished in Skyways trim.

Beagle A.61 Terrier. G-ARRN (F). Standard 3-seat variant. 1×D.H. Gipsy Major 10. Finished silver with red Dayglo registration and trim.

Beagle AOP.11. XP254 (F). An AOP.9 off the production line converted as the AOP.11 prototype. 1×R.-R. Continental 10-470D. Fitted with external bomb-rack carrying 4×25-lb. bombs. Standard Army camouflage.

Beagle A.109 Airedale. G-ARKE (F), G-ARNP (S). 1×R.-R. Continental GO-300 (G-ARKE). 1×Lycoming 0-360-A1A (G-ARNP). Bronze/white/grey trim. Fuselage of G-ARNS on Auster Stand.

Beagle B.206X. G-ARRM (F). 1st prototype. 2×R.-R. Continental 10-470D. Bronze/white trim.

Blackburn Buccaneer S.1. XK534 (F). 18th pre-production aircraft. 2×D.H. Gyron Junior 101 engines. Finished in all-white, anti-flash trim with "ROYAL NAVY" in light blue and "Buccaneer" in dark blue on sides of engines. Carrying codes "683LM" of 700Z Flight, Fleet Air Arm.

D.H.106 Comet 4C. G-AROV (F). A production aircraft awaiting the signing of a contract with Middle East Airlines and finished in M.E.A. livery. 4×R.-R. Avon Ra.29s.

D.H.104 Dove 8a. G-ARDH (S). Company demonstrator. 2×D.H. Gipsy Queen 70/3 engines. Finished white with red trim.

E.E. Lightning T.4. XM974 (F). Production aircraft. 2×R.-R. Avon 210. 2×Firestreak missiles installed. Silver with yellow "T" bands.

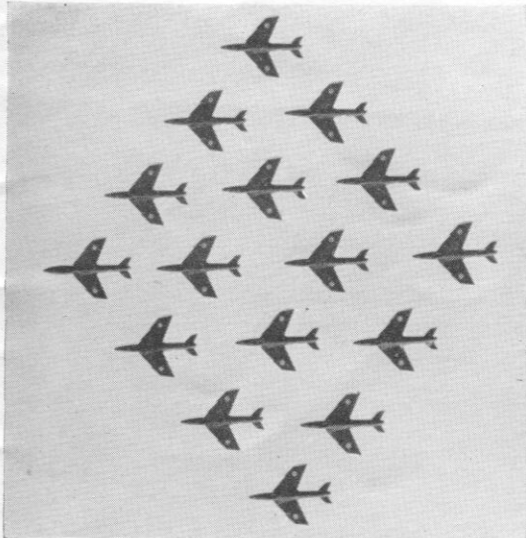
Fairey Jindivik 2b. A92-210 (S). Production aircraft. 1×Bristol-Siddeley BSV.8. Red/yellow target finish.

Folland Gnat T.1. XM693 (F). 3rd pre-production aircraft. 1×Bristol Siddeley Orpheus 100. 2×62-gal. slipper tanks. White overall, dark blue serial. XM698 (F). 8th pre-production aircraft. As XM693 except standard Training Command finish with C.F.S. insignia under cockpit.

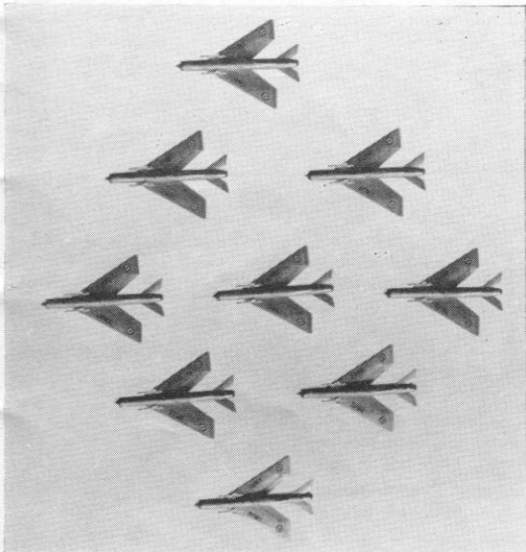
Gloster Meteor U.16. WH505 (S). Standard Mk. 8 airframe converted to U.16 standard by Flight Refuelling by whom exhibited. 2×R.-R. Derwent 8 engines. Red/yellow target finish.

A large portion of the S.B.A.C. Flying Display was devoted to the aircraft of the three services. We saw the solid Scimitars . . .

