

AIRCRAFT OF THE IRISH AIR SERVICE, IRISH ARMY AIR CORPS AND IRISH AIR CORPS, 1922-2007.

MARTINSYDE TYPE A Mk. II (1922-1927).

In December 1921 the Anglo-Irish Treaty was signed in London following peace negotiations between the British Government and an Irish delegation, which included Michael Collins. There was a possibility that members of the Irish delegation, with Michael Collins, would be detained on orders from the British Government if the peace negotiations failed. A Martinsyde Type A Mk.II had been secretly purchased in September 1921 and was kept at readiness at an airfield near London to convey the Irish delegation to safety in France or Ireland if the peace negotiations failed.

SERIAL NO.: None.

CONSTRUCTION NO.: 214.

PREVIOUS IDENTITY: One of only four Martinsyde Type A Mk.IIs constructed by Martinsyde Ltd. in 1920. G-EADN. First flight, 24.11.21. Stored at Croydon Aerodrome, 9.12.21.

SERVICE HISTORY: Delivered in crates by sea to Dublin, 16.6.22. Named "Big Fella" (displayed on engine cowlings). Renamed "City of Dublin" (displayed on port side of engine cowling) and "Cathair Atha Cliath" (displayed on starboard side of engine cowling) in 1926. "Withdrawn from use", 11.10.27. Broken up, January 1937.

REFERENCES: British Civil Aircraft, 1919-1972, Vol III; Wings Over Ireland; An Cosantoir, September 1972.

The Irish Army Air Service was established in July 1922 and was gradually equipped with various aircraft types acquired from the R.A.F. and the Aircraft Disposal Company. This company had been formed in 1919 to dispose of surplus aircraft and aero-engines from World War I for the British Government. The Irish Army Air Corps was established in 1924 following a re-organisation of the National Army at the end of the Civil War.

BRISTOL (TYPE 14) F2B FIGHTER (1922-1935).

SERIAL NO. I later B.I.

CONSTRUCTION NO.: 4014.

PREVIOUS IDENTITY: E2411. From a batch of 500 (E2151-E2650; c/ns 3754-4253), constructed by the British and Colonial Aeroplane Co. Ltd. (later Bristol Aeroplane Co. Ltd) for the R.A.F. in 1918. Arrived in Ireland on 25.3.19 and was in service with Nos. 2, 100 and 141 Squadrons and the Irish Flight, R.A.F., 1919-1921, operating from airfields at Baldonnel, Castlebar, Fermoy, Tallaght and Collinstown. Force-landed near Lucan, Co. Dublin, 5.6.19. Crash-landed at Castlebar, 6.8.20 and at Fermoy on 15.10.20. Repaired each time.

SERVICE HISTORY: Delivered from the Irish Flight to Baldonnel Aerodrome, 5.7.22. To "B" Flight, No. 1 Squadron. Refuelled with "ordinary motor spirit" and force-landed near Limerick, August 1922. Repaired and returned to service. Crashed and "written-off", 14.2.24.

SERIAL NO.: II later BF.II.

CONSTRUCTION NO.: 4968.

PREVIOUS IDENTITY: H1251. From a batch of 150 (H1240-H1389; c/ns 4975-5106), constructed by the British and Colonial Aeroplane Co. Ltd., which were powered by a Sunbeam Arab engine and delivered to the R.A.F. in 1918. R.A.F. squadron service not known. A 300-hp Hispano engine was installed, 3.7.1922.

SERVICE HISTORY: Purchased from the Aircraft Disposal Co. and delivered to Baldonnel Aerodrome, 4.7.22. To "B" Flight, No. 1 Squadron. Engine from BF.IV installed in this aircraft, 1.11.22. Crashed at Baldonnel Aerodrome, killing the pilot, 23.1.24. "Written-off".

SERIAL NO.: III.

CONSTRUCTION NO.: 5202.

PREVIOUS IDENTITY: H1485. From a batch of 282 (H1408-H1689; c/ns 5125-5406), constructed by the British and Colonial Aeroplane Co. Ltd. and delivered to the R.A.F. in 1918. Powered by a Rolls-Royce Falcon engine. In service in Ireland with No. 2 Squadron and the Irish Flight, R.A.F., 1920-1921.

SERVICE HISTORY: Delivered from the Irish Flight to Baldonnel Aerodrome, 10.7.22. To "B" Flight, No. 1 Squadron. Crashed at Naas, Co. Kildare, 17.7.22. "Written-off".

SERIAL NO.: IV.

CONSTRUCTION NO.: Not known, possibly none as the aircraft was not constructed by the parent company.

PREVIOUS IDENTITY: E1958. From batch of 250 (E1901-E2150), constructed by Sir W. G. Armstrong Whitworth & Co. Ltd., which were powered by a Sunbeam Arab engine and delivered to the R.A.F. in 1918. R.A.F. squadron service not known.

SERVICE HISTORY: Purchased from the Aircraft Disposal Co. but was damaged on landing after the delivery flight and had to be scrapped. Engine from this aircraft installed in BF.II, 1.11.22.

SERIAL NO.: V later BF.V.

CONSTRUCTION NO.: 3515.

PREVIOUS IDENTITY: D7865. From batch of 300 (D7801-D8100; c/ns 3415-3750), constructed by the British and Colonial Aeroplane Co. Ltd. and delivered to the R.A.F. in 1918. Powered by a Rolls-Royce Falcon engine. R.A.F. squadron service not known.

SERVICE HISTORY: Purchased from the Aircraft Disposal Co. and delivered to Baldonnel Aerodrome, 14.10.22. To "B" Flight, No. 1 Squadron. Crashed at Crumlin, Dublin, following engine failure over the city, 6.8.24. "Written-off".

SERIAL NO. VI later BF.VI.

CONSTRUCTION NO.: 3536.

PREVIOUS IDENTITY: D7886. From batch of 300 (D7801-D8100; c/ns. 3451-3750), constructed by the British and Colonial Aeroplane Co. Ltd. and delivered to the R.A.F. in 1918. Powered by a Rolls-Royce Falcon engine. R.A.F. squadron service not known.

SERVICE HISTORY: Purchased from the Aircraft Disposal Co. and delivered to Baldonnel Aerodrome, 13.10.22. To "B" Flight, No. 1 Squadron. Crashed, killing the pilot during military exercises at the Curragh, Co. Kildare, 22.9.25. "Written-off".

SERIAL NO.: VII later BF.VII and 7.

CONSTRUCTION NO.: 3532.

PREVIOUS IDENTITY: D7882. From batch of 300 (D7801-D8100; c/ns. 3451-3750), constructed by the British and Colonial Aeroplane Co. Ltd. and delivered to the R.A.F. in 1918. Powered by a Rolls-Royce Falcon engine. R.A.F. squadron service not known.

SERVICE HISTORY: Purchased from the Aircraft Disposal Co. and delivered to Baldonnel Aerodrome, 22.11.22. To "B" Flight, No. 1 Squadron. "Withdrawn from use", 27.4.32. Scrapped in June 1935 following an Air Corps survey of obsolete engines and aircraft held in storage.

SERIAL NO.: VIII later BF.VIII.

CONSTRUCTION NO.: 3535.

PREVIOUS IDENTITY: D7885. From batch of 300 (D7801-D8100; c/ns 3451-3750), constructed by the British and Colonial Aeroplane Co. Ltd. and delivered to the R.A.F. in 1918. Powered by a Rolls-Royce Falcon engine. R.A.F. squadron service not known.

SERVICE HISTORY: Purchased from the Aircraft Disposal Co. and delivered to Baldonnel Aerodrome, 22.11.22. To "B" Flight, No. 1 Squadron. "Written-off" in a crash at Baldonnel, 3.8.28.

REFERENCES: Bristol Aircraft since 1910; British Military Aircraft Serials, 1878-1987; Irish Aircraft; A History of the Royal Air Force and the United States Naval Air Service in Ireland, 1913-1923; Irish Air Letter, various issues; An Cosantoir, various issues.

MARTINSYDE F.4 BUZZARD (1922-1929).

SERIAL NO.: I later MI.

PREVIOUS IDENTITY: D4285. From a batch off 150 (D4211-D4360), constructed by Martinsyde Ltd. for the R.A.F. but did not enter service.

SERVICE HISTORY: Purchased from the Aircraft Disposal Co. and delivered to Baldonnell Aerodrome, 15.8.22. To "B" Flight, No. 1 Squadron. Named "The Humming Bird". Force-landed near Killarney, Co. Kerry and later near Mallow, Co. Cork, due to engine failure, 14.10.22. Returned to service after repairs, 8.12.22. Crashed near Baldonnell and "written-off", 16.5.29.

SERIAL NO.: II and later MII.

PREVIOUS IDENTITY: D4281. From a batch of 150 (D4211-D4360), constructed by Martinsyde Ltd. for the R.A.F. but did not enter service.

SERVICE HISTORY: Purchased from the Aircraft Disposal Co. and delivered to Baldonnell Aerodrome, 14.10.22. To "B" Flight, No. 1 Squadron. "Withdrawn from use", April 1929.

SERIAL NO.: III later MIII.

PREVIOUS IDENTITY: D4281. From a batch of 150 (D4211-D4360) constructed by Martinsyde Ltd. for the R.A.F. but did not enter service.

SERVICE HISTORY: Purchased from the Aircraft Disposal Co. and delivered to Baldonnell Aerodrome, 14.10.22. To "B" Flight, No. 1 Squadron. Crashed and "written-off", 18.9.28.

SERIAL NO.: IV later MIV.

PREVIOUS HISTORY: D4274. From a batch of 150 (D4211-D4360), constructed by Martinsyde Ltd. for the R.A.F. but did not enter service.

SERVICE HISTORY: Purchased from the Aircraft Disposal Co. and delivered to Baldonnell Aerodrome, 14.10.22. To "B" Flight, No. 1 Squadron. "Withdrawn from use", October 1925.

REFERENCES: A History of the Royal Air Force and the United Naval Air Service in Ireland; Irish Aircraft; British Military Aircraft Serials, 1878-1987; Irish Air Letter, various issues.

AVRO 504K (1922-1932).

SERIAL NO.: AI and I post 1924.

PREVIOUS IDENTITY: H2500. From a batch of 500 (H2146-H2645), constructed by A.V.Roe & Co. Ltd. and delivered to the R.A.F. in 1919.

SERVICE HISTORY: Purchased from the Aircraft Disposal Co. and delivered to Baldonnell Aerodrome, 21.7.22. To "A" Flight, No. 1 Squadron. Crashed near Baldonnell Aerodrome, 18.3.27. "Written-off".

SERIAL NO.: II and AII post 1924.

PREVIOUS IDENTITY: H2073. From a batch of 250 (H1896-H2145), ordered for the R.A.F. from the Sunbeam Motor Car Co. Ltd., of which 70 were later cancelled and the majority were placed in storage to be withdrawn as complete airframes or for spares for the R.A.F.

SERVICE HISTORY: Purchased from the Aircraft Disposal Co. and delivered to Baldonnell Aerodrome, 11.10.22. To "A" Flight, No. 1 Squadron. Crashed and "written-off", 30.6.25.

SERIAL NO.: III and AIII post 1924.

PREVIOUS IDENTITY: H2075. From a batch of 250 (H1896-H2145), ordered for the R.A.F. from the Sunbeam Motor Car Co. Ltd., of which 70 were later cancelled and the majority were placed in storage to be withdrawn as complete airframes or for spares for the R.A.F.

SERVICE HISTORY: Purchased from the Aircraft Disposal Co. and delivered to Baldonnell Aerodrome, 14.10.22. To "A" Flight, No. 1 Squadron. "Withdrawn from use", 2.6.31.

SERIAL NO.: IV and AIV post 1924.

PREVIOUS IDENTITY: E359. From a batch of 205 (E301-E600), constructed by Harland and Wolff Ltd., Belfast and delivered to the R.A.F. in 1918.

SERVICE HISTORY: Purchased from the Aircraft Disposal Co. and delivered to Baldonnel Aerodrome, 14.10.22. To "A" Flight, No. 1 Squadron. This was the first and only aircraft manufactured in Ireland to enter service with the Irish Air Service or the Irish Air Corps. "Withdrawn from use", 17.5.32.

SERIAL NO.: V and AV post 1924.

PREVIOUS IDENTITY: H2505. From a batch of 500 (H2146-H2645), constructed by A.V.Roe & Co. Ltd. and delivered to the R.A.F. in 1919.

SERVICE HISTORY: Purchased from the Aircraft Disposal Co. and delivered to Baldonnel Aerodrome, 15.2.23. To "A" Flight, No.1 Squadron. "Withdrawn from use", 3.7.28.

SERIAL NO.: VI and AVI post 1924.

PREVIOUS IDENTITY: D7588. From a batch of 300 (D7501-D7800), constructed by A.V.Roe & Co. Ltd. and delivered to the R.A.F. in 1918. Purchased by Central Aircraft Co. in 1919. Certificate of Airworthiness issued 6.6.19. G-EADQ. Expired June 1922.

SERVICE HISTORY: Purchased from Central Aircraft Co. and delivered to Baldonnel Aerodrome, 11.6.23. To "A" Flight, No. 1 Squadron. Crashed and "written-off", 3.9.26.

REFERENCES: Avro Aircraft since 1908; Irish Aircraft; British Military Aircraft Serials, 1878-1987; Aeroplane Monthly, May 1978.

ROYAL AIRCRAFT FACTORY SE.5A (1922).

SERIAL NO.: II.

PREVIOUS IDENTITY: F5282. From a batch of 100 (F5249-F5348), constructed by Martinsyde Ltd. and delivered to the R.A.F. in 1918. Did not enter service with R.A.F. unit.

SERVICE HISTORY: Purchased from the Aircraft Disposal Co. and delivered to Baldonnel Aerodrome, September 1922. Force-landed near Mallow, Co. Cork, due to engine failure and was destroyed by Anti-Treaty forces, October 1922.

REFERENCES: The SE.5A File; A History of the Royal Air Force and United States Naval Air service in Ireland, 1913-1923; An Cosantoir, September 1972; British Military Aircraft Serials, 1878-1987; Wings Over Ireland.

AIRCO D.H.9 (1923-1934).

SERIAL NO.: I later DI.

PREVIOUS IDENTITY: H5797. From a batch of 345 (H5541-H5890), constructed by the Alliance Aeroplane Co. Ltd. (Waring and Gillow Ltd.) in 1918 for the R.A.F. but apparently did not enter service with any squadron or other unit.

SERVICE HISTORY: Purchased from the Aircraft Disposal Co. and delivered to Baldonnel Aerodrome, 1.1.23. To "B" Flight, No.1 Squadron. Crashed near Fermoy, Co. Cork, killing the observer, 25.6.23. "Written-off".

SERIAL NO.: II later DII.

PREVIOUS IDENTITY: H5830. From a batch of 345 (H5541-H5890), constructed by the Alliance Aeroplane Co. Ltd. (Waring and Gillow Ltd) in 1918 for the R.A.F. but apparently did not enter service with any squadron or other unit.

SERVICE HISTORY: Purchased from the Aircraft Disposal Co. and delivered to Baldonnel Aerodrome, 1.1.23. To "B" Flight, No. 1 Squadron. "Withdrawn from use", February 1930.

SERIAL NO.: III later DIII.

PREVIOUS IDENTITY: H5774. From a batch of 345 (H5541-H5890), constructed by the Alliance Aeroplane Co. Ltd. (Waring and Gillow Ltd) in 1918 for the R.A.F. but apparently did not enter service with any squadron or other unit.

SERVICE HISTORY: Purchased from the Aircraft Disposal Co. and delivered to Baldonnel Aerodrome, 6.1.23. To "B" Flight, No. 1 Squadron. "Withdrawn from use", September 1934. Scrapped, following an Air Corps survey of obsolete aircraft and engines held in storage, June 1935.

SERIAL NO.: IV later DIV

PREVIOUS IDENTITY: H5869. From a batch of 345 (H5541-H5890), constructed by the Alliance Aeroplane Co. Ltd. (Waring and Gillow Ltd) in 1918 for the R.A.F. but apparently did not enter service with any squadron or other unit.

SERVICE HISTORY: Purchased from the Aircraft Disposal Co. and delivered to Baldonnel Aerodrome, 12.1.23. To "B" Flight, No. 1 Squadron. "Written-off" in crash, 18.1.23.

SERIAL NO.: V later DV.

PREVIOUS IDENTITY: H5823. From a batch of 345 (H5541-H5890), constructed by the Alliance Aeroplane Co. Ltd (Waring and Gillow Ltd) in 1918 for the R.A.F. but apparently did not enter service with any squadron or other unit.

SERVICE HISTORY: Purchased from the Aircraft Disposal Co. and delivered to Baldonnel Aerodrome, 23.1.23. To "B" Flight, No. 1 Squadron. Crashed at Oughterard, Co. Galway, returning from an aerial search for a missing trawler off the west coast of Ireland, 26.6.26. "Written-off".

SERIAL NO.: VI later DVI.

PREVIOUS IDENTITY: H9310. From a batch of 261 (H9113-H9412), constructed by the Aircraft Manufacturing Co. Ltd. (later de Havilland Aircraft Co. Ltd) in 1918 for the R.A.F. but apparently did not enter service with any squadron or other unit.

SERVICE HISTORY: Purchased from the Aircraft Disposal Co. and delivered to Baldonnel Aerodrome, 28.2.23. To "B" Flight, No. 1 Squadron. "Withdrawn from use", April 1931.

REFERENCES: Profile No. 62, The de Havilland D.H.9; De Havilland Aircraft of World War One; Irish Aircraft; British Military Aircraft Serials, 1878-1987; Aviation News, various issues.

BRISTOL (TYPE 14) F2B FIGHTER Mk. II (1925-1935).

A batch of six Bristol (Type 14) Fighter Mk.IIs, constructed by the Bristol Aeroplane Co. Ltd. in 1925, was ordered for the Irish Army Air Corps as replacements for the crashed F2B Fighters of the first batch.

SERIAL NO.: 17.

CONSTRUCTION NO.: 6858.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 24.10.25. To "B" Flight, No. 1 Squadron. Crashed at Hempstown, Co. Wicklow, during military exercises, killing the pilot and observer, 21.9.26. "Written-off".

SERIAL NO.: 18.

CONSTRUCTION NO.: 6859.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 24.10.25. To "B" Flight, No. 1 Squadron. "Withdrawn from use", April 1935. Following an Air Corps survey of obsolete aircraft and engines held in storage, this aircraft was scrapped, June 1935.

SERIAL NO.: 19.

CONSTRUCTION NO.: 6860.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 10.11.25. To "B" Flight, No. 1 Squadron. "Withdrawn from use", May 1935. Following an Air Corps survey of obsolete aircraft and engines held in storage, this aircraft was scrapped, June 1935.

SERIAL NO.: 20.

CONSTRUCTION NO.: 6861.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 4.11.25. To "B" Flight, No. 1 Squadron. "Withdrawn from use", October 1931.

SERIAL NO.: 21.

CONSTRUCTION NO.: 6862.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 18.11.25. To "B" Flight, No. 1 Squadron. "Withdrawn from use", July 1930.

SERIAL NO.: 22

CONSTRUCTION NO.: 6863.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 9.11.25. To "B" Flight, No.1 Squadron. "Withdrawn from use", May 1935. Scrapped, following an Air Corps survey of obsolete aircraft and engines held in storage.

REFERENCES: Bristol Aircraft since 1910; Irish Aircraft: Irish Air Letter, various issues.

DE HAVILLAND DH.60 CIRRUS MOTH (1926-1935).

Four de Havilland DH.60 Moths were ordered for the Irish Army Air Corps, from a batch of 35 constructed in 1926 by the de Havilland Aircraft Co. Ltd, powered by the ADC Cirrus engine.

SERIAL NO.: 23.

CONSTRUCTION NO.: 264.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 12.7.26. To "A" Flight, No. 1 Squadron. Crashed and "written-off", 26.7.28.

SERIAL NO.: 24.

CONSTRUCTION NO.: 265.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 12.7.26. To "A" Flight, No. 1 Squadron. Crashed and "written-off", 4.6.28.

SERIAL NO.: 25.

CONSTRUCTION NO.: 266

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 12.7.26. To "A" Flight, No. 1 Squadron. This aircraft was scrapped in August 1935 following a review by the Air Corps of aircraft and engines held in storage that were obsolete or not required.

SERIAL NO.: 26.

CONSTRUCTION NO.: 267.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 12.7.26. To "A" Flight, No. 1 Squadron. Crashed and "written-off", 29.6.27.

REFERENCES: Irish Aircraft; The Illustrated Encyclopaedia of Aircraft, Vol. 13; Air Britain, M.P.Filmore.

FAIREY IIIIF Mk. II (1928-1934).

One Fairey IIIIF Mk. II was ordered for delivery to the Irish Army Air Corps, which was diverted from a batch of 13 (S1250-S1262; c/ns F956-F968), constructed for the Fleet Air Arm by the Fairey Aviation Co. Ltd.

SERIAL NO.: No serial number was allotted to this aircraft. The construction number was used instead.

CONSTRUCTION NO.: F968, which was displayed on both sides of the rear fuselage.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 20.3.28. Floats for this aircraft were also delivered, costing £1,450. To "B" Flight, No. 1 Squadron. Force-landed in Co. Cavan, but not damaged, 13.9.28. Returned to service after repairs. Crashed at Terenure, Dublin, 10.9.34. Two crew killed and one injured. "Written-off".

Four Fairey III F Mk. IVs (c/ns F969, F970, F1135 and F1136) were also ordered for the Air Corps but were cancelled due to economic "cut backs" by the Irish Government. Two of these aircraft (c/ns F969 and F970) were to be diverted from a batch of 25 (J9053-J9077) constructed for the R.A.F. by the company.

REFERENCES: British Military Aircraft Serials, 1879-1987; Military Aviation Review, April 1979; Aviation News, October 1976; File no. ACH-H 2/23607 (Irish Military Archives).

AIRCO D.H.9 (1929-1935)

SERIAL NO.: 7

PREVIOUS IDENTITY: H9247. From a batch of 261 (H9113-H9412), constructed by the Aircraft Manufacturing Co. Ltd. (later de Havilland Aircraft Co. Ltd) in 1918 for the R.A.F. but apparently did not enter service with any squadron or other unit.

SERVICE HISTORY: Purchased from the Aircraft Disposal Co., apparently without an engine, as a replacement for the DH.9s that had crashed. Delivered to Baldonnell Aerodrome, 5.4.29. To "B" Flight, No. 1 Squadron. "Withdrawn from use", September 1934. Following an Air Corps survey of obsolete aircraft and engines held in storage this aircraft was scrapped in June 1935.

