

V2 last updated 8.12.2025.
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RAF MONA

CREDITS:

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UPDATE V2
Additional photo movements by Mark Dalton. Additional movements.

Abbreviations	
AFS	Advanced Flying School
[P]AFU	[Pilot] Advanced Flying Unit
AGS	Air Gunnery School
CO	Commanding Officer
[C]OTU	[Coastal] Operational Training Unit
ENSA	Entertainments National Service Association
FC	Flying Club
FTS	Flying Training School
G/C	Group Captain [RAF rank]
GS	Gliding School
MCS	Metropolitan Communications Squadron
NAS	Naval Air Squadron
[O]AFU	[Observer] Advanced Flying Unit
RLG	Relief Landing Ground
Sqn	Squadron
UAS	University Air Squadron

SUMMARY
RAF Mona opened as a training Base for: Navigators, Bomb Aimers, Wireless Operators & Air Gunners. Post WW2 Mona it became a Relief Landing Ground for Valley and remains so. After lengthy negotiations Mona Flying Club became a resident in the 1970's.

Monday 21st September 1942 [AIR 29/590/1]

Mona opens as part of Flying Training Command.
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Seen here 15.4.1942 under construction.

The orange rectangle is the site of the old WW1 Airship Shed.

Some of the old WW1 Station buildings can also be seen bottom right by the A5 road.

[Welsh Office - Dick Thomas Collection]

Thursday 22nd October 1942 [AIR 29/590/1]

6 AGS [Air Gunnery School] formed with an initial complement of 34 Ansons and 27 Martinets but the order was cancelled on 6.11.42 to allow for the arrival of 3 AGS instead.

No aircraft taken on charge with 6 AGS.

Tuesday 1st December 1942

G/C G Bearne assumes command of the Station as part of 25[Armament]Group.				

Monday 7th December 1942 [AIR 29/590/1]

3 AGS move from Castle Kennedy begins.				

Tuesday 8th December 1942 [AIR 29/590/1]

		13x Botha I	3 AGS	From Castle Kennedy
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Saturday 12th December 1942 [AIR 29/590/1]

		13x Botha I	3 AGS	From Castle Kennedy
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Monday 14th December 1942 [AIR 29/590/1]

		14x Botha I	3 AGS	From Castle Kennedy
		3x Battle I	3 AGS	From Castle Kennedy
		3x Martinet I	3 AGS	From Castle Kennedy

Tuesday 15th December 1942 [AIR 29/590/1]

		4x Botha I	3 AGS	From Castle Kennedy
		4x Martinet I	3 AGS	From Castle Kennedy
		3x Battle I	3 AGS	From Castle Kennedy

Friday 18th December 1942 [AIR 29/590/1]

		4x Botha I	3 AGS	From Castle Kennedy
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Saturday 19th December 1942 [AB AMIL81][AB][IBCCA]

3 AGS [Air Gunnery School] move from Castle Kennedy completed, part of 25 Group, Flying Training Command with 48 Bothas, 6 Battles & 8 Martinets. CO G/C G Bearne. The move started 7.12.42.

Known 3 AGS aircraft operated: Aircrew logbook extracts in **bold**.

Anson I

K6182 R9605 AX254 DJ229 EG275 **LT290 LT292 LT293** LT302 LT304:3 **LT306** LT334 LT336
LT338 LT356 **LT362:T-13** LT372 **LT430 LT432 LT483** LT510 **LT527** LT528 **LT532 LT538 LT580**
LT583 **LT584 LT585 LT586 LT589 LT644 LT885** LT923 **LT937** LV151 LV152 **LV208 LV209 LV217**
LV228 LV292 MG198 MG289 MG291:GK MG311 MG312 MG500 MG505 MG517 MG519
MG684 MG694:T1 MG698

Anson codes:

MG694 :T1

:A :B :D :E :F :G :H :J :K :L :M :N :O :P :R :S :T :U :V :W :X :Y

Botha I

L6107 L6117 L6145 **L6156 L6157** L6170 L6175 **L6180** L6183 L6197 **L6207 L6217** L6242 L6245
L6258 L6259 **L6281 L6335** L6337 L6338 L6342 L6345 **L6373 L6376** L6394 L6397 **L6412** L6415
L6419 L6420 L6429 L6433 L6517 **L6523** **L6529** L6536 L6537 **L6538** W5020 W5022 **W5024**

W5029 W5030 W5049 W5056 W5067 W5076:3-L W5090 W5098

Botha codes:

W5076:3-L

:6 :7 :8 :9 :14 :16 :17 :18 :23 :24 :26 :27 :28 :29 :31 :32 :33 :34 :38 :42 :44 :45 :47 :48

Martinet I

LR244 HN968 HP121 HP124 HP126 HP134 HP219 HP223 HP225 HP246

Martinet codes:

:18

Master II

DM156 or possibly DM158

Tutor

K3387

Thursday 24th December 1942 [AIR 29/590/1]

These aircraft completed the transfer of aircraft from Castle Kennedy.				
		2x Anson I	3 AGS	From Castle Kennedy
		Martinet I	3 AGS	From Castle Kennedy

Wednesday 30th December 1942 [AIR 29/590/1]

3 AGS conversion flying to Martinet commences.				

1943

Bodffordd/A5 road re-routed due to construction of Runway 31.

January 1943

Eddie Rose arrived at Mona in January 1943.

He reminisced In 1997:

'I was an LAC Fitter which was later renamed to Airframe Fitter. I was not happy, I had spent the first two and a half years of the War in Iraq with 244 Sqn which operated obsolete Vickers Vincent aircraft. I had to this point only worked on biplanes and on my return to the UK had spent a year with 19[P]AFU working on Oxford aircraft. My move to Mona meant another posting on to obsolete aircraft. I was far behind my peers in career prospects, most of whom had remained in the UK and were at least Sergeants. I was precluded from Aircrew because of colour blindness.

However, I soon settled in and found Mona a happy station, the food was good and the accommodation comfortable with good working conditions. My first section was in the Hangar servicing Anson I's which were no challenge considering my previous experience. Minor inspections and rectification was beyond the capabilities of the first line servicing. The Technical set up was headed by S/L 'Whispering' Jack Semple and the Flight Commander F/L Adamson with the SNCO being F/S Falconer. The Hangar was run by F/S Jock Mitchell, a dour Scot with no humour. The only other SNCO's I remember are Sgt Callimore & Thompson.

The only notable memories in the Hangar was the introduction of pump screwdrivers that

made working a lot easier since there were a range of interchangeable blades so for the first time we could use the correct blade for the screw head instead of making our own. Also, the time saved removing panels was a godsend. The other innovation was the introduction of planned servicing & planned flying, it would have been nice if it had been explained to us because all we knew was a time consuming exercise that we now know & understand. The way it was introduced caused resentment, the same problems were experienced in Industry when work measurement [time & motion] was introduced.

On the subject of tools it seems hardly credible that we coped with the standard tool kit. There were no socket spanners just double ended ones, a couple of box spanners, one 4 inch adjustable spanner, hammer, hide faced hammer, files, steel rule, icepick & pliers. There were though special spanners available in Stores. Another hindrance to working on aircraft was that we were still not issued with battledress until late in the War. It wasn't easy working in a tunic with buttons & belt squeezed into a pair of tight overalls. Cold weather clothing consisted of gum boots & old great coats dating from the days of breeches & puttees, they were known to the troops as maternity coats because of the cut to accommodate breeches. We were also issued with leather jerkins, the most effective garment we had.

When refuelling Ansons it was common practice to undo the dzus fasteners of the fuel cap using an old penny rather than a screwdriver. The penny would be held in between the knuckles of the first & second finger. It was also sod's law that the penny would drop into the fuel tank, no real problem as an experienced rigger could retrieve it using a stick coated with thick grease on the end. Additionally, one day we had reports of fuel starvation on an aircraft, on taking off an access panel to the tank we discovered a complete shirt, a civilian one at that, how long it had been there was anyone's guess, sabotage was not ruled out.

The daily routine was typical 1940's RAF, fall in at the communal site & at 07:45 march to work. Followed by a roll call and allocation of work/duties. NAAFI break at 10:00 then march to lunch & back. Cease work was 17:00 then march back to the domestic site. I can't recall any after work duties except the occasional guard duty which was welcome because of the lavish dry rations with a huge fry up. The weekly bull night was casual & I can't remember any formal parades or kit inspections, it was a very benign regime far removed from the War. During my time there were no air raid warnings & yet Liverpool was just round the corner.

June 1944 saw a flurry of activity, we were aware that something was afoot & rumours were rife of a second front but our routine remained docile until the invasion was announced. In the Hangar the tannoy was constantly to be heard with the same announcement 'The following to report to the Guard Room with small kit, mug & irons with 2 blankets' then posted to 2nd TAF [Tactical Air Force] Each time the tannoy went you could hear a pin drop until the list of names was completed, then there was the usual ribaldry by those unaffected & the weeping & wailing of those selected to lose their freedom. It lasted a few days & we then settled down again with a depleted work force. The selection process was puzzling & we never did find out how it was decided.

I was promoted to Corporal at this time which resulted in a 3-day NCO's course on Camp, a

lot different to today's management courses. I was then posted to the Line Servicing Flight on the Airfield. The Flight Commander, F/L Hall was a good boss and the SNCO's headed by F/S Tucker couldn't have been a better crew to work for, there was a really first class working relationship. There were 2 shifts, 2 weeks days & 2 weeks nights, it was grim in the bad weather which Anglesey seemed to have more than its fair share.

I can remember, on many occasions after a full night of being soaked & frozen with the wind changing & having to un-lash 15 Ansons & reposition them into wind then drive the screw pickets in again, then having to stay in case the wind direction changed again which it often did. The daily routine was to cycle to dispersal then tow the aircraft onto the dead runway, remove the covers & external locks, clear snags from the last flight, carry out daily inspections & see the aircraft off. The rest of the day was turnaround inspections after each sortie.