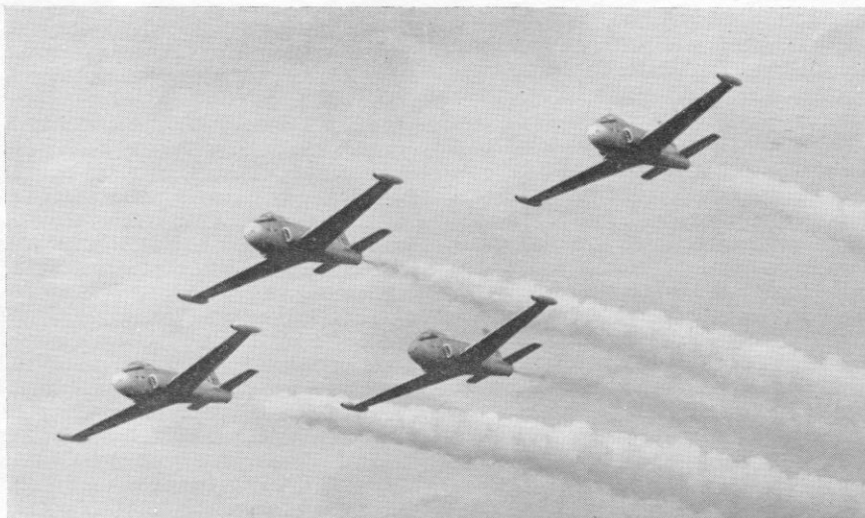




... the graceful Hunters (TOP) and the deadly Lightnings (BELOW) ...



... and the spritely Jet Provosts. All together they put up a good show.



Gloster Javelin. XA552 (F). FAW.1 airframe converted as development airframe for Gyrone Junior engines by D.H. by whom exhibited. 2 x D.H. Gyrone Junior DGJ.10s. Blue overall, red trim, white serial on fin.

H.P.80 Victor B.2. XL164 (F). Production aircraft. 4 x R.-R. Conway 11 engines. Standard white anti-flash finish.

H.P.115. XP841 (F). Prototype. 1 x Bristol-Siddeley Viper BSV.9. Silver overall.

H.P.R.7 Herald 200. G-ARTC (F). 2nd prototype aircraft. G-AODF re-registered. 2 x R.-R. Dart 527s. Maritime Central Airways livery.

Hawker Hunter T.66a. G-APUX (F). Demonstrator. 1 x R.-R. Avon 203. Carries 2 x 100-gal. tanks underwing. Red finish with white top and registration.

Hunting Jet Provost T.4. XP547 (F). Production aircraft. 1 x Bristol Siddeley Viper 11. Standard Training Command markings.

Hunting Jet Provost T.51. G-231 (S). 1st production aircraft for Sudan whose markings aircraft carried. 1 x Bristol-Siddeley Viper Serial 1248. Underwing 4 x 3-in. rockets and 8 x 25-lb. bombs.

S.A. Twin Pioneer CC.2. XP294 (S). Production aircraft. 2 x Alvis Leonides 531/8B. Standard Transport Command finish.

Short S.C.1. XG900 (F). 1st prototype. 5 x R.-R. RB108 engines. Silver with Dayglo control surfaces.

Westland Belvedere HC.1. XG459 (F). 13th production aircraft. 2 x Napier Gazelle 101s. Standard Transport Command finish.

Westland Rotodyne Y. XE521 (F). 1st prototype. 2 x Napier Eland 3s. Trim as in previous years except carries R.A.F. roundels and "Westland Rotodyne".

Westland Scout. XP165 (F). Production aircraft. 1 x Blackburn Nimbus A.129. Standard Army camouflage.

Westland Whirlwind 3. G-APDY (F). Series 2 airframe converted as demonstrator. 1 x D.H. Gnome H.1000. White/pale blue/maroon trim.

Westland Wessex HAS.1. XM300 (F). Pre-production aircraft. 1 x Napier Gazelle 161. Midnight blue overall.

#### ARMY PARTICIPATION

Auster AOP.9. XN443, XP278, XP279 were used for the parachute event.

Westland Skeeter AOP.12. Eight aircraft each day were drawn from the following: XL736 "D", XL738 "F", XL808, XM524 "G", XM529, XM550, XM552, XM553 "K", XM554, XM560, XM563, XM565, XN340, XN341, XN342, XN350.