SERIAL NO.: 8

PREVIOUS IDENTITY: H5862. From a batch of 345 (H5541-H5890), constructed by the Alliance Aeroplane Co. Ltd. (Waring and Gillow Ltd.) in 1918 for the R.A.F. but apparently did not enter service with any squadron or other unit.

SERVICE HISTORY: Purchased from the Aircraft Disposal Co., apparently without an engine, as a replacement for the DH.9s that had crashed. Delivered to Baldonnell Aerodrome, 5.4.29. To "B" Flight, No. 1 Squadron. "Withdrawn from use", May 1932.

REFERENCES: British Military Aircraft Serials, 1878-1987; Irish Aircraft.

VICKERS TYPE 193 VESPA IV (1930-1934)

Developed from the Type 113 Vespa I and Type 149 Vespa III, and constructed by Vickers (Aviation) Ltd., four of these aircraft were ordered for the Irish Army Air Corps in 1929 at a cost of £4,500 each.

SERIAL NO.: V1

SERVICE HISTORY: First flight, 25.3.30. Delivered to Baldonnell Aerodrome, 14.4.30. To "B" Flight, No. 1 Squadron. Crashed at Fermoy, Co. Cork, and "written-off", 6.7.34.

SERIAL NO.: V2

SERVICE HISTORY: First flight, 27.3.30. Delivered to Baldonnell Aerodrome, 14.4.30. To "B" Flight, No. 1 Squadron. Crashed and "written-off", 31.8.32.

SERIAL NO.: V3

SERVICE HISTORY: First flight, 7.4.30. Delivered to Baldonnell Aerodrome, 14.4.30. To "B" Flight, No. 1 Squadron. Crashed in the Foxford Mts., Co. Mayo, 18.5.31. "Written-off".

SERIAL NO.: V4

SERVICE HISTORY: First flight, 2.4.30. Delivered to Baldonnel Aerodrome, 14.4.30. To "B" Flight, No. 1 Squadron. Crashed at the Curragh Military Camp, Co. Kildare, 9.4.31. "Written-off".

REFERENCES: Vickers Aircraft since 1908; Aviation News, July 1983; The Illustrated Encyclopaedia of Aircraft, Vol. 13; Wings Over Ireland; File nos. AC-D 2/47495, AC-D 2/52142 and AC-H 2/35570 (Irish Military Archives).

AVRO 621 (1930-1937)

Three Avro 621s, powered by an Armstrong Siddeley Mongoose radial engine, were ordered from A.V.Roe & Co. Ltd., to replace the Avro 504Ks as an elementary training aircraft with the Irish Army Air Corps. The Avro 621 introduced a new colour scheme for training aircraft in service with the Air Corps: a black fuselage with silver wings, tailfin and tailplane.

SERIAL NO.: A7

CONSTRUCTION NO.: 410

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 23.3.30. To "A" Flight, No. 1 Squadron. Crashed at Bray Head, Co. Wicklow, 21.11.30. "Written-off".

SERIAL NO.: A8

CONSTRUCTION NO.: 411

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 5.4.30. To "A" Flight, No. 1 Squadron. To Air Corps Training Schools, October 1934. "Withdrawn from use", August 1937.

SERIAL NO.: A9

CONSTRUCTION NO.: 412.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 17.4.30. To "A" Flight, No. 1 Squadron. Crashed at Maynooth, Co. Meath, 26.11.30. "Written-off".

REFERENCES: Avro Aircraft since 1908; Irish Aircraft; Illustrated Encyclopaedia of Aircraft, Vol. 2.

VICKERS TYPE 208 VESPA V (1931-1940)

Four Type 208 Vespa Vs, constructed by Vickers (Aviation) Ltd., were ordered for the Irish Army Air Corps in 1930. The Vespa Vs did not have the Townend exhaust ring cowling fitted to the Armstrong Siddeley Jaguar radial engine, as on the Vespa IV, and also incorporated some minor modifications.

SERIAL NO.: V5

SERVICE HISTORY: First flight, 25.3.31. Delivered to Baldonnel Aerodrome, 5.4.31. To "B" Flight, No. 1 Squadron. To No. 1 Army Co-Operation Squadron, October 1934. Crashed and "written-off", 10.7.35.

SERIAL NO.: V6

SERVICE HISTORY: First flight, 26.3.31. Delivered to Baldonnel Aerodrome, 5.4.31. To "B" Flight, No. 1 Squadron. Crashed during an air show at the Phoenix Park, Dublin, killing the pilot and observer, 5.8.33. "Written-off".

SERIAL NO.: V7

SERVICE HISTORY: First flight, 30.3.31. Delivered to Baldonnel Aerodrome, 5.4.31. To "B" Flight, No. 1 Squadron. Damaged in a forced landing near Enniscorthy, Co. Wexford, 17.3.33. Repaired and returned to service, 1935. To No. 1 Army Co-Operation Squadron. Carried out a photographic survey over Rineanna, Co. Clare, for the Dept of Industry and Commerce, 15.7.35. Damaged in a landing accident, Baldonnel Aerodrome, 17.8.37. To Apprentice School as instructional airframe. Scrapped, 1942.

SERIAL NO.: V8

SERVICE HISTORY: First flight, 30.3.31. Delivered to Baldonnell Aerodrome, 5.4.31. To "B" Flight, No. 1 Squadron. Damaged in a forced landing at Baldonnell Aerodrome, September 1933. Repaired and returned to service, 1935. To No. 1 Army Co-Operation Squadron. Crashed and "written-off", 12.6.40.

REFERENCES: Vickers Aircraft since 1908; An Cosantoir, September 1972; Aviation News, July 1983; The Illustrated Encyclopaedia of Aircraft, Vol. 12; File nos. AC-D 2/47495, AC-D 2/52142 and AC-H 2/35570 (Irish Army Military Archives).

AVRO 631 CADET (1932-1945)

Six Avro 631 Cadets constructed by A.V.Roe & Co. Ltd., powered by an Armstrong Siddeley Genet Major I radial engine, were ordered for the Irish Army Air Corps in 1931, for elementary flying training. These aircraft were ordered "straight off the drawing board" and were the first six of a batch of 35 Avro 631 Cadets constructed by the company. The six Cadets were not issued with a British Certificate of Airworthiness before delivery to the Air Corps. The present system of serial numbers allotted to aircraft of the Air Corps commenced with these aircraft.

SERIAL NO.: C1 and no.1 post -1938.

CONSTRUCTION NO.: 581.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 21.3.32. To "A" Flight, No. 1 Squadron. To Air Corps Training Schools, October 1934. "Withdrawn from use", November 1941.

SERIAL NO.: C2 and no.2 post -1938.

CONSTRUCTION NO.: 582.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 21.3.32. To "A" Flight, No. 1 Squadron. To Air Corps Training Schools, October 1934. Crashed and "written-off", 26.7.42.

SERIAL NO.: C3.

CONSTRUCTION NO.: 583.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 21.3.32. To "A" Flight, No. 1 Squadron. Crashed during formation flying practice for an air show, killing the pilot, at Belgard, Co. Dublin, 3.8.33.

SERIAL NO.: C4.

CONSTRUCTION NO.: 584.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 2.4.32. To "A" Flight, No. 1 Squadron. To Air Corps Training Schools, October 1934. "Written-off" in a crash, 23.6.37.

SERIAL NO.: C5 and no.5 post -1938.

CONSTRUCTION NO.: 585.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 2.4.32. To "A" Flight, No. 1 Squadron. To Air Corps Training Schools, October 1934. Crashed and "written-off", 16.1.42.

SERIAL NO.: C6 and No.6 post -1938

CONSTRUCTION NO.: 586.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 2.4.32. To "A" Flight, No. 1 Squadron. To Air Corps Training Schools, October 1934. Crashed and "written-off", 23.2.42.

REFERENCES: Avro Aircraft since 1908; Irish Aircraft; Wings Over Ireland.

AVRO 626 (1934-1941)

The Avro 626, constructed by A.V.Roe & Co. Ltd., was a general purpose training aircraft developed from the Avro 621 for foreign air forces. Four of these aircraft were ordered for the Irish Army Air Corps in 1933, as replacements for the crashed Vickers Vespas and for advanced flying training, at a cost of £10,540.

SERIAL NO.: A10 and no.10 post-1938.

CONSTRUCTION NO.: 687

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 20.4.34. To "A" Flight, No. 1 Squadron. To No. 1 Army Co-Operation Squadron, October 1934. "Withdrawn from use", 14.4.39. To instructional airframe.

SERIAL NO.: A11 and no.11 post-1938.

CONSTRUCTION NO.: 688

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 19.4.34. To "A" Flight, No. 1 Squadron. To No. 1 Army Co-Operation Squadron, October 1934. "Withdrawn from use", 20.5.41. To instructional airframe.

SERIAL NO.: A12 and no.12 post-1938.

CONSTRUCTION NO.: 689

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 21.4.34. To "A" Flight, No. 1 Squadron. To No. 1 Army Co-Operation Squadron, October 1934. "Withdrawn from use", 26.7.40. To instructional airframe.

SERIAL NO.: A13 and no.13 post-1938.

CONSTRUCTION NO.: 690

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 24.4.34. To "A" Flight, No. 1 Squadron. To No. 1 Army Co-Operation Squadron, October 1934. Crashed at Baldonnell Aerodrome, killing the pilot, 2.5.35. "Written-off".

REFERENCES: Avro Aircraft since 1908; Irish Aircraft; Irish Air Letter, August 1989; Wings Over Ireland, File no. AC-H 2/35570 (Irish Military Archives).

AVRO 631 CADET (1934-1945)

SERIAL NO.: C7 and no.7 post-1938.

CONSTRUCTION NO.: 730

SERVICE HISTORY: Purchased as a replacement for the crashed Cadet (C3) and delivered to Baldonnell Aerodrome, 8.9.34. Fitted with an inverted fuel system. To Air Corps Training Schools. To No. 1 Coastal Patrol Squadron, 1940. "Withdrawn from use", following accident on the ground, 1945.

Purchased by civilian. EI-AFO, 10.11.50. No Certificate of Airworthiness issued. EI-AGO, 10.3.54. In storage to 1984. Sold in United Kingdom, 1984. G-ACFM. Sold in New Zealand, 1992. ZK-AVR. Flew again, 2000. Acquired by the Irish Government for preservation with the Air Corps, 2007.

REFERENCES: Avro Aircraft since 1908; Wings Over Ireland; Irish Aircraft.

AVRO 636 (1935-1941)

The Avro 636, constructed by A.V.Roe & Co. Ltd., was a fighter-trainer aircraft developed from the Armstrong Siddeley A.W.32 Scimitar. Designated Avro 667 by the company, four of these aircraft were constructed, which were delivered to the Irish Army Air Corps. The Avro 636s were powered by Armstrong Siddeley Jaguar engines that had been salvaged from the crashed Vickers Vespas.

SERIAL NO.: A14 and no.14 post-1938.

CONSTRUCTION NO.: 863.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 15.10.35. To Air Corps Training Schools. To No. 1 Fighter Squadron, 1940-1941. "Withdrawn from use", 1941.

SERIAL NO.: A15 and no.15 post-1938.

CONSTRUCTION NO.: 864.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 16.10.35. To Air Corps Training Schools. Crashed due to engine failure at Baldonnel Aerodrome, 9.2.40. "Written-off".

SERIAL NO.: A16 and no.16 post-1938.

CONSTRUCTION NO.: 865.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 20.10.35. To Air Corps Training Schools. Crashed at Baldonnel Aerodrome, 14.3.38. "Written-off".

SERIAL NO.: A17 and no.17 post-1938.

CONSTRUCTION NO.: 866

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 20.10.35. To Air Corps Training Schools. To No. 1 Fighter Squadron, 1940-1941. "Withdrawn from use", October 1941.

REFERENCES: Avro Aircraft since 1908; Aeroplane Monthly, June 1974 and December 1986.

DE HAVILLAND DH.84 DRAGON 2 (1937-1941)

A de Havilland DH.84 Dragon was delivered to the Irish Army Air Corps in 1937, equipped with an aerial survey camera, bomb racks under the lower wings and a target towing winch for towing a sleeve or drogue-type target for air-to-air gunnery practice.

SERIAL NO.: DH18 and no.18 post-1938.

CONSTRUCTION NO.: 6071

PREVIOUS IDENTITY: G-ACNI. Certificate of Airworthiness issued, 23.3.34. Delivered to Jersey Airways, March 1934. Named "Bonne Nuit Bay". To United Airways Ltd., April 1935. To British Airways Ltd., October 1935. Sold to Airwork Ltd., August 1936 and converted to target tug for the Irish Army Air Corps.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 17.3.37. To No. 1 Reconnaissance and Medium Bombing Squadron. The Dragon 2 was the first twin-engined aircraft to enter service with the Air Corps and was the first aircraft delivered to this squadron, which was formed in the same year. Crashed at Baldonnel Aerodrome, 16.12.41. "Written-off".

REFERENCES: Aircraft Illustrated, July 1969; Irish Air Letter, March 1986; The Illustrated Encyclopaedia of Aircraft, Vol. 18.

AVRO 652A ANSON I (1937-1948)

In 1936 two Avro Anson Is, constructed by A.V.Roe & Co. Ltd., were ordered for the Irish Army Air Corps, at a cost of £16,500, to fulfil the requirements of Specification T.M.R. B1/10. The Ansons were the first monoplanes and the first aircraft with retractable undercarriages to enter service with the Air Corps.

SERIAL NO.: A19 and no. 19 post-1938.

CONSTRUCTION NO.: 980

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 20.3.37. To No. 1 Reconnaissance and Medium Bombing Squadron. To General Purpose Flight, 1944. "Withdrawn from use", June 1946.

SERIAL NO.: A20 and No.20 post-1938.

CONSTRUCTION NO.: 981

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 20.3.37. To No. 1 Reconnaissance and Medium Bombing Squadron. "Withdrawn from use", November 1943.

Two further Avro Anson Is were ordered for the Irish Army Air Corps, which were diverted from a batch of 106 (K8742-K8847), constructed by A.V.Roe & Co. Ltd., ordered for the R.A.F.

SERIAL NO.: A21 and No.21 post-1938.

CONSTRUCTION NO.: 1033.

PREVIOUS IDENTITY: K8846. Second last Anson I from a batch of 106 ordered for the R.A.F.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 19.1.38. To No. 1 Reconnaissance and Medium Bombing Squadron. To General Purpose Flight, 1944. Crashed at Rineanna, 1.6.45. "Written-off".

SERIAL NO.: A22 and no. 22 post-1938.

CONSTRUCTION NO.: 1034.

PREVIOUS IDENTITY: K8847. Last Anson I from a batch of 106 for the R.A.F.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 19.1.38. To No. 1 Reconnaissance and Medium Bombing Squadron. Crashed at Boher, Co. Limerick, 29.9.41. "Written-off".

REFERENCES: The Anson File; Scale Aircraft Modelling, December 1987; Planes, Summer 1982; Irish Air Letter, various issues; File Nos. AC-C 2/46094, ACF/870/19 (Irish Army Military Archives).

GLOSTER GLADIATOR I (1938-1944).

Four Gloster Gladiator Is, constructed by Gloster Aircraft Co. Ltd., were ordered by the Department of Defence in 1937 to fulfil the requirements of Specification S.S.F1/10, at a cost of £27,000, for the Irish Army Air Corps.

SERIAL NO.: 23.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 9.3.38. To No. 1 Army Co-Operation Squadron. Crashed near Baldonnel Aerodrome and "written-off", 20.10.38.

SERIAL NO.: 24.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 9.3.38. To No. 1 Army Co-Operation Squadron. To No. 1 Fighter Squadron, January 1939. Crashed at Celbridge, Co. Kildare, 21.1.44. "Written-off"

SERIAL NO.: 25.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 9.3.38. To No. 1 Army Co-Operation Squadron. To No. 1 Fighter Squadron, January 1939. "Withdrawn from use", August 1943.

SERIAL NO.: 26.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 9.3.38. To No. 1 Army Co-Operation Squadron. Crash-landed at Baldonnel Aerodrome, 2.6.38. Repaired and returned to service, July 1940. To No. 1 Fighter Squadron. "Withdrawn from use", November 1943.

A further twelve Gladiator Is (allotted serial nos. 27-30 and 53-60) were ordered for the Air Corps but were not delivered due to a wartime embargo imposed by the British Government.

REFERENCES: Profile No. 98; Air Enthusiast, March 1973; Irish Aircraft; Scale Aircraft Modelling, July 1981; File No. AC-C 2/50438 and ACF/37/14 (Irish Army Military Archives).

AVRO ANSON I (1939-1948)

A further twelve Anson Is were ordered for the Irish Army Air Corps in 1938 which were diverted from a batch of 500 (N4856-N5385), constructed by A.V.Roe & Co. Ltd., for the R.A.F. Only five of these aircraft were delivered to the Air Corps, with R.A.F. serial numbers and camouflage scheme applied. The remaining seven Anson Is were not delivered to the Air Corps due to a wartime embargo imposed by the British Government.

SERIAL NO.: 41.

PREVIOUS IDENTITY: N4863. Did not enter service with the R.A.F.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 2.2.39. To No. 1 Reconnaissance and Medium Bombing Squadron. This was the second aircraft to land at the new airfield at Rineanna, Co. Clare, "Withdrawn from use", January 1944.

SERIAL NO.: 42.

PREVIOUS IDENTITY: N4864. Did not enter service with the R.A.F.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 2.2.39. To No. 1 Reconnaissance and Medium Bombing Squadron. Force-landed at Buttevant, Co. Cork, 31.8.42. Repaired and returned to service, August 1943. To General Purpose Flight, 1944. "Withdrawn from use", March 1948.

SERIAL NO.: 43.

PREVIOUS IDENTITY: N4865. Did not enter service with the R.A.F.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 2.2.39. To No. 1 Reconnaissance and Medium Bombing Squadron. This was the first aircraft to land at the new airfield at Rineanna, Co. Clare, 18.5.39. Crashed in Galway Bay and damaged beyond repair, 19.12.39. "Written-off".

SERIAL NO.: 44.

PREVIOUS IDENTITY: N4866. Did not enter service with the R.A.F.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 2.2.39. To No. 1 Reconnaissance and Medium Bombing Squadron. Force-landed near Nenagh, Co. Tipperary, 10.10.39. Repaired and returned to service., June 1945. "Withdrawn from use", July 1946.

SERIAL NO.: 45.

PREVIOUS IDENTITY: N4867. Did not enter service with the R.A.F.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 2.2.39. To No. 1 Reconnaissance and Medium Bombing Squadron. Crashed and damaged beyond repair near Dingle, Co. Kerry, 8.9.39. "Written-off".

The remaining seven Anson Is (N5290, N5300, N5320, N5340, N5365, N5380 and N9540) were being delivered to Baldonnell Aerodrome in September 1939 when the wartime embargo was imposed. These aircraft had been allotted Air Corps serial numbers (Nos. 46–52) before delivery. These serial numbers were not allotted to any other aircraft in service with the Air Corps.

MILES M.14A MAGISTER I (1939-1952)

Ten Magister Is, constructed by Phillips and Powis Aircraft Ltd., were ordered for the Irish Army Air Corps in 1939 to replace the Avro 631 Cadets. These aircraft were diverted from a batch of fifty Magister Is (c/ns 1025-1074, N5389-N5438) ordered for the R.A.F.

SERIAL NO.: 31.

CONSTRUCTION NO.: 1025.

PREVIOUS IDENTITY: N5389. Did not enter service with the R.A.F.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 22.2.39. To Air Corps Training Schools. Crashed and damaged beyond repair, January 1946. "Written-off".

SERIAL NO.: 32.

CONSTRUCTION NO.: 1026.

PREVIOUS IDENTITY: N5390. Did not enter service with the R.A.F.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 22.3.39. To Air Corps Training Schools. "Withdrawn from use", January 1946.

SERIAL NO.: 33.

CONSTRUCTION NO.: 1027.

PREVIOUS IDENTITY: N5391. Did not enter service with the R.A.F.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 22.3.39. To Air Corps Training Schools. Crashed and “written-off”, 1.7.42.

SERIAL NO.: 34.

CONSTRUCTION NO.: 1028.

PREVIOUS IDENTITY: N5392. Did not enter service with the R.A.F.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 22.3.39. To Air Corps Training Schools. “Withdrawn from use”, 11.3.52. To instructional airframe until 1968. Refurbished and delivered to Irish Aviation Museum, 1981. To Irish Air Corps Museum, 1996.

SERIAL NO.: 35.

CONSTRUCTION NO.: 1029.

PREVIOUS IDENTITY: N5393. Did not enter service with the R.A.F.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 22.3.39. To Air Corps Training Schools. Crashed and “written-off”, 6.9.42.

SERIAL NO.: 36.

CONSTRUCTION NO.: 1036.

PREVIOUS IDENTITY: N5400. Did not enter service with the R.A.F.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 8.3.39. To Air Corps Training Schools. “Withdrawn from use”, September 1946.

SERIAL NO.: 37.

CONSTRUCTION NO.: 1037.

PREVIOUS IDENTITY: N5401. Did not enter service with the R.A.F.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 8.3.39. To Air Corps Training Schools. Crashed and “written-off”, 15.5.44.

SERIAL NO.: 38.

CONSTRUCTION NO.: 1038.

PREVIOUS IDENTITY: N5402. Did not enter service with the R.A.F.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 8.3.39. To Air Corps Training Schools. Crashed and “written-off”, 28.2.44.

SERIAL NO.: 39.

CONSTRUCTION NO.: 1039.

PREVIOUS IDENTITY: N5403. Did not enter service with the R.A.F.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 8.3.39. To Air Corps Training Schools. “Withdrawn from use”, August 1946.

SERIAL NO.: 40.

CONSTRUCTION NO.: 1040.

PREVIOUS IDENTITY: N5404. Did not enter service with the R.A.F.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 8.3.39. To Air Corps Training Schools. “Withdrawn from use”, February 1946.

REFERENCES: British Military Aircraft Serials, 1878-1987; Aeroplane Monthly, March 1980; Irish Aircraft; Peter Amos (Air Britain);

SUPERMARINE TYPE 236 WALRUS I (1939-1945)

Three Supermarine Walrus Is were purchased for the Irish Army Air Corps in 1939, which had been diverted from a batch of 160 (L2169-L2336), constructed by Supermarine Aviation Works (Vickers) Ltd., for the Fleet Air Arm. Supermarine Class B marks N18, N19 and N20, were allotted by the company to the three flying boats and were retained as serial numbers while in service with the Air Corps.

SERIAL NO.: N18.

CONSTRUCTION NO.: 6S/21840.

