

# BEA FLEET LISTS Sept. 1946-Dec 1969

This information is taken from Quarterly, Monthly and some daily fleet movement returns issued by the maintenance department of BEA. Some daily lists were missing from the collection that was checked. A list of abbreviations appears at the end of the list.

## Airspeed Ambassador

G-ALFR	CH to L 8/12/52, loan for icing research trials
G-ALZN	Accepted 22/8/51, at L until 15/10/51 then flown to CH. No further listing until conditionally accepted at CH, placed on mods. 31/1/53. CH to L after mods 28/4/53. Damaged Paris 6/5/55, repairs in Paris, flown to CH 17/8/55 for completion of repairs then to L 27/8/55. L to CAM for mods 18/9/57, returned to L 19/10/57. L to CAM for storage 13/9/58. Sold to Overseas Aviation Ltd 10/3/61
G-ALZO	CH to L 25/11/52. Damaged landing at Blackbushe 10/7/53, shown as still damaged at L until 26/2/54 when noted as serviceable. L to CAM for mods 16/8/57, returned to L 17/9/57. L to CAM for storage 12/9/58. Sold to Royal Jordanian Air Force, handed over at G 5/5/60
G-ALZP	Accepted at L on loan 20/12/51. Damaged at Blackbushe 1/1/52, to CH 8/1/52. Ch to L 28/2/52. L to CH for mods 23/12/52, to L after mods 17/3/53. L to CAM for mods 16/6/57, returned to L in 7/57 (no date given). L to CAM for storage 12/9/58. Sold to Royal Jordanian Air Force, positioned CAM to WY 13/9/60
G-ALZR	Accepted on loan at L 13/2/52. L to CH for mods 6/3/53, returned to L 1/5/53. L to CH for all-up-weight trials 27/2/54, ret. To L 27/5/54. L to CAM 7/57 for mods, ret. To L 25/7/57. Sold to Rolls Royce, L to Derby 30/8/57.
G-ALZS	Accepted on loan L 25/1/52. L to CH for mods 2/12/52, no date given for return from mods but on list for CH in 6/53 and at L for 7/53. L to H for strain gauge testing 27/1/55, at H in 2/55 but ret. To L from CH 2/3/55. L to CAM for mods 3/1/58, no date given for return but on list for L 31/3/58. L to CAM for storage 15/9/58. Sold to Globear, Basle 8/11/60
G-ALZT	Accepted on loan L 27/1/52. L to CH for mods 1/5/53, ret to L 5/6/53. L to CAM for mods (no date given but assumed 8/57), ret to L 14/9/57. Sold to BKS Ltd and collected 15/5/58
G-ALZU	Accepted on loan L 5/3/52. CH to L after mods 19/5/53 (no date for L to CH). Damaged at Rome 21/6/55, made serviceable in Rome, to L 26/7/55. L to CAM for mods 23/11/57, ret to L 17/12/57. Crashed Munich 6/2/58. WO 10/2/58.
G-ALZV	First listed as at L 4/52. L to CH for mods 11/12/53, ret to L 27/1/54. L to CAM for mods 19/10/57, ret to L 8/1/58. To CAM for storage 11/9/58. Sold to Overseas Aviation Ltd 10/3/61
G-ALZW	First listed at L 4/52. Damaged at L, towing accident 22/6/52, serviceable 30/6/52. L to CH for mods 21/9/53, ret to L 26/10/53. Damaged at Jersey 4/7/56, ret to L on completion of repairs 3/10/56. L to CAM for mods 1/7/57, ret to L 23/7/57. Sold to BKS Ltd and collected 15/5/58.
G-ALZX	Accepted on loan, L, 29/5/52. L to CH 26/6/52, termination of loan. CH to L 3/7/52, new loan. L to CH for mods 26/9/52, CH to L 31/3/53. Sold to Butlers Air Services and positioned to Australia 8/6/57. VH-BUI ex Butlers Air Transport Ltd L to CAM for storage 16/9/58. Listed as Storage at CAM until 12/58.
G-ALZY	Accepted on loan L 10/7/52. L to CH for mods 18/8/53, ret to L 18/9/53. L to CAM for mods 6/10/57, ret to L 2/11/57. Sold to Royal Jordanian Air Force, del to Amman 26/12/59.
G-ALZZ	Accepted on loan L 9/8/52. L to CH for mods 18/3/53, ret to L 8/5/53. L to CAM for storage 13/9/58. Sold to Overseas Aviation Ltd Jersey 8/11/60.
G-AMAA	Accepted on loan L 5/9/52. L to CH for mods 27/10/53, ret to L 14/12/52. L to CAM for mods 2/11/57, ret to L 23/11/57. L to CAM for storage 16/9/58. Sold to Shell Aircraft Ltd at CAM 26/1/60.
G-AMAB	Accepted on loan L 4/10/52. L to CH for mods 26/1/54, ret to L 27/2/54. Force landed and damaged near Dusseldorf 8/4/55. WO 15/4/55.
G-AMAC	First listed as at L 11/52. L to CH for mods 7/7/53, ret to L 17/8/53. L to CAM for corrosion repair 22/9/57, ret to L 10/57. L to CAM for storage 14/9/58. Sold to BKS Ltd and collected from CAM 20/6/60.
G-AMAD	Accepted on loan L 20/3/52. L to CH for mods 1/7/52, ret 6/7/52. L to CH for mods 6/6/53, ret to L 7/7/53. Sold to BKS Ltd Southend, collected 23/7/57.
G-AMAE	CH to L 18/12/52. L to CH 2/11/53, ret to L 11/12/53. Sold to Butlers Air Services and positioned to Australia 8/6/57
G-AMAF	CH to L 17/1/53. L to CH for mods 10/2/54, ret to L 12/3/54. L to CAM for mods 18/5/57, ret to L 16/6/57. To CAM for storage 14/9/58. Sold to Overseas Aviation Ltd 10/3/61
G-AMAG	CH to L 4/2/53. L to CH for mods 15/12/53, ret to L 14/1/54. L to CAM for storage 11/9/58. Sold to Shell Aircraft, positioned CAM to WY 8/12/59.
G-AMAH	CH to L 6/3/53. L to CH for mods 14/1/54, ret to L 12/2/54. Sold to Butler Air Services and positioned to Australia 8/6/57. VH-BUJ ex Butlers Air Transport L to CAM for storage. Last listed in 12/58 as Storage at CAM.
<b>Auster J/1 Autocrat</b>	
G-AGVM	First appears on list for 6/9/47. sold 13/3/48
G-AGYO	First appears on list for 6/9/47. Sold 14/6/48 to West London Aero Services.

G-AHCN	First appears on list for 30/10/46. Sold 13/3/48
G-AIBR	First appears on list for 15/4/47. Sold 7/3/48
	<b>AW Argosy</b>
G-AOZZ	Del. Bitteswell to L 21/12/61. Sold to Hawker Siddeley 27/7/65.
G-APRM	Del. Bitteswell to L 29/11/61. Sold to Hawker Siddeley Co, positioned L to Bitteswell 22/3/65. Positioned Bitteswell to L 23/7/65 on hire. Returned to Hawker Siddeley at Bitteswell on completion of hire, 11/8/66.
G-APRN	Del Bitteswell to STA for training 6/11/61. Sold to Hawker Siddeley, positioned L to Bitteswell 3/5/65.
G-ASXL	Del Bitteswell to STA 28/1/65. Damaged Piacenza Italy 4/7/65, WO 28/7/65.
G-ASXM	Del. Bitteswell to Stansted 2/3/65, based L. Still in service Dec 1969.
G-ASXN	Del. Bitteswell to L 26/3/65. Still in service Dec 1969.
G-ASXO	Del. Bitteswell to L 28/4/65. Still in service Dec 1969.
G-ASXP	Accepted 16/6/65, based L. Damaged beyond repair and WO from 15/12/67. Still in service Dec 1969.
G-ATTC	Accepted 21/11/66, based L. Damaged whilst airborne by propeller, landed at Paris 17/2/68. To L 14/3/68. Still in service Dec 1969.
	<b>Avro Anson</b>
G-AHBN	First appears in list for 30/10/46. List for 31/7/48 states transferred to Alitalia.
G-AHIG	First appears on list for 30/9/46. Surplus 15/4/48.
G-AHII	Transferred from Airways Training Ltd on 30/9/48 list. Pending disposal on 31/5/49 list. Base noted as Cranfield 31/7/49. Sold to Starways 16/3/50.
G-AHIJ	First appears in list for 30/9/46, note on 31/3/48 list states "deleted" Sold to Starways 16/3/50.
G-AHIK	First appears in list for 30/9/46, note on 5/8/47 list states "deleted". Transferred from Airways Training Ltd on 30/9/48 list. Pending disposal on 31/5/49.list. Base noted as Cranfield 31/7/49. Last appears on list for 28/2/50.
G-AHXL	Transferred from Airways Training Ltd on 30/9/48 list. Base noted as Cranfield 31/7/49. Sold 24/7/50.
G-AHXM	Transferred from Airways Training Ltd on 30/9/48 list. Base noted as Cranfield 31/7/49. Sold to Sperry Gyroscope Co. 9/5/50.
	<b>Avro Lancaster</b>
G-AJWM	Serial noted as PP741. Ret. From BOAC 28/5/47. Lists from 31/10/47 note that aircraft is for Alitalia. List for 31/7/48 states transferred to Alitalia.
	<b>Avro Lancastrian</b>
G-AHBX	Del 22/5/47. From 31/10/47 list states for Alitalia. List 31/1/48 states sold to Alitalia.
G-AHBY	Del 28/5/47. From 31/10/47 list states for Alitalia. List 31/1/48 states sold to Alitalia.
G-AHCB	Del. 14/2/47. From 31/10/47 list states for Alitalia. List 31/1/48 states sold to Alitalia.
G-AHCD	Returned from BOAC 6/6/47. From 31/10/47 list states for Alitalia. List 31/1/48 states sold to Alitalia.
G-AHCE	Del. 23/5/47. From 31/10/47 list states for Alitalia. List 31/1/48 states sold to Alitalia.
	<b>Bell 47</b>
G-AKFA	Del 12/9/47. Base given as Westwood on lists from 31/7/49. From 1/10/51 base name changed to PE (still Westwood). From 1/7/52 list base changed to G. Damaged at G forced landing by RAF trainee 2/9/52, shown as still damaged until list of 1/4/53. Temporary operations on aircraft carrier Illustrious 29/9/52, ret to G 8/10/52. Damaged at G 3/1/55, still shown as damaged until list of 1/4/55. WO 15/8/55.
G-AKFB	Del 12/9/47. Base given as Westwood on lists from 31/7/49. From 1/10/51 base name changed to PE (still Westwood). From 1/7/52 list base changed to G. WO damaged landing at G 19/8/57. Lists from 9/57 to 2/58 state WO under review. Serviceable after repairs 20/3/58. Damaged at G 29/4/58, lists to 12/58 state damaged G. From 31/12/58 list state damaged G under repair until serviceable 23/2/59. Sold to Autair 11/9/64.
G-APTH	(Agusta-Bell 47J) Del Milan to G 12/4/59. Sold 2/65.
	<b>Bristol Freighter</b>
G-AICS	From Aviation Traders 1/9/50, S to NO 28/1/51, NO to S 31/1/51. Positioned S to NO 5/2/51, NO to S for check 4 16/4/51. S to NO 7/5/51. NO to S check 3 26/6/51, S to NO 29/6/51. List 1/7/51 states based Aviation Traders S. 8/51 NO to S check 5. S to NO 3/9/51. 10/51 NO to S. S to NO 3/11/51. NO to S 11/11/51. S to NO 15/11/51. NO to S 26/11/51. NO to S 7/12/51. S to NO 8/12/51. NO to S 24/12/51. S to NO 28/12/51. NO to STA 9/1/52. STA to NO 18/2/52. Charter to Silver City 3/6/52 until sold to them 1/5/57.