#### F.A.A. PARTICIPATION

No. 800 Sqn. Scimitar F.1 aircraft were drawn from the following: XD276 "100", XD277 "101", XD278 "102", XD279 "103", XD246 "104", XD265 "105", XD322 "106", XD250 "107", XD231 "108", XD239 "109", XD267 "110". All aircraft carried a red fin panel with "R" (H.M.S. *Ark Royal*) in white.

No. 803 Sqn. Scimitar F.1 XD268 "156". This aircraft, equipped as a P.R. version, flew the photographic sorties.

No. 899 Sqn. Sea Vixen FAW.1. This squadron provided two aircraft each day for a flight-refuelling demonstration. Aircraft included XJ602 "485", XJ606 "486", XJ576 "488".

Aircraft from H.M.S. *Hermes* flew past and also provided simulated LABS runs. The LABS runs were demonstrated by Sea Vixen FAW.1 XJ562 "249" of 890 Squadron and Scimitar F.1 XD326 "163" of 804 Squadron. Other aircraft included Scimitar F.1 XD323 of 804 Squadron, Sea Vixen FAW.1s XJ524 "240", XN649 "242", XJ528 "243", XJ556 "244" of 890 Squadron and Gannet AEW.3s XL471 "430", XL494 "432", XL501 "433" of 849 Squadron, "C" Flight.

#### R.A.F. PARTICIPATION

C.F.S. Jet Provost T.3. Four aircraft were drawn from the following: XN511 "R.W", XN549 "R.Y", XN550 "S.A", XN554 "S.E", XN573 "S.G", XN557 "S.F".

No. 74 Sqn. Lightning F.1. Nine aircraft drawn from the following: XM143 "A", XM142 "B", XM139 "C", XM165 "F", XM166 "G", XM167 "H", XM144 "J", XM164 "K", XM146 "L", XM140 "M", XM147 "P", XM163 "Q". Support aircraft Hunter T.7 XL620 "Z".

No. 92 Sqn. Hunter F.6. As detailed in *Air Pictorial* for April 1961.

No. 53 Sqn. Beverley C.1. Four aircraft drawn from the following: XB265 "A", XB268 "I", XB263 "K", XM105 "P", XB290 "W", XB291 "X".

No. 225 Sqn. Whirlwind HAR. XJ764 "A", XJ724 "B", XK968 "C", XJ411 "F", XK988 "G", XK991 "J".

No. 230 Sqn. Pioneer CC.1 XL665 "X", Twin Pioneer CC.2 XP295.

B.T.U. Belvedere HC.1 XG457 "D", XG458, XG453 "A", XG456 "C".

No. 47 Sqn. Beverley C.1 XH116 "Y". Used for the free-fall parachute drop.

No. 54 Sqn. Hunter FGA.9. Aircraft included XG260 "B", XG261 "C", XG646 "V" of 1 Squadron; XF320 "4" of 229 O.C.U.

#### RESIDENT AIRCRAFT

The following resident aircraft were to be seen on the airfield:

R.A.E. Aircraft. Javelin FAW.1 XA622, Javelin FAW.7 XH754 (Silver/white finish), Meteor 7/9 VW411 (Blue overall), Meteor TT.8 VZ438, Ashton 2 WB491, Canberra B.2 WD953, WH715, Canberra B.6 WF308, XH568, Varsity T.1 WL674, Hastings C.1 TG506, TG616, Devon C.1 VP959, XM223, Sycamore WA576, Whirlwind HAR.1 XA864, Vulcan B.1 XA892.

E.T.P.S. Aircraft. Canberra B.2 WJ730 "18", Canberra T.4 WJ867 "10", Shackleton MR.2 WG557, Varsity T.1 WJ937 "12", Devon C.1 XA879 "2", Swift 7 XF113 "19", Vampire T.10 WZ451 "16", Meteor NF.14 WS793 "5", Hastings C.1 TG501, Provost T.1 WV420 "21".

Visiting Aircraft. Aircraft visiting Farnborough during the Display included the following: Widgeon W.B.1 G-APVD, G-APWK; WS.55 Whirlwind G-ANFH, G-AOCZ; Lightning F.1a XM185 "C" of 111 Squadron; Devon C.1 VP972 of R.R.E.; Varsity T.1 WF412 of B.L.E.U.; Whirlwind HAR.1 XA862; Sycamore HC.11 WT923, WT925 of Met. Comm. Squadron.