PREVIOUS IDENTITY: L2301. First flight, 24.2.39. Did not enter service with the Fleet Air Arm.

SERVICE HISTORY: Force-landed during delivery flight, due to engine failure, near Ballytrent, Co. Wexford, 3.3.39. Upper wing structure damaged and transported by road to Baldonnell Aerodrome for repairs. Did not enter service until 1941 when wings from another Walrus I (N19) were fitted. To No. 1 Coastal Patrol Squadron. To General Purpose Flight, 1944. "Withdrawn from use", 8.8.45.

To Aer Lingus Teo., EI-ACC. Purchased for No. 615 Squadron, R.Auxiliary A.F., March 1947. G-AIZG. Sold for scrap, 1949. Restored for static display at Fleet Air Arm Museum, Yeovilton, 1963-1966.

SERIAL NO.: N19.

CONSTRUCTION NO.: Not known.

PREVIOUS IDENTITY: L2302. First flight, 10.1.39. Did not enter service with the Fleet Air Arm.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 4.3.39. To No. 1 Coastal Patrol Squadron. Crash-landed at Baldonnell Aerodrome, 18.9.40. Hull damaged and wings fitted to Walrus I (N18).

SERIAL NO.: N20.

CONSTRUCTION NO.: Not known.

PREVIOUS IDENTITY: L2303.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 4.3.39. To No. 1 Coastal Patrol Squadron. Crashed and "written-off", 3.9.42.

REFERENCES: Supermarine Aircraft since 1914; The Illustrated Encyclopaedia of Aircraft, Vol. 13; Air Enthusiast, No. 17; Scale Aircraft Modelling, April 1986; Aircraft of the Royal Air Force since 1918, Irish Aircraft; Air Enthusiast, July/August, 1998. No.76.

WESTLAND LYSANDER II (1939-1947).

Six Lysander IIs, constructed by Westland Aircraft Ltd., and powered by Bristol Perseus XII radial engines, were purchased for the Irish Army Air Corps in 1939, each costing £6,250. The Lysanders were the last aircraft to be delivered to the Air Corps before the outbreak of the Second World War.

SERIAL NO.: 61.

SERVICE HISTORY: First flight, 8.6.39. Delivered to Baldonnell Aerodrome, 15.7.39. To Air Corps Training Schools. To No. 1 Fighter Squadron, August 1939. Converted to target-tug by Short Brothers and Harland Ltd., Belfast, September 1944. Re-designated Lysander TT.II. To General Purpose Flight. "Withdrawn from use", December 1946.

SERIAL NO.: 62.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 15.7.39. To Air Corps Training Schools. To No. 1 Fighter Squadron, August 1939. Crashed and "written-off", 8.7.41.

SERIAL NO.: 63.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 15.7.39. To Air Corps Training Schools. To No. 1 Fighter Squadron, August 1939. Crashed and "written-off", 15.4.47.

SERIAL NO.: 64.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 15.7.39. To Air Corps Training Schools. To No. 1 Fighter Squadron, August 1939. Crashed and "written-off", 2.1.42.

SERIAL NO.: 65.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 15.7.39. To Air Corps Training Schools. To No. 1 Fighter Squadron, August 1939. Crashed and "written-off", 13.7.41.

SERIAL NO.: 66.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 15.7.39. To Air Corps Training Schools. To No. 1 Fighter Squadron, August 1939. Converted to target-tug by Short Brothers and Harland Ltd., Belfast, September 1944. Re-designated Lysander TT.II. To General Purpose Flight. "Withdrawn from use" October 1946.

REFERENCES: Air International, January and February 1984; Profile No. 159; Irish Aircraft; Air Pictorial, April, May and June, 1976.; the Illustrated Encyclopaedia of Aircraft, Vol. 13; File no. ACF/590/7 (Irish Army Military Archives).

HAWKER HIND I (1940-1944).

In 1940 the Department of Defence attempted to acquire 15 Hawker Hind Is, constructed by Hawker Aircraft Ltd., to be used for advanced and operational flying training by the Irish Army Air Corps, which would be supplied from surplus R.A.F. stocks. Only six Hinds Is could be supplied, with spares for twelve months, at a total cost of £5,500. Three of these aircraft were from a batch of 124 Hinds that had been converted to dual control training aircraft by General Aircraft Ltd. in 1938.

SERIAL NO.: 67.

PREVIOUS IDENTITY: K5446. From a batch of 193 (K5368-K5560), constructed by Hawker Aircraft Ltd., and delivered to the R.A.F. between January and August 1936. To No. 21 Squadron. Converted to dual control training aircraft by General Aircraft Ltd, October 1938. To No. 43 Elementary and Reserve Flying Training School, June 1939. To No. 5 Service Flying Training School, November 1939. To 12 and 47 Maintenance Units, March and May, 1940.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 1.6.40. To Air Corps Training Schools. To No. 1 Fighter Squadron, 1942/1943. "Withdrawn from use", October 1944.

SERIAL NO.: 68.

PREVIOUS IDENTITY: K5559. From a batch of 193 (K5368-K5560), constructed by Hawker Aircraft Ltd., and delivered to the R.A.F. between January and August 1936. To No. 15 Squadron, August 1936 and No. 106 Squadron, June 1938. Converted to dual control training aircraft by General Aircraft Ltd., July 1938. To No. 32 Elementary and Reserve Flying Training School, April 1939. To No. 5 Service Flying Training School, September 1939. To 12 and 47 Maintenance Units, March and May 1940.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 1.6.40. To Air Corps Training Schools. To No. 1 Fighter Squadron, 1942/1943. "Withdrawn from use", November 1943.

SERIAL NO.: 69.

PREVIOUS IDENTITY: K6712. From a batch of 244 (K6613-K6856), constructed by Hawker Aircraft Ltd., and delivered to the R.A.F. between October 1936 and June 1937. To No. 139 Squadron, February 1937 and No. 104 Squadron, August 1937. Converted to dual control training aircraft by General Aircraft Ltd., October 1938. To No.35 Elementary and Reserve Flying Training School, May 1939. To No. 5 Service Flying Training School, November 1939. To 12 and 47 Maintenance Units, March and May 1940.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 1.6.40. "Withdrawn from use", June 1940.

SERIAL NO.: 70.

PREVIOUS IDENTITY: K5415. From a batch of 193 (K5368-K5560), constructed by Hawker Aircraft Ltd., and delivered to the R.A.F. between January and August 1936. To No. 44 Squadron, March 1937 and No. 62 Squadron, January 1938. To 24 and 47 Maintenance Units, March and May, 1940.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 1.6.40. To Air Corps Training Schools. Crashed at Laytown, Co. Meath, killing both crew, 27.7.40. "Written-off".

SERIAL NO.: 71.

PREVIOUS IDENTITY: K6755. From a batch of 244 (K6613-K6856), constructed by Hawker Aircraft Ltd., and delivered to the R.A.F. between October 1936 and June 1937. To No. 218 Squadron, April 1937 and No. 603 Squadron, February 1938. To 24 and 47 Maintenance Units, March 1938 and May 1940.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 1.6.40. To Air Corps Training Schools. Crashed and “written-off”, 27.9.40.

SERIAL NO.: 72.

PREVIOUS IDENTITY: K6781. From a batch of 244 (K6613-K6856), constructed by Hawker Aircraft Ltd., and delivered to the R.A.F. between October 1936 and June 1937. To No. 62 Squadron, April 1937. To 24 and 47 Maintenance Units, March 1938 and May 1940.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 1.6.40. To Air Corps Training Schools. To No. 1 Fighter Squadron, 1942/1943. “Withdrawn from use”, August 1944.

REFERENCES: Hawker Aircraft since 1920; Aeroplane Monthly, Vol. 23, No. 8, August 1995; Air Pictorial, Vol. 39, No. 6, June 1977; Irish Aircraft; File no. ACF 630/14 (Irish Army Military Archives).

MILES M.14A MAGISTER I (1940-1946).

Five Magister Is were supplied to the Irish Army Air Corps in June 1940, from R.A.F. stocks, as an alternative to the nine Hawker Hind Is that could not be supplied by the British Government.

SERIAL NO.: 73.

CONSTRUCTION NO.: 524.

PREVIOUS IDENTITY: L6903. From a batch of 24 (L6894-L6919, c/ns 331-559), constructed by Phillips and Powis Aircraft Ltd., for the R.A.F. in 1938. To Nos. 9 and 3 Elementary and Reserve Training Schools. To 47 Maintenance Unit.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 7.6.40. To Air Corps Training Schools. “Withdrawn from use”, March 1946.

SERIAL NO.: 74.

CONSTRUCTION NO.: 1784.

PREVIOUS IDENTITY: P6440. From a batch of 100 (P6343-P6382, c/ns 1711-1810), constructed by Phillips and Powis Aircraft Ltd., for the R.A.F. in 1939. To 47 Maintenance Unit but did not enter service with the R.A.F.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 7.6.40. To Air Corps Training Schools. “Withdrawn from use”, September 1945.

SERIAL NO.: 75.

CONSTRUCTION NO.: 942.

PREVIOUS IDENTITY: N3901. From a batch of 204 (N3773-N3991, c/ns 821-1024), constructed by Phillips and Powis Aircraft Ltd., for the R.A.F. in 1938. To 47 Maintenance Unit but did not enter service with the R.A.F.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 7.6.40. To Air Corps Training Schools. “Withdrawn from use”, August 1946.

SERIAL NO.: 76.

CONSTRUCTION NO.: 1769.

PREVIOUS IDENTITY: P6414. From a batch of 100 (P6346-P6466, c/ns 1711-1810), constructed by Phillips and Powis Aircraft Ltd., for the R.A.F. in 1939. To 47 Maintenance Unit but did not enter service with the R.A.F.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 7.6.40. To Air Corps Training Schools. Crashed and “written-off”, 7.10.41.

SERIAL NO.: 77.

CONSTRUCTION NO.: 1777.

PREVIOUS IDENTITY: P6422. From a batch of 100 (P6346-P6466, c/ns 1711-1810), constructed by Phillips and Powis Aircraft Ltd., for the R.A.F. in 1938. To 47 Maintenance Unit but did not enter service with the R.A.F.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 7.6.40. To Air Corps Training Schools. "Withdrawn from use", August 1946.

REFERENCES: British Military Aircraft Serials, 1878-1987; Irish Aircraft; File no. ACF 630/14 (Irish Army Military Archives).

HAWKER HECTOR I (1941-1943).

Ten Hawker Hector Is, from surplus R.A.F. stocks, were delivered to the Irish Army Air Corps in 1941 for advanced and operational flying training. Four of these Hectors were apparently converted to dual-control training aircraft for the Air Corps.

SERIAL NO.: 78.

PREVIOUS IDENTITY: K8098. From a batch of 78 (K8090-K8167), constructed by Westland Aircraft Ltd., and delivered to the R.A.F. between February and June 1937. To No. 4 Squadron, March 1937 and No. 13 squadron, April 1937. To 10 and 46 Maintenance Units, February 1939 and June 1940.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 16.5.41. To Air Corps Training Schools. "Withdrawn from use", October 1943.

SERIAL NO.: 79.

PREVIOUS IDENTITY: K8102. From a batch of 78 (K8090-K8167), constructed by Westland Aircraft Ltd., and delivered to the R.A.F. between February and June 1937. To 615 Squadron, February 1938 and No. 613 Squadron, November 1939. To 45 Maintenance Unit, June 1940.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 16.5.41. To Air Corps Training Schools. "Withdrawn from use", July 1943.

SERIAL NO.: 80.

PREVIOUS IDENTITY: K8105. From a batch of 78 (K8090-K8167), constructed by Westland Aircraft Ltd., and delivered to the R.A.F. between February and June 1937. To No. 615 Squadron, April 1937. To 5 Maintenance Unit, February and September 1939. To Practice Flying Unit, March 1940.

SERVICE HISTORY: Reported to have been converted to dual-control training aircraft. Delivered to Baldonnell Aerodrome, 16.5.41. To Air Corps Training Schools. "Withdrawn from use", August 1943.

SERIAL NO.: 81.

PREVIOUS IDENTITY: K8114. From a batch of 78 (K8090-K8167), constructed by Westland Aircraft Ltd., and delivered to the R.A.F. between February and June 1937. To No. 4 Squadron, April 1937 and No. 13 Squadron, May 1939. To 10 and 46 Maintenance Units, February 1939 and June 1940.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 16.5.41. To Air Corps Training Schools. "Written-off" in a collision with another Hector (no. 83) at Gormanston Military Camp, Co. Meath, 4.9.41.

SERIAL NO.: 82.

PREVIOUS IDENTITY: K8115. From a batch of 78 (K8090-K8167), constructed by Westland Aircraft Ltd., and delivered to the R.A.F. between February and June 1937. To R.A.F. College, May 1938 and No. 615 Squadron, August 1938. To 9, 5 and 45 Maintenance Units, December 1938, February 1939 and May 1941.

SERVICE HISTORY: Reported to have been converted to dual-control training aircraft. Delivered to Baldonnell Aerodrome, 16.5.41. To Air Corps Training Schools. "Withdrawn from use", October 1943.

SERIAL NO.: 83.

PREVIOUS IDENTITY: K8117. From a batch of 78 (K8090-K8167), constructed by Westland Aircraft Ltd., and delivered to the R.A.F. between February and June 1937. To R.A.F. College, May 1938 and No. 615 Squadron, August 1938. To 9 Maintenance Unit, December 1938. To Practice Flying Unit, April 1940.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 16.5.41. To Air Corps Training Schools. "Written-off" in a collision with another Hector (no. 81) at Gormanston Military Camp, Co. Meath, 4.9.41.

SERIAL NO.: 84.

PREVIOUS IDENTITY: K8148. From a batch of 78 (K8090-K8167), constructed by Westland Aircraft Ltd., and delivered to the R.A.F. between February and June 1937. To 5 Maintenance Unit, March and September 1939. To Practice Flying Unit, March 1940.

SERVICE HISTORY: Reported to have been converted to dual-control training aircraft. Delivered to Baldonnell Aerodrome, 16.5.41. To Air Corps Training Schools. "Withdrawn from use", September 1943.

SERIAL NO.: 85.

PREVIOUS IDENTITY: K9697. From a batch of 100 (K9687-K9786), constructed by Westland Aircraft Ltd., and delivered to the R.A.F. between July and December 1937. To No. 53 Squadron, July 1937. To 5 Maintenance Unit, May and September 1937. To Practice Flying Unit, May 1940. To 46 Maintenance Unit, July 1940.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 16.5.41. To Air Corps Training Schools. Crashed and "written-off", Rathduff, Co. Tipperary, 28.8.42.

SERIAL NO.: 86.

PREVIOUS IDENTITY: K9725. From a batch of 100 (K9687-K9786), constructed by Westland Aircraft Ltd., and delivered to the R.A.F. between July and December 1937. To No. 26 Squadron, August 1937. To 19, 8 and 45 Maintenance Units, January to December 1940. To 45 Maintenance Unit, May 1941.

SERVICE HISTORY: Reported to have been converted to dual-control training aircraft? Delivered to Baldonnell Aerodrome, 16.5.41. To Air Corps Training Schools. "Withdrawn from use", November 1943 and later scrapped.

SERIAL NO.: 87.

PREVIOUS IDENTITY: K9715. From a batch of 100 (K9687-K9786), constructed by Westland Aircraft Ltd., and delivered to the R.A.F. Between July and December 1937. To No. 26 Squadron, August 1937. To 9 and 45 Maintenance Units, February and March 1940.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 28.5.41. To Air Corps Training Schools. Crashed and "written-off", 21.7.41.

Three more Hector Is, from R.A.F surplus stocks, were delivered to the Air Corps in January 1942 as replacements for the crashed Hectors. These aircraft were also used for advanced and operational flying training by the Air Corps.

SERIAL NO.: 88.

PREVIOUS IDENTITY: K8130. From a batch of 78 (K8090-K8167), constructed by Westland Aircraft Ltd., and delivered to the R.A.F. between February and June 1937. To R.A.F. College, May 1938. To 27 Maintenance Unit, August 1938.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 13.1.42. To Air Corps Training Schools. "Withdrawn from use", September 1942 and later scrapped.

SERIAL NO.: 89.

PREVIOUS IDENTITY: K8159. From a batch of 78 (K8090-K8167), constructed by Westland Aircraft Ltd., and delivered to the R.A.F. between February and June 1937. To 6 and 12 Maintenance Units, January and December 1939. To 18 Maintenance Unit, August 1940.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 13.1.42. To Air Corps Training Schools. "Withdrawn from use", October 1943 and later scrapped.

SERIAL NO.: 90.

PREVIOUS IDENTITY: K9761. From a batch of 100 (K9687-K9786), constructed by Westland Aircraft Ltd., and delivered to the R.A.F. Between July and December 1937. To No. 602 Squadron, December 1938. To 6 Maintenance Unit, January 1939. To Newtownards airfield, December 1941.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 13.1.42. To Air Corps Training Schools. "Withdrawn from use", October 1943 and later scrapped.

REFERENCES: Hawker Aircraft since 1920; Aeromilitaria, No. 4, 1992; Air Pictorial, Vol. 39, No. 7, July 1977; Irish Aircraft.

Four aircraft, comprising a Lockheed Hudson I, a Fairy Battle T.T.1, a Hawker Hurricane I and a Miles Master I, that crash-landed in neutral Ireland, were purchased from the British Government for £10,000. Except for the Miles Master I, these aircraft entered service with the Irish Army Air Corps after being repaired and made airworthy again.

LOCKHEED L.214 HUDSON I. (1941-1945).

SERIAL NO.: 91.

CONSTRUCTION NO.: 1812.

PREVIOUS IDENTITY: P5123. From a batch of fifty (P5116-P5165), constructed by the Lockheed Aircraft Corporation, and delivered to the R.A.F. in 1939. To No. 233 Squadron. ZS-W. Crash-landed at Skreen, Co. Sligo, due to fuel shortage, during a convoy patrol mission, 24.1.41.

SERVICE HISTORY: To No. 1 Reconnaissance and Medium Bombing Squadron after being overhauled and repaired by the Air Corps. The Hudson I was the first American aircraft to enter service with the Air Corps. To General Purpose Flight, 1944. "Withdrawn from use", August 1945.

Purchased by Aer Lingus Teo., EI-ACB. Certificate of Airworthiness not issued and remained in storage until 1947. Purchase by John Mathieu Aviation. OO-API. Scrapped 1954.

REFERENCES: Aeromilitaria, No. 2, 1995; Scale Aircraft Modelling, May 1991; An Cosantoir, October 1983; Air International, November 1985; File no. G2/X/0645 (Irish Army Military Archives).

FAIRY BATTLE T.T.I (1941-1946).

SERIAL NO.: 92.

PREVIOUS IDENTITY: V1222. From a batch of fifty (V1201-V1250), constructed by the Austin Motor Co., and delivered to the R.A.F. in 1940. To No. 4 Bombing and Gunnery Flight, No. 8. Crash-landed at Tramore, Co. Waterford, on April 24, 1941, during a training flight.

SERVICE HISTORY: To Air Corps Training Schools as a target tug, after being overhauled by the Air Corps. "Withdrawn from use", May 1946 and later scrapped.

REFERENCES: Aeromilitaria, No. 3, 1991; Air International, March 1981; Scale Aircraft Modelling, October 1986; Aviation Ireland, November 1979.

HAWKER HURRICANE I (1940-1945).

SERIAL NO.: 93.

PREVIOUS IDENTITY: P5178. From a batch of forty (P5170-P5209), constructed by the Canadian Car and Foundry Corporation, and delivered to the R.A.F. in 1940. To No. 79 Squadron, 1.9.40. Following the interception of Heinkel He 111Ps of Kampfgeschwader 55 over the Irish Sea, and after shooting down one of the German bombers, this fighter had to crash-land in Co. Wexford due to fuel shortage, 29.9.40.

SERVICE HISTORY: To Advanced Training Section, Air Corps Training Schools after being repaired by the Air Corps, 9.5.42. To No. 1 Fighter Squadron, 1943. "Withdrawn from use", August 1945 and later scrapped.

REFERENCES: Aviation Ireland, December 1981; An Cosantoir, February 1984 and January 1990; Profile No. 111; Scale Aircraft Modelling, August 1990. File no. G2/X/0513 (Irish Army Military Archives).

MILES M.9A MASTER I (1940).

SERIAL NO.: 96.

PREVIOUS IDENTITY: N8009. From batch of 500 (N7408-N9017), constructed by Phillips and Powis Aircraft Ltd., and delivered to the R.A.F. in 1939. To No. 307 Squadron. Force-landed at Dungooley, Co. Louth, due to navigational error, 21.12.40.

SERVICE HISTORY: Unable to be made airworthy again by the Air Corps due to large crack discovered in a wing spar. To instructional airframe. No. A5.

In 1941 a Hawker Hurricane IIa and a Hurricane IIb force-landed in neutral Ireland. Following an agreement with the British Government, the two Hurricanes, with sufficient spares to make each aircraft airworthy again, were acquired for £7,200 for the Irish Army Air Corps. Both aircraft were to be returned to the R.A.F. when the Hurricane Is were supplied to the Air Corps.

HAWKER HURRICANE IIa (1941-1943).

SERIAL NO.: 94.

PREVIOUS IDENTITY: Z2832. From a batch of 50 (Z2791-Z840), constructed by Hawker Aircraft Ltd., and delivered to the R.A.F. between January and July 1941. To No. 32 Squadron. GZ-M. Displayed inscription "McConnell's Squadron 17" under cockpit. Force-landed at Whitestown, Co. Waterford due to a fuel shortage after shooting down a Heinkel He 111H-3 of Wekusta 51, 10.6.41.

SERVICE HISTORY: Repaired and made airworthy again by the Air Corps. To Advanced Training Section, Air Corps Training Schools, March 1943. Returned to the R.A.F., 7.7.43.

Restored to Z2832. To No. 55 Operational Training Unit, 16.7.43. To No. 196 Squadron, 9.8.44. To Wethersfield Station Flight. "Withdrawn from use", 31.3.45 and later scrapped.

HAWKER HURRICANE IIb (1941-1943).

SERIAL NO.: 95.

PREVIOUS IDENTITY: Z5070. From a batch of 417 (Z4990-Z5693), constructed by the Gloster Aircraft Co. Ltd., and delivered to the R.A.F. between March and September 1941. Crash-landed at Athboy, Co. Meath during a delivery flight to Scotland, 21.8.41. Did not enter service with the R.A.F.

SERVICE HISTORY: Repaired and made airworthy again by the Air Corps. To Advanced Training Section, Air Corps Training Schools late 1942. Returned to the R.A.F., 7.7.43.