There were some diversions. One day a F/S from a Maintenance Unit arrived with a low loader to remove an Anson that was due to be scrapped, the aircraft had been left outside the Office ready for collection. Having called at the Office & checked with a SNCO and having the aircraft pointed out the F/S got his crew together & with years of experience in the business of picking up scrap aircraft they set about it in a very untechnical way. One of the first pieces to go was the tailplane which was chopped off with huge axes. The outer wings received the same treatment at which it all went wrong! Another SNCO had decided that it would be better to carry out the work on one of the dispersals & had moved the scrap aircraft there. The one that was a sad wreck now had been towed out for a flight, the troops thought it hilarious! Apparently the aircraft serials had been very similar.

Anglesey weather was a problem in Winter with fog in particular, I once went a whole 14 night shifts with no flying due to fog. I still had to cycle from Llangefni to report of course, then wait for the word that flying was cancelled before cycling back. One night the resident aircraft had launched but were recalled when the fog started rolling in, we had almost finished bedding the aircraft down when word was received that there were a lot of Bomber Command aircraft diverting to Mona, the whole of the UK was blanketed & the crews were trying to land anywhere. We received around 15 diversions. It was a nightmare, the weather was getting worse by the minute, Stirlings & Halifaxes orbiting & landing in quick succession. The main problem was parking them, what with the fog, strange airfield & pitch dark, there was a constant din of taxiing aircraft & with the visibility down to 100yds. The weary crews were rounded up but the fog became even thicker. I was out in a jeep when the fog clamped in completely, so I abandoned it & walked gingerly back to the Flight Office. In the morning with the fog lifted the jeep was found between the undercarriage of a Stirling, I'd not seen it at all!

Still on the subject of weather, rain, in spite of the wire mesh laid to provide a firm base the ground became a sea of mud, we would use the dead runway surface as much as we could. Mechanically starting the engines on muddy surface was dangerous, the manual starting handle was only a short distance from the propellor and it was all too easy to slip.

The impending end of the War caused great excitement, rumours were rife & then the day arrived. The Station Commander made the official announcement & stated that as soon as

the aircraft were secure anyone not required for essential duty could fall out with the following day being a day off. In the rush to hangar the aircraft one driver towed the aircraft towards the hangar doors but didn't realise that the doors had been partially closed so that the tow vehicle continued into the hangar but the aircraft stayed outside with the tailplane removed! The offenders did not enjoy VE day!

I don't remember any VE day parties on Camp but there was a Town party in Llangefni with a bonfire & an effigy of Hitler but not a lot of riotous drinking & dancing as seen in the Cities'.

See also 25.1.44 for Eddie's story of the damage caused by a gale.

Sunday 3rd January 1943

Training begins.				

Monday 4th January 1943 [AIR 29/590/1]

HP134		Martinet I	3 AGS	
Crashed on landing, swung off the runway.				
Pilot	P/O	E P Thomas [Nigerian]	Ok	

Saturday 23rd January 1943 [AIR 29/590/1][AIR 29/880]

Aerodrome used by 1 AACU Bodorgan as theirs was waterlogged, see 26/29/30.1.				
HN957		Martinet I	1606 Flt	From Bodorgan, P/O Alcock
HN958		Martinet I	1606 Flt	From Bodorgan, Sgt Brice
T7612		Tiger Moth II	1606 Flt	From & to Bodorgan, F/L Miller

Sunday 24th January 1943 [AIR 29/880]

HN883		Martinet I	1614 Flt	Sgt Kelly from & to Cark
L3354		Henley III	[1606 Flt]	To Bodorgan, F/L Miller

Tuesday 26th January 1943 [AIR 29/880]

1606 Flt Bodorgan AA Co-op with Martinet HN957/HN958 flown from Mona.				

Friday 29th January 1943 [AIR 29/880]

1606 Flt Bodorgan AA Co-op with Martinet HN957 flown from Mona.				
HN874		Martinet	3 FPP	Crowder
P6635		Battle*		Crowder
*Air test carried out at Mona then delivered to Hawarden.				

Saturday 30th January 1943 [AIR 29/880]

1606 Flt Bodorgan AA Co-op with Martinet HN958 flown from Mona.				

February 1943

Logbook of W R Stevenson 3 AGS 11-28.2.43, who flew in the following Bothas:
L6207 L6281 L6433 L6523 L6529 L6538 W5024 W5076 W5078

Logbook of Geoff Smale 3 AGS 10-26.2.43, who flew in the following Bothas:
L6180 L6281 L6335 L6412 L6529 W5098 & :47

Geoff, a member of 3 Course reminisced in 1997:

'There were rumours of 2 Polish pilots flying their Botha's under the Menai Bridge. I flew all of my Air Gunnery exercises from Valley flying in the Bothas with Masters & Martinets towing the drogue targets. The odd Martinet would come back with their rudders peppered with bullet holes from the gunnery. We would go down to the Pubs in Llangefni in the evenings with most weekends spent in Bangor, one night we managed to get 6 of us into a Morris 8 for a 'hairy' ride back to Camp, it was so heavy that the drive shaft was scraping along the ground and by the time we were halfway the inside floor was glowing red!'

Monday 1st February 1943 [AIR 29/880]

L3297		Henley III	1605 Flt	From & to Towyn, F/S Wood
L3410		Henley III	1605 Flt	From & to Towyn, F/L Savage
The 1605 Flt ORB quotes this as a DNCO [Duty Not Carried Out] due to L3410's undercarriage jamming and having to carry out a belly landing, Towyn or Mona?				

Thursday 4th February 1943 [AIR 29/880/7]

HN957		Martinet I	1606 Flt	To Bodorgan
HN958		Martinet I	1606 Flt	To Bodorgan
HN889		Martinet I	1606 Flt	From Bodorgan

Monday 8th February 1943 [AIR 29/590/1]

Detachment of 12 Turkish Officers arrive from 5[P]AFU, Ternhill until 16.3.43				
		?x Master I	5[P]AFU	

Thursday 11th February 1943 [Logbook]

Wally Stevenson attended 3 AGS as a trainee Air Gunner flying with Polish pilots.

From 11-28.2.43 he flew in the following Bothas:

L6207 L6281 L6433 L6523 L6529 L6538 W5024 W5048 W5076

He recalled in 1997:

'We would go drinking in Gwalchmai & once a week into one of the Hotels in Bangor. There was very little dialogue with the Polish pilots as they spoke very little English and were busy just keeping the Botha airborne!'

Monday 15th February 1943 [AB AMIL75][AIR 29/590/1]

W5029		Botha I	3 AGS	
Crashed on landing, badly damaged but repairable.				

Pilot	[Sgt]	P Osika [Polish]	
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Friday 19th February 1943 [AIR 27/2365]

[BB700]		Tiger Moth	Aberystwyth UAS	From Bodorgan
Bodorgans' runway was unserviceable due to weather.				

Sunday 21st February 1943 [AIR 27/2365]

[BB700]		Tiger Moth	Aberystwyth UAS	
Flying of the Tiger Moth was prohibited as the tail skid was damaged on the runway asphalt.				

Friday 26 February 1943 [AIR 29/590/1]

HP219		Martinet I	3 AGS	
Crashed near Aber due to engine failure.				
Pilot	Sgt	Serafin	Ok	

Saturday 27th February 1943 [F78]

P8248		Spitfire IIA	5[P]AFU	
Undershot striking a ridge with a burst tyre before tipping on to its nose.				
Pilot	Lt	N Ozeren [Turkish]	Ok	

Sunday 28th February 1943 [AB AMIL75][AIR 29/590/1]

W5024		Botha I	3 AGS	
Tyre burst on landing, swung and undercarriage collapsed, badly damaged.				
Pilot	Sgt	Palakowski	Ok	

Monday 8th March 1943 [Logbook]

F/S Wilfred R Horner flew with 3 AGS as a trainee Air Gunner all with Polish Pilots. From 8-23.3.43 he flew in the following Bothas: L6156 L6157 L6217 L6373 L6538 W5049 W5090 W5098 He reminisced in 1997: 'Our day off was Tuesday when we enjoyed a warm welcome in Bangor & also the small Pub in Gwalchmai with its oil lamps' He was later shot down in Lancaster B.III ND846:J 35 Sqn 4/5.7.44 being the sole survivor.				

Tuesday 16th March 1943 [AIR 29/590/1][AIR 29/556]

5[P]AFU Special Flight of Turkish Officers returned to Ternhill, see 8.2.43.				
		?x Master I	5[P]AFU	Departed back to Ternhill

Thursday 18th March 1943 [P Sewell logbook*]

	SXW	Anson I*	1 CACF	From & to Mona
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April 1943

3 AGS establishment:				
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23x Anson I 26x Martinet I

Saturday 3rd April 1943 [AIR 28/874][AIR 27/1164/12]

DN440	JE-	Typhoon IB	195 Sqn	
Forced landing at Mona, extensively damaged. One of two aircraft on a 'scramble' which narrows it down in the Sqn ORB to DN440 which did not fly with the Sqn in the following days.				
Pilot	Sgt	G R Simpson	Ok	

Thursday 8th April 1943

<p>Alex Smith started flying with 3 AGS on this date on an Air Gunners Course with 3 AGS. He flew 8-19.4.43 in Bothas: L6207 L6376 L6412 L6420 L6429 W5076. He recalled in 1997: 'There were normally 3 trainee Air Gunners in each aircraft, taking it in turns in the turret. He admired the skill and nerve of the drogue target aircraft pilot and drogue operator especially with naïve pupils which were likely to do something stupid! The .303 bullets were dipped in different colours so that the hits on the drogue could be easily counted. A story doing the rounds was that the WAAF who collected the drogues carried these painted rounds and would make appropriate holes in the drogue anyway. One event he remembers is being sent for by the Commanding Officer towards the end of the Course along with another course member [W Stuart Pope – known as 'Stew' a professional musician] The CO for reasons completely unknown to Alex & Stew proceeded to race them around Anglesey in his open topped sports car. On returning to Mona he said he was recommending both of them for a commission as Officers at the conclusion of the course. Alex & Stew then proceeded to Bangor to get drunk on this news. However, on returning to Mona from Bangor they were given a message to 'forget everything I told you earlier today'!</p>				
<p>Alf Dudley started his flying with 3 AGS on this date as a trainee Air Gunner. From 8-19.4.43 he flew the following Bothas all with Polish Pilots: L6156 L6207 L6419 L6523 W5049 W5056 W5076 Alf reminisced in 1997: 'I flew all my flights with Polish pilots who were 'nuts' and hated flying the Botha. The drill if the guns jammed was to throw the rest of the ammunition over the side then do 2 or 3 tight circuits of Blackpool Tower before returning to Mona and declaring 'exercise complete'! My other memory is of not being able to go to the local for a drink on Sunday evenings as it was closed. On Tuesday's though which was the usual day off everyone made a bee line to Llangefni as it was Market day & the pubs were open all day'.</p>				

Saturday 10th April 1943 [AIR 29/590/1][IBCCA]

Between 11-27.4.43 Arthur J Tindall [W/Op] attended 3 AGS flying in Bothas: L6394 L6412 L6420 L6529 W5056				
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HP121		Martinet I	3 AGS	
Forced landing on runway.				

