



other crew injured, but 35 passengers unhurt. Reported as operated with AB Aerotransport (possibly meaning Air Transport, as they definitely were the operators). Pilot Wing Commander Morrison, Flight Engineer Morgan. Canx 5.3.48

c/n SH1535

PK180 DD 45 No RAF service recorded  
DD 45 No.273 MU Polebrook, Northants  
SOC 15.5.47 but Test flown 13.5.47 at Polebrook to Shorts Belfast for inspection.  
BT15. 5.47 Airtech Ltd, Thame  
Original Belgian CofR stated ex-PK135, amended to PK180  
OO-XAD DD25. 5.47 to Brussels via Gatwick  
RD 2. 6.47 (CofR 679) Association de Personnes Transair (Jaune and Vanderveken) - Operating as Transair, Melsbroek, Brussels  
First Aircraft delivered to Trans Air  
Noted 13.6.47 on Melsbroek-Manston charter for Bergamo but delayed by engine failure.  
RD27.10.47 Air Transport Co SA, Melsbroek, Brussels  
Canx 2.10.48 as sold to Egypt AF by Tangiers Trading Cy.

c/n SH1536

PK181 DD 45 No RAF service recorded  
DD 45 No.273 MU Polebrook, Northants  
BT25. 8.47 DD28. 8.47 Airtech Ltd, Thame. (PHOTO)  
Test flown 28.8.47 at Polebrook  
OO-XAE DD29. 8.47 RD 3.11.47 (CofR No 738) Air Transport Co SA, Melsbroek  
(Sold by "Transair" to the above)  
Flown 21.4.48 to Shanghai, arriving 9.5.48 returned to Brussels with 29 passengers. On 27.7.48 left Blackbushe for Castel Benito and Cairo (Farouk Field, arriving 28.7.48 on 29.7.48 noted training Egyptian crews.  
Canx 2.10.48 as sold to Tangiers Trading Cy  
(for delivery to Egypt AF)

C/n SH1301

PJ900 DD 9.44 RAF 46 Sqn, then to Shorts  
DD 45 No.273 MU Polebrook, Northants  
SOC 21.7.47 to Civilian Procurement Authority  
BT21. 7.47 Airtech Ltd, Thame (PHOTO)  
OO-XAH RD24. 7.47 (CofR 701) Association de Personnes Transair (Jaune and Vanderveken) - Operating as Transair, Melsbroek, Brussels  
(c/n quoted as SBSH.13017)  
RD27.10.47 Air Transport Co SA, Melsbroek, Brussels  
Canx 29.10.48 as sold to Egypt AF by Tangiers Trading Cy.

c/n SH1490

PK136 DD 45 A&AEE Boscombe Down  
DD 45 No.273 MU Polebrook, Northants (PHOTO)  
BT25. 8.47 Airtech Ltd, Thame Test flown 26.9.47 at Polebrook with second test on 2.10.47. Deld 5.10.47 to Gatwick  
OO-XAK DD 6.10.47 RD 3. 5.48 (CofR 767) Air Transport Co SA, Melsbroek  
Canx 2.10.48 as sold to Tangiers Air Charter Co.Ltd (Archive 1/80)  
(Should read "Tangiers Trading Cy. For delivery to Egypt AF)

c/n SH1537

PK182 DD 45 No RAF service recorded  
DD 45 No.273 MU Polebrook, Northants  
BT25. 8.47 Airtech Ltd, Thame Test flown 28.2.48 at Polebrook  
OO-XAL RD 1. 6.48 (CofR 770) Air Transport Co SA, Melsbroek, Brussels  
DD30. 9.47 Air Transport Co SA, Melsbroek  
On 11.6.48 made forced landing at Macassar, Celebes with engine trouble, damage repaired, thence to Singapore and Darwin.  
Damaged 18.8.48 Overshot runway on landing at Bovingdon 4 crew and one

passenger unhurt. Repaired  
DD 1.10.48 Brussels-Cairo for Egyptian AF  
Canx 29.10.48 On sale to Tangiers Trading Cy  
(INCORRECTLY Reported canx that date to Czechoslovakia (Archive 1/81))