	<b>Bristol 171</b>
G-ALSR	First noted as based PE on list 1/1/52. Noted as on loan from MOS from list of 1/4/52. To manufacturer for overhaul 12/6/52. Still at Bristols on lists to 7/52 but base change noted to G from 1/7/52. Forced landing Ellesborough 21/8/52 after overhaul. Returned to Bristols. Noted at Bristols until 3/53. At G from list of 1/4/53. To Bristols for CofA 29/6/53. Ret to MOS 15/10/54.
G-AMWG	Del BR to G 25/6/53. Sold to Bristol Aeroplane Co 12/7/56
G-AMWH	Del BR to G 30/6/53. damaged at Cranfield 23/4/59, under repair at G on list of 30/6/59 and until serviceable on 7/9/59. Sold to Stewarts Construction Ltd 4/8/64.
	<b>Bristol 173</b>
G-AMJI	Accepted on temporary loan from MOS, del Bristol Gatwick 20/7/56. Ret to MOS, Bristol, positioned G to F 15/8/56
	<b>DH 84 Dragon</b>
G-ACIT	First shown on list 31/10/47. Sold 1/3/49.
	<b>DH89 Dragon Rapide</b>
G-ACPP	First shown on list 31/10/47. Sold 1/4/48
G-ACZF	First shown on list 31/10/47. On list 30/6/48 as sold.
G-ADAJ	First shown on list 31/10/47. Not listed after 30/11/47.
(G-ADDE)	Listed as X9386 31/3/48. On list 31/5/48 as sold (as X9386)
G-AERN	First shown on list 31/10/47. Not listed after 30/11/47.
G-AEWL	First shown on list 31/10/47. On list 31/5/48 as sold.
G-AFEZ	First shown on list 31/10/47. From 31/7/49 listed as based at Renfrew. Off CofA 20/1/51. From 1/51 no base given. On CofA 12/1/52, off CofA 24/2/52. Sold to Airviews Ltd at Jersey 5/6/56
G-AFOI	First shown on list 31/10/47. On list 31/7/48 transferred to Gibraltar Airways.
G-AFRK	First shown on list 31/10/47. From 31/7/49 listed as based at Renfrew. From 31/3/50 listed as based Jersey. From 1/51 no base given. On CofA 29/10/51, off CofA 25/12/51. Sold to Airviews Ltd at Jersey 16/5/56.
G-AGDG	First shown on list 31/10/47. Not listed after 30/11/47.
G-AGDM	First shown on list 31/3/48. On list 31/5/48 as sold.
G-AGEE	First shown on list 31/10/47. Not listed after 31/12/47.
G-AGHI	First shown on list 31/10/47. On list 30/6/48 as sold.
G-AGIC	First shown on list 31/10/47. Not listed after 30/11/47.
G-AGIF	First shown on list 31/10/47. Sold 9/4/48.
G-AGJG	First shown on list 31/10/47. Crashed 10/7/48.
G-AGLE	First shown on list 31/10/47. On list 30/6/48 as sold.
G-AGLP	First shown on list 31/10/47. On list 30/6/48 as sold.
G-AGLR	First shown on list 31/10/47. On list 30/6/48 as sold.
G-AGOJ	First shown on list 31/10/47. On list 30/6/48 as sold.
G-AGPH	First shown on list 31/10/47. From 31/7/49 list base is shown as Renfrew. On CofA 10/6/51, off CofA 30/7/51. Damaged over-ran runway TU 18/8/51. TU to RE 20/8 51 major repair.. Off major repair 14/9/51. Severe damage Barra 6/12/51. WO 22/1/52.
G-AGPI	First shown on list 31/10/47. Sold 13/4/48
G-AGSH	First shown on list 31/10/47. From 31/7/49 list base is shown as Renfrew. From 31/3/50 base shown as Jersey. Jan 51 on, no base shown. On CofA 6/9/51, off CofA 4/11/51. Conversion to single crew at Renfrew from 12/5/52. Transferred from St Just to Jersey 5/10/53. Sold to Airviews Ltd at Jersey 4/5/56.
G-AGSJ	First shown on list 31/10/47. Shown as sold on list of 13/5/48
G-AGSK	On list 30/9/46. From 31/7/49 base shown as Renfrew. No base shown from Jan 51. On CofA 2/5/51, off CofA 18/6/51. On CofA Survey 21/1/52, off CofA 5/2/52. Conversion to single crew at Renfrew from 12/5/52. Sold to Gibraltar Airways, Renfrew to Gibraltar 16/12/52.
G-AGUF	First shown on list from 31/10/47. Shown on list 31/5/48 as sold.
G-AGUG	On list 30/9/46. Shown on list 30/6/48 as sold.
G-AGUP	First shown on list 31/10/47. From 31/7/49 list base is shown as Renfrew. Jan 51 on, no base shown. On Cof A from 28/5/51, off CofA 27/6/51. On CofA Survey 20/2/52, off CofA 17/3/52. Damaged landing Alderney 21/7/52. Sold to Jersey Airlines 11/8/52.
G-AGUR	First shown on list 31/10/47. From 31/7/49 list base is shown as Renfrew. Jan 51 on, no base shown. Damaged at Tirez 12/4/51, to Renfrew for repairs 13/4/51. On CofA 4/8/51, off CofA 5/10/51. Sold to C E Harper Aircraft Exeter 10/11/53.
G-AGUU	First shown on list 31/10/47. From 31/7/49 list base is shown as Jersey. From list of 31/3/50 base shown as Renfrew. Jan 51 on, no base shown. On CofA 22/6/51, off CofA 12/8/51. Sold to BOAC for Malayan Airways 6/6/52.

G-AGUV	First shown on list 31/10/47. From 31/7/49 list base is shown as Renfrew. Jan 51 on, no base shown. On Cof A from 10/10/51, off CofA 5/12/51. Damaged landing Lands End 9/6/52, serviceable 28/6/52. Still listed as in service 9/53 but not on list for 1/10/53.
G-AHGF	First shown on list 31/10/47. On list 30/6/48 as sold.
G-AHGH	First shown on list 31/10/47. On list 30/6/48 as sold.
G-AHGI	First shown on list 31/10/47. On list 31/5/48 as sold.
G-AHKR	On list 30/9/46. On list 6/9/47 shown as deleted.
G-AHKS	On list 30/9/46. From 31/7/49 base shown as Renfrew. From 31/3/50 base was Jersey. No base shown from Jan 51. On CofA 5/2/51, off CofA 21/3/51. On CofA 16/3/52, off CofA 1/5/52.
G-AHKT	On list 30/9/46. From 31/7/49 base shown as Renfrew. From 31/3/50 base was Jersey. No base shown from Jan 51. . 1/4/53 list shows awaiting disposal Renfrew. Flown Renfrew to Croydon 29/4/53 on sale to A J Whittimore (Whittimore?).
G-AHKU	On list 30/9/46. From 31/7/49 base shown as Renfrew. From 31/3/50 base shown as Aberdeen. No base shown from Jan 51. base shown as Jersey from 9/56. Sold to British Westpoint Ltd, collected from Lands End 1/5/64.
G-AHKV	On list 30/9/46. From 31/7/49 base shown as Renfrew. From 31/3/50 base shown as Aberdeen. No base shown from Jan 51. Undercarriage damaged 24/9/51, repaired 10/10/51. Awaiting disposal Renfrew 1/4/53. Flown Renfrew to Croydon 30/4/53 on sale to A J Whittimore (Whittimore?).
G-AHLL	First shown on list 31/10/47. From 31/7/49 list base is shown as Renfrew. Jan 51 on, no base shown. On Cof A from 25/1/51, off CofA 14/3/51. On CofA 18/2/52, off CofA 30/3/52. Base shown as Jersey from 9/56. Severely damaged landing at Lands End 21/5/59. Remained at Lands End until WO from 28/7/59 to be reduced to spares.
G-AHLM	First shown on list 31/10/47. Sold 13/2/48
G-AHLN	First shown on list 31/10/47. Sold 14/12/47. Relisted 29/2/48. Sold 9/4/48.
G-AHXV	On list 30/9/46. WO 15/1/49.
G-AHXW	On list 30/9/46. From 31/7/49 base shown as Jersey. From 31/3/50 base shown as St Just. No base shown from Jan 51. On CofA Survey 23/12/51, off CofA 12/1/52. Awaiting disposal Renfrew 1/4/53. Flown Renfrew to Croydon 29/4/53 on sale to A J Whittimore (Whittimore?)
G-AHXX	First shown on list for 9/10/46. From 31/7/49 list shown as based Jersey. No base shown from Jan 51. On CofA 8/4/51, off CofA 29/5/51. On CofA 29/4/52, Sold to BOAC for Maqlayan Airways 6/6/52.
G-AHXY	On list 30/9/46. WO 27/12/48.
G-AHXZ	On list 30/9/46. Shown as based St Just from 31/7/49. Based Jersey from 31/3/50 list. No base shown from Jan 51. On CofA 18/3/51, off CofA 10/5/51. Damaged by fire 1/9/51. WO 28/8/51.
G-AIHN	First shown on list for 31/10/47. Sold 14/12/47.
G-AJCL	Purchased from Cambrian Airways, delivered to Jersey 12/6/59. Jersey shown as base. Sold to British Westpoint Ltd, collected from Lands End 1/5/64.
G-AJSK	Delivered 18/5/49. Base shown as Speke from 31/7/49. From 31/3/50 base shown as Renfrew. No base shown from Jan 51. On CofA 23/7/51, no date for off CofA. Converted to single crew at Renfrew 5/5/52. Sold to Gibraltar Airways 6/1/53. Sold to Eagle Aviation, collected 3/5/55.
G-AJXB	Delivered 17/12/48. Base shown as Jersey from 31/7/49. From 31/3/50 base shown as Aberdeen. No base shown from Jan 51. On CofA 2/1/51, off CofA 7/2/51.
G-AKDW	First listed 31/3/48. Storage pending disposal at Ringway. Sold 18/5/49.
G-AKDX	First listed 31/3/48. Storage pending disposal Renfrew. Sold 5/7/49.
G-AKZB	Delivered 8/2/49. Noted as based at Valley from 31/7/49 list. From 31/3/50 noted as based at Renfrew. No base shown from Jan 51. On CofA 25/2/51, off CofA 19/4/51. On CofA 2/4/52, off CofA 1/5/52. 9/56 list shows base as Jersey. Severely damaged at Lands End 12/12/61. WO 18/12/61.
	<b>DH90 Dragonfly</b>
G-ANYK	Purchased 24/1/55, based Jersey. Report 31/3/56 shows dismantled awaiting disposal. Sold to C Hill at Jersey 1/5/56.
	<b>DH106 Comet 4B</b>
G-APMA	Delivered HAT to L 1319 hours 23/12/59, based L. Still in fleet Report Oct-Dec 69
G-APMB	Delivered HAT to Stansted 9/11/59, based L. Still in fleet Report Oct-Dec 69
G-APMC	Delivered HAT to L 1555 hours 16/11/59, based L. Still in fleet Report Oct-Dec 69
G-APMD	Delivered HAT to L 1708 hours 29/3/60, based L. Still in fleet Report Oct-Dec 69
G-APME	Delivered HAT to L 1715 hours 10/5/60, based L. Still in fleet Report Oct-Dec 69
G-APMF	Delivered HAT to L 1740 hours 27/1/60, based L. Still in fleet Report Oct-Dec 69
G-APMG	Delivered HAT to L 1505 hours 31/7/60, based L. Still in fleet Report Oct-Dec 69
G-APYC/SX-DAK	Olympic Airways, del. BEA 14/5/60, based L, not listed on 31/7/60 report.
G-APYD/SX-DAL	Olympic Airways, del. BEA HAT to L 1700 hours 15/5/60, based L, not listed on 31/7/60 report.
G-APZM	Delivered to BEA for Olympic, HAT to L 1320 hours 14/7/60, reports state "Operated by Olympic" until last report Oct-Dec 69