Pilot	P/O	E P Thomas	Ok
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Tuesday 13th April 1943 [IBCCA]

Between 13.4 & 20.4.43 F/S Stanley Hawes [W/Op] attended 3 AGS and flew in Bothas: L5049 L6207 L6620 W5042 W5076 He was lost on operations 22.6.1944 on Lancaster B.III ND683:EA-K 49 Sqn.				

Sunday 25th April 1943 [RAFM]

Between 25.4 & 20.4.43 Sgt C A Evans attended 3 AGS and flew in: Bothas: L6258 L6420 L6432 Ansons: LT293 LT362 LT483 LT510 LT527 LT532 LT580 :H				

Saturday 1st May 1943 [AIR 29/590/1]

R9605		Anson I	3 AGS	
Forced landing in a small field near Pentraeth [Map Ref. 9699] Repaired and flown back to Mona 5.5.43.				
Pilot	F/L	J Hicklin	Ok	

Thursday 13th May 1943 [AIR 29/590/1]

ENSA Concert for the sole benefit of Polish Personnel. [Entertainments National Service Association]				

Friday 14th May 1943 [AIR 29/590/1]

LT302		Anson I	3 AGS	
Forced landing at Bodegwn [Map Ref. 8699] repairable.				
Pilot	P/O	H Stevens	Ok	
-				
L6373		Botha I*	3 AGS	Write-off
LT528		Anson I	3 AGS	Repairable
*Swung on approach and collided with the Anson on an overshoot.				
Pilot	Sgt	P Bakalarski*	Ok [Polish]	

Sunday 16th May 1943

LT334		Anson I	3 FPP/ATA	Crowder delivery from Hawarden
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Monday 17th May 1943 [AIR 29/590/1]

L6419		Botha I	3 AGS	
Forced landing on aerodrome, struck off charge 31.5.43				
Pilot	P/O	A R Kleiner [Polish]	Ok	

Thursday 20th May 1943 [AIR 29/590/1]

HP126		Martinet I	3 AGS	
Taxied into a Contractor's van.				
Pilot	Sgt	W B Galaugher [RCAF]	Ok	

Saturday 22nd May 1943 [Logbook]

A F Bilham attended 3 AGS as a trainee Wireless Operator/Air Gunner. From 22.5-15.6.43 he flew in the following aircraft: Botha W5076 Anson I N9605 LT290 LT306 LT432 LT510 LT580 LT584 LT586				

Monday 24th May 1943

FN451		Seamew		
After flying in, it was removed to SARO Beaumaris by road, see 31.5				

Friday 28th May 1943 [AIR 29/590/1]

LA842	[J]	Whitley V	10 OTU	From Abingdon
Forced landing on aerodrome due to engine trouble.				
Pilot				

Monday 31st May 1943

FN451		Seamew		
By road from SARO Beaumaris then flew out.				

Wednesday 2nd June 1943 [AIR 27/1969/18]

P6179		Proctor I	510 Sqn	W/O Tulloch
Passenger Mr Bruyer from Ringway, departed 3.6 to Prestwick.				

Saturday 5th June 1943 [AIR 29/590/1]

HP225		Martinet I	3 AGS	
Taxying accident. CAT B				
Pilot	Sgt	Mackiewicz [Polish]	Ok	

Tuesday 8th June 1943 [AIR 29/590/1]

LT356		Anson I	3 AGS	
Taxying accident. CAT AC				
Pilot	Sgt	Franczak [Polish]	Ok	

Friday 11th June 1943 [AIR 29/590/1]

HN968		Martinet I	3 AGS	
Taxying accident, collided with a road roller.				
Pilot	Sgt	Cameron	Ok	

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LA980		Wellington VIII	6[C]OTU	
Landed at Mona with engine trouble. CAT A. Departed 13.6 at 14:28.				
Pilot	F/O	Gura [Polish]	Ok	

Thursday 17th June 1943 [AIR 27/295/12][AIR 29/590/1]

R2766		DH95 Flamingo	24 Sqn	P/O F Altman from & to Hendon
Dropped off Sir Stafford Cripps + 4pax at 18:05, returned to Hendon at 18:20 empty. They inspected aircraft industries in N Wales.				

Monday 21st June 1943 [AIR 29/590/1]

HP223		Martinet I	3 AGS	
Taxying accident, collided with MT vehicle.				
Pilot	Sgt	Mackiewicz [Polish]	Ok	

Tuesday 22nd June 1943 [AIR 29/590/1]

LT338		Anson I	3 AGS	
Force landed at Llangwyllog with engine failure.				
Pilot	Sgt	Mackiewicz [Polish]	Ok	

Wednesday 30th June 1943 [AIR 29/590/1]

T5828		Tiger Moth II	24 EFTS	From Sealand
Landed short of fuel at Hafoty Farm, Llansadwrn.				
Pilot	L/A	Payne [FAA]	Ok [L/A Leading Airman]	

Saturday 10th July 1943 [AIR 29/590/1]

LT527		Anson I	3 AGS	
Ran off runway CAT AC.				
Pilot	P/O	Navy	Ok	

Tuesday 13th July 1943 [AIR 29/590/1]

LV217		Anson I	3 AGS	
Overshot and ran off runway CAT AC.				
Pilot	Sgt	Kulcewski	Ok	

Saturday 17th July 1943 [AIR 29/590/1]

LT583		Anson I	3 AGS	
Swung on take-off and ran off runway CAT AC				
Pilot	Sgt	Montagon	Ok	

Tuesday 27th July 1943 [AIR 29/636]

		Wellington	7[C]OTU	From Haverfordwest to St Eval
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Thursday 29th July 1943 [AIR 29/590/1][AIR 29/880/7]

		?	1606 Flt	From Bodorgan, Sgt Francis
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HP223		Martinet I	3 AGS	
Landed with undercarriage retracted. CAT AC.				
Pilot	F/S	McLeod	Ok	


Friday 27th August 1943 [AIR 29/590/1]

AOC 25 Group, AVM J D Davis inspected the Station, by air?				

Monday 30th August 1943 [AIR 27/1969/22]

P6254		Proctor I	510 Sqn	W/C Tullah
From Hendon, departed 31.8 back to Hendon.				
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HP246		Martinet I	3 AGS	
Collided with contractor's lorry whilst taxiing. CAT A, repaired.				
Pilot	P/O	J Webster		

Thursday 9th September 1943 [AIR 29/590/1][AB]

LV152		Anson I	3 AGS	
Crashed into the sea off Trevor Point after hitting a quarry cable leading to a jetty. 6 crew onboard, written off.				
Pilot	P/O	Harold Stevens	Killed [buried Heneglwys]	
<div></div> <p>Heneglwys Church. [Hywel Evans]</p>				
Wop/AG	AC.2	John White	Killed [buried St. Helens]	
Pax	Cdt	Robert Albert Cashen [ATC Cadet]	Killed [buried St. Helens]	
Pupil/AG	Sgt	T H Jeffs	Killed [no evidence of this]	
Instr/AG	Sgt	Ivor Ormondroyd	Ok	
Pax	Cdt	?	Ok [1340 Sqn ATC]	

Sunday 26th September 1943 [AIR 29/590/1]

HP124		Martinet I	3 AGS	
Struck by lightning in flight, no damage apart from the drogue cable was severed. Drogue was recovered near Bangor [OS 022945]				

Pilot	P/O	Bond	Ok
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Thursday 14th October 1943 [IBCCA]

AX259	[TY-B]	Anson I	24 OTU	F/S Sercombe from Valley
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Friday 15th October 1943 [IBCCA]

AW909	[TY-E]	Anson I	24 OTU	P/O Law to & from Valley
	T	Whitley	24 OTU	P/O Brooks
From Valley to Honeybourne.				

Monday 18th October 1943 [AIR 29/590/1]

Air Officer Commanding HQ Flying Training Command visited Station, by air?				

Saturday 23rd October 1943 [AIR 27/295/20]

R5931		Dominie I	24 Sqn	F/L J Hubacek
From Hendon, N/stop.				

Sunday 24th October 1943 [AIR 27/295/20]

R5931		Dominie I	24 Sqn	To Staverton, see 23.10
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Tuesday 26th October 1943 [AIR 29/590/1]

First 3 AGS party starts move to Castle Kennedy.				

Friday 29th October 1943 [AIR 29/590/1]

3 AGS planned air movement to Castle Kennedy.				
		10x Anson I	3 AGS	To Castle Kennedy
		10x Martinet I	3 AGS	To Castle Kennedy

Tuesday 2nd November 1943 [AIR 29/590/1]

3 AGS planned air movement to Castle Kennedy.				
		13x Anson I	3 AGS	To Castle Kennedy
		15x Martinet I	3 AGS	To Castle Kennedy
[DM156]		Master II	3 AGS	To Castle Kennedy [or DM158]
[K3387]		Tutor I	3 AGS	To Castle Kennedy

Wednesday 10th November 1943 [AIR 27/1969/28]

P6200		Proctor I	510 Sqn	W/C Tulloch
From Hendon with F/L Berry & Mr King, departed 11.11 back to Hendon.				