Restored to Z5070. To No. 55 Operational Training Unit, July 1943. To No. 527 Squadron, July 1944. "Withdrawn from use", 9.8.46 and later scrapped.

REFERENCES: The Hawker Hurricane (F.K.Mason); An Cosantoir, February 1984; File no. G2/X/0758 and G2/X/0827 (Irish Army Military Archives).

MILES M.19 MASTER II (1943-1949).

In 1942 the British Government agreed to the delivery of six Miles M.27 Master IIIs, from R.A.F. stocks, to the Irish Army Air Corps, for advanced and operational flying training. In December 1942 this order was changed to six M.19 Master IIs, which were powered by the Bristol Mercury XX radial engine, which also powered the Gloster Gladiator Is in service with No. 1 Fighter Squadron. Three of the Master IIs were to be armed with one 0.303 in. machine-gun mounted in the starboard wing. From July to September 1942 a Master III (DL706) was on loan from the R.A.F., with a pilot, and (as G-AGEK) was used for operational training courses for Air Corps pilots.

SERIAL NO.: 97.

PREVIOUS IDENTITY: DM260. From a batch of 38 (DM258-DM295), constructed by Phillips and Powis Aircraft Ltd. in 1942. Did not enter service with the R.A.F.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 10.2.43. Armed with one 0.303 in. machine-gun. To No. 1 Fighter Squadron. To Air Corps Training Schools, 1944. "Withdrawn from use", October 1949.

SERIAL NO.: 98.

PREVIOUS IDENTITY: W9028. From a batch of 36 (W9004-W9039), constructed by Phillips and Powis Aircraft Ltd., in 1942. Did not enter service with the R.A.F.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 10.2.43. Armed with one 0.303 in. machine-gun. To No. 1 Fighter Squadron. To Air Corps Training Schools, 1944. "Withdrawn from use", July 1946 and later scrapped.

SERIAL NO.: 99.

PREVIOUS IDENTITY: DM258. From a batch of 38 (DM258-DM295), constructed by Phillips and Powis Aircraft Ltd., in 1942. Did not enter service with the R.A.F.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 10.2.43. Armed with one 0.303 in. machine-gun. To No. 1 Fighter Squadron. To Air Corps Training Schools, 1944. "Withdrawn from use", August 1945 and later scrapped.

SERIAL NO.: 100.

PREVIOUS IDENTITY: DL352. From a batch of 48 (DL326-DL373), constructed by Phillips and Powis Aircraft Ltd., in 1942. Did not enter service with the R.A.F.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 10.2.43. To Air Corps Training Schools. Crashed near Naas, Co. Kildare, killing the pilot, 23.3.49.

SERIAL NO.: 101.

PREVIOUS IDENTITY: AZ741. From a batch of 525 (AZ104-AZ856), constructed by Phillips and Powis Aircraft Ltd., in 1942. Did not enter service with the R.A.F.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 12.2.43. To Air Corps Training Schools. Crashed at Baldonnell Aerodrome, killing the pilot, 19.8.46.

SERIAL NO.: 102.

PREVIOUS IDENTITY: DM261. From a batch of 38 (DM258-DM295), constructed by Phillips and Powis Aircraft Ltd., in 1942. Did not enter R.A.F. service.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 10.2.43. To Air Corps Training Schools. "Withdrawn from use", August 1946 and later scrapped.

REFERENCES: Aeroplane Monthly, September 1980; Irish Aviator, June/July 1984; British Military Aircraft Serials, 1878-1987; Peter Amos (Air Britain).

HAWKER HURRICANE I (1943-1946).

Twelve Hawker Hurricane Is were ordered for the Irish Army Air Corps in 1940 but were not delivered due to a wartime embargo imposed by the British Government. Eleven Hurricane Is were eventually delivered to the Air Corps, from surplus R.A.F. stocks, between July 1943 and March 1944, and the Hurricane I (no.93), that crash-landed in Co. Wexford in 1940, was the twelfth aircraft. The Hurricane Is were the first monoplane fighter aircraft to enter service with the Air Corps and was also the first aircraft capable of reaching 300 m.p.h. in level flight.

SERIAL NO.: 103.

PREVIOUS IDENTITY: V6613. From a batch of 50 (V6600-V6649), constructed by the Gloster Aircraft Co. Ltd., between July and November 1940. To No. 111 Squadron, September 1940. To 59 Operational Training Unit.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 7.7.43. To No. 1 Fighter Squadron. "Withdrawn from use", December 1945.

SERIAL NO.: 104.

PREVIOUS IDENTITY: V7411. From a batch of 47 (V4700-V7446), constructed by Hawker Aircraft Ltd. and delivered to the R.A.F. in 1940. To Nos. 151 and 229 Squadrons. Damaged in combat, 30.9.40. Repaired and to 52, 56, 55 Operational training Units. To No. 182 Squadron.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 7.7.43. To No. 1 Fighter Squadron. "Withdrawn from use", September 1946.

SERIAL NO.: 105.

PREVIOUS IDENTITY: V7540. From a batch of 40 (V7533-V7572), constructed by Hawker Aircraft Ltd. and delivered to the R.A.F. in 1940. To Nos. 605, 501, 286, 182 Squadrons, 10 Group, Army Air Corps, 55 Operational Training Unit.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 7.7.43. To No. 1 Fighter Squadron. "Withdrawn from use", September 1946.

SERIAL NO.: 106.

PREVIOUS IDENTITY: Z4037. From a batch of 40 (Z4022-Z4071), constructed by the Gloster Aircraft Co. Ltd., between February and June 1941. To 1423 Flight and No. 87 Squadron.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 7.7.43. To No. 1 Fighter Squadron. "Withdrawn from use", March 1946.

SERIAL NO.: 107.

PREVIOUS IDENTITY: P2968. From a batch of 50 (P2946-P2995), constructed by the Gloster Aircraft Co. Ltd., between December 1939 and April 1940. To Nos. 32, 151 and 46 Squadrons. To No. 9 Flying Training School, August 1941. To No. 9 (Pilots) Advanced Flying Unit. To instructional airframe, November 1943.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 29.11.43. To No. 1 Fighter Squadron. "Withdrawn from use", July 1946.

SERIAL NO.: 108.

PREVIOUS IDENTITY: P3416. From a batch of 50 (P3380-P3429), constructed by Hawker Aircraft Ltd., between February and July 1940. To Nos. 3 Squadron, 5 and 55 Operational Training Units. To 9 Flying Training Unit. To 9 (Pilots) Advanced Flying Unit.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 29.11.43. To No. 1 Fighter Squadron. "Withdrawn from use", July 1946.

SERIAL NO.: 109.

PREVIOUS IDENTITY: V7173. From a batch of 40 (V7156-V7195), constructed by the Gloster Aircraft Co. Ltd., between July and November 1940. To No. 85 Squadron, 52, 59 Operational Training Unit. MF-X34.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 29.11.43. To No. 1 Fighter Squadron. "Withdrawn from use", September 1946.

SERIAL NO.: 110.

PREVIOUS IDENTITY: Z7158. From a batch of 20 (Z7143-Z7162), constructed by the Canadian Car and Foundry Corporation, between November 1940 and April 1941. To 56 Operational Training Unit and Station Flight, Newtownards, Co. Down.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 21.2.44. To No. 1 Fighter Squadron. Crashed in Co. Wexford, November 1945 and "withdrawn from use".

SERIAL NO.: 111.

PREVIOUS IDENTITY: V6576. From a batch of 50 (V6533-V6582), constructed by the Gloster Aircraft Co. Ltd., between July and November 1940. To Nos. 242, 504, 133, 257, 59 Squadrons and 59 O.T.U.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 30.3.44. To No. 1 Fighter Squadron. "Withdrawn from use", August 1946.

SERIAL NO.: 112.

PREVIOUS IDENTITY: V7435. From a batch of 47 (V7400-V7446), constructed by Hawker Aircraft Ltd. and delivered to the R.A.F. in 1940. To Nos. 56, 71 Squadrons, 56 Operational Training Unit.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 30.3.44. To No. 1 Fighter Squadron. "Withdrawn from use", August 1946.

SERIAL NO.: 113. Not allocated.

SERIAL NO.: 114.

PREVIOUS IDENTITY: V7463. From a batch of 50 (V7461-V7510), constructed by Hawker Aircraft Ltd. and delivered to the R.A.F. in 1940. To Nos. 73, 85, 32, 247 Squadrons, 55 and 41 Operational Training Units.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 30.3.44. To No. 1 Fighter Squadron. "Withdrawn from use", August 1946.

REFERENCES: Aviation Ireland, December 1981; An Cosantoir, February 1984 and December 1990; The Hawker Hurricane (F.K.Mason); Profile No. 111. Air Britain.

HAWKER HURRICANE IIc (1945-1947).

Six Hawker Hurricane IIcs were delivered to the Irish Army Air Corps in March 1945, to supplement and eventually replace the Hurricane Is of No. 1 Fighter Squadron. Supplied from surplus R.A.F. stocks, the Hurricane IIcs were the last batch of aircraft to be delivered to the Air Corps before the end of World War II.

SERIAL NO.: 115.

PREVIOUS IDENTITY: LF536. From a batch of 14 (LF529-LF542), constructed by Hawker Aircraft Ltd., for the R.A.F. in 1944. To 1689 Flight.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 28.3.45. To No. 1 Fighter Squadron. "Withdrawn from use", June 1946 and later scrapped.

SERIAL NO.: 116.

PREVIOUS IDENTITY: LF541. From a batch of 14 (LF529-LF542), constructed by Hawker Aircraft Ltd., for the R.A.F. in 1944. To 1689 Flight.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 7.3.45. To No. 1 Fighter Squadron. "Withdrawn from use", July 1947 and later scrapped.

SERIAL NO.: 117.

PREVIOUS IDENTITY: LF566. From a batch of 43 (LF559-LF601), constructed by Hawker Aircraft Ltd., for the R.A.F. in 1944. To 1690 Flight.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 7.3.45. To No. 1 Fighter Squadron. "Written-off" in a crash, June 1947.

SERIAL NO.: 118.

PREVIOUS IDENTITY: LF624. From a batch of 41 (LF620-LF660), constructed by Hawker Aircraft Ltd., for the R.A.F. in 1944. To No. 679 and 691 Squadrons.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 7.3.45. To No. 1 Fighter Squadron. "Withdrawn from use", March 1947 and later scrapped.

SERIAL NO.: 119.

PREVIOUS IDENTITY: LF770. From a batch of 38 (LF737-LF774), constructed by Hawker Aircraft Ltd., for the R.A.F. in 1944. To No. 1697 Air Despatch Letter Service Flight. DR-G. May 1944.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 7.3.45. To No. 1 Fighter Squadron. "Withdrawn from use", January 1947 and later scrapped.

SERIAL NO.: 120.

PREVIOUS IDENTITY: PZ796. From a batch of 45 (PZ791-PZ835), constructed by Hawker Aircraft Ltd., for the R.A.F. in 1944.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 28.3.45. To No. 1 Fighter Squadron. "Withdrawn from use", November 1947 and later scrapped.

REFERENCES: The Hawker Hurricane (F.K.Mason); An Cosantoir, January 1990; Gormanston Camp, 1917-1986. Profile No. 24; Royal Air Force Aircraft LA100-LZ999 and PA100-RZ999 (Air Britain).

MILES M.19 MASTER II (1945-1949).

Six Miles M.19 Master IIs were delivered to the Irish Army Air Corps in 1945 to replace the Master IIs, from the first batch, that had crashed or were about to be withdrawn from service. The Master IIs had been in service with various R.A.F. training units but were refurbished before delivery to the Air Corps.

SERIAL NO.: 121.

PREVIOUS IDENTITY: DL194. From a batch of 36 (DL169-DL204), constructed by Phillips and Powis Aircraft Ltd. in 1941. To R.A.F. College. To Nos. 5 and 7 (Pilots) Advanced Flying Units. To No. 4 Armament Practice Camp.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 31.5.45. To Air Corps Training Schools. "Written-off" in a mid-air collision with another Master II (no. 124), killing the pilot, 3.2.49.

SERIAL NO.: 122.

PREVIOUS IDENTITY: DK835. From a batch of 44 (DK800-DK843), constructed by Phillips and Powis Aircraft Ltd. in 1941. To R.A.F. College. To No. 5 (Pilots) Advanced Flying Unit. To No. 4 Armament Practice Camp.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 31.5.45. To Air Corps Training Schools. "Withdrawn from use", 1.9.49 and later scrapped.

SERIAL NO.: 123.

PREVIOUS IDENTITY: DK934. From a batch of 49 (DK909-DK957), constructed by Phillips and Powis Aircraft Ltd. in 1941. To Nos 5 and 17 (Pilots) Advanced Flying Units.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 31.5.45. To Air Corps Training Schools. "Withdrawn from use", 21.7.47 and later scrapped.

SERIAL NO.: 124.

PREVIOUS IDENTITY: DM220. From a batch of 46 (DM200-DM245), constructed by Phillips and Powis Aircraft Ltd. in 1942. To R.A.F. College. To No. 2 Flying Instructors School. To No. 5 (Pilots) Advanced Flying Unit.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 15.6.45. To Air Corps Training Schools. "Written-off" in a mid-air collision with another Master II (no. 121), killing the pilot, 3.2.49.

SERIAL NO.: 125.

PREVIOUS IDENTITY: DL405. From a batch of 41 (DL395-DL435), constructed by Phillips and Powis Aircraft Ltd. in 1941. To No. 2 Flying Instructors School. To No. 5 (Pilots) Advanced Flying Unit. To No. 4 Armament Practice Camp.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 15.6.45. To Air Corps Flying Schools. "Withdrawn from use", 13.9.49 and later scrapped.

SERIAL NO.: 126.

PREVIOUS IDENTITY: AZ250. From a batch of 45 (AZ245-AZ289), constructed by Phillips and Powis Aircraft Ltd. in 1940. To No. 8 Flying Training School. To No. 2 Flying Instructors School. To No. 5 (Pilots) Advanced Flying Unit.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 15.6.45. To Air Corps Training Schools. "Withdrawn from use", 16.9.49 and later scrapped.

REFERENCES: Aeroplane Monthly, September 1980; Irish Aviator, June/July 1984; British Military Aircraft Serials, 1878-1987; Peter Amos (Air Britain).

MILES M.14 MAGISTER I (1946-1953).

Twelve Miles M.14 Magister Is were delivered to the Irish Army Air Corps in 1946 to replace the Magister Is of the first two batches, that had crashed or had been withdrawn from service. Production of the Magister I had ended in 1941 and the aircraft supplied to the Air Corps were refurbished by Miles Aircraft Ltd after being in service with various R.A.F. units. Including the first two batches, delivered in 1939 and 1940, a total of 27 Magister Is were delivered, the highest number of any aircraft type to enter service with the Air Corps.

SERIAL NO.: 127.

CONSTRUCTION NO.: 1779.

PREVIOUS IDENTITY: P6424. From a batch of 29 (P6396-P6424), constructed by Phillips and Powis Aircraft Ltd. in 1939. To Nos. 15 and 7 Elementary Flying Training Schools. To Nos. 7 and 2 Flying Instructors Schools. To No. 604 Squadron. Refurbished by Miles Aircraft Ltd., 1945. Certificate of Airworthiness no. 8260 issued, 14.2.46.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 17.2.46. To Air Corps Training Schools. "Withdrawn from use", May 1952 and later scrapped.

SERIAL NO.: 128.

CONSTRUCTION NO.: 1827.

PREVIOUS IDENTITY: R1826. From a batch of 60 (R1810-R1859), constructed by Phillips and Powis Aircraft Ltd. in 1939. To Nos. 5 and 16 Elementary Flying Training Schools. To Empire Central Flying School. Purchased by Miles Aircraft Ltd., 1944 and refurbished, 1945. Certificate of Airworthiness no. 8261 issued, 14.2.46.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 17.2.46. To Air Corps Training Schools. "Withdrawn from use", November 1951 and later scrapped.

SERIAL NO.: 129.

CONSTRUCTION NO.: 2000.

PREVIOUS IDENTITY: T9733. From a batch of 40 (T9729-T9768), constructed by Phillips and Powis Aircraft Ltd. in 1940. To Empire Central Flying School. Purchased by Miles Aircraft Ltd., 1944 and refurbished, 1945. Certificate of Airworthiness no. 8262 issued, 14.2.46.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 17.2.46. To Air Corps Training Schools. "Withdrawn from use", December 1952 and later scrapped.

SERIAL NO.: 130.

CONSTRUCTION NO.: 915.

PREVIOUS IDENTITY: N3869. From a batch of 50 (N3820-N3869), constructed by Phillips and Powis Aircraft Ltd. in 1939. To Conversion Flight (Woodley). Refurbished by Miles Aircraft Ltd., 1945. Certificate of Airworthiness no. 8263 issued, 14.2.46.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 17.2.46. To Air Corps Training Schools. "Withdrawn from use", January 1953 and later scrapped.

SERIAL NO.: 131.

CONSTRUCTION NO.: 768.

PREVIOUS IDENTITY: L3842. From a batch of 34 (L8326-L8359), constructed by Phillips and Powis Aircraft Ltd. in 1938. To Air Transport Auxiliary. Refurbished by Miles Aircraft Ltd., 1945. Certificate of Airworthiness no. 8264 issued, 14.2.46.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 9.3.46. To Air Corps Training Schools. "Withdrawn from use", June 1952 and later scrapped.

SERIAL NO.: 132.

CONSTRUCTION NO.: 2044.

PREVIOUS IDENTITY: T9807. From a batch of 50 (T9799-T9848), constructed by Phillips and Powis Aircraft Ltd. in 1940. To Empire Central Flying School. Purchased by Miles Aircraft Ltd., 1944 and refurbished, 1945. Certificate of Airworthiness no. 8265 issued, 14.2.46.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 20.2.46. to Air Corps Training Schools. "Withdrawn from use", September 1953 and later scrapped.

SERIAL NO.: 133.

CONSTRUCTION NO.: 2242.

PREVIOUS IDENTITY: V1089. From a batch of 40 (V1063-V1102), constructed by Phillips and Powis Aircraft Ltd. in 1941. Refurbished by Miles Aircraft Ltd., 1945. Certificate of Airworthiness no. 8266 issued, 14.2.46.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 20.2.46. To Air Corps Training Schools. "Written-off" in a crash at Gormanston Military Camp, 7.2.47.

SERIAL NO.: 134.

CONSTRUCTION NO.: 2189.

PREVIOUS IDENTITY: V1016. From a batch of 40 (V1003-V1042), constructed by Phillips and Powis Aircraft Ltd. in 1941. To Air Transport Auxiliary. Refurbished by Miles Aircraft Ltd., 1945. Certificate of Airworthiness no. 8267 issued, 14.2.46.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 20.2.46. To Air Corps Training Schools. "Withdrawn from use", January 1953 and later scrapped.

SERIAL NO.: 135.

CONSTRUCTION NO.: 2040.

PREVIOUS IDENTITY: T9803. From a batch of 50 (T9799-T9848), constructed by Phillips and Powis Aircraft Ltd. in 1940. To Air Transport Auxiliary. Refurbished by Miles Aircraft Ltd., 1945. Certificate of Airworthiness no. 8268 issued 14.2.46.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 9.3.46. To Air Corps Training Schools. "Withdrawn from use", August 1951 and later scrapped.

SERIAL NO.: 136.

CONSTRUCTION NO.: 2247.

PREVIOUS IDENTITY: V1094. From a batch of 40 (V1063-V1102), constructed by Phillips and Powis Aircraft Ltd. in 1941. Refurbished by Miles Aircraft Ltd., 1945. Certificate of Airworthiness no. 8269 issued, 14.2.46.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 9.3.46. To Air Corps Training Schools. "Withdrawn from use", November 1952 and later scrapped.

SERIAL NO.: 137.

CONSTRUCTION NO.: 778.

PREVIOUS IDENTITY: L8352. From a batch of 34 (L8326-L8359), constructed by Phillips and Powis Aircraft Ltd. in 1938. Refurbished by Miles Aircraft Ltd., 1945. Certificate of Airworthiness no. 8270 issued, 14.2.46.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 9.3.46. To Air Corps Training Schools. "Withdrawn from use", November 1952 and later scrapped.

SERIAL NO.: 138.

CONSTRUCTION NO.: 1835.

PREVIOUS IDENTITY: R1834. From a batch of 60 (R1810-R1859), constructed by Phillips and Powis Aircraft Ltd. in 1939. To Nos. 253 and 614 Squadrons. To Nos. 15 and 21 Elementary Flying Training

Schools. To Flying Training Command. Refurbished by Miles Aircraft Ltd., 1945. Certificate of Airworthiness no. 8271 issued, 14.2.46.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 9.3.46. To Air Corps Training Schools. "Withdrawn from use", June 1952 and later scrapped.

REFERENCES: British Military Aircraft, 1878-1987; Aeroplane Monthly, March 1980; R.A.F. Aircraft, P1000-R9999; Peter Amos (Air Britain).

The serial nos. 139 and 140 were apparently never allocated to any aircraft in service with the Irish Army Air Corps. Some sources have suggested that these numbers were originally allocated to the two Miles M.25 Martinet T.T.Is.

AVRO XIX Series I (1946-1962).

Developed from the Avro Anson XII, three Avro XIXs were delivered to the Irish Army Air Corps in 1946, the first new aircraft to be delivered in the post-war period. The Avro XIXs were used by the Air Corps for radio and navigational training, air-to-ground photography and as transport aircraft.

SERIAL NO.: 141.

CONSTRUCTION NO.: 1313.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 10.4.46. To Advanced Training Flight. To General Purpose Flight. "Withdrawn from use", to Technical Training Squadron as instructional airframe, 20.1.62. In storage at Baldonnel Aerodrome from 1974. To Irish Aviation Museum, 1981. To Air Corps Museum, 1995.

SERIAL NO.: 142.

CONSTRUCTION NO.: 1314.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 10.4.46. To Advanced Training Flight. To General Purpose Flight. Damaged when undercarriage collapsed at Baldonnel Aerodrome, 31.1.58. "Withdrawn from use". To Technical Training Squadron as instructional airframe. "Withdrawn from use" and scrapped, 1962.

SERIAL NO.: 143.

CONSTRUCTION NO.: 1315.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 10.4.46. To Advanced Training Flight. To General Purpose Flight. "Written-off" in a crash at Shannon Airport, Co. Clare, 8.5.53.

REFERENCES: The Anson File; Irish Aircraft; The Illustrated Encyclopaedia of Aircraft, Vol. 18; Irish Press and Irish Independent, various issues. File no. ACF/870/18 (Irish Army Military Archives).

MILES M.25 MARTINET T.T.I (1946-1958).