G-ARCO	Delivered HAT to L 1635 hours 13/4/61, based L. Lost between Athens and Nicosia 12/10/67, now WO, report 31/10/67
G-ARCP	Delivered HAT to L 1816 hours LST 19/4/61, based L. Still in fleet Report Oct-Dec 69
G-ARDI	Delivered to BEA for Olympic, HAT to L 1437 hours 25/3/61, reports state "Operated by Olympic" until last report Oct-Dec 69
G-ARGM	Delivered HAT to L 1357 hours 6/5/61, based L. Damaged L 28/2/68, serviceable after repairs 2/7/68. Still in fleet Report Oct-Dec 69
G-ARJK	Delivered HAT to L 1357 hours 15/5/61, based L. Still in fleet Report Oct-Dec 69
G-ARJL	Delivered HAT to L 1930 hours z 31/5/61, based L. Still in fleet Report Oct-Dec 69
G-ARJM	Delivered HAT to L 1850 hours 26/6/61, based L. Crashed Ankara 21/12/61. WO 9/1/62.
G-ARJN	Delivered HAT to L 1810 hours 4/8/61, based L. damaged on landing Akrotiri (RAF base), Nicosia 4/2/68. To L 8/3/68. Still in fleet Report Oct-Dec 69
	<b>DH114 Heron</b>
G-ANXA	Delivered Chester to L 23/2/55, for despatch to RE, based RE. Damaged Isle of Coll 20/2/57. Transported to Leavesden for repairs 27/3/57, shown as under repair at Leavesden. Leavesden to RE after repairs 7/7/57. Positioned Glasgow to Leavesden for mods (Feb 62 report)(no date for return after mods). Still in fleet Report Oct-Dec 69
G-ANXB	Delivered Chester to L 12/2/55, based RE. RE to Leavesden for mods. 11/4/56. On reports as at Leavesden until report of 31/12/56 shown as RE. Damaged at RE 2/6/59. Serviceable at RE 2/6/59. Positioned Leavesden (DH) to Glasgow 7/2/62 after mods. (no date given for RE to Leavesden). Still in fleet Report Oct-Dec 69
G-AOFY	delivered Hawarden to RE 13/4/56, based RE. Crashed Islay WO 28/9/57.
G-AOTI	Delivered Chester to L 1/9/56 for operation by BEA for Rolls Royce as a communications aircraft. Not subsequently listed until May 60, returned to Rolls Royce, Derby on termination of agreements 31/5/60..
	<b>DH121 Trident</b>
G-ARPA	Accepted by BEA 18/8/65, base L. Still in fleet Report Oct-Dec 69
G-ARPB	Accepted 30/6/64, leased to Hawker Siddeley Aviation from this date. Positioned CAM (Marshalls) to L 19/12/67, returned from lease. Still in fleet Report Oct-Dec 69
G-ARPD	delivered HAT to L 8/1/65; L to HAT for mods. 31/1/65, returned to L 26/3/65. Still in fleet Report Oct-Dec 69
G-ARPE	Delivered HAT to L 10/7/64. Still in fleet Report Oct-Dec 69
G-ARPF	Accepted for training only, positioned HAT to Stansted 19/12/63. Positioned to HAT for mods prior to full acceptance 20/2/64. Positioned HAT to L after mods, full acceptance 31/3/64. Still in fleet Report Oct-Dec 69
G-ARPG	Delivered HAT to Stansted 19/2/64, based L from Mar 1964. Still in fleet Report Oct-Dec 69
G-ARPH	Delivered HAT to L 25/3/64. Still in fleet Report Oct-Dec 69
G-ARPI	Delivered HAT to L 2/5/64. Damaged on tarmac at L by BKS Ambassador 3/7/68. Returned to service 14/2/69. Still in fleet Report Oct-Dec 69
G-ARPJ	Delivered HAT to L 26/5/64. Still in fleet Report Oct-Dec 69
G-ARPK	Delivered HAT to L 26/6/64. Still in fleet Report Oct-Dec 69
G-ARPL	Delivered 6/8/64. Still in fleet Report Oct-Dec 69
G-ARPM	Del;ivered HAT to L 9/10/64. Still in fleet Report Oct-Dec 69
G-ARPN	Delivered HAT to L 4/12/64, positioned L to HAT for mods 8/1/65, returned to L 25/2/65. Still in fleet Report Oct-Dec 69
G-ARPO	Delivered HAT to L 31/1/65. Still in fleet Report Oct-Dec 69
G-ARPP	Delivered HAT to L 25/2/65. Still in fleet Report Oct-Dec 69
G-ARPR	Delivered HAT to L 12/4/65. damaged whilst crew training at Shannon 14/6/68. Positioned Shannon to L on completion of repairs 8/8/68. Still in fleet Report Oct-Dec 69
G-ARPS	Delivered HAT to L 1/6/65. Interior damaged by fire at L 29/7/69. WO 12/11/69 because of partial destruction by fire.
G-ARPT	Delivered HAT to L 9/7/65. damaged on tarmac at L by BKS Ambassador 3/7/68. WO 12/8/68
G-ARPU	Delivered HAT to L 25/8/65. Still in fleet Report Oct-Dec 69
G-ARPW	Delivered HAT to L 15/10/65. Still in fleet Report Oct-Dec 69
G-ARPX	Delivered HAT to L 25/5/66. Still in fleet Report Oct-Dec 69
G-ARPZ	Delivered HAT to L 1/7/66. Still in fleet Report Oct-Dec 69
G-AVFA	Delivered HAT to L 23/12/69. Still in fleet Report Oct-Dec 69
G-AVFB	First listed on report dated 30/9/68. Still in fleet Report Oct-Dec 69
G-AVFC	Delivered HAT to L 15/2/68 with restricted C of A. L to HAT 11/4/68 for completion and full C of A. Delivered HAT to L 6/8/68. Still in fleet Report Oct-Dec 69
G-AVFD	Delivered HAT to L 16/4/68. Still in fleet Report Oct-Dec 69
G-AVFE	Delivered HAT to L 8/5/68. Still in fleet Report Oct-Dec 69
G-AVFF	(Delivery date not known). First shown on report dated 30/9/68. Still in fleet Report Oct-Dec 69
G-AVFG	Delivered HAT to L 4/7/68. Still in fleet Report Oct-Dec 69
G-AVFH	Delivered HAT to L 1/8/68. Still in fleet Report Oct-Dec 69

G-AVFI	Delivered HAT to L 27/11/68. Still in fleet Report Oct-Dec 69
G-AVFJ	Delivered HAT to L 21/12/68. Still in fleet Report Oct-Dec 69
G-AVFK	Delivered HAT to L 17/1/69. Still in fleet Report Oct-Dec 69
G-AVFL	Delivered HAT to L 18/2/69. Still in fleet Report Oct-Dec 69
G-AVFM	Delivered HAT to L 25/4/69. Still in fleet Report Oct-Dec 69
G-AVFN	Delivered HAT to L 23/5/69. Still in fleet Report Oct-Dec 69
	<b>Douglas Dakota</b>
G-AGHH	On hire from BOAC 24/1/49. Returned to BOAC 9/2/49.
G-AGHJ	Noted as transferred from BOAC on list for 5/8/47. Base shown as RE from list of 31/7/49. To PR 5/11/50 for conversion to Pionair. Converted to Pionair at PR, positioned to NO 9/4/51. Sold to Jersey Airlines, delivered 28/3/61.
G-AGHL	Noted as "from BOAC" on list for 9/10/46. Base shown as RE from list of 31/7/49. Damaged by fire RE 21/3/51, to Scottish Airlines at RE for repairs 16/4/51. At PR converting to Pionair list of 1/7/51, PR to RE 27/7/51 after conversion. Sold to Field Aircraft Services, positioned L to Wymeswold 1018 hours 23/3/60.
G-AGHM	Delivered Dunsfold to PR 22/2/51. Converted to Pionair at PR, PR to RE 23/5/51. Wing tip damaged L 30/3/52, positioned L to NO on completion of repairs 5/4/52. Positioned L to Cardiff 16/4/61 on hire to Cambrian. Sold to Cambrian Airways 26/8/64.
G-AGHN	Noted as "from BOAC" on list for 30/10/46. Returned to BOAC on list of 6/9/47.
G-AGHP	Delivered 17/12/48. To RE for conversion as temporary freighter 24/6/51, RE to NO 29/6/51. Type change to Type 28AF from list of 2/52. NO to Tollerton for conversion to Leopard freighter 13/2/53. T to NO after conversion 20/4/53. Crashed Chatenoy 16/5/58 and WO.
G-AGHS	Noted as returned from BOAC on list of 7/7/47. Noted as Type 28S2 from list of 1/7/51. RE to PR for conversion to Pionair 6/11/51. Off conversion PR to RE 29/1/52. Damaged at Ringway 15/4/60, still at Ringway on list 30/6/60. On hire to Cambrian from list of 4/61. Sold to Cambrian Airways 1/1/63.
G-AGHU	Noted as "from BOAC" on list for 9/10/46. Noted as transferred to BOAC on list for 5/8/47.
G-AGIO	Noted as "from BOAC" on list for 9/10/46. Returned to BOAC 5/8/47.
G-AGIP	Noted as "from BOAC" on list for 9/10/46. Noted as Freighter 1/4/51. Noted as Type 28C list 1/7/51. RE to PR conversion to Pionair 22/11/51. PR to RE off conversion 19/3/52. Positioned L to Gatwick for hire to Cambrian Airways 1415 hours 31/1/60. Sold to Cambrian 7/2/61.
G-AGIS	Noted as "from BOAC" on list for 9/10/46. Marked as "training" on lists for 31/1/49, 28/2/49, 31/5/49 and 30/6/49.. Noted as Type 28A list of 1/7/51. Converted to Freighter Type 28AF 1/4/52. Sold to Aero Services Ltd Croydon 31/8/53.
G-AGIT	Noted as "from BOAC" on list for 9/10/46. Noted as "deleted" on 5/8/47 list.
G-AGIU	Noted as "from BOAC" on list for 9/10/46. NO to Tollerton for conversion as Pionair 14/3/51. T to NO 15/6 51 after conversion. Noted as two crew list of 1/7/51. RE to PR 14/7/51. PR to RE 30/8/51. Positioned to Fields at L for preparation for sale to Ministry of Aviation (list of 1/61). Left L 31/3/61 for delivery to Mali, West Africa.
G-AGIW	Noted as "from BOAC" on list for 9/10/46. Crashed Mill Hill WO 17/10/50.
G-AGIX	Noted as "from BOAC" on list for 9/10/46. Crashed 30/7/48.
G-AGIZ	On hire from BOAC 10/2/49. Purchased from BOAC 22/6/49. Base shown as Tollerton from 31/7/49 until 31/10/49 lists, then RE. Noted as Freighter 1/4/51. Noted as Freighter mk III (F2) list of 1/7/51. RE to T conversion to Leopard freighter. 23/2/53. T to NO after conversion 13/5/53. Damaged Guernsey 22/9/53, at Guernsey damaged until list of 1/1/54 which states "to be written off". Sold to Fields Aviation 10/11/53.
G-AGJV	First listing 31/10/47. To PR 4/11/50 for conversion to Pionair. PR to NO 13/3/51. RE to PR for modification and trial installation of No. 3 freight hold 6/9/51. PR to RE 26/9/51. Still noted as a Pionair. Sold to Derby Aviation, positioned to Derby 1140 hours 2/12/60.
G-AGJW	First listing 31/10/47. To PR 5/11/50 for conversion to Pionair. PR to RE 29/3/51. Sold to Ghana Airways 8/12/58.
G-AGJZ	Noted as "From BOAC" on list of 9/10/46. Noted as Type 28A 1/7/51. NO to Tollerton 28/9/51 for front end conversion. T to PR conversion to Pionair 29/11/51. 12/51 list states T to PR conversion to PR 29/12/51? PR to RE off conversion 13/1/52. Sold to Field Aircraft Services, positioned L to Wymeswold 1001 hours 22/3/60.
G-AGKF	Noted as "From BOAC" on list of 30/10/46. Returned to BOAC on list of 6/9/47.
G-AGKL	Noted as "From BOAC" on list of 30/10/46. Returned to BOAC on list of 6/9/47
G-AGNB	Loan from BOAC on list of 25/2/47. Returned to BOAC on list of 6/9/47
G-AGNE	Noted as "From BOAC" on list of 30/10/46. Returned to BOAC on list of 6/9/47.
G-AGNK	NO (purchased from Sivewright) list of 1/4/51. NO to T conversion to 2 crew on list of 5/51 (Pionair). T to NO 15/8/51. NO to PR 19/8/51. PR to RE 26/9/51. Sold to East Anglian Flying Services, delivered 26/5/61.
G-AGYX	Noted as "From BOAC" on list of 9/10/46. Noted as Type 28A on list of 1/7/51. RE to T for front end conversion 8/2/52. T to PR for conversion to Pionair 25/3/52. PR to RE off conversion 5/5/52. Positioned to Fields at Wymeswold 29/3/61 for preparation for sale. Sold to Autair Ltd delivered 21/4/61.
G-AGYZ	First shown on list for 31/10/47. Noted as Freighter mk III (F1) 1/7/51. Damaged Hanover, undercarriage collapsed, 3/5/52. To RE for major repairs 27/5/52. Serviceable at RE 27/6/52. NO to T for conversion to Pionair freighter 17/6/53. T to NO after conversion 21/7/53. Sold to H C Phillips RE to Blackbushe 25/3/54.
G-AGZB	First shown on list for 31/10/47. Noted as Type 28S2 1/7/51. Ringway to T for front end conversion 18/12/51. Conversion to Pionair. T to RE off front end conversion 1/2/52. PR to RE off conversion 28/3/52. damaged landing at Birmingham 31/10/60. WO 8/11/60.