Thursday 11th November 1943

N9776		Anson I	8[O]AFU	Delivery
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Monday 15th November 1943 [AB AMIL79][IBCCA]

8[O]AFU formed as part of 25 Group with 41 Ansons & 1 Magister.
It was tasked with training Navigators, Bomb Aimers, Wireless Operators & Air Gunners.
Normally 180 students:
60 Navigators, 60 Bomb Aimers & 60 Wireless Operators/Air Gunners.

Known Aircraft operated: logbook extracts are in **bold**.

Anson I

K6306 N4913 N5025 N5130 N5151 N5159 N5284 **N5333** N5351 N9533 N9612 N9620 N9776
N9787 R9704 R9781 W1825 AX179 AX410:50 DG822 DJ315:R DJ442 DJ523 DJ636 DJ658
DJ681:G1 EF868 EF905 EF908 EF934 EG114 EG144 EG253 **EG294** EG297 EG390:V3 EG471
EG526:D3 EG542 EG609 LT240 LT473 LT661 MG104 **MG477 MG620:18 MG625** MG626
MG630:B4 MG632 MG633:15 **MG634 MG737** MG739 MG742 **MG743:32** MG745 MG746
MG747 MG756 MG771 **MG772 MG774 MG776 MG798** MG799:L2 **MG803** MG804 MG808
MG904 MG905 MG928 NK162:47 NK326 NK678

Known codes:

Codes were letter/number combinations.

**:A12 :A21 :A47 :B3 MG630:B4 :B28 :B48 :B50 :C5 :C7 :C17 :C26 :C27 :C45 :C50 EG526:D3
:D7 :D17 :D26 :D44 :D49 :E51 :F5 :F10 :F18 :F34 DJ681:G1 [or :C1 ?] :G3 :G13 :G20 :G25
:G29 :G46 :H1 :H24 :H41 :J2 :J8 :J17 :J22 :J26 :J32 :K2 :K18 :K31 :K42 :K49 MG799:L2 :L13
:L26 :L35 :L44 :L47 :M36 :N1 :N2 :N23 :P2 :Q14 :Q44 :R2 :R8 :R9 :T4 :U2 :U12 EG390:V3 :V6
:X7 :X9 :X15 :X17 :X45 :Z2 :Z20**

From February 1944 it would appear to be numerical codes only in logbooks:

**:1 :2 :3 MG774:4 :5 :7 :8 :9 :10 :11 :12 :13 :14 MG633:15 :16 :17 MG620:18 :19 :20 :21 :22
:23 :24 :25 :27 :28 :29 :30 :31 MG743:32 :33 :34 :35 :36 :37 :38 :39 :41 :43 :44 :45 :46
NK162:47 :48 :49 AX410:50 :51 :65**

Magister I P6407.

Wednesday 17th November 1943

John Beech was posted to Mona as a Staff Pilot with the formation of 8[O]AFU.

Whilst at Mona 8.12.43-20.6.44 he flew the following Ansons:

N5333 MG477 MG625 MG737

:B4 :H1 :J2 :K2 :N1 :N2 :P2 :R2 :Z2

It would appear that numeric codes replaced the alphanumeric ones 12.43-1.44

**:1 :5 :6 :7 :8 :9 :12 :13 :14 :17 MG620:18 :20 :22 :23 :24 :26 :27 :28 :29 :30 :32 :37 :39 :42 :43
:46 :48**

John reminisced in 1997:

'I arrived very late at night at Bangor to start up what was a new unit [8[O]AFU] Apart from a few Administrative people there were very few bodies present and our reception was literally, chilly. It was wet and we were shown into a hut about a mile from the HQ & Messes which was bare except for beds, no blankets, no heat which made the first night memorable only for its discomfort! In the classic manner of Service life then, we eventually got organised for a more comfortable life which included fuel for the 'tortoise' heater, fresh milk delivered by the local milkman and various bits of kitchen equipment for producing a wide range of simple meals. I was in the Sargeant's Mess at the time although I was commissioned in 1944. The Officers Mess had baths on Mondays & Thursdays if there was any hot water!

We also got organised with the local farms for eggs & butter, I think we paid a halfpenny more per egg than the price paid by the Egg Marketing Board to which all eggs were supposed to be sold. Even the Commanding Officer had his own egg box! I recall the Station Cinema, YMCA Canteen, Music Circle and ENSA. Gwalchmai was also about a mile up the road towards Valley which had a local shop.

I had a Service bicycle, a necessity for getting around the locality. Life was essentially lazy when not flying with not a lot of time spent exploring until the Summer months with days off spent around the North Coast usually. There was a chronic shortage of stationary which meant a cycle to Llangefni to buy paper & envelopes. I remember the fatal accident [15.2.44] where the wing apparently broke off mid-air and all were killed. Remember though, we were conditioned not to write details of the Station or Aircraft due to the general regime of secrecy which prevailed.

One curious thing is that there was a scheme where by red chevrons were to be worn on the sleeve, one per year of service but I don't recall being issued with any. The general impression of Mona/Anglesey was it rained a lot and blew a lot which meant flying was to our delight, scrubbed. On being commissioned I was not as I hoped posted to a Mosquito OTU but sent to 2[O]AFU at RAF Millom in Cumberland, compared with which Mona was paradise!

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Wednesday 1st December 1943 [AIR 29/547/1]

2 aircraft carried out a night exercise, first time this was carried out at Mona.				
		[Anson]	8[O]AFU	
		[Anson]	8[O]AFU	

Wednesday 8th December 1943 [Logbook]

	J2	Anson I	8[O]AFU	F/S Beech to Penrhos
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Thursday 9th December 1943 [Logbook]

	J2	Anson I	8[O]AFU	F/S Beech from Penrhos
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Friday 10th December 1943

N5333		Anson I	8[O]AFU	F/S Beech to Cranage, see 17.11
<p>John Beech also recalled this flight:</p> <p>'I was one of three pilots at Mona detailed to deliver 3 Ansons to the Central Navigation School at RAF Cranage. We had no pupils as the unit was not properly organised at the time, we also didn't have any parachutes and I'm pretty sure we didn't have full fuel tanks. We rarely flew solo as the undercarriage needed some 144 turns manually to raise or lower and there were no volunteers! There was no briefing just a 'get them to Carnage, a lift back is organised' with no meteorology or radio brief. Departure was sometime before midday and I did a few circuits in Anson N5333 whilst I wound up the undercarriage. The three of us quickly became separated although we had agreed a route which took us along the N Wales coast. The cloud became more overcast which meant I climbed to 4,000ft to get out of it. After 30mins I decided I'd like to know where I was and sought a break in the cloud, this I</p>				

got shortly and was rewarded with a patch of sea. After 5mins or so there was land but after another 10mins it became sea again which worried me enormously although the land before had been reassuringly flat. I altered course SE and after some 90mins airborne was rewarded by another small hole in the cloud and spiralled down about as fast as an Anson could. I had arrived South of Crewe and by flying by Bradshaw's [railway lines] located Cranage and landed without ceremony.

Flying Control at Cranage took a poor view of my silent approach and took some convincing as to the truth of my story, they knew nothing of my two colleagues. A phone call which took a while to connect to Mona established my bona fides and confirmed that the other two had returned to Mona. Mona were quite relieved that I had arrived with the aircraft in one piece!

One final item, on the approach to land at Cranage I completely forgot the undercarriage. Unaccustomed to winding the undercarriage up & down and also being relieved at finding anywhere to land much less my destination I came gamely in. it was the feeling that I ought to be lower & slower that brought me to my senses and another circuit. I returned to Mona the following day as a passenger in another Anson & I didn't wind up or down the undercarriage'

Sunday 12th December 1943 [IBCCA]

J F Latimer [RCAF][Bomb Aimer] attended 8[O]AFU 12.43-1.44, flew in Ansons:
:65 :K2 :R2

EG294: MG620:18 MG625: MG630:B4 MG634: MG743:32 MG772: MG774:4 MG776:
MG777: MG798: MG803:

HM177

Argus

3 FPP/ATA

Crowder

Routed: Hawarden-Poulton-Mona-Hawarden.

Tuesday 14th December 1943 [AIR 28/874]

Anson I

Diversion

Saturday 18th December 1943 [AIR 29/547/1]

Gale force winds demolished a blister hangar and damaged 2 others nearby.



This is one of the dispersal sites on the Eastern side of Mona facing East, the house in the background is still present on the A5 to Bodffordd Road.

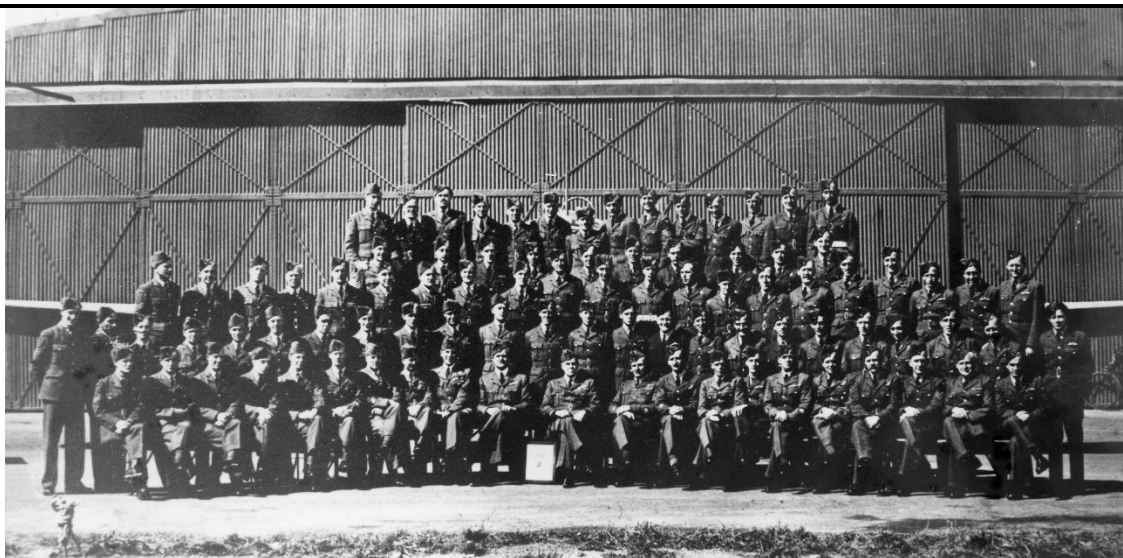


[Crown Copyright-National Archives]

Friday 31st December 1943 [AB Anson File]

N9776		Anson I	8[O]AFU	
Crashed in a forced landing in bad weather near Trefnant, 2nms N of Denbigh.				