Developed from the Miles Master II, two Miles Martinet T.T.I target tugs were delivered to the Irish Army Air Corps in 1946, as replacements for the Westland Lysander T.T.IIs.

SERIAL NO.: 144.

PREVIOUS IDENTITY: Not known. Was in service with the R.A.F.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 5.7.46. To General Purpose Flight. "Written-off" in a crash, 25.5.52.

SERIAL NO.: 145.

PREVIOUS IDENTITY: Not known. Was in service with the R.A.F.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 5.7.46. To General Purpose Flight. "Withdrawn from use". To Technical Training Squadron as instructional airframe, December 1958. "Withdrawn from use" and scrapped, 1964.

REFERENCES: Irish Aircraft; Airfix Magazine, January 1978; Peter Amos (Air Britain).

VICKERS SUPERMARINE VS.506 SEAFIRE LF.III (1947-1955).

Twelve Vickers Supermarine Seafire LF.IIIs were delivered to the Irish Army Air Corps in 1947 at a total cost of £72,000. Delivered to the Fleet Air Arm as Seafire IIIs, but following refurbishment by Vickers Armstrong (Supermarine) Ltd., which included removal of all naval equipment and the wing-folding mechanism "locked", these aircraft were re-designated Seafire LF.IIIs. One of the Seafire IIIs (PX959) from the original twelve selected for conversion to a Seafire LF.III for the Air Corps was "written-off" in a crash while being delivered to the company factory and was replaced by another Seafire III (PX936).

SERIAL NO.: 146.

PREVIOUS IDENTITY: PR302. From a batch of 50 (PR285-PR334), constructed by Westland Aircraft Ltd. To British Pacific Fleet, March 1945. Acquired by Vickers Supermarine, 1946.

SERVICE HISTORY: First flight as Seafire LF.III, 4.12.46. Accepted by Air Corps, 24.1.47. Delivered to Baldonnel Aerodrome, 17.2.47. To No. 1 Fighter Squadron. "Withdrawn from use", 16.6.54. To Technical Training Squadron as instructional airframe. Scrapped, 1962.

SERIAL NO.: 147.

PREVIOUS IDENTITY: PR315. From a batch of 50 (PR285-PR334), constructed by Westland Aircraft Ltd. To British Pacific Fleet, March 1945. To No. 879 Squadron, June 1945. Acquired by Vickers Supermarine, 1946.

SERVICE HISTORY: First flight as Seafire LF.III, 2.9.46. Accepted by Air Corps, 24.1.47. Delivered to Baldonnel Aerodrome, 17.2.47. To No. 1 Fighter Squadron. "Written-off" in a crash at Gormanston Military Camp, Co. Meath, 5.9.47.

SERIAL NO.: 148.

PREVIOUS IDENTITY: PX950. From a batch of 50 (PX913-PX962), constructed by Cunliffe Owen Ltd. and delivered to the Fleet Air Arm, 26.3.45.. To No. 761 Squadron, April 1945. To No. 2 School of Naval Air Fighting.

SERVICE HISTORY: First flight as Seafire LF.III, 30.12.46. Accepted by Air Corps, 24.1.47. Delivered to Baldonnel Aerodrome, 17.2.47. "Written-off" in a crash into the sea off Gormanston, Co. Meath, killing the pilot, 22.5.53.

SERIAL NO.: 149.

PREVIOUS IDENTITY: PX948. From a batch of 50 (PX913-PX962), constructed by Cunliffe Owen Ltd. To British Pacific Fleet, 1945. Acquired by Vickers Supermarine, 1946..

SERVICE HISTORY: First flight as Seafire LF.III, 3.12.46. Accepted by Air Corps, 24.1.47. Delivered to Baldonnel Aerodrome, 17.2.47. To No. 1 Fighter Squadron. "Withdrawn from use", 15.5.54. To Technical Training Squadron as instructional airframe. Scrapped, 1960.

SERIAL NO.: 150.

PREVIOUS IDENTITY: RX210. From a batch of 47 (RX210-RX256), constructed by Westland Aircraft Ltd. To British Pacific Fleet, April 1945. Acquired by Vickers Supermarine, 1946.

SERVICE HISTORY: First flight as Seafire LF.III, 15.4.47. Delivered to Baldonnel Aerodrome, 11.7.47. To No. 1 Fighter Squadron. "Withdrawn from use", 11.3.55. To Technical Training Squadron as instructional airframe. Scrapped, 1960.

SERIAL NO.: 151.

PREVIOUS IDENTITY: PX941. From a batch of 50 (PX913-PX962), constructed by Cunliffe Owen Ltd. To British Pacific Fleet, 1945. Acquired by Vickers Supermarine, 1946.

SERVICE HISTORY: First flight as Seafire LF.III, 15.5.47. Delivered to Baldonnel Aerodrome, 11.7.47. To No. 1 Fighter Squadron. "Written-off" in a crash in Co. Meath, 29.6.51.

SERIAL NO.: 152.

PREVIOUS IDENTITY: PX929. From a batch of 50 (PX913-PX962), constructed by Cunliffe Owen Ltd. and delivered to the Fleet Air Arm, 3.3.45. To 39 Maintenance Unit. Acquired by Vickers Supermarine, 1946.

SERVICE HISTORY: First flight as Seafire LF.III, June 1947. Delivered to Baldonnel Aerodrome, 11.7.47. To No. 1 Fighter Squadron. "Written-off" in a forced-landing at Gormanston Military Camp, Co. Meath, 1.9.49. Airframe used for fire practice at Dublin Airport. Scrapped, 1962.

SERIAL NO.: 153.

PREVIOUS IDENTITY: PX924. From a batch of 50 (PX913-PX962), constructed by Cunliffe Owen Ltd. To British Pacific Fleet, 1.3.45. Acquired by Vickers Supermarine, 1946.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 11.7.47. To No. 1 Fighter Squadron. "Withdrawn from use", June 1954. To Technical Training Squadron as instructional airframe. Scrapped, 1962.

SERIAL NO.: 154.

PREVIOUS IDENTITY: PX915. From a batch of 50 (PX913-PX962), constructed by Cunliffe Owen Ltd. and delivered to the Fleet Air Arm, 22.2.45. Acquired by Vickers Supermarine, 1946.

SERVICE HISTORY: First flight as Seafire LF.III, 8.8.47. Delivered to Baldonnel Aerodrome, 27.9.47. To No. 1 Fighter Squadron. "Written-off" in a crash at Kilbride, Co. Wicklow, killing the pilot, 28.5.51.

SERIAL NO.: 155.

PREVIOUS IDENTITY: PR236. From a batch of 44 (PR228-PR271), constructed by Westland Aircraft Ltd. and delivered to the Fleet Air Arm, 30.11.44. To No. 880 Squadron, April 1945. Acquired by Vickers Supermarine, 1946.

SERVICE HISTORY: This aircraft was fitted with the wings from another Seafire III (NF566) before delivery to the Air Corps as a Seafire LF.III. Delivered to Baldonnel Aerodrome, 27.9.47. To No. 1 Fighter Squadron. "Withdrawn from use", August 1954. To Technical Training Squadron as instructional airframe. Scrapped, 1962.

SERIAL NO.: 156.

PREVIOUS IDENTITY: PX936. From a batch of 50 (PX913-PX962), constructed by Cunliffe Owen Ltd. and delivered to the Fleet Air Arm, 5.3.45. This aircraft was a replacement for another Seafire III (PX 959) which had been selected for delivery to the Air Corps but was "written-off" in a crash during the delivery flight to the company factory.

SERVICE HISTORY: First flight as Seafire LF.III, 28.4.47. Delivered to Baldonnel Aerodrome, 27.9.47. To No. 1 Fighter Squadron. "Withdrawn from use", 12.6.54. To Technical Training Squadron as instructional airframe. Scrapped 1962.

SERIAL NO.: 157.

PREVIOUS IDENTITY: RX168. From a batch of 39 (RX156-RX194), constructed by Westland Aircraft Ltd. To British Pacific Fleet, 1945. Acquired by Vickers Supermarine, 1946..

SERVICE HISTORY: First flight as Seafire LF.III, 12.9.47. Delivered to Baldonnel Aerodrome, 27.9.49. To No. 1 Fighter Squadron. "Withdrawn from use", October 1953. To Technical Training Squadron as instructional airframe.

Purchased by College of Technology, Dublin, 11.3.61. Used as an instructional airframe. Apparently scrapped circa 1963. Parts sold in United Kingdom for restoration of Seafire III. G-BWEM, June 1995.

REFERENCES: Supermarine Aircraft since 1914; Aeroplane Monthly, April 1976; Aviation Ireland, November 1981; R.C.Sturtivant (Air Britain), File no. ACF/870/17 (Irish Military Archives).

VICKERS SUPERMARINE VS.509 SPITFIRE Tr.9 (1951-1961).

In 1951 six Vickers Supermarine Spitfire Tr.9 advanced two-seat training aircraft were delivered to the Irish Army Air Corps as replacements for the Miles Master IIs, which had been withdrawn from service. Each aircraft cost £12,250 and had been converted from Spitfire IXs by Vickers Armstrong (Supermarine) Ltd. after being in service with the R.A.F.

SERIAL NO.: 158

CONSTRUCTION NO.: CBAF 7122.

PREVIOUS IDENTITY: MJ627. From a batch of 45 (MJ602-MJ646), constructed by Vickers Armstrong (Supermarine) Ltd. and delivered as Spitfire LF.IX to the R.A.F., December 1943. To 9 Maintenance Unit. To No. 83 Ground Support Unit. March 1944. No. 441 Squadron, September 1944. Damaged in accident, March 1945. To Air Service Training for repairs. To 29 Maintenance Unit. Purchased by the company, July 19.2.50. Converted to Spitfire Tr.9. G-15-171.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 5.6.51. To 'B' Flight, Air Corps Training Schools. To No. 1 Fighter Squadron, 1955. "Withdrawn from use", 20.4.60. To Technical Training Squadron as instructional airframe.

Sold in United Kingdom, 1963. G-ASOZ, later cancelled. Wings fitted to another Spitfire T.9 (ex no.159) Fuselage stored until 1977. Long-term restoration commenced, which was completed 1995. G-BMSB. Damaged in landing accident, 25.4.2000.

SERIAL NO.: 159.

CONSTRUCTION NO.: CBAF 7269.

PREVIOUS IDENTITY: MJ772. From a batch of 33 (MJ769-MJ801), constructed by Vickers Armstrong (Supermarine) Ltd. and delivered as Spitfire LF.IX to the R.A.F., December 1943. To 33 Maintenance Unit. To No. 341 Squadron, January 1944. Damaged in combat, June 1944. Repaired. To No. 340 Squadron, June 1944. To No. 84 Ground Support Unit, August 1944. Damaged in flying accident, January 1945. To No. 83 Ground Support Unit. To 29 Maintenance Unit, September 1945. Purchased by the company, 19.2.50. Converted to Spitfire Tr.9. G-15-172.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 5.6.51. To 'B' Flight, Air Corps Training Schools. To No. 1 Fighter Squadron, 1955. "Withdrawn from use", 27.1.60. To Technical Training Squadron as instructional airframe.

Sold in United Kingdom, 1963. In storage until 1969. G-AVAV. Restored with wings from another Spitfire T.9 (ex no. 158). Sold in U.S.A., December 1974. N8R.

SERIAL NO.: 160.

CONSTRUCTION NO.: Not known.

PREVIOUS IDENTITY: MK721. From a batch of 44 (MK713-MK756), constructed by Vickers Armstrong (Supermarine) Ltd. and delivered as Spitfire LF.IX to the R.A.F., April 1944. To 4 Maintenance Unit. No. 401 Squadron, June 1944. Damaged in combat, July 1944. Repaired. To No. 411 Squadron, 14.7.44. To No. 401 Squadron, October 1944. Damaged, 24.10.44. To Miles Aircraft Ltd. for repairs. To No. 3 Armament Practice Camp, April 1945. To 33, 16 and 29 Maintenance Units. Purchased by the company, 19.2.50. Converted to Spitfire Tr.9. G-15-173.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 29.6.51. To 'B' Flight, Air Corps Training Schools. To No. 1 Fighter Squadron, 1955. "Written-off" in an accident at Baldonnel Aerodrome, 15.2.57.

SERIAL NO.: 161.

CONSTRUCTION NO.: CBAF 9590.

PREVIOUS IDENTITY: PV202. From a batch of 42 (PV174-PV215), constructed by Vickers Armstrong (Supermarine) Ltd. and delivered as Spitfire LF.IX to the R.A.F., September 1944. To 33 Maintenance Unit. To No. 84 Ground Support Unit, October and December 1944. To No. 412 Squadron, March 1945. No. 83 Ground Support Unit, May 1945. To 29 Maintenance Unit, March 1946. Purchased by the company, 19.2.50. Converted to Spitfire Tr.9. G-15-174.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 29.6.51. To 'B' Flight, Air Corps Training Schools. To No. 1 Fighter Squadron, 1955. "Withdrawn from use", December 1960. To Technical Training Squadron as instructional airframe.

Sold in United Kingdom, 1968. In storage until 1979. Sold again, 1980. G-BHGH, later cancelled. Restoration commenced, 1980. G-TRIX. Airworthy again, 1990. "Written-off" in crash, 8.4.2000.

SERIAL NO.: 162.

CONSTRUCTION NO.: CBAF 8463.

PREVIOUS IDENTITY: ML407. From a batch of 33 (ML396-ML428), constructed by Vickers Armstrong (Supermarine) Ltd. and delivered as Spitfire LF.IX to the R.A.F., April 1944. To 33 Maintenance Unit. No. 485 Squadron, April 1944. Damaged, 12. 10 44. Repaired. To Nos. 485, 341, 131, 349, 485, 345, and 332 Squadrons, April 1944 – April 1945. Purchased by the company, 19.2.50. Converted to Spitfire Tr.9. G-15-175.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 30.7.51. To 'B' Flight, Air Corps Training Schools. To No. 1 Fighter Squadron, 1955. "Withdrawn from use", 28.6.60. To Technical Training Squadron as instructional airframe.

Sold in United Kingdom, 1968. Sold to Strathallen Museum, 1979. Restoration commenced and airworthy again, 1985. G-LFIX.

SERIAL NO.: 163.

CONSTRUCTION NO.: CBAF 11432.

PREVIOUS IDENTITY: TE308. From a batch of 7 (TE303-TE309), constructed by Vickers Armstrong (Supermarine) Ltd. and delivered as Spitfire HF.IX to the R.A.F. in 1945. Purchased by the company, 19.2.50. Converted to Spitfire Tr.9. G-15-176.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 30.7.51. To 'B' Flight, Air Corps Training Schools. To No. 1 Fighter Squadron, 1955. "Withdrawn from use", 12.9.61, after the last operational flight by a Spitfire T.9 in service with the Air Corps. To Technical Training Squadron as instructional airframe.

Sold in the United Kingdom, 1968. G-AWGB, later cancelled. In storage until April 1970. Sold in Canada. CF-RAF. Sold in U.S.A., 1975. N92477.

REFERENCES: Aviation Ireland, October 1979 and March 1981; Airshow Souvenir, 1986; Flypast, February and March 1986; Profile No. 206; Aeroplane Monthly, April 1991; British Military Aircraft Serials, 1878-1987.

GORMANSTON MILITARY CAMP, CO. MEATH BECAME AIR CORPS STATION, GORMANSTON IN 1956.
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DE HAVILLAND DHC-1 CHIPMUNK T.20 (1952-1980).

To replace the Miles M.14 Magister, as an elementary flying training aircraft, an initial batch of six de Havilland DHC-1 Chipmunk T.20s was purchased for the Irish Army Air Corps in January 1952, at a total cost of £27,824.

SERIAL NO.: 164.

CONSTRUCTION NO.: C1-0450.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 16.1.52. To Air Corps Training Schools. To No. 1 Fighter Squadron, March 1955. To Basic Flying Training School, 1956. To Advanced Flying Training School, 1974. To Basic Flying Training School, 1980. "Withdrawn from use", 1981. To Technical Training Squadron as instructional airframe. To Air Corps Museum, 1995.

SERIAL NO.: 165.

CONSTRUCTION NO.: C1-0452.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 16.1.52. To Air Corps Training Schools. To No. 1 Fighter Squadron, March 1955. To Basic Flying Training School, 1956. Crashed at Laytown, Co. Dublin, 14.6.56. To Technical Training Squadron as instructional airframe. Scrapped 1961.

SERIAL NO.: 166.

CONSTRUCTION NO.: C1-0453.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 16.1.52. To Air Corps Training Schools. To No. 1 Fighter Squadron, March 1955. To Basic Flying Training School, 1980. To Advanced Flying Training School, 1974. To Basic Flying Training School, 1980. "Withdrawn from use", August 1980 and later scrapped.

SERIAL NO.: 167.

CONSTRUCTION NO.: C1-0463.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 31.1.52. To Air Corps Training Schools. To No.1 Fighter Squadron, March 1955. To Basic Flying Training School, 1956. Force-landed at Clondalkin, Co. Dublin, 8.9.59. To Technical Training Squadron as instructional airframe until 1968. Scrapped, 1979.

SERIAL NO.: 168.

CONSTRUCTION NO.: C1-0464.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 31.1.52. To Air Corps Training Schools. To No. 1 Fighter Squadron, March 1955. To Basic Flying Training School, 1956. To Advanced Flying Training School, 1974. "Withdrawn from use", 1980. In storage at Air Corps Station, Gormanston until 1989. Following refurbishment it flew again, November 1989. Remained airworthy, 1998.

SERIAL NO.: 169.

CONSTRUCTION NO.: C1-0552.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 31.1.52. To Air Corps Training Schools. To No. 1 Fighter Squadron, March 1955. To Basic Flying Training School, 1956. To Advanced Flying Training School, 1974. "Withdrawn from use", 1980 and later scrapped.

A further six Chipmunk T.20s were acquired for the Air Corps in September 1952 at a total cost of £32,970.

SERIAL NO.: 170.

CONSTRUCTION NO.: C1-0724.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 26.9.52. To Air Corps Training Schools. To No. 1 Fighter Squadron, March 1955. To Basic Flying Training School, 1956. "Withdrawn from use", 1975 and later scrapped.

SERIAL NO.: 171.

CONSTRUCTION NO.: C1-0732.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 26.9.52. To Air Corps Training Schools. To No. 1 Fighter Squadron March 1955. To Basic Flying Training School, 1956. To Advanced Flying Training School, 1974. "Withdrawn from use", 1980. Scrapped, 1985.

SERIAL NO.: 172.

CONSTRUCTION NO.: C1-0745.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 26.9.52. To Air Corps Training Schools. To No. 1 Fighter Squadron, March 1955. To Basic Flying Training School, 1956. To Advanced Flying Training School, 1974. "Withdrawn from use", August 1979. To Technical Training Squadron as instructional airframe. Scrapped mid-1984.

SERIAL NO.: 173.

CONSTRUCTION NO.: C1-0746.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 26.9.52. To Air Corps Training Schools. To No. 1 Fighter Squadron, March 1955. To Basic Flying Training School, 1956. To Advanced Flying Training School, 1974. "Withdrawn from use", 19.12.78. In storage at Air Corps Station, Gormanston until 1985.

To South-East Aviation Museum, Waterford, 17.7.85.

SERIAL NO.: 174.

CONSTRUCTION NO.: C1-0753.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 26.9.52. To Air Corps Training Schools. To No. 1 Fighter Squadron, March 1955. To Basic Flying Training School, 1956. "Written-off" in a crash at Air Corps Station, Gormanston, 5.5.63.

SERIAL NO.: 175.

CONSTRUCTION NO.: C1-0754.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 26.9.52. To Air Corps Training Schools. To No. 1 Fighter Squadron, March 1955. To Basic Flying Training School, 1956. "Written-off" in a crash at Air Corps Station, Gormanston, 29.3.63.

REFERENCES: Aviation Ireland, September 1980; Irish Air Letter, October 1989; Aviation Ireland, August 1996; Chipmunk – The First Fifty Years (Air Britain), Irish Independent and Irish Press, various issues.

DE HAVILLAND DH.104 DOVE Srs 4 (1953-1970).

In 1953 a de Havilland DH.104 Dove Srs. 4 was purchased for the Irish Army Air Corps to replace the Avro XIXs. This aircraft carried out air-to-ground photographic surveys, twin-engined pilot training and other missions for the Air Corps.

SERIAL NO.: 176.

CONSTRUCTION NO.: 04368.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 22.2.53. To General Purpose Flight. "Withdrawn from use", following a heavy landing at Baldonnell Aerodrome, August 1970. In storage at Casement Aerodrome and used as a spares source for the other Doves in service with the Air Corps until 1980.

To Civil Defence School, Phoenix Park, Dublin, 1980. Used for aircraft rescue training.

REFERENCES: Aviation Ireland, February 1980; An Cosantoir, May 1980; Irish Independent and Irish Press, various issues.

HUNTING PERCIVAL P.56 PROVOST T.51 (1954-1976).

In 1954 the Irish Army Air Corps received four Hunting Percival Provost T.51s to fulfil advanced flying training commitments, at a total cost of £82,000.

SERIAL NO.: 177.

CONSTRUCTION NO.: 125.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 26.3.54. To Air Corps Training Schools. To Advanced Flying Training School, 1956. "Withdrawn from use", 1976. In storage at Casement Aerodrome until 1981.

Sold in the United Kingdom, 1981. G-BLIW, 12.6.85.

SERIAL NO.: 178.

CONSTRUCTION NO.: 157.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 27.7.54. To Air Corps Training Schools. To Advanced Flying Training School, 1956. "Withdrawn from use", 1976. In storage at Casement Aerodrome until 1981.

Sold in the United Kingdom, December 1981. G-EIRE, later cancelled. Restoration commenced, 1984. Flew again, August 1989. G-BKOS. Destroyed in a crash, 19.5.91.

SERIAL NO.: 179.

CONSTRUCTION NO.: 160.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 27.7.54. To Air Corps Training Schools. To Advanced Flying Training School, 1956. "Written-off" in a crash at Glenmalure, Co. Wicklow, killing the pilot, 7.3.57.

SERIAL NO.: 180.

CONSTRUCTION NO.: 179.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 6.7.54. To Air Corps Training Schools. To Advanced Flying Training School, 1956. "Written-off" in a crash at Casement Aerodrome, June 1968.

HUNTING PERCIVAL P.56 PROVOST T.53 (1955-1976).