G-AGZC	Noted as "From BOAC" on list of 9/10/46. Last noted on list for 6/9/47. On hire from BOAC 1/1/49. Noted as based Hamburg 31/7/49. Purchased (from BOAC) 31/8/49. Noted as Type 28S 1/7/51. RE to T 13/8/51. T to PR for conversion to Pionair 9/10/51. PR to RE off conversion 16/11/51. Positioned to Fields at Wymeswold 21/1/61 for preparation for sale to Ministry of Aviation. Sold to MOA, left L 26/2/61 for delivery to Mali West Africa.
G-AGZD	Noted as "From BOAC" on list of 9/10/46. Listed as "Training" 31/3/49 and 30/4/49. Noted as Type 28A 1/7/51. RE to T for front end conversion 9/2/52. (conversion to 2 crew). T to RE 6/4/52. RE to PR for conversion to Pionair 10/4/52. PR to RE off conversion 26/5/52. Damaged at Belfast 24/11/56. Serviceable at Belfast 15/12/56. Sold to East Anglian Flying Services, positioned L to Southend 1145 hours 26/7/60.
G-AGZE	Noted as "From BOAC" on list of 9/10/46. Last noted on list for 6/9/47.
G-AHCT	Noted as "From BOAC" on list of 9/10/46. Noted as Type 28A on list 1/7/51. Noted as "Freighter-temporary" on list 1/1/52. Changed to Type 28AF 22/1/52. Sold to H C Phillips RE to Blackbushe 26/3/54.
G-AHCU	Noted as "From BOAC" on list of 9/10/46. Noted as "training" on lists for 31/3 and 30/4/49. Damaged Berlin 14/4/51. To Tollerton for repairs 20/4/51 then to NO 26/4/51. Noted as Type 28A on list 1/7/51. Type changed to 28AF on list of 1/4/52. NO to T for conversion to Leopard freighter 14/9/53. T to NO after conversion 31/10/53. Positioned RE to L 14/5/62 for maintenance at Fields before sale. Sold to East Anglian Flying Services (Southend), collected 18/5/62.
G-AHCV	Noted as "From BOAC" on list of 9/10/46. Noted as Type 28A on list for 1/7/51. NO to T for front end conversion 17/10/51. T to PR for conversion to Pionair 7/1/52. PR to RE off conversion 19/2/52. Sold to East Anglian Flying Services, delivered 8/6/61.
G-AHCW	Noted as "From BOAC" on list of 9/10/46. Crashed 19/2/49.
G-AHCX	Noted as "From BOAC" on list of 9/10/46. To RE for conversion to temporary freighter 17/6/51. RE to NO 24/6/51. Type changed to 28AF from 2/52. NO to T for conversion to Leopard freighter 8/4/53. T to NO after conversion 28/5/53. Positioned RE to Wymeswold 2/5/62 for maintenance at Fields before sale. Sold to Yemen Airlines 27/6/62, to be collected from Fields at Wymeswold.
G-AHCY	Noted as "From BOAC" on list of 9/10/46. Crashed 19/8/49. WO.
G-AHCZ	First shown on list for 31/10/47. Noted as on conversion to Pionair at T 1/4/51. From T to PR (conversion to Pionair) May 51. PR to RE 19/6/51. L to Cardiff for hire to Cambrian Airways 1600 hrs 2/3/59. Shown as chartered to Cambrian until sold to Cambrian 9/1/61.
G-AHLX	Shown as on loan to UNRRA on list of 30/10/46, last noted as such on list dated 30/4/48.
G-AHLY	Shown as on loan to UNRRA on list of 30/10/46, last noted as such on list dated 30/4/48.
G-AHLZ	Shown as on loan to UNRRA on list of 30/10/46, last noted as such on list dated 30/4/48.
G-AIWD	Delivered Dunsfold to PR 26/2/51. Noted as on conversion to Pionair at PR, list of 1/4/51. PR to RE 1/6/51. Sold to BKS, positioned L to Southend 1500 hrs 16/5/60.
G-AJDE	From SAA 29/12/50. On conversion to Pionair PR 1/4/51. PR to RE 17/6/51. Sold to Scheeptvaart en Steenkolen of Rotterdam, collected by Fields (WY) on 7/1/61. Delivered to purchaser 6/2/61.
G-AJHY	Delivered 23/8/47. NO to T for conversion to Pionair 29/3/51. Still at T converting to 2 crew on list for 1/7/51. T to RE 2/7/51, RE to PR 5/7/51. PR to RE 23/8/51. Sold to Astraeus Ltd, positioned L to WY 12/8/61.
G-AJHZ	Delivered 19/7/47. Noted as being used for training on lists for 31/1/49 and 28/2/49. Noted as a Type 28S (1/7/51) and Type 28A (1/1/52). RE to T front end conversion 31/1/52. T to PR conversion to Pionair 10/3/52. PR to RE off conversion 24/4/52. Sold to Jersey Airlines, delivered 28/3/61
G-AJIA	Delivered 24/6/47. Noted as Type 28S (1/7/51). NO to T front end conversion 8/10/51. T to PR conversion to Pionair 18/12/51. PR to RE off conversion 30/1/52. Positioned to Fields at L for preparation for sale to MOA. Left L 22/3/61 for delivery to Mali, West Africa.
G-AJIB	Delivered 30/7/47. Noted as Type 28SC (1/7/51). RE to PR conversion to Pionair 26/9/51. PR to RE off conversion 14/12/51. Sold to East Anglian Flying Services, L to Southend 1421 hrs 26/2/60.
G-AJIC	Delivered 22/5/47. IOM to RE airframe repairs 9/2/51. RE to T conversion to Pionair 5/3/51. Noted as Type two crew (1/7/51). RE to PR 18/7/51. PR to RE 4/9/51. To Fields at L for preparation for sale 22/2/61. Sold to Autair Ltd, delivered 29/3/61.
G-AKJH	To T 29/11/50 for conversion to Pionair. Noted on list for 31/12/50 as at PR. PR to NO 8/5/51. Sold to Derby Aviation Ltd, delivered 17/4/61.
G-AKNB	T 13/11/50 for conversion to Pionair. Noted as at T on list for 31/12/50. T to NO 5/3/51; NO to PR 10/4/51 for conversion to Pionair. PR to RE 5/6/51. To Field Aviation Services at L for mods. Prior to sale to the IDFC 1730 hrs 5/11/59. Sold to International Development Financing Corporation (Aircraft Leasing) ex L 1521 hrs 11/12/59.
G-ALCB	Delivered 9/6/50. To T 26/10/50. Not listed after June 1951.
G-ALCC	Delivered 12/4/49. Noted as Type 28A in list for 1/7/51. RE to T for front end conversion 18/1/52. T to RE for reskinning 23/2/52. RE to PR for conversion to Pionair 4/3/52. PR to RE off conversion 8/4/52. On hire to Cambrian Airways, positioned L to Cardiff 2/4/61. Sold to Cambrian 13/9/63.
G-ALLI	Delivered 17/5/49. Noted as Type 28S 1/7/51. RE to T for front end conversion 15/11/51. T to PR conversion to Pionair 22/1/52. PR to RE off conversion 4/3/52. Damaged by Hermes aircraft at Bovingdon 20/1/53, to RE for major repairs 25/1/53. Repairs completed at RE 14/2/53. Sold to Travelair of Southern Rhodesia. Collected by Fields 4/3/60.
G-ALPN	To T 17/11/50 for conversion to Pionair. T to NO 15/3/51. NO to PR for conversion to Pionair 12/6/51. PR to RE off conversion 20/7/51. Sold to International Development Financing Corp. Positioned L to Blackpool by Silver City 1358 hours 18/11/59.