1944 [Ian Evans]



8[O]AFU Staff Pilots & Instructors seen here in 1944. [Ian Evans]

Aircraft establishment increased to 45 Ansons & 1 Magister with 200 students.

Tuesday 4th January 1944 [AIR 27/1969/32]

BM823		Oxford II	510 Sqn	F/L Bigsby
From Hendon with S/L Aikman & Mr Johnston, departed 6.1 back to Hendon.				

Wednesday 5th January 1944 [IBCC]

	F4	Anson I	1[O]AFU	F/S Channel
Forced landing in the early hours due to engine problems. From Wigtown.				

Thursday 6th January 1944 [IBCC]

	F4	Anson I	1[O]AFU	To Wigtown see 5.1.44
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Friday 14th January 1944 [AIR 29/547/1]

DG219	[BL-]	Halifax II	1656 CU	From Lindholme
Force landing due to engine trouble.				

Sunday 23rd January 1944 [AIR 29/688]

X3202		Wellington IC	18 OTU	
Emergency landing after starboard engine failure.				

Tuesday 25th January 1944 [AB Anson File][AIR 29/547/1]

Gale force winds damaged Blister Hangars 46[O] & 46[E] beyond repair.
2 Ansons also damaged beyond repair.



Both Ansons listed below can be seen in these photos, one is coded '36'.
[Crown Copyright, National Archives]

Eddie Rose who was an Airframe Fitter at Mona recalls:

'There was a very stormy night in January 1944, a terrific gale. I was on day shift luckily, when we arrived for work there was minor damage to a few aircraft but on the Eastern side

of the Airfield where there were some aircraft housed in a blister hangar there was a strange sight. One blister hangar was upside down & in the middle there were two Ansons neatly resting. It is difficult to imagine how the hangar overturned, landed back on its base then deposited the two aircraft on its ceiling which was now its floor. There was a sequel, a Corporal & 4 Airmen were on guard in a picket hut nearby but they must have decided it was too windy to expect intruders and stayed in the hut, whether they slept I don't know. The first thing they knew was at dawn when they were preparing to leave & found the damage, they were not popular with the Authorities'

[also see January 1943 for more of Eddie's reminiscences]

DG822		Anson I*	8[O]AFU	
EG294		Anson I*	8[O]AFU	

Saturday 28th January [IBCCA]

MG630		Anson I	8[O]AFU	Sgt Van Guilburg from Valley
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Saturday 29th January 1944 [AB Anson File][AIR 29/547/1]

	24	Anson I	8[O]AFU	F/S diverted to Valley
-				
EG609		Anson I	8[O]AFU	
Descended through cloud and hit the ground at Llanerchymedd, Anglesey [OS 882030]				
Pilot	Sgt	Charles Derek Ryden	Killed [buried Blackburn]	
Nav		?	Seriously injured	
B/A		?	Seriously injured	
		?	Seriously injured	
W/Op		?	Minor injuries	

Wednesday 2nd February 1944 [AIR 27/1969/34]

BM823		Oxford II	510 Sqn	G/C Niblett
Routed: Hendon-Llandwrog-Mona, departed 3.2 back to Hendon.				

Thursday 3rd February 1944 [Logbook]

	26	Anson I	8[O]AFU	F/S Beech to Moreton Vallance
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Sunday 6th February 1944 [AIR 29/873]

LX324		Oxford I	1515 BAT	S/L Raphael & Burnside
From Poulton but unable to land due to weather and returned there.				

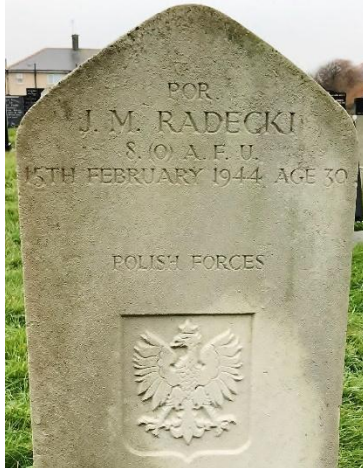
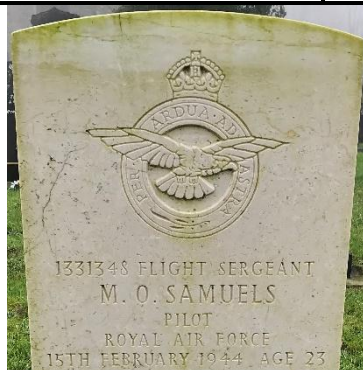
Tuesday 8th February 1944 [AIR 29/873]

LX324		Oxford I	1515 BAT	S/L Raphael & F/O Wishart
From Poulton to ascertain if any accommodation was available for future BAT flights.				

Thursday 10th February 1944 [AIR 29/873]

LX324		Oxford I	1515 BAT	S/L Raphael
From Poulton to ascertain if any accommodation was available for future BAT flights.				

Tuesday 15th February 1944 [AIR 27/1969/34]

LZ561		Proctor IV	510 Sqn	F/L Bigsby
From Hendon, departed 17.2 to Prestwick.				
-				
N5130		Anson I	8[O]AFU	
Wing broke off in-flight, crashed at Marl Farm, Llandudno Junction at 16:00. [OS 258008][42/262007]				
	F/O	Jan Mikolaj Radecki [Polish]	Killed [buried Holyhead RC]	
<div></div> <p>Holyhead Roman Catholic Cemetery. [Hywel Evans]</p>				
	P/O	Charles Henry Melbourne Folkard	Died 16.2.44. [buried Oulton]	
Pilot	F/Sgt	Melville Owen Samuels	Killed [buried Heneglwys]	
<div></div> <p>Heneglwys Church. [Hywel Evans]</p>				
	F/Sgt	Thomas Malcolm Clothier [RNZAF]	Killed [buried Blacon]	
	Sgt	Sylvester Kenneth Yates	Killed [buried Liverpool]	

Wednesday 16th February 1944 [AB Anson File][AIR 29/547/1][AIR 29/880/7]

N9161		Tiger Moth II	1606 Flt	
Whilst taxiing for take-off at Mona the pilot turned on to the grass, the aircraft then nosed over damaging the propellor and nose cowling.				
Pilot	F/O	W D Brook	Ok	

Thursday 17th February 1944 [AIR 29/880/7]

1606 Flt All serviceable aircraft flown to Mona from Bodorgan as its airfield was unserviceable. AA Co-op sorties flown whilst at Mona.				

Sunday 20th February 1944 [Logbook]

<p>Frank Fear was posted to 8[O]AFU as a Staff Instructor Wireless Operator. From 20.2-26.11.44 he flew in the following Ansons: :1 :2 :3 :4 :5 :7 :8 :9 :10 :11 :12 :13 :14 :15 :16 :17 :18 :19 :20 :22 :23 :25 :26 :29 :30 :31 :32 :33 :34 :35 :36 :37 :38 :39 :41 :43 :44 :45 :46 :49 :50 :51 :A21 :A47 :B48 :C45 :C50 :D17 :F10 :F18 :G13 :G29 :J17 :K2 :K12 :K16 :K18 :K31 :K42 :K49 :L13 :Q14 :X17 He recalled in 1997: 'Having been commissioned whilst at Mona I had the delights of both the Sergeants & Officers Mess & remember helping a local Farmer to exercise his horses. A typical flight would be 2-3 hours long using vantages such as Bardsey Island, Fishguard & Bishops Rock. One of the final exercises was a trip to Rockall which was normally known to the Navigators as 'Rockall...f...all'. We would also sometimes be involved in Air Sea Rescue sorties, these we took seriously and stayed on task until minimum fuel to reach Mona. We would also visit the Air Sea Rescue Jetty in the shadow of the Menai Bridge. It was ostensibly a liaison visit but we actually spent our time fishing & to sup the Crews special cocoa, whatever was in that brew certainly made the visit memorable.</p> <p>Bangor was the venue for our evening off-duty time, visiting the Cinema & trying to find a Pub that was open, beer seemed in short supply. If time & transport permitted we would go as far as Llandudno, this had an attraction as in Summer our blue uniform & aircrew badge gave us an advantage with the female holidaymakers. I recall that our favourite tippie was Guinness laced with Drambuie, a concoction that meant that only vague memories remain of the return journey. However, there is one memory that still lingers. The last bus from Bangor to Llangefni via Mona was crewed by a driver and a female bus conductress. This Lady, to cope with the amorous attentions of her passengers was not averse to using her weighty cash satchel, many a young man left that bus with a black eye'.</p>				

Friday 25th February 1944

<p>Bernard Browning started flying as a trainee Navigator with 8[O]AFU. From 25.2-19.3.44 he flew in the following Ansons: :1 :3 :10 :12 :18 :20 :22 :42 :46 :51 Bernard eventually served with 49 Sqn as part of 5 Group.</p>				
<p>N Goodfellow started flying as a trainee Navigator with 8[O]AFU. From 25.2-19.3.44 he flew in the following Ansons: :5 :10 :12 :14 :16 :17 :18 :31 :41 :46</p>				

Saturday 26th February 1944 [AIR 29/880/7]

1606 Flt aircraft flown back to Bodorgan as its airfield was now serviceable.				

Thursday 2nd March 1944 [Logbook]

	18	Anson I	8[O]AFU	F/S Beech visited Stormy Down
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Friday 3rd March 1944 [IBCCA]

Between 3-23.3.44 Colin Cole [W/Op] attended 8[O]AFU and flew in Ansons: :1 :3 :5 :16 :17 :18 :25 :43 :46				

Saturday 4th March 1944

577 Sqn Bodorgan detachment moves in due to the soft state of the ground at Bodorgan. Moved back to Bodorgan 5.4.44				
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Tuesday 7th March 1944 [AIR 29/547/1]

AOC 25 Group visited, by air?				