Four Hunting Percival P.56 Provost T.53s were purchased for the Irish Army Air Corps in 1955, at a total cost of £85,600. Armed with one 0.303 in. machine-gun, mounted in each wing, and capable of carrying a 250 lb. bomb, or six 60 lb. rocket projectiles, under each wing, these aircraft were used by the Air Corps for intermediate and advanced flying training, armament practice, and also could be used for ground-attack missions in support of the Irish Defence Forces.

SERIAL NO.: 181.

CONSTRUCTION NO.: 400.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 21.7.55. To Air Corps Training Schools. To Advanced Flying Training School, 1956. "Withdrawn from use", 1976. Used for fire practice by Crash Rescue Service at Casement Aerodrome until 1981.

SERIAL NO.: 182.

CONSTRUCTION NO.: 403.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 20.9.55. To Air Corps Training Schools. To Advanced Flying Training School, 1956. "Written-off" in a crash at Fermoy, Co. Cork, 3.1.57.

SERIAL NO.: 183.

CONSTRUCTION NO.: 406.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 21.10.55. To Air Corps Training Schools. To Advanced Flying Training School, 1956. "Withdrawn from use" after carrying out the last flight by a Provost, in service with the Air Corps, June 1976. In storage at Casement Aerodrome until 1985. To Irish Aviation Museum after restoration by the Air Corps, with wings from another Provost, 22.2.85.

SERIAL NO.: 184.

CONSTRUCTION NO.: 408.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 21.10.55. To Air Corps Training Schools. To Advanced Flying Training School, 1956. "Withdrawn from use", 1976. In storage, mainly external, at Casement Aerodrome to 1987. To South-East Aviation Museum, with wings from another Provost T.53 (no. 183), 1987.

REFERENCES: Aviation Ireland, June 1977 and December 1979; Aviation News, November 1974; Airguide Ireland, 1980; An Cosantoir, May 1980; Irish Independent and Irish Press, various issues; File no. ACH-AJ (Irish Army Military Archives).

DE HAVILLAND DH.115 VAMPIRE T.55. (1956-1976).

Three de Havilland DH.115 Vampire T.55s were purchased for the Irish Air Corps in 1956 as replacements for the Vickers Supermarine Seafire LF.IIIIs, at a total cost of £146,000. The Vampire T.55s were the first aircraft powered by a turbojet (a de Havilland Goblin 35), and equipped with an ejection seat, to enter service with the Air Corps.

SERIAL NO.: 185.

CONSTRUCTION NO.: 15775.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 21.7.56. To No. 1 Fighter Squadron. "Withdrawn from use", 1975. In storage at Casement Aerodrome until 1978.

Delivered to the French aviation museum, Le Musee de l'Air, aboard a Transall C.160, February and March, 1978

SERIAL NO.: 186.

CONSTRUCTION NO.: 15765.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 21.7.56. To No. 1 Fighter Squadron. "Withdrawn from use", 1974. In storage at Casement Aerodrome until 1979.

(An ejection seat was used for the first time from an aircraft in service with the Air Corps when a student pilot ejected from this Vampire, 5.5.61. The Vampire returned safely to Baldonnell Aerodrome after the ejection).

Sold in the U.S.A., December 1979. To U.S. Department of Defence. N4861K. Various owners up to 1985.

SERIAL NO.: 187.

CONSTRUCTION NO.: 15766.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 21.7.56. To No. 1 Fighter Squadron. "Withdrawn from use", 1974. Internal and external storage at Casement Aerodrome, until 1987. Scrapped.

REFERENCES: Aviation Ireland, March 1980; An Cosantoir, June 1982; The Irish Air Corps, 1922-1997; Irish Independent, Irish Press and Irish Times, various issues.

DE HAVILLAND DH.104 DOVE Srs 5 (1959-1961).

A de Havilland DH.104 Dove Srs. 5 was delivered to the Irish Air Corps in 1959 as a replacement for the two Avro XIXs, that had been withdrawn from service, and was used for calibration of radar and landing aids at Dublin and Shannon Airports.

SERIAL NO.: 188.

CONSTRUCTION NO.: 04503.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 24.3.59. To General Purpose Flight. "Written-off" in a crash near Shannon Airport, killing three on board, 27.1.61.

REFERENCES: Aviation Ireland, February 1980; An Cosantoir, May 1980; Irish Independent and Irish Press, various issues.

HUNTING PERCIVAL P.56 PROVOST T.53 (1960-1972).

Two Hunting Percival Provost T.53s were purchased for the Irish Air Corps in 1960 as replacements for the two Provost T.51s that had crashed in 1957. These two aircraft were the last of 461 Provosts, constructed by Hunting Percival Aircraft Ltd., when production ended in 1959.

SERIAL NO.: 189.

CONSTRUCTION NO.: 460.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 23.3.60. To Advanced Flying Training School. "Written-off" after the fuselage was damaged in a forced-landing at Maynooth, Co. Meath, 14.4.62. Fuselage to Technical Training Squadron as instructional airframe. Scrapped, 1977. In 1966 the wings from this Provost were used with the fuselage of a Provost T.1 (XF846) to construct a Provost T.53 (no. 189A).

SERIAL NO.: 189A.

CONSTRUCTION NO.: 352.

PREVIOUS IDENTITY: XF846. From a batch of 19 Provost T.1s (XF836-XF854), constructed by Hunting Percival Aircraft Ltd. in 1955. Did not enter service with any R.A.F. unit.

SERVICE HISTORY: Fuselage delivered to Baldonnell Aerodrome, July 1964. Wings from a Provost T.53 (no. 189) attached to fuselage. To Advanced Flying Training School as Provost T.53, 21.2.66. "Written-off" after collision on the ground with a Provost T.51 at Casement Aerodrome, 15.5.69. Scrapped by 1977.

SERIAL NO.: 190.

CONSTRUCTION NO.: 461.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 13.4.60. To Advanced Flying Training School. "Withdrawn from use", 1976. Scrapped, 1979.

REFERENCES: Aviation Ireland, June 1977 and December 1979; Aviation News, November 1974; Aviation News, Vol. 5, various issues.

DE HAVILLAND DH.115 VAMPIRE T.55 (1961-1976).

Three de Havilland DH.115 Vampire T.55s were purchased for the Irish Air Corps in 1961, to augment the three Vampire T.55s delivered in 1956, and to replace the Vickers Supermarine Spitfire Tr.9s that had been withdrawn from service in 1960. These aircraft were from the final batch of six Vampire T.55s, constructed by de Havilland Aircraft Co. Ltd., before production ended in 1960.

SERIAL NO.: 191.

CONSTRUCTION NO.: 15815.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 18.1.61. Fitted with underwing drop-tanks. To No. 1 Fighter Squadron. "Withdrawn from use", after the last operational flight by a Vampire T.55 in service with the Air Corps, 2.3.76. To Irish Aviation Museum.

SERIAL NO.: 192.

CONSTRUCTION NO.: 15816.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 16.3.61. To No. 1 Fighter Squadron. "Withdrawn from use", 1976. In open storage at Casement Aerodrome until 1987. To South-East Aviation Museum, Waterford, 1987.

SERIAL NO.: 193.

CONSTRUCTION NO.: 15817.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 16.3.61. To No. 1 Fighter Squadron. "Withdrawn from use", 1976. In open storage from 1981. Fuselage to South-East Aviation Museum, Waterford, 1987.

REFERENCES: Aviation Ireland, March 1980; An Cosantoir, June 1982; The Irish Air Corps, 1922-1997; Irish Independent and Irish Press, various issues.

DE HAVILLAND DH.104 DOVE Srs 7 (1962-1978).

A de Havilland Dove Srs 7 was delivered to the Irish Air Corps in 1962. This Dove was mainly used by the Air Corps for air-to-ground photographic surveys for the Ordnance Survey Department and other Government agencies.

SERIAL NO.: 194.

CONSTRUCTION NO.: 04530.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 11.7.62. To General Purpose Flight. "Withdrawn from use", March 1978. In storage at Casement Aerodrome until 1980.

Sold in the United Kingdom, September 1980. G-ARVE. Sold in Germany, October 1983. D-IKER. Certificate of Airworthiness not issued and registration cancelled, April 1984. To museum in Germany, 1993.

REFERENCES: Aviation Ireland, February 1980; An Cosantoir, May 1980 and January 1991; Irish Press and Irish Independent, various issues.

AEROSPATIALE (SUD AVIATION) SE.3160/SA.316B ALOUETTE (1963-).

Three Sud Aviation SE.3160 Alouette IIIs were purchased for the Irish Air Corps in 1963, at a total cost of £250,000. Excluding the Lockheed L.214 Hudson I, the Alouette III was the first aircraft, not constructed by a British aircraft manufacturer, to enter service with the Air Corps. Following modifications and structural changes, the three Alouette IIIs were later re-designated SA.316B.

SERIAL NO.: 195.

CONSTRUCTION NO.: 1151.

PREVIOUS IDENTITY: F-WJDH. During flight-testing and training programme for Air Corps personnel in France.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 25.11.63. To Helicopter Flight. To Helicopter Squadron, November 1974. Damaged in crash-landing at Casement Aerodrome, 26.5.76. Repaired and returned to service, August 1978. To Helicopter Squadron, No. 1 Support Wing, 1980. To Army Support Squadron, No. 3 Support Wing, 1986. To SAR Squadron, No. 3 Support Wing, 1989. To 302 Squadron, No. 3 Operations Wing, 2001. "Withdrawn from use", 21.9.2007.

SERIAL NO.: 196.

CONSTRUCTION NO.: 1153.

PREVIOUS IDENTITY: F-WKQB. During flight-testing and training programme for Air Corps personnel in France.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 25.11.63. To Helicopter Flight. To Helicopter Squadron, November 1974. To Helicopter Squadron, No. 1 Support Wing, 1980. To Army Support Squadron, No. 3 Support Wing, 1986. To SAR Squadron, No. 3 Support Wing, 1989. To 302 Squadron, No. 3 Operations Wing, 2001. "Withdrawn from use", 21.9.2007.

SERIAL NO.: 197.

CONSTRUCTION NO.: 1194.

SERVICE HISTORY: Delivered to Baldonnel Aerodrome, 13.5.64. To Helicopter Flight. To Helicopter Squadron, November 1974. To Helicopter Squadron, No. 1 Support Wing, 1980. To Army Support Squadron, No. 3 Support Wing, 1986. To SAR Squadron, No. 3 Support Wing, 1989. To 302 Squadron, No. 3 Operations Wing, 2001. "Withdrawn from use", 21.9.2007.

REFERENCES: Aviation Ireland, July 1981 and November 1993; Irish Aviator, December 1983/January 1984; An Cosantoir, September 1972 and March 1985; The Irish Air Corps Today (1987); Irish Air Corps, Celebrating 30 Years of Helicopter Operations, 1963-1993; The Irish Air Corps, 1922-1997; Irish Independent, Irish Press and Irish Times, various issues.

DE HAVILLAND DH.115 VAMPIRE T.11 (1963-1978).

In 1963 a de Havilland Vampire T.11 was delivered to the Irish Air Corps to be used as an instructional airframe by the Technical Training Squadron. The Vampire T.22 had been in service with the R.A.F.

SERIAL NO.: 198.

CONSTRUCTION NO.: 15563.

PREVIOUS IDENTITY: XE977. From a batch of 24, constructed by de Havilland Aircraft Co. Ltd., delivered to the R.A.F. in 1955. To No. 8 Flying Training School (no. 60). Withdrawn from service, 1963.

SERVICE HISTORY: Delivered to Baldonnell Aerodrome, 30.8.63. To Technical Training Squadron. Remained in R.A.F. markings and the allotted Air Corps serial number was not applied to this aircraft. As “gate guardian” outside Officer’s Mess, Casement Aerodrome from 1978. To Air Corps Museum, 1995.

REFERENCES: Aviation Ireland, March 1980; An Cosantoir, June 1982; Aviation News, October/November 1976.

BALDONNELL AERODROME WAS RENAMED CASEMENT AERODROME IN FEBRUARY 1965.
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DE HAVILLAND DHC-1 CHIPMUNK T.22 (1965-1980).

Two de Havilland DHC-1 Chipmunk T.22s were delivered to the Irish Air Corps in 1965 as replacements for the Chipmunk T.20s that had been “written-off” in crashes. These two aircraft had been in service with the R.A.F., and after being reconstructed and overhauled by Derby Aviation Ltd., were designated Chipmunk T.22

SERIAL NO.: 199.

CONSTRUCTION NO.: C1-0013/C1-0392.

PREVIOUS IDENTITY: WB561/WG320. Constructed from these two Chipmunk T.10s by Derby Aviation Ltd., 1964. Certificate of Airworthiness issued, February 1965.

WB561. From a batch of 40 (WB549-WB88), constructed by de Havilland Aircraft Co. Ltd., delivered to the R.A.F. in February 1950. To Oxford University Air Squadron, 1950. “Written-off” in a crash, August 1955. Fuselage used in construction of the Chipmunk T.22.

WG320. From a batch of 68 (WG299-WG366), constructed by de Havilland Aircraft Co. Ltd., delivered to the R.A.F. in July 1951. To No. 18 Reserve Flying School, 1951. Purchased by Derby Aviation Ltd., 1959. G-APTF. Wings and other parts used in the construction of the Chipmunk T.22.

SERVICE HISTORY: Delivered to Casement Aerodrome, 26.2.65. To Basic Flying Training School. To Advanced Flying Training School, 1974. “Withdrawn from use”, 1979. In storage at Air Corps Station, Gormanston.

SERIAL NO.: 200.

CONSTRUCTION NO.: C1/0061.

PREVIOUS IDENTITY: WB620. From a batch of 36 (WB600-WB635), constructed by de Havilland Aircraft Co. Ltd., delivered to the R.A.F. in April 1950. Withdrawn from service, 1954. Purchased by Iona Engineering Works, Dublin, 1956. Certificate of Airworthiness issued, 1956. EI-AJC. To United Kingdom, 1958. G-APMW. Returned to Ireland, April 1962. EI-AMH. Purchased by Derby Aviation Ltd., November 1964. G-APMW.

SERVICE HISTORY: Delivered to Casement Aerodrome, 26.2.65. To Basic Flying Training School. To Advanced Flying Training School, 1974. “Written-off” in a crash at Air Corps Station, Gormanston, killing both crew, 25.4.80.

REFERENCES: Aviation Ireland, September 1980 and August 1996; Irish Air Letter, October 1989; Air International, May 1996; British Military Aircraft Serials, 1878-1987.

DE HAVILLAND DH.104 DOVE Srs. 8A (1970-1978).

In 1967 the Department of Transport and Power purchased a de Havilland Dove Srs.8A for £20,000, to be operated by the Irish Air Corps for “testing radio and navigational aids at Irish airports”. The Dove had been in storage with de Havilland Aircraft Co. Ltd., since 1961, when it was constructed and was delivered to a British company, Air Couriers Ltd, for the installation of calibration equipment. This company went

into liquidation in 1968, and after installation of some calibration equipment by another company, the Dove was only suitable for limited testing of landing aids at Irish airports.

SERIAL NO.: 201.

CONSTRUCTION NO.: 04525.

PREVIOUS IDENTITY: Constructed by de Havilland Aircraft Co. Ltd. in 1961. G-ARSN. Sold to the Department of Transport and Power, August 1967. EI-ARV.

SERVICE HISTORY: Delivered to Casement Aerodrome, 10.12.70. To General Purpose Flight. "Withdrawn from use", December 1977.

Sold in United Kingdom, September 1980. G-ARSN. Sold again, March 1983. G-LIDD. Sold in Australia, 1987. VH-OBI.

REFERENCES: Aviation Ireland, February 1980; An Cosantoir, May 1980; Irish Air Letter, May 1995; Irish Independent, Irish Press and Irish Times, various issues.

AEROSPATIALE SA.316B ALOUETTE III (1972- 1995).

In 1972 a fourth Aerospatiale Alouette III was delivered to the Irish Air Corps to fulfil a requirement for another helicopter to carry out army co-operation, air ambulance and other missions.

SERIAL NO.: 202.

CONSTRUCTION NO.: 1973.

SERVICE HISTORY: Delivered to Casement Aerodrome, 24.3.72. To Helicopter Flight. To Helicopter Squadron, November 1974. To Helicopter Squadron, No. 3 Support Wing, 1986. To SAR Squadron, No. 3 Support Wing, 1989. Crashed into Lough Eske, Co. Donegal, 20.10.95. In storage at Casement Aerodrome, 1999. To Irish Air Corps Museum.

REFERENCES: Aviation Ireland, July 1981 and November 1993; Irish Aviator, December 1983/January 1984; An Cosantoir, September 1972 and March 1985; The Irish Air Corps Today (1987); Irish Air Corps, Celebrating 30 Years of Helicopter Operations; The Irish Air Corps, 1922-1997; Irish Independent, Irish Press and Irish Times, various issues.

REIMS-CESSNA FR.172H ROCKET (1972-).

Eight Reims-Cessna FR.172H Rockets were purchased for the Irish Air Corps in 1972, at a cost of £20,000 each, to be used for army co-operation missions in support of the Irish Defence Forces.

SERIAL NO.: 203.

CONSTRUCTION NO.: 0343.

SERVICE HISTORY: Delivered to Casement Aerodrome, 4.10.72. To Advanced Flying Training School. To Basic Flying Training School, 1973. To Army Co-Operation Squadron, No. 2 Support Wing, 1980. To Army Co-Operation Squadron, 1986. To 104 Squadron, No. 1 Operations Wing, 2001.

SERIAL NO.: 204.

CONSTRUCTION NO.: 0344.

SERVICE HISTORY: Delivered to Casement Aerodrome, 4.10.72. To Advanced Flying Training School. To Basic Flying Training School, 1973. "Written-off" in a crash in the Shannon Estuary, 20.9.78.

SERIAL NO.: 205.

CONSTRUCTION NO.: 0345.

SERVICE HISTORY: Delivered to Casement Aerodrome, 4.10.72. To Advanced Flying Training School. To Basic Flying Training School, 1973. To Army Co-Operation Squadron, No. 2 Support Wing, 1980. To Army Co-Operation Squadron, 1986. To 104 Squadron, No. 1 Operations Wing, 2001.

SERIAL NO.: 206.

CONSTRUCTION NO.: 0346.

SERVICE HISTORY: Delivered to Casement Aerodrome, 4.10.72. To Advanced Flying Training School. To Basic Flying Training School, 1973. Modified for parachute training, 1979. To Army Co-Operation Squadron, No. 2 Support Wing, 1980. To Army Co-Operation Squadron, 1986. To 104 Squadron, No. 1 Operations Wing, 2001.

SERIAL NO.: 207.

CONSTRUCTION NO.: 0347.

SERVICE HISTORY: Delivered to Casement Aerodrome, 13.10.72. To Advanced Flying Training School. To Basic Flying Training School, 1973. To Army Co-Operation Squadron, No. 2 Support Wing, 1980. To Army Co-Operation Squadron, 1986. Force-landed in the sea off Gormanston due to engine failure, 2.3.90. "Withdrawn from use". To Apprentice School as instructional airframe. To Waterford Airport for fire training, August 1998.

SERIAL NO.: 208.

CONSTRUCTION NO.: 0348.

SERVICE HISTORY: Delivered to Casement Aerodrome, 13.10.72. To Advanced Flying Training School. To Basic Flying Training School, 1973. To Army Co-Operation Squadron, No. 2 Support Wing, 1980. To Army Co-Operation Squadron, 1986. To 104 Squadron, No. 1 Operations Wing, 2001.

SERIAL NO.: 209.

CONSTRUCTION NO.: 0349.

SERVICE HISTORY: Delivered to Casement Aerodrome, 13.10.72. To Advanced Flying Training School. To Basic Flying Training School, 1973. Modified for parachute jumps, 1979. To Army Co-Operation Squadron, No. 2 Support Wing, 1980. To Army Co-Operation Squadron, 1986. Force-landed near Gormanston, 10.11.89. Repaired and returned to service. "Written-off" after being damaged in a landing at Air Corps Station, Finner, Co. Donegal, 10.11.93.

SERIAL NO.: 210.

CONSTRUCTION NO.: 0350.

SERVICE HISTORY: Delivered to Casement Aerodrome, 13.10.72. To Advanced Flying Training School. To Basic Flying Training School, 1973. To Army Co-Operation Squadron, No. 2 Support Wing, 1980. To Army Co-Operation Squadron, 1986. Force-landed near Bandon, Co. Cork, 31.1.91. Repaired and returned to service. To 104 Squadron, No. 1 Operations Wing, 2001.

REFERENCES: An Cosantoir, May 1980, August 1984 and March 1985; Irish Aviator, Issue No. 18; Aviation News, May 1989; The Irish Air Corps Today (1987); Gormanston Camp, 1917-1986; The Irish Air Corps, 1922-1997; Irish Independent and Irish Press, various issues.

AEROSPATIALE SA.316B ALOUETTE III (1973-)

Four Aerospatiale SA.316B Alouette IIIs were delivered to the Irish Air Corps in 1973 and were purchased to fulfil a requirement for more helicopters to provide aerial support for security operations by the Gardai and the Irish Defence Forces.

SERIAL NO.: 211.

CONSTRUCTION NO.: 1983.

SERVICE HISTORY: Delivered to Casement Aerodrome, 4.2.73. To Helicopter Flight. To Helicopter Squadron, November 1974. To Helicopter Squadron, No. 3 Support Wing, 1986. To SAR Squadron, No. 3 Support Wing, 1989. To 302 Squadron, No. 3 Operations Wing, 2001. "Withdrawn from use", 21.9.2007.

SERIAL NO.: 212.

CONSTRUCTION NO.: 1984.

SERVICE HISTORY: Delivered to Casement Aerodrome, 29.3.73. To Helicopter Flight. To Helicopter Squadron, November 1974. To Helicopter Squadron, No. 3 Support Wing, 1986. To SAR Squadron, No. 3 Support Wing, 1989. To 302 Squadron, No. 3 Operations Wing, 2001. "Withdrawn from use", 21.9.2007.

SERIAL NO.: 213.

CONSTRUCTION NO.: 2116.

SERVICE HISTORY: Delivered to Casement Aerodrome, 6.12.73. To Helicopter Flight. To Helicopter Squadron, November 1974. To Helicopter Squadron, No. 3 Support Wing, 1986. To SAR Squadron, No. 3 Support Wing, 1989. To 302 Squadron, No. 3 Operations Wing, 2001. "Withdrawn from use", 21.9.2007.

SERIAL NO.: 214.

CONSTRUCTION NO.: 2122.

SERVICE HISTORY: Delivered to Casement Aerodrome, 25.3.74. To Helicopter Flight. To Helicopter Squadron, November 1974. To Helicopter Squadron, No. 3 Support Wing, 1986. To SAR Squadron, No. 3 Support Wing, 1989. To 302 Squadron, No. 3 Operations Wing, 2001. "Withdrawn from use", 21.9.2007.