G-ALTT	Purchased 5/7/49, at RE. Noted 1/7/51 as a Freighter Mk III (F2). T to NO after conversion to Leopard Freighter 7/4/53. NO to T for flooring rectification 24/8/53; T to NO 28/8/53. Noted Oct 1962 as awaiting sale. Sold to Autair Ltd, collected from Fields at L 9/11/62.
G-ALXK	Delivered 2/6/50. Noted as Type 28SC 1/7/51. RE to T for front end conversion 30/11/51. T to PR for conversion to Pionair 11/2/52. PR to RE off conversion 24/3/52. Sold to North South Airlines Ltd, collected from L 8/7/61.
G-ALXL	Delivered 19/5/50. Noted as Type 28SC 1/7/51. Noted as Type 28A 1/1/52. RE to PR for conversion to Pionair 10/1/52. PR to RE off conversion 10/4/52. L to Cardiff for hire to Cambrian Airways 1550 hours 3/5/60. Sold to Cambrian Airways Ltd 13/4/62.
G-ALXM	First listed 1/4/51. Noted as Type 28SC 1/7/51. RE to PR 8/8/51. PR to RE off conversion (to Pionair) 23/10/51. Sold to Martins Air Charter, collected by Fields at 1145 hours 1/7/60.
G-ALXN	First noted on list dated 1/4/51 as converted to Dart freighter. NO to Hucknall for de-icer mods 14/11/51. Hucknall to NO 7/12/51. NO to Hucknall for mods 19/3/52. Hucknall to NO after mods 25/4/52. To Hucknall 28/10/52. By road from Hucknall to T 21/12/52 (MOS contract) conversion to piston Dakota freighter (note that Hucknall records show transfer by air, not road). At T placed on conversion to Pionair freighter 20/4/53. T to RE after conversion 17/6/53. NO to T for conversion to Leopard freighter 25/2/54. T to RE after conversion 5/4/54. Positioned RE to L 15/5/62 for maintenance at Fields before sale. Sold to Channel Airways, collected 25/5/62.
G-ALYF	First noted as at NO on list dated 30/9/50. Noted as a Pionairat PR on list dated 30/11/50. NO to PR for mods. 23/4/51. PR to NO 31/5/51. To Fields at L 10/2/61 for preparation for sale. Sold to F J & D Mann & Co Ltd, delivered 24/3/61.
G-AMDB	First noted 1/4/51 as conversion to Dart freighter. Derby to NO delivery 5/9/51. NO to Hucknall de-icer mods. 28/11/51. Hucknall to L off de-icer mods 3/1/52. NO to Hucknall for mods. 24/2/52. Hucknall to NO after water-methanol mods. 14/5/52. L to T for conversion to Leopard freighter 31/8/53. T to NO after conversion 10/11/53. Sold to West Point Aviation Ltd 16/3/62.
G-AMDZ	First noted as Air Tech to T 17/1/51 for conversion to Pionair. T to NO 17/4/51. NO to PR for conversion to Pionair 4/6/51. PR to RE 13/7/51. Sold to East Anglian Flying Services, positioned L to Southend 1501 hours 4/4/60.
G-AMFV	First noted on list for 1/4/51. T to Speke 29/3/51. On list for 1/7/51 noted as at PR converting to Pionair. PR to RE 6/7/51. L to Cardiff for hire to Cambrian Airways 16/3/59. Sold to Cambrian Airways 2/6/60.
G-AMGD	First noted as PR 3/11/50 for conversion to Pionair. Still at PR on list for 31/12/50. Sold to Autair Ltd, positioned L to Wymeswold 1529 hours 8/4/60
G-AMJX	Listed as KN214 from May to Sep 51 lists. From RAF to T for conversion to 2 crew 11/5/51. T to PR as GAMJX for conversion to Pionair 1/10/51. PR to RE off conversion 5/11/51. L to Cardiff for hire to Cambrian Airways 1625 hours 20/3/59. Sold to Cambrian Airways 2/6/60.
G-AMJY	Listed as KP254 from May to Sep 51 lists. From RAF to T for conversion to 2 crew 11/5/51. (At PR) as GAMJY converting to Pionair (1/10/51 list). PR to RE off conversion 23/12/51. Sold to Air Ceylon, positioned L to Wymeswold 1218 hours 11/11/59.
G-AMKE	Listed as KJ897 from June to Sep 51 lists. From RAF to T for conversion to 2 crew (May 51 list). T to PR for conversion to Pionair 18/10/51. PR to RE off conversion 26/11/51. To Fields for preparation for sale 28/4/61. Sold to Air Links Ltd, positioned Wymeswold to L 3/7/61. Collected 4/7/61.
G-AMNV	ex RAF to T for conversion to BEA standards and Pionair freighter 9/1/52. T to RE after conversion to passenger/freighter 6/10/52. Noted as Type 28AF on list for Nov 52. Noted as Leopard freighter on list for 1/1/53. NO to T for painting 29/1/53. T to NO after repainting 12/2/53. Sold to W S Shackleton, collected from Fields at L 1/6/62.
G-AMNW	ex RAF to T for conversion to BEA standards and Pionair freighter 9/1/52. Noted as under conversion on lists to Sep 52 then as Pionair freighter but as Leopard freighter on 1/1/53 list. NO to T for painting 23/1/53. To NO 29/1/53. Damaged by fire at NO 21/4/53. Repairs completed 9/5/53. Positioned RE to L 15/5/62 for maintenance by Fields before sale. Sold to Channel Airways, collected 29/5/62.
	<b>HP Herald</b>
G-APWA	Arrived L 20/1/62 on hire for Royal Tour of South America ending approximately 8/4/62. Listed as based at L until May 62, no further entries.
G-APWB	Delivered Woodley to RE 10/3/62. Positioned Radlett to RE completion of flooring mods. 31/10/62. Sold to Autair 18/11/66.
G-APWC	Accepted 9/1/62, shown as based at L until April 62. Positioned Woodley to RE after Check 1A and reinstating to BEA standards (May 62 list). Positioned RE to Radlett for corrosion check 18/4/65. Sold to Autair 16/11/66.
G-APWD	Delivered Woodley to RE 30/4/62. Sold to Autair 14/11/66.
	<b>Junkers 52</b>
G-AHOC	First noted on list for 30/9/46. Deleted (6/9/47 list)
G-AHOD	Delivered 13/12/46. Deleted (6/9/47 list)
G-AHOE	Delivered 15/11/46. Deleted (6/9/47 list)
G-AHOF	Delivered 30/11/46. Deleted (6/9/47 list)
G-AHOG	Delivered 9/11/46. Deleted (6/9/47 list)



G-AHOH	Delivered 18/3/47. Deleted (6/9/47 list)
G-AHOI	Delivered 10/2/47. Deleted (6/9/47 list)
G-AHOJ	Delivered 4/3/47. Deleted (6/9/47 list)
G-AHOK	Delivered 9/1/47. Deleted (6/9/47 list)
G-AHOL	Delivered 2/1/47. Deleted (6/9/47 list)
	<b>Miles Mercury</b>
G-AHAA	First listed 30/10/46. Sold 18/3/48.
	<b>Sikorsky S51</b>
G-AJHW	Delivered 8/8/49. Shown as based Westland Heliport. Forced landing near Cambridge 27/6/51. To Yeovil for repair 28/6/51. Shown as under repair on lists until Dec 51. From list of 1/1/52 base shown as Peterborough (Westwood). From 1/7/52 base shown as Gatwick. Sold R Myhill Dusseldorf 12/7/53.
G-AJOR	First listed 31/10/47. Shown as based Westland Heliport 31/7/49. From 1/10/51 base shown as Peterborough (Westwood). From 1/7/52 base shown as Gatwick. Sold R Myhill Dusseldorf 16/7/53.
G-AJOV	First listed 31/10/47. Shown as based Westland Heliport 31/7/49. From 1/10/51 base shown as Peterborough (Westwood). From 1/7/52 base shown as Gatwick. Not listed from 1/1/55.
G-AKCU	Delivered 19/12/47. Shown as based Westland Heliport 31/7/49. Crashed 24/5/49. Written Off.
	<b>Sikorsky S55</b>
G-ANFH	Delivered Yeovil to Gatwick 2/11/54. From 30/6/56 list base shown as L. Base shown as Gatwick from 31/3/57 list. Not listed from 1/5/66.
G-ANUK	Delivered Yeovil to Gatwick 7/5/55. From 30/6/56 list base shown as L. Base shown as Gatwick from 31/3/57 list. Sold to C H R Salvesen of Leith, collected at Gatwick 27/5/57.
G-AOCF	Delivered Gatwick 29/8/55. From 30/6/56 base shown as L. Under conversion at Westlands from list of 31/12/56 to Mar 57 when base shown as Gatwick. Not listed from 1/5/66
	<b>Sikorsky S61</b>
G-ASNL	Delivered 28/1/64. Noted as based at Lands End 17/4/64. Base Penzance from Sept 64. Not listed from 1/5/66
G-ASNM	Delivered 24/2/64 to Gatwick. Not listed from 1/5/66.
G-ATBJ	listed but no base. On loan to International Helicopters Ltd, Cambridge from July 65. Not listed 1/5/66.
G-ATFM	Delivered from Okanagan Helicopters, base Gatwick on list for 31/10/65 (listed as G-AYFM). Not listed from 1/5/66.
	<b>Vickers Vanguard</b>
G-APEA	Delivered Wisley to L 27/3/61. L to CAM 22/2/62 for mods at Marshalls. Returned to L 3/4/62. In fleet Dec 69
G-APEB	Delivered Wisley to L 17/3/61. Positioned to Marshalls at Cambridge for mods 15/11/61. CAM to L 26/1/62 after mods. In fleet Dec 69.
G-APEC	Delivered Wisley to L 14/1/61. Positioned to Marshalls at CAM 21/1/62 for mods. CAM to L 7/3/62. In fleet Dec 69.
G-APED	Delivered 30/1/61. Positioned to Marshalls at CAM 18/12/61 for mods. CAM to L after mods 16/2/62. In fleet Dec 69
G-APEE	Delivered Wisley to L 2/12/60. L to CAM for mods at Marshalls 15/2/62. CAM to L 30/3/62. Damaged at Renfrew 6/10/64. Serviceable after repairs at Renfrew 7/11/64. Crashed at L 27/10/65. WO 19/11/65.
G-APEF	Delivered Wisley to L 13/12/60. Positioned to Marshalls at CAM 8/1/62 for mods. Returned to L 22/2/62. In fleet Dec 69.
G-APEG	Delivered Wisley to L 1731 hours 19/5/61. Positioned to Marshalls at CAM 24/1/62 for mods. CAM to L after mods 23/2/62. In fleet Dec 69.
G-APEH	Delivered Wisley to L 1749 hours 21/6/61. In fleet Dec 69
G-APEI	Delivered Wisley to L 20/7/61. In fleet Dec 69
G-APEJ	Delivered Wisley to L 1805 hours z 16/8/61. L to CAM for mods at Marshalls; returned to L 19/3/62. Damaged at Dublin 29/3/63. Returned to L 1535 GMT 31/5/63 on completion of repairs at Dublin. In fleet Dec 69
G-APEK	Delivered Wisley to L 1209 hours Z 16/9/61. L to CAM for mods at Marshalls 23/2/62. CAM to L 6/3/62. In fleet Dec 69
G-APEL	Delivered Wisley to L 1140 hours Z 7/10/61. In fleet Dec 69
G-APEM	Delivered Wisley to L 1251 hours Z 3/11/61. Positioned to Aviation Traders Southend for conversion to Merchantman Freighter 1/10/68. Southend to L as Merchantman 27/11/69. In fleet Dec 69
G-APEN	Delivered Wisley to L 1544 hours 14/11/61. In fleet Dec 69
G-APEO	Delivered Wisley to L 1559 hours 27/11/61. L to CAM 4/3/62 for mods at Marshalls; returned to L 16/3/62. Positioned from L to Southend, Merchantman conversion 2/1/69, still at Southend Dec 69.