Tuesday 7th March 1944 [AIR 29/547/1]

K6306		Anson I	8[O]AFU	
Blister hangar collapsed onto it during a gale. [also quoted as 9.3]				

Sunday 12th March 1944 [IBCCA]

Between 12.3 & 7.4.44 Arthur Loudon [Navigator] attended 8[O]AFU and flew in Ansons: :4 :9 :20 :21 :24 :29 :31 :37 Typical NAVEX's were: Bardsey-Fishguard-Kish-Chicken Rock. Bardsey-Mull of Galloway-Squires Gate. St Davids-Lundy-Smalls-Holyhead. Talbenny-Bideford-Fishguard-Bardsey.				

Tuesday 14th March 1944 [AIR 28/874]

		B-24		TRANSAT from Marrakech
Destination was Valley but landed at Mona by mistake.				

Wednesday 15th March 1944 [Logbook]

	G13	Anson I	8[O]AFU	F/S Taylor
Forced landing carried out at Pembrey due to starboard engine failure, returned back to Mona later same day.				

Sunday 19th March 1944 [IBCCA]

	31	Anson I	8[O]AFU	F/S Van Guylenburg
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Visited Moreton Vallance returning 20.3				
	12	Anson I	8[O]AFU	F/S Beech visited Calveley

Tuesday 21st March 1944 [Logbook]

	32	Anson I	8[O]AFU	F/S Beech visited Calveley
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Wednesday 22nd March 1944 [Logbook]

	X17	Anson I	8[O]AFU	S/L Grace to & from Perranporth
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Tuesday 28th March 1944 [AIR 28/874]

		Anson I	275 Sqn	Diversion from Valley
Scrambled to assist a Liberator in distress over Cardigan Bay, this turned out to be a Dakota which continued to Prestwick. The Anson landed at Mona due to sea fog at Valley.				

Wednesday 29th March 1944 [AIR 28/874]

		C-47		Diversion from Valley
		C-47		Diversion from Valley
		C-47		Diversion from Valley
These 3 flew to Valley on 30.3.44 they were TRANSAT aircraft from Marrakech.				
[41-2]9464		B-24[H]		Diversion from Valley, see above

Thursday 6th April 1944 [IBCCA]

Sgt E Marrs [W/Op] attended 8[O]AFU during April 1944 flying in Ansons: :3 :4 :7 :12 :14 :21 :25 :33 :34 :50 :51				
Harry Stunell attended 8[O]AFU 29.3-30.4.44 as a trainee Wireless Operator. He flew in the following Ansons: :1 :2 :12 :17 :25 :30 :32 :38 :47 :50 He mentioned that these were not fitted with a gun turret. He remembered normally drinking in the Pub at Gwalchmai, the locals however, were not very friendly and always spoke in Welsh. He also remembered walking to nearby Farms and to buy fresh eggs which they would fry in their mess tins back at the barrack block over a pot-bellied stove. With no lard available they would use hair oil or liquid paraffin to fry the eggs with the result that they were forever constipated! He also remembered one flight during which shallow fog rolled in at Mona whilst they were airborne. The ground controllers fired mortar cannons vertically through the fog so that the crew knew where the Mona was roughly. They then flew an SBA [Standard Beam Approach] similar to today's PAR. They would listen to a particular tone at the Outer Marker & another different tone over the Inner Marker, dots & dashes would inform the pilot if he was left or right of the centreline, they eventually carried out a safe landing. Harry subsequently went to 14 OTU at Market Harborough training on Wellingtons. He flew operationally in Lancasters with 106 Squadron. He was shot down over Munich with only two survivors from a crew of seven.				

Tuesday 11th April 1944 [Joe Baugher's site][AIR 28/874][AIR 29/547/1]

		C-47A		TRANSAT from N Africa to Valley
		C-47A		TRANSAT from N Africa to Valley
43-15259		C-47A	[315 TCG]	TRANSAT from N Africa to Valley
		C-54		From Prestwick to Valley
41-29586		B-24H	[328 BS/93 BG]	
Landed and ran off the taxiway track.				
[42-5]2624		B-24[H]	[839 BS/487 BG]	Diversion from Marrakech-Valley

Wednesday 12th April 1944 [Aeroplane Magazine 12/20][AIR 29/547/1][AIR 28/494]

	[V9-]	Skua [II]	776 NAS	From Llanbedr
	[V9-]	Skua [II]	776 NAS	From Llanbedr
Detachment from Speke, flown to provide target-towing facilities for the Naval Motor Torpedo Boats based at Holyhead. An article in Aeroplane Magazine December 2020 mentions FAA pilot Derrick Edwards saying 'he took a worn out Skua target tug under both the Menai and Britannia Bridges because of boredom and a dare from the back seater' – one of these two perhaps? Lt J Candy & Lt [Acting] G S H Appleton are quoted in Mona 8[O]AFU ORB. Flown in from Llanbedr 12.4.44.				

Saturday 15th April 1944 [Logbook]

	50	Anson I	8[O]AFU	F/O Montrose to Cark
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Sunday 16th April 1944 [Logbook]

	50	Anson I	8[O]AFU	F/O Montrose from Cark
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Thursday 20th April 1944 [AIR 25/639]

KB202		Mosquito B.XX		Diversion Reykjavik-Prestwick
On delivery from Canada to Scottish Aviation Limited at Prestwick, served with 139 Sqn.				

Wednesday 26th April 1944 [Logbook]

	38	Anson I	8[O]AFU	W/O Laing
Air test then landed Penrhos before returning to Mona.				

Friday 5th May 1944 [AIR 29/547/1]

AOA HQ FTC, AVM J O Andrews arrived from Llandwrog on a staff visit, by air? Departed to Shawbury 6.5				

Friday 12th May 1944 [IBCCA]

Between 12.5 & 3.6.44 George Royall [Bomb Aimer] attended 8[O]AFU and flew in Ansons: :3 :15 :17 :18 :19 :20 :22 :29 :31 :37 :42 :48 :49 :51				

Thursday 18th May 1944 [AIR 29/547/1][F78]

JD255	[B]	Halifax II	1658 CU	
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Force landed with a coolant leak on starboard outer engine. In the Mona 8[O]AFU ORB it is quoted as 'DJ255', but this is an Anson serial. Halifax 'JD255' suffered a flying accident 18.5.44 so it must be JD255.

-				
EF905		Anson I	8[O]AFU	
Struck a shrub and pole on approaching the airfield causing damage to the aircraft but landed safely.				
Pilot	F/S	W S Roberts		Ok

Sunday 21st May 1944 [Logbook]

	37	Anson I	8[O]AFU	P/O Beech visited Llandwrog
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Tuesday 23rd May 1944 [AIR 29/473]

		B-17		TRANSAT from Gander
Diversion from Valley.				

Sunday 28th May 1944

DG863		Anson I	3 FPP/ATA	Crowder from & to Hawarden
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Tuesday 30th May 1944 [AIR 28/874]

		C-47		Weather diversion
1 of 6 enroute Nutts Corner-Histon became lost and landed at Mona, then flew to Valley.				
Between 30.5 & 17.6.5.44 Ken Turnham [W/Op] attended 8[O]AFU flying in Ansons: :6 :11 :14 :23 :24 :25 :29 :32 :43 :45				

Friday 2nd June 1944 [AIR 29/547/1]

AOC HQ FTC, AM Sir P Babbington inspected the Station, by air?				

Wednesday 14th June 1944 [Logbook]


	23	Anson I	8[O]AFU	F/S Beech visited Penrhos
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Tuesday 20th June 1944 [AIR 28/874]

		Wellington	[105 OTU]	From Bramcote
Weather diversion, 1 of 7 diverting to Valley, landed at Mona by mistake.				

Wednesday 12th July 1944 [AB Anson File][AIR 29/547/2]

MG804		Anson I	8[O]AFU	
Crashed into high ground near the summit of at Foel Fras, Talybont, Caernarfonshire at approx 02:00. [OS 150890][115/699676] The Llandwrog MRT were called out to this incident. Sgt Dalton & F/S Biffin were taken to Llandudno General Hospital.				
Pilot	F/S	Alan Biffin		Injured, fractured jaw
Nav	P/O	Victor Joseph Sidthorpe		Injured, bruised forehead
W/Op	Sgt	Lorrimer		Injured, cuts & bruises

B/A	Sgt	Dalton	Injured, concussion
W/Op	F/S	Albert Francis Standring	Died of injuries/shock at the scene
<div style="text-align: center;">  <p>927574 FLIGHT SERGEANT A. F. STANDRING WIRELESS OPERATOR ROYAL AIR FORCE 12TH JULY 1944 AGE 23</p> </div> <p>F/S Standring was a Staff Instructor at Mona. Buried at Heneglwys Church, Bodffordd. [Hywel Evans]</p>			

Thursday 13th July 1944 [AIR 27/22358/4]

K4276		Tiger Moth	MCS	S/L Davey.
From Bodorgan to Halfpenny Green.				

Saturday 22nd July 1944 [logbook]

EG130	[P]	Anson I	42 OTU	F/L Brown from Ashbourne
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Sunday 23rd July 1944 [logbook]

EG130	[P]	Anson I	42 OTU	F/L Brown to Ashbourne
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Tuesday 25th July 1944 [AIR 29/547/1]

AOC visited, by air?				

Saturday 12th August 1944 [AIR 20/7586]



[National Archives]

Numerous Ansons can be seen in this image. They would be towed at the beginning of a flying day from the dispersals onto the 2 unused runways as seen here.

Sunday 13th August 1944 [AIR 27/296/16]

R7411		Dominie I	24 Sqn	F/L R Puda
From Hendon to pick up Mr R S Hudson and [Sir] D Ferguson to St Angelo, NI.				

Wednesday 17th August 1944 [Logbook]

	11	Anson I	8[O]AFU	F/L Mardon
Routed: Mona-Hawarden-Ternhill-Mona.				

Friday 19th August 1944

John Plenderleith started flying as a Trainee Wireless Operator with 8[O]AFU. From 19.8-27.9.44 he flew in the following Ansons: :A12 :C5 :C26 :C27 :D7 :D44 :G1 :G25 :H1 :H24 :H41 :J32 :L23 :L35 :V6 :X7 :X15				

Sunday 20th August 1944

N9946		Anson I	3 FPP/ATA	Crowder from & to Hawarden
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Sunday 3rd September 1944 [Logbook]

	A12	Anson I	8[O]AFU	F/L Bowder to & from Jurby
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Friday 8th September 1944 [AIR 28/874]

		Wellington	[CNS]	
Weather diversion from Shawbury.				