REFERENCES: Aviation Ireland, July 1981 and November 1993; Irish Aviator, December 1983/January 1984; An Cosantoir, September 1972 and March 1985; The Irish Air Corps Today (1987); Irish Air Corps, Celebrating 30 Years of Helicopter Operations; The Irish Air Corps, 1922-1997; Irish Independent, Irish Press and Irish Times, various issues.

AEROSPATIALE (FOUGA) CM.170-2 SUPER MAGISTER (1975-1999)

Six Aerospatiale (Fouga) CM.170-1 Magisters, after having been refurbished by Aerospatiale, which included the installation of two 1,050 lb.s.t. Marbore VI turbojet engines, and re-designated CM.170-2 Super Magisters, were delivered to the Irish Air Corps in 1975 and 1976. The six CM.170-2 Magisters were purchased as replacements for the de Havilland Vampire T.55s with No. 1 Fighter Squadron.

SERIAL NO.: 215.

CONSTRUCTION NO.: 357.

PREVIOUS IDENTITY: Delivered as CM.170-1 Magister to the Osterreichische Luftstreitkrafte (Austrian Air Force), 15.10.62. 4D-YJ. To Fliegerschulkompanie 1 (Flying School Company 1). To Jaboschulstaffel (Fighter Bomber Training Squadron), 1963. To 1 Staffel/Schulgeschwader 2/Fliegerregiment 2 (1st Squadron/Training Wing/Air Regiment 2), 1966. To Dusenschulstaffel (Jet Training Squadron), 1968. "Withdrawn from use", 1972. Purchased by Aerospatiale and placed in storage in France, 1972.

SERVICE HISTORY: Delivered to Casement Aerodrome, 11.9.75. To No. 1 Fighter Squadron. To Light Strike Squadron, No. 1 Support Wing, 1980. "Withdrawn from use", 19.12.97.

SERIAL NO.: 216.

CONSTRUCTION NO.: 358.

PREVIOUS IDENTITY: Delivered as CM.170-1 Magister to the Osterreichische Luftstreitkrafte (Austrian Air Force), 12.10.62. 4D-YK. To Fliegerschulkompanie 1 (Flying School Company 1). To Jaboschulstaffel (Fighter Bomber Training Squadron), 1963. To 1 Staffel/Schulgeschwader 2/Fliegerregiment 2 (1st Squadron/Training Wing/Air Regiment 2), 1966. To Dusenschulstaffel (Jet Training Squadron), 1968. "Withdrawn from use", 1972. Purchased by Aerospatiale and placed in storage in France, 1972.

SERVICE HISTORY: Delivered to Casement Aerodrome, 11.9.75. To No. 1 Fighter Squadron. To Light Strike Squadron, No. 1 Support Wing, 1980. "Withdrawn from use", 19.12.97.

SERIAL NO.: 217.

CONSTRUCTION NO.: 359.

PREVIOUS IDENTITY: Delivered as CM.170-1 Magister to the Osterreichische Luftstreitkrafte (Austrian Air Force), 15.10.62. 4D-YL. To Fliegerschulkompanie 1 (Flying School Company 1). To Jaboschulstaffel (Fighter Bomber Training Squadron), 1963. To 1 Staffel/Schulgeschwader 2/Fliegerregiment 2 (1st Squadron/Training Wing/Air Regiment 2), 1966. To Dusenschulstaffel (Jet Training Squadron), 1968. "Withdrawn from use", 25.10.71. Purchased by Aerospatiale and placed in storage in France, 1972.

SERVICE HISTORY: Delivered to Casement Aerodrome, 16.2.76. To No. 1 Fighter Squadron. To Light Strike Squadron, No. 1 Support Wing, 1980. "Withdrawn from use", 24.4.98.

SERIAL NO.: 218.

CONSTRUCTION NO.: 390.

PREVIOUS IDENTITY: Delivered as CM.170-1 Magister to the Osterreichische Luftstreitkrafte (Austrian Air Force), 11.4.63. 4D-YU. To Fliegerschulkompanie 1 (Flying School Company 1). To Jaboschulstaffel (Fighter Bomber Training Squadron), 1963. To 1 Staffel/Schulgeschwader 2/Fliegerregiment 2 (1st Squadron/Training Wing/Air Regiment 2), 1966. To Dusenschulstaffel (Jet Training Squadron), 1968. "Withdrawn from use", 1972. Purchased by Aerospatiale and placed in storage in France, 1972.

SERVICE HISTORY: Delivered to Casement Aerodrome, 16.2.76. To No. 1 Fighter Squadron. To Light Strike Squadron, No. 1 Support Wing, 1980. "Withdrawn from use", 23.5.98.

SERIAL NO.: 219.

CONSTRUCTION NO.: 298.

PREVIOUS IDENTITY: One of nine CM.170-1 Magisters (c/ns 294-302) secretly diverted from a batch of forty five, constructed by Potez Air Fouga between January 1960 and January 1962, for the Force Aerienne Belge (Belgian Air Force). The nine CM.170-1 Magisters were to be delivered to the Force Aerienne Katanga but only three of these aircraft entered service with that air force. The remaining six CM.170-1 Magisters were placed in storage in France until 1973 and were then overhauled and refurbished by Aerospatiale.

SERVICE HISTORY: Delivered to Casement Aerodrome, 13.11.76. To No. 1 Fighter Squadron. To Light Strike Squadron, No. 1 Support Wing, 1980. "Withdrawn from use", 1998.

SERIAL NO.: 220.

CONSTRUCTION NO.: 299.

PREVIOUS IDENTITY: One of nine CM.170-1 Magisters (c/ns 294-302) secretly diverted from a batch of forty five, constructed by Potez Air Fouga between January 1960 and January 1962, for the Force Aerienne Belge (Belgian Air Force). The nine CM.170-1 Magisters were to be delivered to the Force Aerienne Katanga but only three of these aircraft entered service with that air force. The remaining six CM.170-1 Magisters were placed in storage in France until 1973 and were then overhauled and refurbished by Aerospatiale.

SERVICE HISTORY: Delivered to Casement Aerodrome, 13.11.76. To No. 1 Fighter Squadron. To Light Strike Squadron, No. 1 Support Wing, 1980. "Withdrawn from use", June 1999.

SERIAL NO.: 221.

CONSTRUCTION NO.: 79.

PREVIOUS IDENTITY: Delivered to Armee de l'Air, 1957. To Escadron de Convoyage (Ferry Squadron). Air Attache, Stockholm, Sweden. TY/Groupement Instruction. 2-HJ. 3-KE. Damaged in force-landing, 13.11.74.

SERVICE HISTORY: Delivered to Dublin Airport in Nord Noratlas, 8.9.75. To Technical Training Squadron as instructional airframe. Remained in Armee de l'Air markings and the allotted Air Corps serial number was not applied to this aircraft. To Apprentice School, Training Wing, 1980. Dismantled in hangar, Casement Aerodrome, 1994.

REFERENCES: Aviation Ireland, February 1981; The Irish Air Corps Today (1987); Aircraft Illustrated,

February 1990; Scale Aircraft Modelling, December 1995; Air International, June 1996; An Cosantoir, various issues, 1990-1998; The Examiner, Irish Independent and Irish Times, various issues.

SIAI-MARCHETTI SF.260WE WARRIOR (1977-) .

Ten SIAI-Marchetti SF.260WE Warriors were delivered to the Irish Air Corps in 1977 as replacements for the de Havilland DHC-1 Chipmunk T.20s and Hunting Percival Provost T.51s and T.53s, in service with the Basic and Advanced Flying Training Schools. The SF.260 Warriors were the first aircraft, that had been constructed in Italy, to enter service with the Air Corps .

SERIAL NO.: 222.

CONSTRUCTION NO.: 24-01/289

SERVICE HISTORY: Delivered to Casement Aerodrome, 4.3.77. To Basic and Advanced Flying Training Schools. To Basic Flying Training School, Training Wing, 1980. To Basic Flying Training School, Air Corps College, 2001.

SERIAL NO.: 223.

CONSTRUCTION NO.: 24-02/290.

SERVICE HISTORY: Delivered to Casement Aerodrome, 4.3.77. To Basic and Advanced Flying Training Schools. To Basic Flying Training School, Training Wing, 1980. "Written-off" in a crash at Virginia, Co. Cavan, killing the pilot, 13.12.90.

SERIAL NO.: 224.

CONSTRUCTION NO.: 24-03/291.

SERVICE HISTORY: Delivered to Casement Aerodrome, 4.3.77. To Basic and Advanced Flying Training Schools. To Basic Flying Training School, Training Wing, 1980. "Written-off" in a crash at Casement Aerodrome, 24.1.78.

SERIAL NO.: 225.

CONSTRUCTION NO.: 24-04/292.

SERVICE HISTORY: Delivered to Casement Aerodrome, 4.3.77. To Basic and Advanced Flying Training Schools. To Basic Flying Training School, Training Wing, 1980. To Basic Flying Training School, Air Corps College, 2001.

SERIAL NO.: 226.

CONSTRUCTION NO.: 24-05/293.

SERVICE HISTORY: Delivered to Casement Aerodrome, 16.4.77. To Basic and Advanced Flying Training Schools. To Basic Flying Training School, Training Wing, 1980. To Basic Flying Training School, Air Corps College, 2001.

SERIAL NO.: 227.

CONSTRUCTION NO.: 24-06/294.

SERVICE HISTORY: Delivered to Casement Aerodrome, 16.4.77. To Basic and Advanced Flying Training Schools. To Basic Flying Training School, Training Wing, 1980. Damaged in a force-landing at Clane, Co. Kildare, 21.2.91. Returned to manufacturers in Italy, 17.10.91. Repaired and returned to service. To Basic Flying Training School, Air Corps College, 2001.

SERIAL NO.: 228.

CONSTRUCTION NO.: 24-07/295.

SERVICE HISTORY: Delivered to Casement Aerodrome, 16.4.77. To Basic and Advanced Flying Training Schools. To Basic Flying Training School, Training Wing, 1980. "Written-off" in a crash at Clondalkin, Co. Dublin, 23.8.93.

SERIAL NO.: 229.

CONSTRUCTION NO.: 24-08/296.

SERVICE HISTORY: Delivered to Casement Aerodrome, 16.4.77. To Basic and Advanced Flying Training Schools. To Basic Flying Training School, Training Wing, 1980. To Basic Flying Training School, Air Corps College, 2001.

SERIAL NO.: 230.

CONSTRUCTION NO.: 24-09/297.

SERVICE HISTORY: Delivered to Casement Aerodrome, 16.4.77. To Basic and Advanced Flying Training Schools. To Basic Flying Training School, Training Wing, 1980. Damaged in an accident at Casement Aerodrome, 20.7.89. Repaired and returned to service. To Basic Flying Training School, Air Corps College, 2001.

SERIAL NO.: 231.

CONSTRUCTION NO.: 24-10/298.

SERVICE HISTORY: Delivered to Casement Aerodrome, 16.4.77. To Basic and Advanced Flying Training Schools. To Basic Flying Training School, Training Wing, 1980. To Basic Flying Training School, Air Corps College, 2001.

REFERENCES: Aviation Ireland, October 1980 and August 1981; The Irish Air Corps Today (1987); An Cosantoir, August 1986 and November 1997; Aviation News, September 1979; Irish Independent, Irish Times and Irish Press, various issues.

BEECHCRAFT SUPER KING AIR 200 (1977-1990).

In 1977 a Beechcraft Super King Air 200 was delivered to the Irish Air Corps, on lease from United Beechcraft Sweden for a period of "up to three years". This aircraft was operated by the Air Corps on maritime surveillance missions over the Irish maritime sector of the European Economic Zone and was the first aircraft powered by turboprop engines, and the second aircraft type manufactured in the U.S.A., to enter service with the Air Corps. In December 1979 this Super King Air was purchased outright for the Air Corps.

SERIAL NO.: 232.

CONSTRUCTION NO.: BB-208.

PREVIOUS IDENTITY: First flight, December 1976. To United Beechcraft Sweden. SE-GRR. Leased to Irish Government, April 1977. EI-BCY. Purchased for Air Corps, December 1979.

SERVICE HISTORY: Delivered to Casement Aerodrome, 9.3.77. To General Purpose Flight. To Maritime Squadron, No. 1 Support Wing, 1980. "Withdrawn from use", May 1990. Sold in U.S.A., January 1992. N60MK.

REFERENCES: The Irish Air Corps Today (1987); Aviation Ireland, May 1981; Aero Ireland, 1982; An Cosantoir, March 1985; Irish Independent and Irish Press, various issues.

SIAI-MARCHETTI SF.260MC (1977-).

In 1977 the fuselage of a SIAI-Marchetti SF.260MC was delivered to the Irish Air Corps to be used as an instructional airframe at Casement Aerodrome.

SERIAL NO.: 233.

CONSTRUCTION NO.: 11-09.

PREVIOUS IDENTITY: I-SJAS. To Force Aérienne Zairoise (Zaire Air Force). AT-109.

SERVICE HISTORY: Delivered to Casement Aerodrome, 3.3.77. To Technical Training Squadron. To Apprentice School, Training Wing, 1980, as instructional airframe.

REFERENCES: Aviation Ireland, October 1980 and August 1981; The Irish Air Corps Today (1987); An Cosantoir, August 1986 and November 1997; Aviation News, September 1979; Irish Independent, Irish

Times and Irish Press, various issues.

BEECHCRAFT SUPER KING AIR 200 (1978-1991).

A second Beechcraft Super King Air 200 was delivered to the Irish Air Corps in 1978 on lease from United Beechcraft Sweden. This aircraft was also operated by the Air Corps on maritime surveillance missions over the Irish maritime sector of the European Economic Zone. In December 1979 this Super King Air was purchased outright for the Air Corps.

SERIAL NO.: 234.

CONSTRUCTION NO.: BB-376.

PREVIOUS IDENTITY: N4914M. To United Beechcraft Sweden. Leased to Irish Government, August 1978. EI-BFJ. Purchased for Air Corps, December 1979.

SERVICE HISTORY: Delivered to Casement Aerodrome, 17.8.78. To General Purpose Flight. To Maritime Squadron, No. 1 Support Wing, 1980. "Withdrawn from use", 1991.

Sold in U.S.A., November 1991. N409GA.

REFERENCES: The Irish Air Corps Today (1987); Aviation Ireland, May 1981; Aero Ireland, 1982; An Cosantoir, March 1985; Irish Independent and Irish Press, various issues.

SIAI-MARCHETTI SF.260WE WARRIOR (1979-1982).

In 1979 a SIAI-Marchetti SF.260WE Warrior was delivered to the Irish Air Corps as a replacement for the SF.260WE Warrior (no. 224) that had been "written-off" in a crash in 1978.

SERIAL NO.: 235.

CONSTRUCTION NO.: 24-11/373.

SERVICE HISTORY: Delivered to Casement Aerodrome, 2.4.79. To Basic and Advanced Flying Training Schools. To Basic Flying Training School, 1980. "Written-off" in a crash at Dunboyne, Co. Meath, killing the pilot, 10.2.82.

REFERENCES: Irish Independent, Irish Press and Irish Times, various issues.

HAWKER SIDDELEY HS.125-600B (1979).

In 1979 a Hawker Siddeley HS.125-600B was delivered to the Irish Air Corps to be used as an executive aircraft for the transportation of Government Ministers and officials to destinations throughout Europe on European Economic Union business. This aircraft was on lease from the British Aerospace Aircraft Group, pending the delivery of a British Aerospace BAe 125-700 in 1980.

SERIAL NO.: 236.

CONSTRUCTION NO.: 25256.

PREVIOUS IDENTITY: Prototype HS.125-600B. First flight, 21.1.71. G-AYBH. To Civil Aviation Authority. 1974. G-5-13. To Philippines Airways, November 1974. RP-C111. Returned to British Aerospace, 1978. G-AYBH.

SERVICE HISTORY: Delivered to Casement Aerodrome, 1.6.79. To Ministerial Transport Service. Damaged in aborted take-off at Casement Aerodrome, 27.1.79. "Withdrawn from use" and returned to British Aerospace, 17.1.80.

REFERENCES: Aero Ireland, July 1979; Aviation Ireland, Vol. 9, 1980; Air International, March 1982.

AEROSPATIALE SA.342L GAZELLE (1979-).

An Aerospatiale SA.342L Gazelle was delivered to the Irish Air Corps in 1979 to fulfil a requirement for general helicopter training, instrument flying training and communications assignments.

SERIAL NO.: 237.

CONSTRUCTION NO.: 1772.

SERVICE HISTORY: Delivered to Casement Aerodrome, 30.12.79. To Helicopter Squadron, No. 1 Support Wing, 1980. To Helicopter School, No. 3 Support Wing, 1987. "Written-off" in a crash-landing at Casement Aerodrome, August 16, 2002.

REFERENCES: Aviation Ireland, January 1980; Irish Air Letter, February 1980; An Cosantoir, May 1980 and May 1986; The Irish Air Corps Today (1987). The Irish Air Corps, Celebrating 30 Years of Helicopter Operations, 1963-1993. The Irish Air Corps, 1922-1997.

BRITISH AEROSPACE BAe 125-700B (1980-1992).

In 1980 a British Aerospace BAe 125-700B was delivered to the Irish Air Corps to fulfil a requirement for an executive aircraft to transport Government Ministers and officials throughout Europe on European Economic Union business and for pilot training.

SERIAL NO.: 238.

CONSTRUCTION NO.: 25256.

SERVICE HISTORY: Delivered to Casement Aerodrome, 2.2.80. To Ministerial Air Transport Service, Transport and Training Squadron, No. 1 Support Wing. "Withdrawn from use", October 1992. Sold in Mexico and delivered, 2.12.92. XA-TCB.

REFERENCES: Aviation Ireland, Vol. 9, 1980; An Cosantoir, May 1980 and March 1985; Irish Aviator, February/March, 1985; Irish Air Letter, May 1986 and December 1992; The Irish Air Corps Today (1987); Irish Independent and Irish Press, various issues.

HAWKER SIDDELEY HS.125-600B (1979-1980).

A Hawker Siddeley HS.125-600B was delivered to the Irish Air Corps in 1979 as a replacement for the HS.125-600B that had been damaged in the aborted take-off in the same year. This aircraft was also on lease from the British Aerospace Aircraft Group.

SERIAL NO.: 239.

CONSTRUCTION NO.: 256015.

PREVIOUS IDENTITY: First flight, 1973. G-BBCL, G-BJCB and 9K-ACZ. Returned to British Aerospace, 1979. G-BBCL.

SERVICE HISTORY: Delivered to Casement Aerodrome, 6.12.79. To Ministerial Air Transport Service. Training and Transport Squadron, No. 1 Support Wing. Returned to British Aerospace, 28.2.80.

REFERENCES: Aero Ireland, July 1979; Aviation Ireland, Vol. 9, 1980; Air International, March 1982.

BEECHCRAFT SUPER KING AIR 200 (1980-).

A third Beechcraft King Air 200 was delivered to the Irish Air Corps in 1980 for pilot training on twin-engined aircraft and as a support aircraft for transporting Irish Government Ministers and officials to destinations throughout the State and in Europe. Delivered by an Air Corps crew from the company factory in the U.S.A. This was the first transatlantic flight by an aircraft of the Air Corps.

SERIAL NO.: 240.

CONSTRUCTION NO.: BB-672.

SERVICE HISTORY: Delivered to Casement Aerodrome, 7.5.80. To Transport and Training Squadron, No. 1 Support Wing. To 102 Squadron, No. 1 Operations Wing, 2001.

REFERENCES: The Irish Air Corps Today (1987); Aviation Ireland, May 1981; Aero Ireland, 1982; An Cosantoir, March 1985; The Irish Independent and Irish Press, various issues.

AEROSPATIALE SA.342L GAZELLE (1981-).

A second Aerospatiale SA.342L Gazelle was delivered to the Irish Air Corps in 1981 for general helicopter training, instrument flying training and communications.

SERIAL NO.: 241.

CONSTRUCTION NO.: 1854.

SERVICE HISTORY: Delivered to Casement Aerodrome, 14.1.81. To Helicopter Squadron, No. 1 Support Wing. To Helicopter School, No. 3 Support Wing, 1987. To Flight Training School, Air Corps College, 2001. "Withdrawn from use", 31.12.2005.

REFERENCES: Aviation Ireland, January 1980; Irish Air Letter, February 1980; An Cosantoir, May 1980 and May 1986; The Irish Air Corps Today (1987). The Irish Air Corps, Celebrating 30 Years of Helicopter Operations, 1963-1993. The Irish Air Corps, 1922-1997.

AEROSPATIALE SA.330J PUMA (1981-1983).

In 1982 an Aerospatiale SA.330J Puma was delivered to the Irish Air Corps, on a two year lease from Aerospatiale, for search and rescue missions, transporting troops and pilot training. Initially designated SA.330F Puma, this helicopter was fitted with composite rotor blades, nose-mounted all-weather radar and more powerful engines in 1976 and was re-designated SA.330J Puma.

SERIAL NO.: 242.

CONSTRUCTION NO.: 1240.

PREVIOUS IDENTITY: First flight, 1973. To Ethiopian Air Force, 18.12.73. No. 850. Returned to Aerospatiale, 1976. Converted to SA.330J Puma. F-BRQK.

SERVICE HISTORY: Delivered to Casement Aerodrome, 22.7.81. To Helicopter Squadron, No. 1 Support Wing. "Withdrawn from use" and returned to Aerospatiale, 26.2.83.

REFERENCES: Aero Ireland, Vol. 3, 1982; Aviation Ireland, April 1983; Irish Air Corps, Celebrating 30 Years of Helicopter Operations, 1963-1993; Irish Independent, Irish Press, Cork Examiner and Irish Times, various issues.

REIMS-CESSNA FR.172K ROCKET (1981-).

A single Reims-Cessna FR.172K Rocket was delivered to the Irish Air Corps in 1981 as a replacement for the crashed FR.172H (no. 204). The FR.172K Rocket was fitted with wheels spats and tinted glass in the cabin windows.

SERIAL NO.: 243.

CONSTRUCTION NO.: 0671.

SERVICE HISTORY: Delivered to Casement Aerodrome, 7.4.81. To Army Co-Operation Squadron, No. 2 Support Wing. To Army Co-Operation Squadron, 1986. To 104 Squadron, No. 1 Operations Wing, 2001. "Written-off" in crash at Clonbullogue, Co. Offaly, killing the pilot, May 6, 2004.