#### Airport Visitors

Principal new aircraft seen at L.A.P. in recent weeks were Jugoslav Air Transport's Convair 340 YU-ADN 12/8; Tunis-Air Skymaster TS-BLH 13/8; K.L.M. Electras PH-LLK and 'LB 15/8 and 5/9; Turkish Viscount TC-SES on scheduled service 22/8; Icelandair DC-6B TF-ISC (formerly S.A.S. OY-KME) 25/8; MALEV IL-14 HA-MAI 6/9 and Swedish Air Force Dakotas 79006 and '07 which arrived from Amsterdam 4/9. Close inspection showed them to be ex-SE-CFP/LN-IAF and SE-CFR/LN-IKH respectively. Swissair's HB-ICM, first Convair 880M to use L.A.P., arrived at 6.10 p.m. 23/8 and is now on the regular Zurich service. Saturn Airways' DC-6B N90770, in transit 26/8, called at Prestwick 17/8 where the month's Atlantic ferry movements included U.S. Army YAC-I Caribou 73080 eastbound 7/8; Aero Commander Super 680 N6854S of Oman-Farnsworth-Wright westbound 26/8; and Commander 520 N2643B on charter to and from Paris 23 and 25/8. Other arrivals were Meta Sokol G-APWV 6/8; Norwegian C-119G 12705 8/8; Loftleidir's DC-6B TF-LLD diverted from Iceland; and Baron von Thyssen's Cessna 310F HB-LBK from Hamburg to Connel Airfield, Oban 1/9. This picked up luggage 4/9 from Renfrew to which Fairways Dakota PH-SCC (formerly Fred Olsen's LN-IAS) operated a number of Pegasus service flights. The I.B.M. Corporation's Queen Air N3000L called there 2/9 and on the previous day Noratlas prototype F-BFRG arrived from

Northolt to pick up I.C.I. explosives and departed abruptly with JATO assistance.

Northolt's highlights were 120 Squadron's Shackleton MR.3 WR971(E) 12/8; Indian Dayglow Packet BK505 16/8; Greek Dakotas 92630 and 316406 19/8 and 2/9; R.N.Z.A.F. Hastings NZ5803 21/8; 201 Squadron's Shackleton MR.3s XF709(N) and WR979(M) 29 and 31/8; and Portugese Skymaster 6601 2/9. Technical trouble led to the diversion of Farnborough visitors to Bovingdon where Alitalia Convair 340 I-DOVA and Spanish Skymaster T-45 landed 5/9.

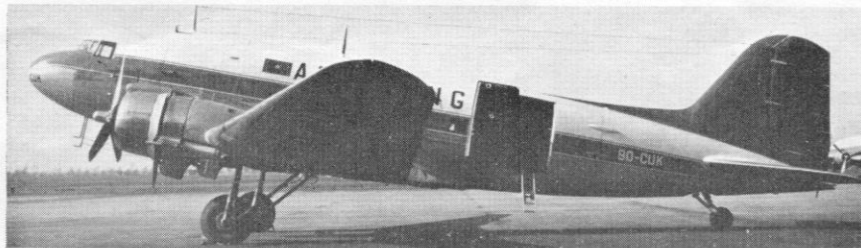
Freighter 31M G-ARSA arrived at Southend 13/8 in R.P.A.F. camouflage and is now expected to see service with Channel Air Bridge instead of being used as spares. Other noteworthy arrivals were mainly foreign, such as Mooney Mk. 20A D-EMMO (formerly "Wings of Peace" N5246B) 22/8; the Kenya D.C.A.'s Heron VP-KVC for overhaul by B.K.S. 12/8; Bonanza HB-EII to Panshanger 7/9 with crew to collect Riley 65 G-ARRR; and the Verona Aero Club's Comanche I-KOME 15/8. A Mildenhall Aero Club crew flew Comanche 250 N7544P from and to Bordeaux 27/8 and returned 30/8 with Cessna 175 N6594E. A very unusual shape 23/8 was D.3, a Belgian Air Force Do 27 coded D9506.

Nighthawk VR-TCM, ex-VP-KMM and G-AGWT, arrived at Redhill from Tanganyika 12/8 and is now at Biggin Hill for overhaul. Croydon eclipsed even this effort 11/8 when the fuselage of B-17G 44-83811 and a Hadrian glider were delivered for the forthcoming film "War Lovers".