Monday 11th September 1944 [Logbook]

	H24	Anson I	8[O]AFU	F/S Haigh to & from Wing
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Monday 25th September 1944 [AIR 29/547/2]

Bodies of the crew of Mosquito FB.VI HX862 60 OTU from High Ercall which had crashed on Drum near Conwy were brought to Mona by the Llandwrog MRT Section.				
Pilot	F/L	Frederick George Johnson [RCAF]	Killed [buried Blaenon]	
Nav	F/O	Jack Else	Killed [buried Tibshelf]	

Friday 29th September 1944 [AIR 29/547/1]

HQ FTC, AVM J O Andrews visited, by air? Departed 30.9				

October 1944

<p>Tony McKernan was posted to Mona as a Staff Instructor Wireless Operator. He had already completed 30 operations with 550 Squadron. He flew the following Ansons: :1 :4 :5 :7 :8 :10 :14 :15 :19 :22 :24 :26 :28 :29 :30 :31 :35 :39 :41 :42 :43 :45 :49 :50</p> <p>Tony reminisced in 1997:</p> <p>'My memories of Mona are happy ones. It was a small Station with a very fine Sergeants Mess with good food and plentiful & only a few hours from home. We flew Ansons on navigational exercises, 3 hour trips around the Irish Sea, typically: Mona-Jurby-Mull of Galloway-Bishops Court-Squires Gate [Blackpool]-Mona Sometimes at night & sometimes in reverse order, my last two flights were from Mona to Kinloss escorting 6 Ansons at a time, leaving them there for scrapping, then flying the pilots back to Mona.</p>				
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The local village of Gwalchmai was a friendly place with dances in the Village Hall & a good local pub. Regular dances in the Station Gym brought a coach load of girls from Bangor, no lack of a social life.

There was one scare in 1944 when a submarine was spotted in the Mersey Estuary, several aircraft took off to search for it but without success. One memory I have is New Years Day 1945 & the Airfield being covered in Lancaster bombers. Bomber Command had operated deep into Germany the night before & on their return the weather had clamped in so they diverted to Mona. We couldn't get into the Mess that day for the noisy Aircrew celebrating a safe return, the losses at the time were pretty horrific.

We would watch the C-54's in 1945 flying into Valley taking USAAF personnel back home after VE Day. The Yanks didn't waste any time once the war was over in flying their personnel home.

Anglesey is a beautiful Island & I had the advantage of having my own bicycle with me & made many trips down the to the Coast. Bangor was handy for a night out or a game of golf at the Bangor Golf Course with its many views of Snowdonia.

Friday 13th October 1944 [AIR 29/437]

		2x B-17G		TRANSAT from Meeks
Diverted from Valley.				

Saturday 14th October 1944 [Logbook]

	4	Anson I	8[O]AFU	P/O Cook to & from Millom
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Sunday 15th October 1944 [Logbook]

	35	Anson I	8[O]AFU	P/O Cook to & from Hendon
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Monday 23rd October 1944 [AIR 27/2358/10]

DX217		Proctor III	MCS	S/L Ackford from & to Hendon.
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Tuesday 24th October 1944 [AIR 28/88][AIR 29/880/7]

Bodorgan ORB mentions 1606 Flight commenced flying out of Mona due to Bodorgan becoming waterlogged. 1606 Flt ORB though says 3 Martinet aircraft flew to Valley this day.				

Thursday 25th October 1944 [AIR 29/547/1]

MG905		Anson I	8[O]AFU	
Landing accident caused by a burst tyre on take-off. No injuries to crew.				
				Ok

Saturday 28th October 1944 [AIR 29/547/1]

The Station was alerted to a crash approx. 2nms from Llandudno Junction at 00:10. The				
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crash Ambulance party proceeded to the crash location. This turned out to be Halifax II HR723 1666 HCU from Wombleton. It was unable to maintain altitude due to icing. Of the 7 crew which had baled out, 6 were ok and taken back to Mona. A seventh member however was found dead in the morning without a parachute, he had failed to fasten the leg straps and fell out of the harness. This was W/O Henry William Ferris [R133690] his body was brought back to Mona.

Pilot	F/L	H A O'Neill	Ok
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Sunday 29th October 1944 [AIR 29/547/1]

MG808		Anson I	8[O]AFU	
Accidentally dropped a 10lb practice bomb on Cark Airfield instead of the nearby Wharton Sands Bombing Range, no damage caused though.				

Monday 6th November 1944 [Logbook]

	34	Anson I	8[O]AFU	P/O Milne to & from Group HQ
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Saturday 11th November 1944 [AIR 29/547/1]

AVM E D Davis visited, by air?				

Monday 20th November 1944 [F78]

LR872		Seafire III	894 NAS	
Overdue flying from Lee-on-Solent to Mona. It crashed near Ketley Brook close to the Red House Pub & the Lilleshall Monument, Shropshire. Suspected it had a mid-air collision with another aircraft.				
Pilot	S/Lt	J V Brooke	Killed [887 NAS]	

Wednesday 22nd November 1944 [Logbook]

	49	Anson I	8[O]AFU	S/L Godfrey to & from Gatwick
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Saturday 25th November 1944 [Logbook]

	49	Anson I	8[O]AFU	S/L Godfrey
Forced landing carried out at Pembrey, see 26.11				

Sunday 26th November 1944 [Logbook]

	49	Anson I	8[O]AFU	S/L Godfrey from Pembrey
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December 1944

<p>Logbook of J H Patterson 8[O]AFU 12.44-2.45, he flew in the following coded Ansons: :4D :G36 :46F :43N :K35 A typical flight would be: Base-South Stack-Fishguard-Kish-Chicken Rock-Base.</p>				
<p>Logbook of L F Hales 8[O]AFU 12:44-5.45, who flew in the following coded Ansons: :B3 :B28 :B48 :B50 :C7 :C17 :C50 :D26 :D49 :E51 :F5 :F10 :F34 :G3 :G20 :G46 :J8 :J17 :J22 :J26 :L26 :L44 :L47 :M36 :N23 :R8 :R9 :T4 :U2 :U12 :V3 :X9 :X45 :Z20</p>				

:11 :20 :25 :34 :44 :48

Wednesday 13th December 1944 [Logbook]

	V3	Anson I	8[O]AFU	F/S Miller from Moreton Vallance
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Wednesday 10th January 1945 [AIR 29/668]

		Wellington	24 OTU	Diversion
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Tuesday 1st February 1945 [AIR 27/2385/18]

BL385		Spitfire VB	MCS	S/L Eckford from Hendon 09:35
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Wednesday 2nd February 1945 [AIR 27/2385/18]

BL385		Spitfire VB	MCS	S/L Eckford to Hendon 10:08
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Tuesday 8th February 1945

EG390	V3	Anson I	8[O]AFU	
NK678		Anson I	8[O]AFU	
Ground collision somewhere on the perimeter track.				

Tuesday 13th February 1945 [AIR 29/547/1]

	29	Anson I	8[O]AFU	S/L Grace to & from Eshott
		?		
AVM Sir P Babbington & A/Cdre H W Heslop visited, by air?				

Wednesday 21st February 1945 [AIR 29/547/1]

		?		
AVM E D Davis visited from 25 Group, by air?				

Tuesday 20th March 1945 [Logbook]

	44	Anson I	8[O]AFU	F/S Miller visited Staverton
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Thursday 22nd March 1945 [Logbook]

	11	Anson I	8[O]AFU	S/L Grace visited Bishops Court
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Friday 23rd March 1945 [Logbook]

	20	Anson I	8[O]AFU	F/O Broom visited Lichfield
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Thursday 12th April 1945 [AIR 27/2385/22]

LZ561		Proctor III	MCS	G/C Roberts
From Hendon to Shawbury 11:20/15:00.				

Friday 13th April 1945 [AIR 27/2385/22]

	G20	Anson I	8[O]AFU	F/S Greene
Visited Market Harborough.				

LA620		Lockheed 12A	MCS	F/L D Brown
From and to Hendon 18:15/18:30.				


Thursday 19th April 1945 [Logbook]

	X9	Anson I	8[O]AFU	F/O Saville visited Inskip
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Monday 7th May 1945 [AIR 29/668]

LP573		Wellington X	24 OTU	Diversion with an engine failure
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Wednesday 16th May 1945 [AB Anson File][AIR 29/547/1]

N9911		Anson I	9[O]AFU	From Llandwrog
Crashed a few 100yds from the airfield whilst attempting to land at night at approx 01:30.				
Pilot	F/Sgt	Harold Sorrell		Killed [buried Frittenden]
Nav	Sgt	James Blair		Killed [buried Llanbelig]
<div></div> <p>[Hywel Evans]</p>				
B/A	Sgt	Samuel Robert Bruce Douglas [RCAF]		Killed [buried Blaenon]
Nav	P/O	Carroll		Seriously injured
W/Op	Sgt	Wilson		Minor injuries

Saturday 19th May 1945 [AIR 29/547/1]

Flying Training ceases				
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Wednesday 23rd May 1945 [AIR 29/547/1]

		4x Anson I	8[O]AFU	Transferred to 4[O]AFU
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Saturday 26th May 1945 [AIR 29/547/1]

		5x Anson I	8[O]AFU	Transferred to 3[O]AFU
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Monday 28th May 1945 [AIR 29/547/1]

		8x Anson I	8[O]AFU	Transferred to 4[O]AFU
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Friday 1st June 1945 [AIR 29/547/1]

8[O]AFU disbands.				
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Thursday 14th June 1945 [AIR 29/547/1]

Mona placed on Care & Maintenance.				
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Saturday 16th June 1945 [AIR 29/547/1]

	48	Anson I	8[O]AFU	F/S Ward to & from Kinloss
Crew ferry for the Ansons below.				
		6x Anson I	8[O]AFU	
All 6 to Kinloss for disposal.				