REFERENCES: An Cosantoir, May 1980, August 1984 and March 1985; Irish Aviator, Issue No. 18; Aviation News, May 1989; The Irish Air Corps Today (1987); Gormanston Camp, 1917-1986; The Irish Air Corps, 1922-1997; Irish Independent and Irish Press, various issues.

AEROSPATIALE SA.365F DAUPHIN 2 (1986-).

Five Aerospatiale SA.365F Dauphin 2s were delivered to the Irish Air Corps in 1986, at a total cost of £20,000,000, for all-weather, day and night, Search and Rescue operations. Two of the helicopters were also fitted with specialised equipment for naval operations from the Helicopter Patrol Vessel, L.E.Eithne.

SERIAL NO.: 244.

CONSTRUCTION NO.: 6124.

PREVIOUS IDENTITY: First flight, 19.9.84. F-ZKBZ. Equipped for naval operations. Used by Aerospatiale for flight certification and testing the advanced navigation and guidance systems installed to fulfil Air Corps specifications. Also used for deck landing trials on the L.E.Eithne.

SERVICE HISTORY: Delivered to Casement Aerodrome, 25.6.86. To Naval Squadron, No. 3 Support Wing. To 301 Squadron, No. 3. Operations Wing, 2001. "Withdrawn from use", 7.5.2003.

SERIAL NO.: 245.

CONSTRUCTION NO.: 6168.

PREVIOUS IDENTITY: First flight, 1985. F-ZKBJ. Equipped for naval operations. Used for flight certification and testing of equipment installed. On static display at the 1985 Paris Air Salon.

SERVICE HISTORY: Delivered to Casement Aerodrome, 18.7.86. To Naval Squadron, No. 3 Support Wing. To 301 Squadron, No. 3. Operations Wing, 2001. "Withdrawn from use", 21.4.2005.

SERIAL NO.: 246.

CONSTRUCTION NO.: 6181.

PREVIOUS IDENTITY: F-ZKBP.

SERVICE HISTORY: Delivered to Casement Aerodrome, 25.6.86. To Search and Rescue Squadron, No. 3 Support Wing. To 301 Squadron, No. 3. Operations Wing, 2001. "Withdrawn from use", 20.12.2005.

SERIAL NO.: 247.

CONSTRUCTION NO.: 6202.

PREVIOUS IDENTITY: F-ZKBW.

SERVICE HISTORY: Delivered to Casement Aerodrome, 21.8.86. To Search and Rescue Squadron, No. 3 Support Wing. To 301 Squadron, No. 3. Operations Wing, 2001. "Withdrawn from use", 27.2.2006.

SERIAL NO.: 248

CONSTRUCTION NO.: 6203.

SERVICE HISTORY: Delivered to Casement Aerodrome, 19.12.86. To Search and Rescue Squadron, No. 3 Support Wing. "Written-off" in a crash at Tramore, Co. Waterford, killing crew of four, 1.7.1999.

REFERENCES: Aero and Microlight Flyer, 1983; An Cosantoir, March 1985 and January 1991; Irish Air Letter, August 1986 and April 1988; Aviation Ireland, 1987 and 1988; The Irish Air Corps Today (1987); Irish Air Corps, Celebrating 30 Years of Helicopter Operations, 1963-1993. Flying In Ireland, 2006.

GRUMMAN AEROSPACE G.1159A GULFSTREAM III (1990-1992).

The Presidency of the European Union was to be administered by the Irish Government from January to June 1990 and a long-range executive aircraft was required to transport Ministers and officials, engaged on European Union business, to destinations throughout the world. To fulfil this requirement, a Gulfstream Aerospace Gulfstream III was delivered to the Irish Air Corps, on lease from the company for six months. This lease was extended "on a pro-rata basis" throughout 1990 and 1991.

SERIAL NO.: 249.

CONSTRUCTION NO.: 413.

PREVIOUS IDENTITY: First flight, 1983. N357GA. To J.E.Seagram, January 1984. N77SW. To Federal Aviation Administration, August 1988 to May 1989. N1. To September 1989. N8266M. Returned to company.

SERVICE HISTORY: Delivered to Casement Aerodrome, 4.1.90 To Ministerial Air Transport Service, Transport and Training Squadron, No. 1 Support Wing. "Withdrawn from use" and returned to company, 6.3.92.

REFERENCES: An Cosantoir, May 1990; Irish Air Letter, February and June 1990; Irish Independent, Irish Press and Irish Times, various issues.

CASA CN.235M-100 (1991-1995).

A CASA CN.235M-100 was delivered to the Irish Air Corps in 1991, from the Spanish aircraft manufacturing company, Construcciones Aeronauticas S.A., pending the delivery of two CASA CN.235MPAs in 1994. This aircraft was used for patrolling and surveillance missions over the maritime areas of the Irish Sector of the European Economic Zone. The CN.235M was also used for Search and Rescue missions, Air Ambulance flights and parachute training by the Irish Defence Forces.

SERIAL NO.: 250.

CONSTRUCTION NO.: C019.

PREVIOUS IDENTITY: EC330. Used as a demonstration aircraft by the company.

SERVICE HISTORY: Delivered to Casement Aerodrome, 6.6.91. To Maritime Squadron, No. 1 Support Wing. "Withdrawn from use" and returned to company, 16.1.95.

REFERENCES: An Cosantoir, June 1991; Press release, Dept. of Defence, 1991; Irish Air Letter, April 1995; Aviation Ireland, January 1996.

SIAI-MARCHETTI SF.260D (1991-1992).

Three SIAI-Marchetti SF.260Ds, on lease for an initial period of six months, entered service with the Irish Air Corps in 1991. The SF.260Ds were used by the Air Corps to meet an increase in elementary flying training commitments in 1991 and 1992. Serial numbers were not allotted to the SF.260Ds, but the U.S. civil registration marks allotted to these aircraft were retained and displayed while in service with the Air Corps. The three SF.260Ds were returned to the U.S.A. in 1993, following the termination of a second lease by the Air Corps, for a six month period, in 1992.

SERIAL NO.: None.

CONSTRUCTION NO.: 707.

PREVIOUS IDENTITY: N402FD. Evaluated for Enhanced Flight Screener contract by U.S. Air Force.

SERVICE HISTORY: Delivered to Casement Aerodrome, 3.6.91. To Training Wing. Leased for a further six month period, May 1992. To Training Wing. "Withdrawn from use", November 1992.

SERIAL NO.: None.

CONSTRUCTION NO.: 770.

PREVIOUS IDENTITY: N405FD. Evaluated for Enhanced Flight Screener contract by U.S. Air Force.

SERVICE HISTORY: Delivered to Casement Aerodrome, 3.6.91. To Training Wing. Leased for a further six month period, May 1992. To Training Wing. "Withdrawn from use", November 1992.

SERIAL NO.: None

CONSTRUCTION NO.: 772.

PREVIOUS IDENTITY: N407FD. Evaluated for Enhanced Flight Screener contract by U.S. Air Force.

SERVICE HISTORY: Delivered to Casement Aerodrome, 3.6.91. To Training Wing. Leased for a further six month period, May 1992. To Training Wing. "Withdrawn from use", November 1992.

REFERENCES: Irish Air Letter, July 1991; Pilot, August 1992;

GULFSTREAM AEROSPACE G.1159C GULFSTREAM IV (1991-)

A Grumman Aerospace Gulfstream IV was delivered to the Irish Air Corps in 1991, on a ten year lease from the company, with an option to purchase the aircraft later. The Gulfstream IV was delivered by an Air Corps crew, which included a non-stop transatlantic flight, from the company's factory in the U.S.A. The Gulfstream IV is used as a long-range executive aircraft for transporting the President, Government Ministers and officials to destinations worldwide.

SERIAL NO.: 251.

CONSTRUCTION NO.: 1160.

PREVIOUS IDENTITY: First flight, 26.2.91. N17584.

SERVICE HISTORY: Delivered to Casement Aerodrome, 20.12.91. To Ministerial Air Transport Service, Transport and Training Squadron, No. 1 Support Wing. To 102 Squadron, No. 1 Operations Wing, 2001.

REFERENCES: An Cosantoir, April 1992; Irish Air Letter, July 1992 and December 1994; Irish Independent, The Examiner and Irish Times, various issues.

AIRTECH (CASA) CN.235-100M/IR-01 (1991-)

In 1994 two Airtech CN.235MPAs were delivered to the Irish Air Corps to be used for Fishery Protection Patrols over the maritime areas of the Irish sector of the European Union Economic Zone. These aircraft were also to be used for maritime Search and Rescue missions.

SERIAL NO.: 252.

CONSTRUCTION NO.: 085.

SERVICE HISTORY: Delivered to Casement Aerodrome, 8.12.94. To Maritime Squadron, No. 1 Support Wing. To 101 Squadron, No. 1 Operations Wing, 2001.

SERIAL NO.: 253.

CONSTRUCTION NO.: 094.

SERVICE HISTORY: Delivered to Casement Aerodrome, 8.12.94. Returned to the manufacturers, 10.12.94. Entered service, 28.1.95. To Maritime Squadron, No. 1 Support Wing. To 101 Squadron, No. 1 Operations Wing, 2001.

REFERENCES: Press release, Dept. of Defence, 1994; An Cosantoir, February 1995 and July 1997; Irish Air Letter, April and June 1995; Aviation News, June 1995; Flight, December 1995; Irish Independent and Irish Times, various issues.

The Garda Air Support Unit was formed in January 1997 and was initially equipped with one fixed-wing aircraft, a Pilatus Britten-Norman Defender 4000, and one helicopter, a Eurocopter AS.335N Twin Ecureuil. Based at Casement Aerodrome, the Defender 4000 and the AS 335N Twin Ecureuil were operated on behalf of the Garda Air Support Unit by the Irish Air Corps and were allotted Air Corps serial numbers.

PILATUS BRITTEN-NORMAN BN-2T-4S DEFENDER (1997-)

SERIAL NO.: 254.

CONSTRUCTION NO.: 4008.

PREVIOUS IDENTITY: First flight, 3.7.97. G-BWPN.

SERVICE HISTORY: Delivered to Casement Aerodrome, 15.8.97. To Garda Air Support Unit. To 106 Squadron, No. 1 Operations Wing, 2001.

EUROCOPTER AS.335N TWIN ECUREUIL (1997-)

SERIAL NO.: 255.

CONSTRUCTION NO.: 5633.

PREVIOUS IDENTITY: G-BXEV. Delivered to McAlpine Helicopters Ltd. for installation of equipment and training of Air Corps personnel, 24.4.97.

SERVICE HISTORY: Delivered to Casement Aerodrome, 22.8.97. To Garda Air Support Unit. To 106 Squadron, No. 1 Operations Wing, 2001.

REFERENCES: Aviation Ireland, December 1997; Irish Air Letter, November 1997; Air Pictorial, October 1997; Air International, October and December 1997; Cork Examiner, Irish Independent, and Irish Times, various issues.

BOMBARDIER LEARJET 45 (2003 -)

A Bombardier Learjet 45 was ordered by the Department of Defence in October 2003, at a total cost of €8 million, which was to be used for the transportation of Ministers and Government officials in the first six months of 2004 when the Presidency of the European Union was administered by the Irish Government.

SERIAL NO.: 258.

CONSTRUCTION NO.: 45-234.

PREVIOUS IDENTITY: N5009T.

SERVICE HISTORY: Delivered to Casement Aerodrome, 19.12.2003. To 102 Squadron, (Air Transport), No. 1 Operations Wing..

REFERENCES: An Cosantoir, April 2004; Irish Times, The Examiner and Irish Independent, various issues.

PILATUS PC-9M. (2004-)

Eight Pilatus PC-9Ms were ordered by the Department of Defence in January 2003, at an overall cost of €60 million, to replace the SIAI Marchetti SF.260WEWarriors in service with the Air Corps.

SERIAL NO.: 260

CONSTRUCTION NO.: 655

PREVIOUS IDENTITY: First flight, February 6, 2004. HB-HQS. Used for weapons trials in Austria.

SERVICE HISTORY: Delivered to Casement Aerodrome, 24.7.2004. To Flight Training School, Air Corps College.

SERIAL NO.: 261.

CONSTRUCTION NO.: 656.

PREVIOUS IDENTITY: HB-HQT.

SERVICE HISTORY: Delivered to Casement Aerodrome, 21.4.2004. To Flight Training School, Air Corps College.

SERIAL NO.: 262.

CONSTRUCTION NO.: 657.

PREVIOUS IDENTITY: HB-HQU.

SERVICE HISTORY: Delivered to Casement Aerodrome, 21.4.2004. To Flight Training School, Air Corps College.

SERIAL NO.: 263.

CONSTRUCTION NO.: 658.

PREVIOUS IDENTITY: HB-HQV.

SERVICE HISTORY: Delivered to Casement Aerodrome, 21.4.2004. To Flight Training School, Air Corps College.

SERIAL NO.: 264.

CONSTRUCTION NO.: 659.

PREVIOUS IDENTITY: HB-HQW.

SERVICE HISTORY: Delivered to Casement Aerodrome, 9.6.2004. To Flight Training School, Air Corps College.

SERIAL NO.: 265.

CONSTRUCTION NO.: 660.

PREVIOUS IDENTITY: HB-HQX.

SERVICE HISTORY: Delivered to Casement Aerodrome, 18.5.2004. To Flight Training School, Air Corps College.

SERIAL NO.: 266.

CONSTRUCTION NO.:

PREVIOUS IDENTITY: HB-HQY

SERVICE HISTORY: Delivered to Casement Aerodrome, 8.6.2004. To Flight Training School, Air Corps College.

SERIAL NO.: 267.

CONSTRUCTION NO.:

PREVIOUS IDENTITY: HB-HQZ

SERVICE HISTORY: Delivered to Casement Aerodrome, 8.6.2004. To Flight Training School, Air Corps College.

REFERENCES: Irish Air Letter, May, June and August, 2004; An Cosantoir, April 2003, June 2004, July August 2004; Irish Times and Irish Independent, various issues.

AGUSTA WESTLAND AW139

Four Agusta Westland AW 319 “utility helicopters” were ordered by the Department of Defence in January 2005, at a cost of €48.5 million. An option for two more of these helicopters was also included in this order, which was confirmed in December 2006 at a cost of €26 million.

SERIAL NO.: 274.

CONSTRUCTION NO.: 31048.

PREVIOUS IDENTITY:

SERVICE HISTORY: Delivered to Casement Aerodrome, 23.11.2006. To 301 Squadron, (Army Co-Operation), No. 3 Operations Wing.

SERIAL NO.: 275.

CONSTRUCTION NO.: 31059.

PREVIOUS IDENTITY:

SERVICE HISTORY: Delivered to Casement Aerodrome, 23.11.2006. To 301 Squadron, (Army Co-Operation), No. 3 Operations Wing..

SERIAL NO.: 276

CONSTRUCTION NO.: 31076.

PREVIOUS IDENTITY:

SERVICE HISTORY: Delivered to Casement Aerodrome, To 301 Squadron, (Army Co-Operation), No. 3 Operations Wing.

SERIAL NO.: 277.

CONSTRUCTION NO.: 31078.

PREVIOUS IDENTITY:

SERVICE HISTORY: Delivered to Casement Aerodrome, 30.5.2007. To 301 Squadron, (Army Co-Operation), No. 3 Operations Wing.

FLYING UNITS OF THE IRISH AIR SERVICE AND IRISH AIR CORPS, 1922-2002

No. 1 Squadron (1922-1934).

A Flight.

B Flight.

No. 1 Army Co-Operation Squadron (1934-1939).

A Flight.

B Flight.

C Flight.

Air Corps Schools, No. 2 Section: Flying Training (1934-1956).

Elementary Training Flight.

Intermediate Training Flight.

Advanced Training Flight.

No. 1 Reconnaissance and Medium Bombing Squadron (1937-1944).

A Flight.

B Flight.

No. 1 Coastal Patrol Squadron (1939-1944).

General Purpose Flight (1944-1980).

Basic and Advanced Flying Schools (1956-1980).

Helicopter Flight (1963-1974).

Helicopter Squadron (1974-1980).

Training Wing (1980-2002).

Basic Flying Training School.

No. 1 Support Wing (1980-2002).

Light Strike Squadron.

Transport and Training Squadron (Ministerial Air Transport Service).

Maritime Squadron.

Helicopter Squadron.

No. 2 Support Wing (1980-1986).

Army Co-Operation Squadron.

No. 3 Support Wing (1986-2002).

Search and Rescue Squadron

Naval Support Squadron.

Army Support Squadron.

Helicopter School.

Army Co-Operation Squadron (1986-2002).

Garda Air Support Unit (1997-2002).

No. 1 Operations Wing (2002-).

101 Squadron (Maritime).
102 Squadron (Air Transport).
104 Squadron (Army Co-Operation).
106 Squadron (Garda Air Support).

No. 3 Operations Wing (2002-).

301 Squadron (Search and Rescue).
302 Squadron (Army Support).
A and B Flights.

Air Corps College (2002-).

Flight Training School.

AIR ACCIDENT FATALITIES, IRISH AIR CORPS, 1923 – 2004.

Name(s): Lieut. McCulloch (pilot). Injured.
Lieut. K.M. McDonagh (observer). Killed.

Date: 25.6.1923.

Type of aircraft: Airco D.H.9 (DH.I).

Location: Fermoy, Co. Cork.

Name(s): Lieut. R.T. Nevin (pilot). Killed.

Date: 23.1.1924.

Type of aircraft: Bristol F2B Fighter (BF.II).

Location: Baldonnell Aerodrome, Co. Dublin.

Name(s): Comdt. Thos. Moloney (pilot). Killed.

Sgt. Tracey (observer). Injured.

Date: 22.9.1925.

Type of aircraft: Bristol F2B Fighter (BF.VI).

Location: Curragh, Co. Kildare.

Name(s): Second Lieut. Timothy J. Prenderville (pilot). Killed.

Lieut. Edward O'Reilly (observer). Killed.

Date: 21.9.1926.

Type of aircraft: Bristol F2B Fighter (no. 17).

Location: Hempstown, Co. Wicklow.

Name(s): Lieut. P.J. Twohig (pilot). Killed.

Date: 3.8.1933.

Type of aircraft: Avro 631 Cadet (C.3)

Location: Belgard, Co. Dublin.

Name(s): Capt. Oscar Heron (pilot). Killed.

Pvt. Tobin (observer). Killed.

Date: 5.8.1933.

Type of aircraft: Vickers Vespa V (V.6).

Location: Phoenix Park, Dublin.

Name(s): Lieut. Arthur Russell (pilot). Killed.

Pvt. Daniel Toomey (observer). Killed.

Sgt. Leo Canavan. Injured.

Date: 19.9.1934.

Type of aircraft: Fairey III F Mk.II (F968).

Location: Terenure Rd. East, Dublin.

Name(s): Lieut. Michael Kennedy (pilot). Killed.

Date: 2.5.1935.

Type of aircraft: Avro 626 (A13).

Location: Baldonnel Aerodrome, Co. Dublin.

Name(s): Lieut. Michael J. Ryan (pilot). Killed.

Pvt. Patrick Power (observer). Killed.

Date: 27.7.1940.

Type of aircraft: Hawker Hind I (no.70).

Location: Laytown, Co. Meath.

Name(s): Pvt. Arthur Casserly (pilot). Killed.

Date: 15.5.1944.

Type of aircraft: Miles Magister I (no. 37).

Location: Not known.

Name(s): Capt. Maurice Quinlan (pilot). Killed.

Date: 19.8.1946.

Type of aircraft: Miles Master II (no. 101).

Location: Castlebaggot, Co. Dublin.

Name(s): Lieut. P.G. McCabe (pilot). Killed.

Date: 3.2.1949.

Type of aircraft: Miles Master II (no. 121).

Location: Brownstown, Saggart, Co. Dublin.

Name(s): Capt. H.T. Houston (pilot). Killed.

Date: 3.2.1949.

Type of aircraft: Miles Master II (no. 124).

Location: Brownstown, Saggart, Co. Dublin.

Name(s): Sgt. Plt. Michael McLaughlin (pilot). Killed.

Date: 23.3.1949.

Type of aircraft: Miles Master II (no. 100).

Location: Sillagh, Ballymore Eustace, Co. Kildare.

Name(s): Capt. William Ryan (pilot). Killed.

Date: 28.5.1951.

Type of aircraft: Vickers Supermarine Seafire L.F.III. (no. 154).

Location: Kilbride, Co. Wicklow.

Name(s): Lieut. F.J. Coghlan (pilot). Killed.

Date: 22.5.1953.

Type of aircraft: Vickers Supermarine Seafire L.F.III. (no. 148).

Location: Gormanston, Co. Meath.

Name(s): Lieut. Michael Flynn (pilot). Killed.

Airman Thomas Breslin. Killed.

Date: 3.1.1957.

Type of aircraft: Hunting Percival Provost T.53. (no. 182).

Location: Fermoy, Co. Cork.

Name(s): Lieut. Patrick O'Connor (pilot). Killed.
Date: 7.3.1957.
Type of aircraft: Hunting Percival Provost T.53. (no. 179).
Location: Glenmalure, Co. Wicklow.

Name(s): Capt. James Liddy (pilot).
Lieut. Brian Corr. Killed.
Lieut. Donal Brady. Killed.
Two civilian A.T.C. assistants. Killed.
Date: 27.1.1961.
Type of aircraft: de Havilland Dove Srs. 5 (no. 189).
Location: Shannon Airport, Co. Clare.

Name(s): Lieut. Alan Hickey (pilot). Killed.
Cpl. Johan Monaghan. (Killed).
Date: 25.4.1980.
Type of aircraft: de Havilland Chipmunk T.22 (no. 200).
Location: Gormanston, Co. Meath.

Name(s): Lieut. Edward Barry (pilot). Killed.
Date: 10.2.1982.
Type of aircraft: SIAI Marchetti SF.260WE Warrior (no. 235).
Location: Dunboyne, Co. Meath.

Name(s): Second Lieut. Gavin Foyne (pilot). Killed.
Date: 13.12.1990.
Type of aircraft: SIAI Marchetti SF.260WE Warrior (no. 223).
Location: Virginia, Co. Cavan.

Name(s): Capt. David O'Flaherty (pilot). Killed.
Capt. Michael Baker (co-pilot). Killed.
Sgt. Patrick Mooney (winchman). Killed.
Cpl. Niall Byrne (winchman). Killed.
Date: 1.7.1999.
Type of aircraft: Aerospatiale SA.365F Dauphin 2 (no. 248).
Location: Tramore Strand, Co. Waterford.

Name(s): Second Lieut. Raymond Heery (pilot). Killed.
Date: 6.5.2004.
Type of aircraft: Reims (Cessna) FR.172K Rocket (no. 243).
Location: Clonbullogue, Co. Offaly.

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