c/n SH1508

PK148 DD 45 RAF 51 Sqn  
DD 45 No.273 MU Polebrook, Northants  
BT25. 8.47 Airtech Ltd, Thame  
OO-XAM Reserved for Air Transport Co SA, Melsbroek, Brussels  
Painted as such but NTU  
G-AKPC RD 6. 1.48 (CofR 12115/1) Airtech Ltd, Thame  
For ferry flight on a "permit to Fly" Polebrook to Thame for  
overhaul in Jan/Feb 48 but no UK CofA prepared or issued.  
Canx 26.5.48 as sold abroad (but scrapped 11.48 at Thame (A-B Stirling)  
Inspected by Belgian CAA 6.8.48 for permit to fly to Egypt (No permit  
date known)  
Also reported as having flown Brussels-Tripoli-Cairo on 12.8.48

c/n SH1522

PK157 DD 45 RAF 242 Sqn  
DD 45 No.273 MU Polebrook, Northants  
BT25. 8.47 Airtech Ltd, Thame  
OO-XAR Reserved for Air Transport Co SA, Melsbroek, Brussels  
painted as such but NTU  
Inspected 11.8.48 by Belgian CAA for permit to fly to Egypt (No permit  
date known). Delivered to Egypt? Fate unknown

c/n SH1514

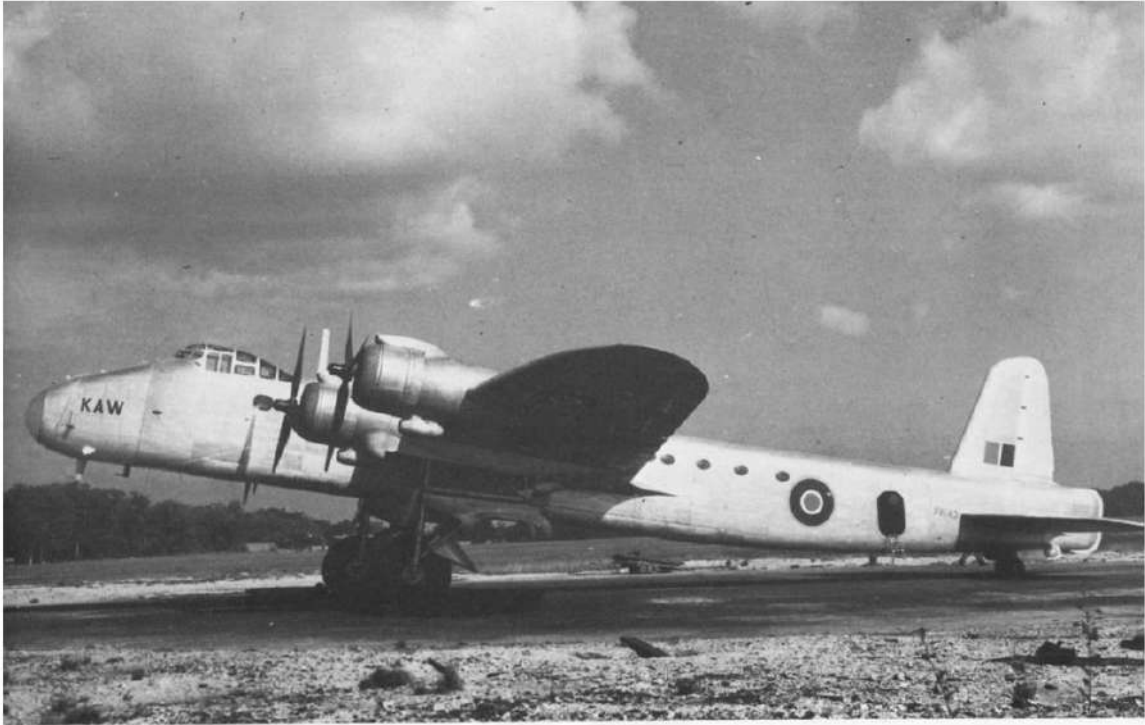
PK153 DD 45 RAF 242 Sqn then 46 Sqn  
DD 45 No.23 MU Aldergrove (PHOTO)  
BT25. 8.47 Airtech Ltd, Thame  
OO-XAS Reserved for Air Transport Co SA, Melsbroek, Brussels  
painted as such but NTU  
Test flown 2.4.49 at Aldergrove (NOT Polebrook)  
DD 5. 4.49 and parked at Blackbushe (noted there 13.8 & 27.9.49) until -  
Flown 13.10.49 to Brussels for inspection by Belgian CAA. Permit  
issued 14.10.49 to S.W.Rogers for dely to Madrid, Spain 14.10.49 and on  
to "A North African" airfield en route to ISRAEL! (Archive 1/80 + John  
Havers/Luc Wittemans)