G-APEP	Delivered Wisley to L 1702 hours 13/12/61. L to CAM for mods at Marshalls 17/3/62; returned to L 28/3/62. In fleet Dec 69
G-APER	Delivered Wisley to L 1629 hours 16/1/62. In fleet Dec 69
G-APES	Delivered Wisley to L 1700 hours 24/1/62. In fleet Dec 69
G-APET	Delivered Wisley to L 23/2/62. In fleet Dec 69
G-APEU	Delivered Wisley to L 1735 hours GMT 30/3/62. In fleet Dec 69
	<b>Vickers Viking</b>
G-AGON	Noted as on loan to BOAC in list of 30/9/46, still shown in fleet on later lists. Still listed until 6/9/47.
G-AGRM	Noted as on loan to BOAC in list of 30/9/46, still shown in fleet on later lists. Noted as deleted on list for 5/8/47.
G-AGRN	Noted as on loan to BOAC in list of 30/9/46, still shown in fleet on later lists. Noted as deleted on list for 5/8/47.
G-AGRO	Noted as on loan to BOAC in list of 30/9/46, still shown in fleet on later lists. Noted as deleted on list for 5/8/47.
G-AGRP	Noted as on loan to BOAC in list of 30/9/46, still shown in fleet on later lists. Noted as deleted on list for 5/8/47.
G-AGRR	Noted as on loan to BOAC in list of 30/9/46, still shown in fleet on later lists. Noted as cannibalised on list for 20/3/47.
G-AGRS	Noted as on loan to BOAC in list of 30/9/46, still shown in fleet on later lists. Noted as deleted on list for 5/8/47.
G-AGRT	Noted as on loan to BOAC in list of 30/9/46, still shown in fleet on later lists. Noted as deleted on list for 5/8/47.
G-AGRU	First shown on list for 30/9/46. Noted as deleted on list for 5/8/47.
G-AGRV	First shown on list for 30/10/46. Noted as deleted on list for 5/8/47.
G-AGRW	First shown on list for 30/9/46. Noted as deleted on list for 5/8/47.
G-AHON	First shown on list for 30/9/46. Loan to Vickers 8/4/47. Noted as deleted on list for 5/8/47.
G-AHOP	First shown on list for 30/9/46. Last noted on list for 7/7/47.
G-AHOR	First shown on list for 30/9/46. Noted as deleted on list for 5/8/47.
G-AHOS	First shown on list for 30/9/46. loan to BOAC (list of 15/4/47) Noted as deleted on list for 5/8/47.
G-AHOT	First shown on list for 30/9/46. Noted as deleted on list for 5/8/47.
G-AHOU	First shown on list for 30/9/46. Noted as deleted on list for 5/8/47.
G-AHOV	First shown on list for 30/9/46. Noted as deleted on list for 5/8/47.
G-AHOW	First shown on list for 30/10/46 Sold to Aer Lingus 8/12/46.
G-AHOX	Delivered 29/10/46. Not on lists after 6/9/47.
G-AHOY	Delivered 17/11/46. Not on lists after 6/9/47
G-AHOZ	Delivered 12/11/46. Loan to BOAC 31/10/47. Surplus 10/11/47.
G-AHPA	Delivered 23/11/46. Not on lists after 6/9/47.
G-AHPB	Delivered 20/11/46. Noted as loan to BOAC, list of 31/10/47. Surplus 11/2/48.
G-AHPC	Delivered 21/11/46. Re-delivered 10/5/47 after de-icing. Not on lists after 6/9/47. Re-appears on list for 31/1/50, based at Northolt. Returned to Hunting Air Travel 23/2/50.
G-AHPD	Delivered 3/12/46. Re-delivered 21/5/47 after de-icing. Noted as loan to BOAC, list of 31/10/47. Surplus 18/2/48.
G-AHPE	Delivered 6/12/46. Noted as loan to BOAC, list of 31/10/47. Surplus 8/3/48.
G-AHPF	Delivered 7/12/46. Noted as loan to BOAC, list of 31/10/47. Not on lists after 30/11/47.
G-AHPK	First shown on list for 31/10/47. Surplus 6/10/47 but shown on next list 31/12/47 and noted as crashed 6/1/48.
G-AHPL	First shown on list for 31/10/47. Noted on lists for 31/1/49 to 30/4/49 as in use for training. Sold to Aviation Servicing Ltd, collected 10/4/53.
G-AHPM	First shown on list for 31/10/47. Sold to Aviation Servicing Ltd, collected 15/7/53.
G-AHPN	Delivered 24/3/47. Crashed London Air Port, WO 31/10/50.
G-AHPO	Delivered 1/4/47. Sold to Aircraft Servicing Ltd, collected 21/4/53.
G-AHPP	Delivered 28/6/47. Damaged at Northolt 24/3/52. At Northolt on completion of repairs 3/4/52. Sold to Eagle Aviation and collected 3/12/55.
GAHPR	Delivered 17/5/47. Sold and collected by Hunting Clan 16/11/55.
G-AHPS	Delivered 15/5/47. At Northolt, 11 to 25/9/51, tailplane damaged. Damaged, at Northolt 16 to 28/1/52. RE to PR for conversion to Admiral 11/12/52. PR to NO after conversion 22/1/53. Sold and collected by BKS Engineering Ltd 14/11/55.
G-AIVB	Delivered 17/5/47. RE to PR conversion to Admiral 11/3/53. PR to RE after conversion 9/4/53. Sold to Eagle Aviation and collected 2/12/55.
G-AIVC	Delivered 21/5/47. NO to PR conversion to Admiral 19/10/52. PR to RE after conversion 3/12/52. Sold to Eagle Aviation and collected from L 3/6/54.
G-AIVD	Delivered 22/5/47. RE to PR conversion to Admiral 17/3/53. PR to RE after conversion 17/4/53. Sold and collected by BKS Engineering Ltd 5/12/55.
G-AIVE	Delivered 31/5/47. Crashed 21/4/48.

G-AIVF	Delivered 13/6/47. Damaged Frankfurt by low flying aircraft 28/11/52. Frankfurt to Northolt for completion of repairs (at L) 20/1/53. RE to PR conversion to Admiral 3/2/53. PR to RE after conversion 4/3/53. Sold and collected by BKS Engineering Ltd 9/12/55.
G-AIVG	Delivered 31/5/47. RE to PR conversion to Admiral 23/2/53. PR to RE after conversion 25/3/53. Severely damaged Paris 13/8/53. Shown as still at Paris until WO 13/10/53.
G-AIVH	Delivered 3/6/47. Wisley inspection 26/9/51. Returned to NO 19/10/51. Sold to Aviation Servicing Ltd, collected 14/5/53.
G-AIVI	Delivered 9/6/47. Wisley inspection 26/9/51. Returned to NO 27/10/51. NO to PR conversion to Admiral 24/10/52. PR to RE after conversion 18/12/52. Sold to Eagle Aviation and collected 9/11/55.
G-AIVJ	Delivered 24/7/47. RE to PR conversion to Admiral 3/12/52. PR to RE after conversion 14/1/53. Sold and collected by Overseas Aviation 21/11/55.
G-AIVK	Delivered 26/6/47. NO to PR conversion to Admiral 22/1/53. PR to RE after conversion 19/2/53. Sold to BOAC 14/4/55. Still listed as in the Fleet for May and June 1955.
G-AIVL	Delivered 26/7/47. Tail damaged at Northolt, 8 to 21/6/51. Noted as at Northolt, damaged 26/2/52. Completion of repairs at NO 3/3/52. To PR 25/11/52 conversion to Admiral. PR to RE after conversion 29/12/52. Sold to Eagle Aviation and collected 25/4/55.
G-AIVM	On BEA charge by Vickers 25/7/47. Noted as training on lists from 31/5/49 to 31/8/49. Base shown as Wisley on lists of 30/9/49 and 31/10/49. NO to PR for conversion to Tourist Standard 17/8/52. PR to NO after conversion to Admiral Class 22/9/52. Sold and collected by BKS Engineering Ltd 8/11/55.
G-AIVN	Delivered 30/7/47. Noted as Training on lists from 31/1/49 to 30/4/49. Sold Central African Airways 18/9/54.
G-AIVO	Delivered 21/8/47. Sold to Aviation Servicing Ltd, collected 28/3/53.
G-AIVP	Delivered 9/8/47. Crashed 5/4/48.
G-AJBM	Delivered 9/8/47. RE to PR conversion to Admiral 29/12/52. PR to RE after conversion 5/2/53. Sold and positioned to Eagle Aviation at Blackbushe 12/8/55.
G-AJBN	First noted on list for 31/10/47. RE to PR conversion to Admiral 16/2/53. PR to RE after conversion 18/3/53. Sold to Air Trading Company and collected 5/11/55.
G-AJBO	First noted on list for 31/10/47. Sold to Aviation Servicing Ltd, collected 18/5/53.
G-AJBP	First noted on list for 31/10/47. NO to PR conversion to Admiral 18/12/52. PR to RE after conversion 30/1/53. Sold to Eagle Aviation and collected 1/12/55.
G-AJBR	First noted on list for 31/10/47. At Northolt, tail oleo damaged, 9 to 30/1/52. RE to PR conversion to Admiral 25/3/53. PR to RE after conversion 26/4/53. Sold to BKS Ltd and collected from RE 27/1/55.
G-AJBS	First noted on list for 31/10/47. NO to PR conversion to Admiral 14/1/53. PR to RE after conversion 12/2/53 (aircraft number 18). Sold to Eagle Aviation and collected 7/9/55.
G-AJBT	First noted on list for 31/10/47. Sold to Central African Airways 5/5/55.
G-AJBU	Delivered 19/1/48. Chartered to Airwork 21/8/53, returned from charter 21/9/53. Sold and collected by Hunting Clan 16/11/55.
G-AJBV	Delivered 26/1/48. Sold to Aviation Servicing Ltd, collected 25/3/53.
G-AJBW	Delivered 23/1/48. NO to PR conversion to Tourist Standard 16/8/62. PR to NO after conversion to Admiral Class 17/9/52. Sold to Eagle Aviation and collected 18/5/55.
G-AJBX	Delivered 6/2/48. NO to PR conversion to Tourist standard 15/7/52. (no date for return to NO but listed as Admiral in list of 1/10/52. Sold to Eagle Aviation and collected from L 1/6/54.
G-AJBY	Delivered 10/1/48. Noted as serviceable after damage 14/1/51. Damaged at Madrid 1/11/51. Madrid to NO after damage 4/2/52. Noted as under conversion to Admiral on list of 1/10/52. PR to RE after conversion 24/10/52. Sold to Misr Airways 12/6/54. Sold and collected by BKS Engineering Ltd 23/11/55.
G-AJCA	Delivered 7/2/49. Sold Misr Airways 12/6/54.
G-AJCD	Delivered 24/2/49. Sold to Aviation Servicing Ltd, collected 15/7/53.
G-AJCE	Delivered 25/3/48. Sold to Eagle Airways 6/12/54.
G-AJDI	Delivered 28/2/49. RE to PR conversion to Admiral 3/3/53. PR to RE after conversion 2/4/53. Sold to (?) and collected 24/9/55.
G-AJDJ	Delivered 8/3/49. Sold to Misr Airways 9/6/54.
G-AJDK	Delivered 13/4/49. Sold to Aviation Servicing Ltd, collected 11/9/53.
G-AJDL	Delivered 27/4/49. NO to PR conversion to Tourist standard 17/7/52. PR to NO after conversion to Admiral 12/9/52. Crashed Nutts Corner 5/1/53.
G-AJJN	Bought from Vickers 1/3/50. RE to PR conversion to Admiral 9/2/53. PR to RE after conversion 12/3/53. Sold BKS Ltd and collected from RE 15/12/54.
G-AKBG	Delivered 25/4/49. Storm damage 14 to 22/7/51. Sold to Hunting Air Transport 21/4/55.
G-AKBH	Delivered 28/4/49. Damaged on landing Dusseldorf 22/1/51. Serviceable 8/2/51. To PR Tourist conversion 3/1/52. PR to NO after conversion (radio only) 10/3/52. Sold to Aviation Servicing Ltd, collected 8/4/53.
G-AMGG	Initially noted on the lists as G-AHGG. From South African Airways 1/12/50. Wisley to NO 20/3/51. NO to PR conversion to Admiral 15/10/52. PR to RE after conversion 2/12/52. Damaged Palma 21/12/53, serviceable 19/1/54. Sold to Eagle Aviation and collected 1/7/55.
G-AMGH	Initially noted on the lists as G-AHGH. From South African Airways 7/12/50. Wisley to NO 21/3/51. RE to PR conversion to Admiral 25/1/53. PR to RE after conversion 24/2/53. Sold and collected 6/10/55.
G-AMGI	Initially noted on the lists as G-AHGI. From South African Airways 4/12/50. Noted as under conversion at Wisley on list of 1/4/51. Wisley to NO 17/4/51. Damaged Blackbushe 19/12/51. Blackbushe to NO after damage 5/1/52. RE to PR conversion to Admiral 3/4/53. PR to RE after conversion 1/5/53. Sold to Eagle Aviation and collected 30/6/55.