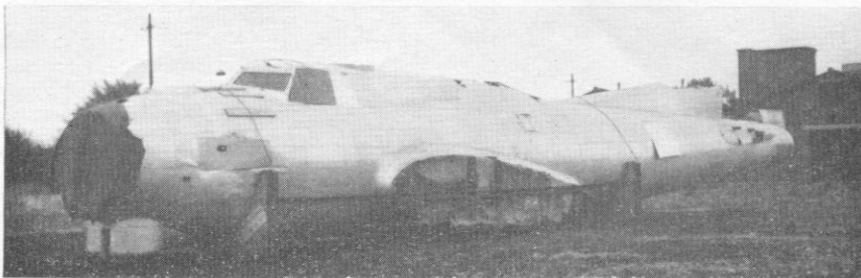
The grounding of Overseas aircraft led to the arrival of substitutes at Ringway which included B.K.S. Viscount G-ARER 18/8; World Wide DC-4 G-ARIC and Continentale DC-6B F-BHMR 19/8; Starways' DC-4 G-ARJY 20/8 and Transair Sweden DC-6 SE-BDO 3/9. Other unusual items were Trans Atlantic Airline's DC-4 N6531D 4/9; SABENA Caravelle 6 OO-SRH 1/9 and Noratlas 4X-AFU on ILS approaches 6/9. Nutt's Corner returns to this column in a month which saw the first B.E.A. London-Belfast Comet service with G-APMC 2/8; the arrival of Ulster Grand Prix Japanese motor cycles from Rotterdam in Dakota PH-MAB; President Airlines' DC-6B N90771 from Shannon to Dusseldorf 21/8 (sister ship N90773 destroyed when returning via Shannon 10/9); and the DC-4 N6531D mentioned above, from Barcelona to Prestwick 28/8.

Biggin-based Prospector G-APCT was used for parachuting by the Southdown Skydivers at Shoreham 20/8; Skeeter XM527 brought Army officers to a demonstration of the Wallis Gyroplane G-ARRT 22/8; and Super Cubs 5N-AEC, 'ED and 'EE flew over on delivery from Portsmouth 30/8. Beaver VR-LAB arrived at Hurn for overhaul 10/8 and Flying Enterprise DC-4 OY-AFB landed 18/8. Black Seahawk 6 XE399 of No. 776 F.R.U. appeared 6/9 and farther west at Roroborough activity included a landing accident to Rapide HG709 31/8 and the arrival of Alouette XR232.

**"Aeroscribe"**



The nationality mark 90 has been allotted to the Congo and is seen here on Air-Congo's Dakota 3 90-CUK in Katanga. (Photo: Antoine Cachet.)



The fuselage of B-17G 44-83811, now at Croydon for film purposes.



The first Boeing 707-720B for TWA was delivered to the airline recently.

### The XP-47J (Contd. from page 316)

best rate of climb 2,740 ft. per minute. The internal fuel load of 205 to 295 gallons permitted a range of 770 to 1,000 miles.

Other experimental Thunderbolts that can be mentioned included the XP-47E, the 171st and last P-47B (41-6065) with a pressurised cockpit. Little is known of this, or another P-47B modification, the XP-47F with a laminar-flow wing.

More significant was the XP-47K (42-8702) of July 1943, the last P-47D-5-RE fitted with a 2,000-h.p. R-2800-21, and a bubble canopy for all-round vision. The same canopy was included on the XP-47L (42-76614), a P-47D-20-RE with a 2,300-h.p. R-2800-59 and internal fuel capacity increased from 305 to 370 gallons. These modifications were incorporated on all production Thunderbolts, beginning about May 1944 with the P-47D-25.

The 2,800-h.p. R-2800-57 used on the XP-47J, but without the cooling fan, was used on four aircraft (42-27385 to 27388)

taken from the P-47D-27-RE line. Three became the YP-47M, whose increased speed recommended it for use against the V-1 buzz bombs. The other became the XP-47N (42-27387) whose larger wing and 570 to 1,170 gallon fuel capacity were designed for the Pacific theatre of operations.

As the R-2800-57 became available in quantity, the last 130 P-47D-30-RE were completed in December 1944, as the P-47M-1, with a top speed raised from 428 to 473 m.p.h. These ships went to Europe, but the standard P-47N which followed them on the production line were used against Japan.

Although less well known than production Thunderbolts, the experimental P-47s reviewed in this article made important steps in the fighter's development. While the interpretations are those of this writer, credit should be given to Air Materiel Command reports by Captain George Colchagoff (June 1946) and A. R. Dillon (July 1947).