c/n SH1528

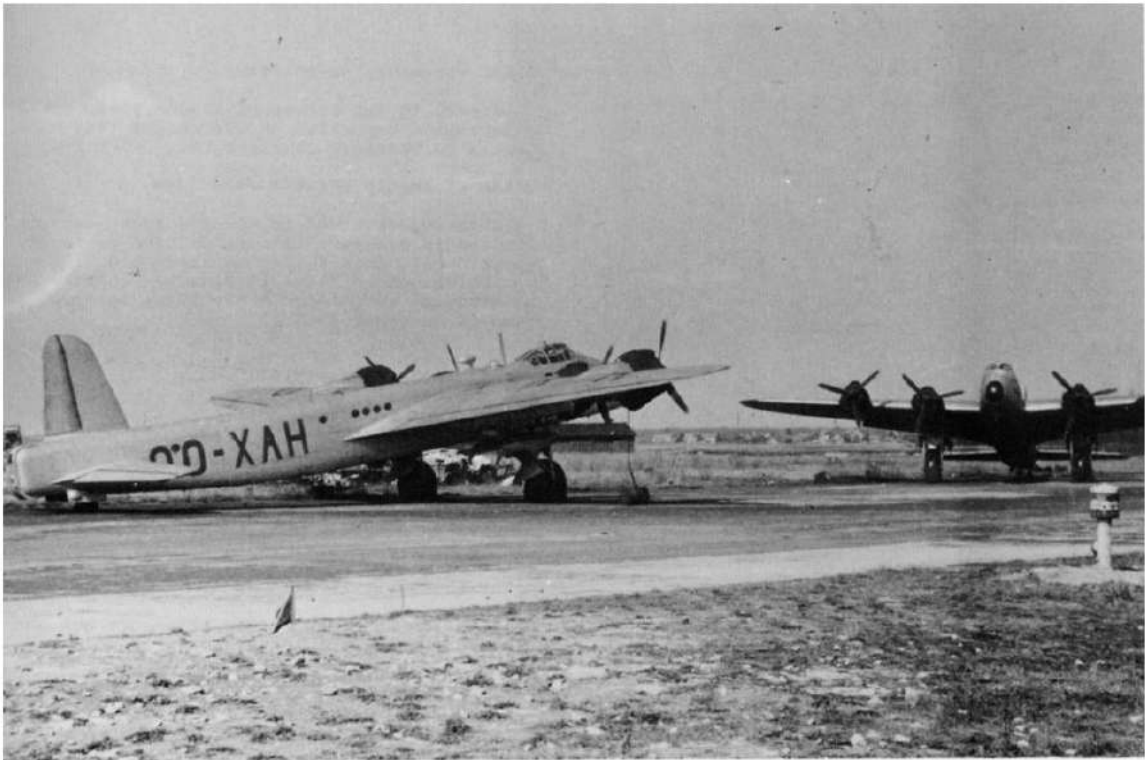
PK174 DD 45 RAF 51 Sqn  
DD 45 No.273 MU Polebrook, Northants  
BT25. 8.47 Airtech Ltd, Thame Test flown 27.4.49 at Polebrook  
OO-XAV Reserved for Air Transport Co SA, Melsbroek, Brussels  
painted as such but NTU  
DD30. 4.49 and parked at Blackbushe (noted there 27.9.49) until scrapped  
1949 at Blackbushe (Small explosion reported during BU due to fuel vapour  
in tanks)(Archive 1/80 A-B Stirling File)  
Inspected by Belgian CAA and permit issued 14.10.49 to S.W.Rogers for dely to  
Madrid, Spain - DOES THIS REFUTE THE REPORT OF BEING BROKEN UP ???

## PHOTOGRAPHS

There follow pages of photographs are taken from the Air-Britain "The Stirling File"  
and an article in "Aeroplane Monthly" dated November 1982 - These are NOT for  
publication, but are included here to illustrate our research into these Belgian  
Stirlings. I also have a copy of this article if anyone would like to see a copy of  
that. (All these items kindly added by Bernard Martin).