G-AMGJ	Initially noted on the lists as G-AHGJ. From South African Airways 11/12/50. Noted as under conversion at Wisley on list of 1/4/51. Wisley to NO 5/4/51. NO to PR conversion to Admiral 24/10/52. PR to RE after conversion 11/12/52. Sold to Eagle Aviation and collected 2/12/55.
G-AMNJ	Purchased from South African Airways 15/11/51. Arrived PR for conversion to Tourist and BEA standards 12/12/51. PR to NO after provisional conversion to Tourist 30/5/52. NO to PR for completion of conversion 9/6/52. PR to NO after completion 15/7/52. Sold to Karl Herfurtner and collected 11/11/55.
G-AMNR	Accepted from South African Airways 24/12/51. Arrived PR for conversion to Tourist and BEA standards 27/12/51. PR to NO after conversion 2/8/52. Damaged Gibraltar 31/7/53. Returned to service after repairs at Gibraltar 21/8/53. Sold to Eagle Aviation and collected 25/4/55.
G-AMNS	Accepted from South African Airways 10/12/51. Arrived PR for conversion to Tourist and BEA standards 15/12/51. PR/RE/NO after conversion 1/8/52. Sold and positioned to Eagle Aviation at Blackbushe 8/8/55.
G-AMNX	Accepted from South African Airways 27/12/51. To PR for conversion to Tourist and BEA standards 3/1/52. PR to NO after completion 17/7/52. Sold to Eagle Aviation and collected 18/5/55.
	<b>Vickers Viscount</b>
G-ALWE	Wisley to L 3/1/53. L to Wisley for mods 24/3/53. WI to L after mods 16/4/53. L to WI for mods 5/6/53, returned 20/6/53. L to Hurn for mods 29/4/54, returned 11/5/54. L to WI for mods 4/3/55. Cambridge to L 31/3/55. L to CAM for back stay and anti-corrosion mods 5/12/55, returned 11/2/56. Damaged at Manchester WO 14/3/57.
G-ALWF	Wisley to L 13/2/53. L to WI for mods 17/4/53, returned 19/4/53. L to WI for mods 14/7/53, returned 21/8/53. L to WI for mods 10/5/54, returned 24/5/54. Damaged on landing Blackbushe 12/12/54. Positioned Blackbushe to L for completion of repairs 19/1/55. L to CAM for mods 27/4/55, returned 19/5/55. L to CAM for back stay and anti-corrosion mods 16/10/55, returned 23/12/55. L to WI for mods 22/10/56, returned 19/2/57. Noted on 31/3/59 list as modified for high density operations. Sold to Channel Airways, collected from L 16/3/64.
G-AMNY	Wisley to L 20/2/53. L to WI for mods 21/8/53 (actually states "after mods"), returned after mods 27/9/53. L to WI for mods 24/5/54, returned 2/6/54. L to CAM for mods 31/3/55, returned 27/4/55. L to WI for special check 19/11/55, returned 26/11/55. L to CAM for back stay and anti-corrosion mods 28/12/55, returned 29/2/56. WI to L on completion of strain gauge tests and mods 17/4/57 (no date given for L to WI). Damaged Milan 14/4/58, three engine ferry Milan to L for completion of repairs 18/4/58. Damaged at Milan 5/1/60. WO from 21/1/60.
G-AMNZ	Wisley to L 3/10/53. L to WI for mods 9/10/54, (return date not listed). L to Tollerton for mods 27/10/56, returned 11/12/56. L to CAM for mods 18/5/57, returned 25/5/57. L to Wymeswold for spar mods 2/2/58, returned 18/6/58. Noted on Jan 61 list as modified for high density operations. Sold to Cambrian Airways, positioned L to Cambridge 26/6/63.
G-AMOA	Wisley to L 17/4/53. L to WI for mods 15/10/53, returned 31/10/53. L to WI for mods 26/5/54, returned 4/6/54. L to CAM for mods 15/3/55, returned 8/4/55. Damaged Renfrew 14/12/55. RE to L on completion of repairs 29/3/56. L to CAM for mods 2/3/57, returned 1/5/57. L to CAM for spar mods, etc. 1/2/58, returned 5/7/58. Noted on list dated 31/12/59 as modified for high density operations. Damaged at Ringway 15/4/60. Positioned Ringway to L after repairs 14/5/60. Positioned to Stansted pending disposal 2/10/63. Sold to Channel Airways (Southend), collected from L 3/1/64.
G-AMOB	Wisley to L 24/4/53. L to WI for mods 30/10/53, returned 18/11/53. L to WI for mods, returned 18/6/54. Overshot runway and damaged Blackbushe 13/12/54. Noted as on repairs at Cambridge on list dated 1/4/55. CAM to L 15/5/56. CAM to L on completion of mods 21/5/57 (no date for L to CAM). Noted as modified for high density operations on list of 31/3/59. Sold to VASP, despatched 26/2/63.
G-AMOC	Wisley to L 4/6/53. L to WI for mods 19/11/53, returned 4/12/53. L to WI for mods 8/6/54, returned 24/6/54. L to WI for mods 8/2/55, returned 16/3/55. L to Weybridge for tank reference trials 11/4/56, returned 23/4/56. L to CAM for mods 8/11/56, returned 2/3/57. WI to L after flap beam bolt change 21/3/57. L to CAM for spar mods, etc. 29/1/58, returned 4/5/58. Noted on list dated 31/3/60 as modified for high density operations. Positioned to Stansted pending disposal 14/11/63. Sold to Channel Airways (Southend), collected from Stansted 28/12/63.
G-AMOD	Wisley to L 26/6/53. L to WI for mods 21/6/54, returned 5/7/54. L to WI for mods 18/2/55, returned 25/3/55. L to Tollerton for mods 28/2/57, returned 5/4/57. L to CAM for mods 25/5/57, returned 17/6/57. L to CAM for spar mods, etc. 29/1/58, returned 17/7/58. Noted on list dated 31/12/59 as modified for high density operations. Sold to VASP, despatched 26/2/63.
G-AMOE	Wisley to L 13/7/53. L to WI for mods 24/6/54, returned 8/7/54. L to CAM for mods 8/4/55, returned 4/5/55. L to CAM for mods 29/12/56, returned 23/1/57. CAM to L after flap beam bolt change 23/3/57 (no date for L to CAM). L to Wymeswold for spar mods, etc 29/1/58, returned to L in Aug 58. Noted on list for 31/12/59 as modified for high density operations. To CAM for spar change and Check 4, etc 8/11/63. Returned to L 11/3/64. Sold to Channel Airways, collected from L 16/3/64.
G-AMOF	Wisley to L 8/8/53. L to WI for mods 8/7/54, returned 21/7/54. L to CAM for mods 18/4/55, returned 12/5/55. L to CAM for mods 1/11/56, returned 3/12/56. L to CAM for mods 14/4/57, still shown at CAM on list for 30/6/57 but no date for return to L. L to CAM for spar mods, etc 29/1/58, CAM to L 25/6/58 (spar and increased AUW mods). Shown on list for 30/9/59 as modified for high density operations. Sold to VASP 23/3/63.

G-AMOG	Accepted L 27/3/53. L to WI for mods 29/9/53, returned 15/10/53. L to WI for mods 13/5/54, returned 27/5/54. Damaged Rome 24/10/54. Rome to L after repairs 10/12/54. L to CAM for mods 20/3/55, returned 18/4/55. L to Tollerton for mods 12/12/56, returned 29/1/57. CAM to L after mods 30/4/57 (no date for L to CAM). Noted on list dated 31/3/60 as modified for high density operations. Sold to Cambrian Airways, collected from L 28/1/63.
G-AMOH	Wisley to L 14/10/53. L to WI for mods 6/12/54, returned 31/1/55. L to Tollerton for mods 30/1/57, returned 13/3/57. L to Wymeswold for spar mods 2/2/58, returned 4/7/58. Noted on Jan 61 list as modified for high density operations. Positioned to Stansted pending disposal 16/10/63. Sold to Channel Airways, collected from L 3/2/64.
G-AMOI	Wisley to L 5/11/53. L to WI for mods 22/11/54. Jan 55 list states that mods at Cambridge and then to WI for strain gauge testing 13/1/55, returned to L 18/2/55. L to CAM for anti corrosion mods 25/1/56, returned 21/3/56. L to CAM for mods 2/5/57, returned 8/5/57. L to Wymeswold for spar mods, etc 7/3/58, returned 28/8/58. Noted on 31/12/59 list as modified for high density operations. Sold to VASP 23/3/63.
G-AMOJ	Wisley to L 30/11/53. L to WI for mods 29/12/54, returned 8/2/55. L to CAM for mods 13/11/55, returned 25/1/56. Noted on 31/3/60 list as modified for high density operations. Positioned to Stansted pending disposal 2/10/63. Sold to Channel Airways, collected from L 17/2/64.
G-AMOK	Delivered Hurn to L 22/12/53. Damaged at L 16/1/55. On repairs at CAM (1/4/55 to Sep 55 lists). Noted as based at CAM on lists from 31/3/56 to July 1956. CAM to L 29/9/56. L to WI for landing trials 22/9/58. L to CAM for embodiment of 2nd ADF 29/9/58. CAM to L 28/10/58. Noted on 31/3/59 list as modified for high density operations. Sold to Linia Aeropostal Venezolana, Caracas, collected from L 1/4/63.
G-AMOL	Wisley to L 1/1/54. L to WI for mods 24/1/55. CAM to L after mods 25/2/55. Damaged at Copenhagen 25/3/55. Serviceable, Copenhagen to L 4/7/55. L to CAM for mods 7/10/56, returned 30/10/56. L to WI for flap mods 27/3/57. WI to L 6/4/57. Noted on 31/12/59 list as modified for high density operations. Sold to Cambrian Airways, collected from L 1/4/63.
G-AMOM	Wisley to L 27/1/54. L to WI for mods 10/1/55, returned 15/2/55. Severely damaged training at Blackbushe 20/1/56. WO.
G-AMON	WI to L 11/3/54. L to WI for mods 4/2/55, returned 7/3/55. L to CAM for anti-corrosion mods 14/2/56, returned 28/3/56. Noted on 31/12/59 list as modified for high density operations. Sold to Cambrian Airways, collected from L 1/3/63.
G-AMOO	Delivered Hurn to L 19/12/53. L to WI for mods 9/8/54, returned 9/9/54. L to CAM for Stage 3 mods 3/10/55, returned 16/10/55. L to CAM for anti-corrosion mods 29/2/56, returned 16/4/56. Damaged at Oslo 28/11/56. Oslo to L after repairs (31/1/57?) CAM to L after flap beam bolt change 22/3/57 (no date for L to CAM). L to Wymeswold for spar mods 29/1/58, returned 23/7/58. Positioned Cognac to L for scheduled Check 3 and thunderstorm damage repairs 20/8/58. Noted on list for Jan 1961 as modified for high density operations. To CAM for spar change and Check 4, etc 18/11/63, still noted as at CAM on March 1964 list. Sold to Channel Airways, collected from L 17/4/64.
G-AMOP	Delivered Hurn to L 16/2/54. L to WI for mods 9/9/54, returned 11/10/54. L to CAM for Stage 3 and anti-corrosion mods 16/10/55, returned 5/12/55. CAM to L completion of mods 7/6/57. (no date for L to CAM). L to CAM for spar mods, etc. 24/2/58, returned 26/7/58. Noted on July 1961 list as modified for high density operations. Sold to Cambrian Airways, collected from L 6/1/63.
G-ANHA	Delivered Hurn to L 19/10/54. L to CAM for mods 20/2/56, returned 9/3/56. L to CAM for mods 21/5/57, returned 27/5/57. Noted on 31/3/59 list as modified for high density operations. Positioned L to CAM for spar change, etc 11/10/61, returned 23/12/61. Sold to VASP, collected from L 24/5/63.
G-ANHB	Delivered Hurn to L 21/11/54. L to CAM for mods 3/12/56, returned 21/12/56. L to CAM for mods 8/5/57, returned 14/5/57. Noted on 31/3/59 list as modified for high density operations. Sold to VASP, collected from L 24/4/63.
G-ANHC	Delivered Hurn to L 19/12/54. L to Tollerton for mods 19/1/57, returned 26/2/57. CAM to L after flap beam bolt change 22/3/57 (no date L to CAM). L to CAM for mods 13/5/57, returned 17/5/57. Damaged in mid-air collision near Anzio Southern Italy 22/10/58. WO 12/11/58.
G-ANHD	Delivered Hurn to L 4/5/55. L to CAM for mods 9/3/57, returned 12/4/57. Noted on 31/3/59 list as modified for high density operations. Sold to VASP, collected from L 24/4/63.
G-ANHE	Delivered Wisley ex Hurn to L 29/6/55. WI to L after flap beam bolt change 20/3/57 (no date L to WI). L to WI for flap mods 27/3/57, returned 3/4/57. Noted on 30/9/59 list as modified for high density operations. Positioned CAM to L on completion of spar changes 8/1/62 (no date for L to CAM). Sold to VASP, collected from L 24/5/63.
G-ANHF	Delivered Hurn to L 11/7/55. Noted on 30/9/59 list as modified for high density operations. Sold to VASP, collected from L 25/7/63.
G-ANRS	Delivered on temporary charter from Hunting Clan 19/11/55. To Fields at L on charter completion 3/4/56.
G-AODG	Delivered on charter WI to L 18/11/55. Sold to Middle East Airlines 27/3/57.
G-AODH	Delivered on charter WI to L 15/12/55. Sold British West Indian Airways and collected 22/4/57.
G-AOFX	Delivered Wisley to L 30/7/56. L to CAM for mods 28/5/57. (no date for return to L). Damaged at Hurn 24/12/58. Serviceable after repairs, Hurn to L 19/2/59. Noted on 31/3/59 list as modified for high density operations. Sold to VASP, collected from L 25/7/63.
G-AOHG	Delivered Wisley to L 20/2/57. Still in fleet Dec 69.
G-AOHH	Delivered Wisley to L 5/3/57. L to CAM for mods 20/2/59, returned 15/3/59. Still in fleet Dec 69.
G-AOHI	Delivered Wisley to L 11/3/57. Damaged at Edinburgh 29/12/59. Positioned Edinburgh to L after damage repairs 25/2/60. Still in fleet Dec 69
G-AOHJ	Delivered Wisley to L 27/3/57. Still in fleet Dec 69.

G-AOHK	Delivered Wisley to L 5/4/57. Still in fleet Dec 69.
G-AOHL	Delivered Wisley to L 17/4/57. Still in fleet Dec 69.
G-AOHM	Delivered Wisley to L May 57. Still in fleet Dec 69.
G-AOHN	Delivered Wisley to L 1/5/57. Damaged at Belfast 13/4/59. Positioned Belfast to L on completion of repairs 12/6/59. Still in fleet Dec 69.
G-AOHO	Delivered Wisley to L 4/5/57. Damaged at Tegel Airport, Berlin 17/3/63. Still shown as at Tegel on lists to Sep 1963. Positioned L to CAM for mods 14/12/64, returned 11/1/65. Still in fleet Dec 69.
G-AOHP	First noted on list for May 57. Crashed near Copenhagen, seriously damaged 17/11/57. WO.
G-AOHR	Delivered Wisley to L 4/6/57. Still in fleet Dec 69.
G-AOHT	Delivered Wisley to L 22/6/57. Still in fleet Dec 69.
G-AOHU	Delivered Wisley to L 11/7/57. Damaged at L 7/1/60. WO from 21/1/60.
G-AOHV	Delivered Wisley to L 25/7/57. Still in fleet Dec 69.
G-AOHW	Delivered Wisley to L 1/8/57. Positioned CAM to L after mods 30/10/64 (no date L to CAM).
G-AOJA	Delivered Wisley to L 14/2/57. Crashed Belfast 23/10/57. WO.
G-AOJB	Delivered Wisley to L 6/2/57. Positioned CAM for mods 2/10/60. (no date for return to L). Positioned L to CAM for mods 1/11/64. (no date for return to L). Still in fleet Dec 69.
G-AOJC	Delivered Wisley to L 19/1/57. L to CAM for mods 20/3/59, returned 3/4/59. Still in fleet Dec 69.
G-AOJD	Delivered Wisley to L 11/1/57. L to CAM for mods 10/3/59, returned 27/3/59. Still in fleet Dec 69.
G-AOJE	Delivered Wisley to L 26/1/57. Still in fleet Dec 69.
G-AOJF	Delivered Wisley to L 8/2/57. Positioned CAM to L (list for Dec 1964, no date for L to CAM). Still in fleet Dec 69.
G-AORC	Delivered Wisley to L 17/8/57. Crashed at Craigie near Prestwick 28/4/58. WO 2/5/58.
G-AORD	Delivered Wisley to L 7/9/57. Still in fleet Dec 69.
G-AOYG	Delivered Wisley to L 22/3/58. L to Wymeswold for AUW mods 9/4/58, returned 17/4/58. Still in fleet Dec 69.
G-AOYH	Delivered Wisley to L 23/12/57. L to Wymeswold for AUW mods 6/1/58, returned 21/1/58. Sold to BKS Air Transport Ltd, collected by them from L 31/7/68.
G-AOYI	Delivered Wisley to L 2/1/58. L to Wymeswold for AUW mods 17/1/58, returned 29/1/58.
G-AOYJ	Delivered Wisley to L 8/1/58. Wymeswold to L 4/2/58 (no date for L to WY). On hire to Cyprus Airways, collected at L 30/10/65. Still on hire Dec 69
G-AOYK	Delivered Wisley to Wymeswold for AUW mods (date not given). WY to L 1/3/58. On hire to Cyprus Airways, collected at L 23/10/65. Still on hire Dec 69.
G-AOYL	Delivered Wisley to L 14/2/58. L to Wymeswold for AUW mods 3/3/58, returned 12/3/58. Still in fleet Dec 1969.
G-AOYM	Delivered Wisley to L 19/3/58. L to Wymeswold for AUW mods 24/3/58, returned 29/3/58. Converted to 806X type from 18/11/65. Still in fleet Dec 1969.
G-AOYN	Delivered Wisley to L 26/3/58. L to Wymeswold for AUW mods 2/4/58, returned 9/4/58. Still in fleet Dec 1969.
G-AOYO	Delivered Wisley to L 3/4/58. Crashed at Abbotsinch 18/7/67, now WO. Lists for Feb/Apr 1968 up to Dec 1969 state that the aircraft is still registered to BEA pending completion of disposal arrangements.
G-AOYP	Delivered Wisley to L 16/5/58. Still in fleet Dec 1969.
G-AOYR	Delivered Wisley to L 11/4/58. Positioned L to CAM 14/8/69 for storage. Sold to BKS, collected from CAM 29/12/69.
G-AOYS	Delivered Wisley to L 13/6/58. Still in fleet Dec 1969.
G-AOYT	Delivered Wisley to L 2/5/58. Sold to Winner Airways Taiwan, departed L 8/5/69, arrived Taiwan, Formosa 13/5/69.
G-APEX	Delivered Wisley to L 24/6/58. Sold to BKS, collected from CAM 29/12/69.
G-APEY	Delivered Wisley to L 18/7/58. Sold to BKS Air Transport Ltd, collected from L 2/4/68.
G-APIM	Delivered Wisley to L 23/6/58. Still in fleet Dec 1969.
G-APJU	Delivered Wisley to L 2/8/58. Still in fleet Dec 1969.
G-APKF	Delivered Wisley to L 12/7/58. Sold to Laotian Airlines, departed Marshalls (CAM) for Vientiane 20/9/69.
G-APNF	Delivered Wisley to L 7/6/58 (under contract). Returned to Vickers on completion of hire 16/8/58.
G-APNG	Delivered Wisley to L 26/6/58 (under contract). Returned to Vickers on completion of hire 6/8/58.
G-APOX	Delivered Wisley to L 11/4/59. Still in fleet Dec 1969.
G-APZP	Positioned Vienna to L on loan. Delivered as OE-LAB, 26/3/60, to be registered as G-APZP. Noted on list dated 31/3/60 that aircraft is on hire from Fred Olsen. To Marshalls CAM in preparation for return 22/2/61. Returned to Fred Olsen Ltd 6/2/61 as LN-FOH.
G-ARBW	Loan to BEA from Fred Olsen, delivered to L as LN-FOM 19/6/60, to be re-registered as G-ARBW. To Marshalls CAM 30/1/61 in preparation for return. Returned to Fred Olsen Ltd 6/2/61 as LN-FOM.

### Abbreviations (not all used in this listing)

A	Aberdeen
B	Baltimore
BB	Blackbushe
BR	Bristol
CA	Cairo
CAM	Cambridge
CH	Christchurch

CR	Croydon
CRA	Cranfield
D	Durban
F	Filton
G	Gatwick
H	Hurn
HA	Hamburg
HAT	Hatfield
HU	Hucknall
HY	Hythe
J	Jersey
L	London Heathrow
LA	Langley
LAN	Lands End
M	Montreal
N	Nassau
NAI	Nairobi
NO	Northolt
P	Poole
PE	Peterborough (Westwood)
PEN	Penzance
PR	Prestwick
RE	Renfrew
RI	Ringway
S	Southend
SA	Santiago
SP	Speke
ST	St Just
STA	Stansted
T	Tollerton
TU	Turnhouse
V	Valley
VD	Vaalbank Dam
W	Whitchurch
WE	Westwood see PE
WI	Wisley
WO	Written off
WY	Wymeswold
Y	in fleet
YE	Yeovil