*PK143, a Mk.V of No.242 Squadron, at Stony Cross (CH16495)*



*Two of the Belgian civilian Stirling Vs*

Details of these ten Mk Vs are:-

**OO-XAC** (formerly PK172)

Registered to Trans-Air 25 June 1947, CofR691; registered to Air Transport 27 October 1947; Crashed on take-off at Kunming, China, 22 December 1947.

**OO-XAD** (formerly PK180)

Registered to Trans-Air 2 June 1947, CofR679; registered to Air Transport 27 October 1947; registration cancelled on 2 October 1948 on sale to Tangiers Charters Cy.

**OO-XAE** (formerly PK181)

Registered to Air Transport 3 November 1947, CofR738; registration cancelled on 2 October 1948 on sale to Tangiers Charters Cy.

**OO-XAH** (formerly PJ900)

Registered to Trans-Air 24 July 1947, CofR701; registered to Air Transport 27 October 1947; registration cancelled on 29 October 1948 on sale to Tangiers Charters Cy.

**OO-XAK** (probably ex-PK136)

Registered to Air Transport 3 May 1948, CofR767; registration cancelled on 2 October 1948 on sale to Tangiers Charters Cy.

**OO-XAL** (probably ex-PK182)

Registered to Air Transport 1 June 1948, CofR770; registration cancelled on 29 October 1948 on sale to Tangiers Charters Cy.

**OO-XAM** (formerly PK148)

Registration reserved to Air Transport but not effected in Belgium; letters painted on in UK. Became G-AKPC CoFR 6.1.48 (Airtech Ltd) for flight from Polebrook to Thame in January/February 1948. Registration cancelled in May 1948; scrapped at Thame in November 1948.

**OO-XAR** (probably ex-PK157)

Registration reserved to Air Transport but not effected in Belgium.

**OO-XAS** (formerly PK153)

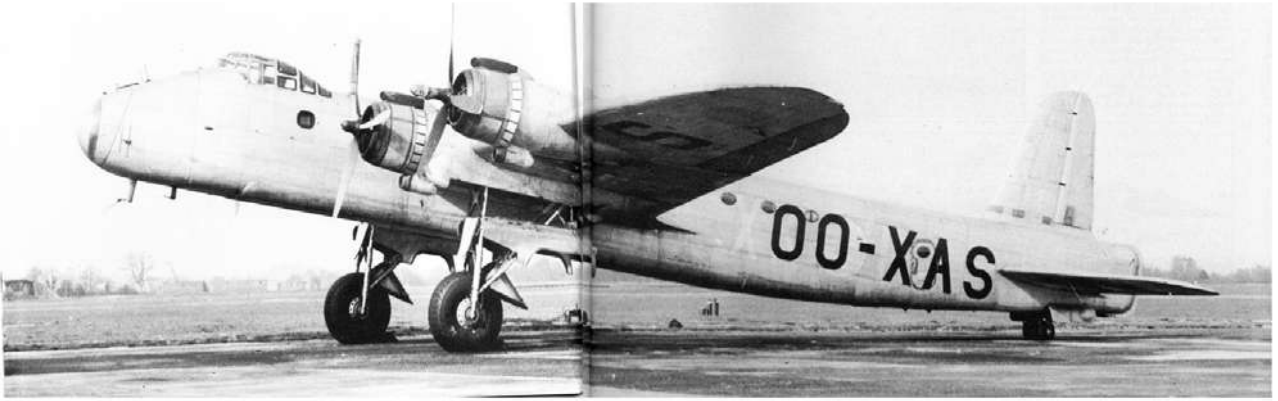
Registration reserved to Air Transport but not effected in Belgium; letters painted on in UK. Went to Madrid, Spain, on 14 October 1949.

**OO-XAV** (formerly PK174)

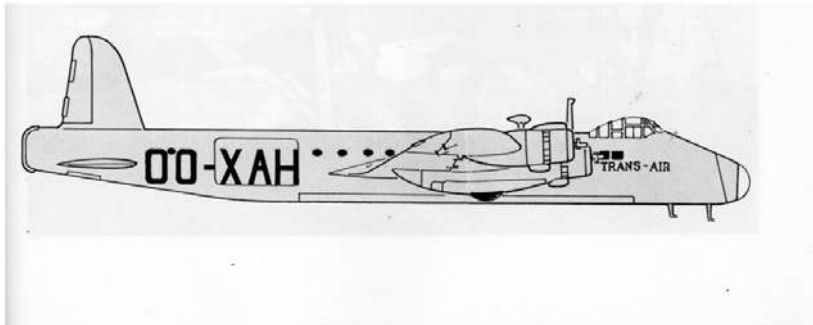
Registration reserved to Air Transport but not effected in Belgium; letters painted on in UK. Scrapped at Blackbushe 1949

*The massive and complicated undercarriage of a Stirling V*



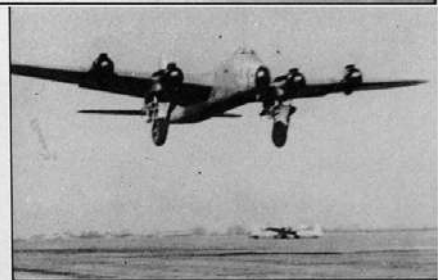


Montage made up from two pages of the Stirling File  
of OO-XAS





**Right,** Stirling V OO-XAH was later sold in Egypt and converted back to a bomber. **Below,** OO-XAE taxiing out from Blackbushe. This too found its way to Egypt after service with Air Transport.



**Left,** Stirling OO-XAS seen at Blackbushe. The letters XAS cover the large freight door. **Above,** OO-XAC, the company's first Stirling on test from RAF Polebrook, April 22, 1947. It crashed in China eight months later. **Lower**

**tor. Below,** Stirling OO-XAK in the livery of Air Transport.





Two views of Stirling OO-XAC after its crash at K'un-ming, China on December 22, 1947. Though the nose section was completely destroyed there was only one fatality, the second pilot.

#### Trans-Air and Air Transport Short Stirling Vs

<b>OO-XAC</b>	Ex RAF PK 172. Test flown at RAF Polebrook on April 12, 1947. Delivered to Brussels on June 18 and registered to Trans-Air on June 25, 1947. Registered to Air Transport on October 27, 1947. Crashed at K'un-ming, China on December 22, 1947.
<b>OO-XAD</b>	Ex RAF PK 180. Test flown at RAF Polebrook on May 13, 1947 and registered to Trans-Air, Brussels on June 2, 1947. Registered to Air Transport on October 27, 1947. Sold in Egypt.
<b>OO-XAE</b>	Ex RAF PK 181. Test flown at RAF Polebrook on August 28, 1947 and delivered to Brussels on August 29. Registered to Air Transport on October 3, 1947.
<b>OO-XAH</b>	Ex RAF PJ900. Registered to Trans-Air, Brussels on July 24, 1947. Registered to Air Transport on October 27, 1947. Sold in Egypt.
<b>OO-XAK</b>	Probably ex RAF PK 136. Registered to Air Transport, Brussels on May 3, 1948.
<b>OO-XAL</b>	Probably ex RAF PK 182. Test flown at RAF Polebrook on February 28, 1948 and registered to Air Transport, Brussels on June 1, 1948. Sold in Czechoslovakia.
<b>OO-XAM</b>	Ex RAF PK 148 (No 51 Sqn) Reserved for Air Transport but marks not taken up though the aircraft was registered G-AKPC for the ferry flight from RAF Polebrook to Thame (Airtech Ltd), where, probably in 1948, it was scrapped.
<b>OO-XAR</b>	RAF identity unknown. Reserved for Air Transport, Brussels but marks not taken up.
<b>OO-XAS</b>	Ex RAF PK 153 (No 46 Sqn). First flown on April 2, 1949 and registered to Air Transport, Brussels.
<b>OO-XAV</b>	Ex RAF PK 174. Test flown at Polebrook on April 27, 1949 and delivered to Blackbushe for collection by Air Transport pilot on April 30.

Most of the above Stirling Vs were collected from No 273 Maintenance Unit RAF Polebrook, Northants. OO-XAS came from No 23 MU Aldergrove.

#### The Short S.29 Stirling V

The prototype Stirling V LJ530, first flew in August 1944. As a transport version of the Stirling bomber the Mk V carried no armament. The nose was redesigned and lengthened and the tail gun position was faired over. 160 Stirling Vs were built, the final variant of the type and production

ceased in November 1945. Stirling Vs saw service with Nos 46, 51, 158, 242 and 299 Sqn. The type was phased out of service in 1946 to make way for Avro Yorks, destined to become the standard long-range transport of Transport Command



The Following Photos provided by Peter Wright 28 Jul 09

OO-XAE at Elmdon (Birmingham) 11.7.48 and XAK Singapore circa 1948