Tuesday 19th June 1945 [AIR 29/547/1]

	24	Anson I	8[O]AFU	F/O Fittall to & from Kinloss
Crew ferry for the Ansons below.				
		6x Anson I	8[O]AFU	
All 6 to Kinloss for disposal.				

Saturday 7th July 1945 [AIR 27/22358/4]

R7495		Proctor III	MCS	S/L Law from Hendon 13:15
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Sunday 8th July 1945 [AIR 27/22358/4]

R7495		Proctor III	MCS	S/L Law to Hendon 08:45
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Thursday 26th July 1945 [AIR 27/2359/4]

[NR]828		Dominie I	MCS	F/L Winteredorff
From Llanbedr 09:45 & departed to Hendon 09:55.				

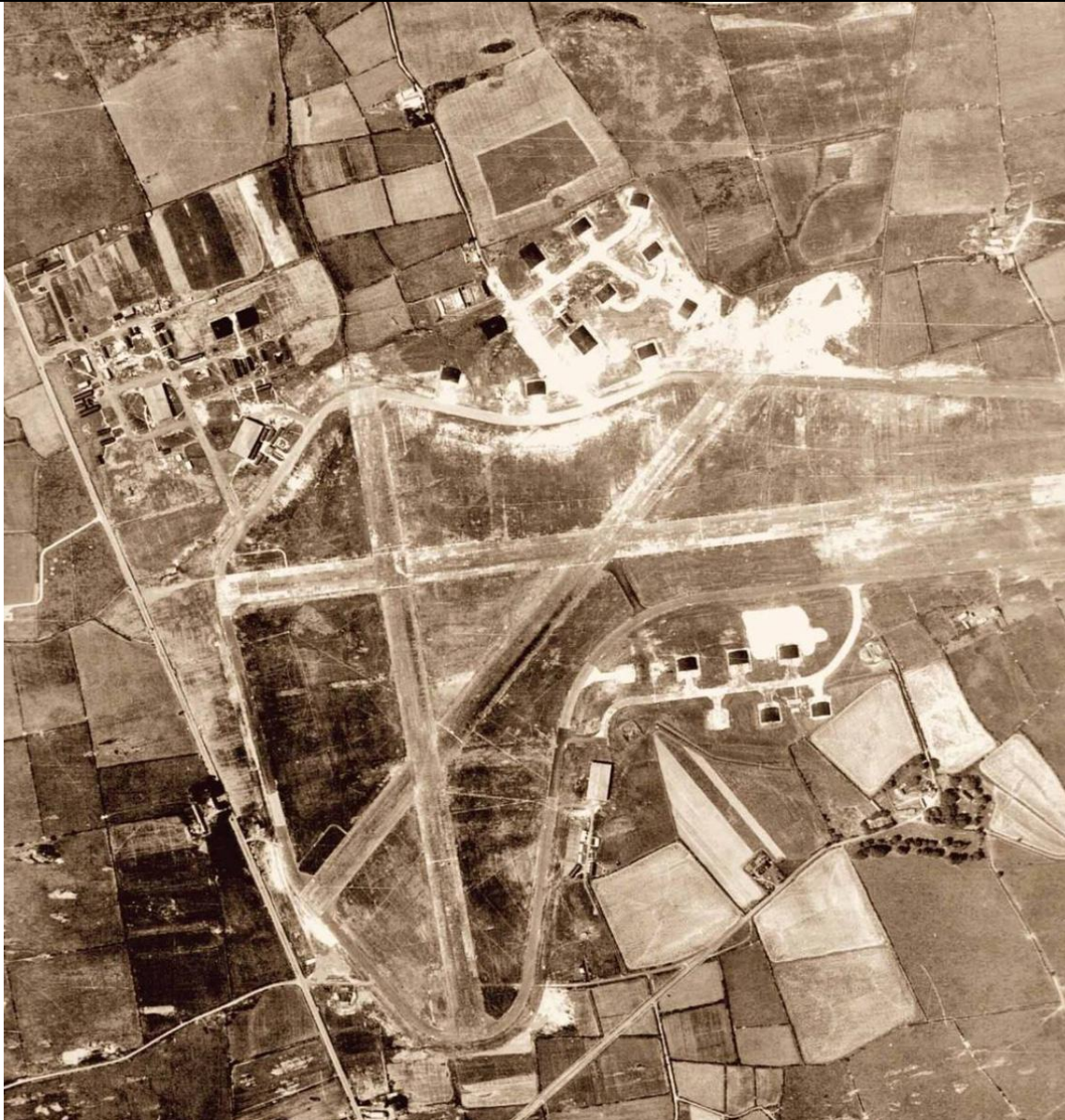
Tuesday 31st July 1945 [AIR 27/2354/5]

		?	85 Gp Comms	
Routed: B.61-Gatwick-Speke-Mona-B.61. B.61 was St.Denis-Westrem near Ghent, Belgium.				

Friday 3rd August 1945 [AIR 28/874]

PH392		Oxford I	1528 BAT	Diverted from Valley due weather
PH395		Oxford I	1528 BAT	Diverted from Valley due weather

Monday 13th August 1945



This photograph was taken on 13th August 1945 during a sortie flown by a Spitfire XIX of 542 Sqn based at Benson and piloted by F/L D H de P Lopes which covered Anglesey. The A5 can be seen on the left plus the old road to Bodffordd which was diverted around the runway at the bottom.

[Crown Copyright, Ministry of Defence]

Monday 6th May 1946

Airfield closes.

June 1946

63 GS [Gliding School] arrives from Tal-y-Cafn, Conwy Valley.

December 1946

63 GS departs to Tal-y-Cafn.

Thursday 26th July 1951

Re-opens as a RLG [Relief Landing Ground] for 202 AFS, Valley.
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Friday 12th June 1953 [AIR 28/1043]

WZ588		Vampire T.11	De Havilland's	Mr Fifield
RAF Hawarden ORB mentions this 'crash landing' at Mona, aircraft damaged but pilot ok. Aircraft was later repaired.				

Friday 16th July 1954

WA307		Vampire FB.5	7 FTS	
Crashed into a hut at RAF Mona whilst carrying out a slow roll at low altitude.				
Pilot	F/O	Henryk Bieniek [Polish]	Killed [buried Caernarfon]	

Thursday 10th January 1957

WZ504	73	Vampire T.11	7 FTS	
Wheels up landing at RAF Mona due to the undercarriage not lowering.				
Instr	F/L	J A F Shelley	Ok	
Pupil	S/Lt	V M Grimley [RN]	Ok, acting S/Lt	

Tuesday 8th July 1958 [AIR 29/2699]

XM295	-	Heron CC.4	Queens Flt	W/C Hyland-Smith
HM Queen Elizabeth the Queen Mother's aircraft diverted into Mona due to dense fog at Valley. The Queen Mother was taken by car to Valley, the Heron later positioned to Valley and flew back to Benson same day.				
		?		
AVM H R Graham, AOC 23 Group's aircraft diverted from Valley due to fog.				

Thursday 2nd June 1960 [AIR 29/2699]

		Meteor		Diverted in short of fuel
Departed after refuelling.				

Friday 11th November 1960 [AIR 29/2694]

		Anson	[CFS]	Weather diversion from Valley
From Little Rissington, diverted due to high cross winds.				

Tuesday 6th December 1960 [AIR 27/2813/114]

WJ945	[H]	Varsity T.1	115 Sqn	Calibrator, F/L F Mejnecky
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Wednesday 7th December 1960 [AIR 27/2813/114]

WL688	[G]	Varsity T.1	115 Sqn	Calibrator, F/L K Forster
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Friday 18th May 1962 [AIR 29/3506][AIR 29/4216]

XM295	-	Heron CC.4	Queens Flt	S/L Jackson
HRH Princess Margaret & Earl Snowdon to London.				

Aircraft routed: Benson-Mona-London-Benson.

Monday 18th June 1962 [AIR 27/2888]

		[Pembroke/Anson]	FTCCS	F/L Raeder & Pemberton
AVM Stowell from White Waltham to Ternhill				

Wednesday 8th August 1962

XD620	60	Vampire T.11	4 FTS	AVIA 5/41/S3038
Stalled whilst in the RAF Mona circuit at 12:35hrs. Left wing crashed into School Cottage, Rhostrehwfa owned by Ms M Jones & Ms G Jones [disabled] and careered across the road. Pilot was on his 1 st solo, body was found by Mr E R Davies of Angorfa, Rhostrehwfa.				
Pilot	P/O	Francis John Marriott	Killed [buried Hasland]	

Sunday 2nd February 1964 [Roundel 92-01]

XP355	W-A	Whirlwind HAR.10	CFS	
Force landed at Mona whilst on detachment at Valley. Airlifted back to Valley by a Belvedere HC.1 XG467:C from 72 Sqn [F/L D A Youngs]				

Sunday 30th January 1966 [AIR 27/3039]

	-	Whirlwind HAR.10	22 Sqn	
Some Territorial Army Officers based at Birkenhead were flown from Mona to Valley to discuss the possibility of a visit of 95 men at a later date.				

Sunday 20th August 1967 [AIR 27/3039]

	-	Whirlwind HAR.10	22 Sqn	
18 Territorial Army Soldiers flown from Port Penrhyn to RAF Mona during a field exercise.				

Saturday 30th November 1974

G-AWXU	-	Cessna F150J	Mona FC	
Mona Flying Club opens with delivery of G-AWXU from Speke.				

Sunday 8th December 1974 [AIR 29/4200]

After 19 years of negotiations Mona Flying Club officially opened.				

May 1975 [RW]

G-AXNK	-	Cessna F150J	Mona FC	Resident
G-AWXU	-	Cessna F150J	Mona FC	Resident
EI-ARN	-	Wren 460	Private	Resident
G-ARYH	-	Tripacer	Private	

Friday 4th July 1975 [RW]

G-BAHW	-	Cessna 310Q	Private	
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Saturday 5th July 1975 [RW]

G-ASHX	-	PA-28 Cherokee	Private	
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Sunday 6th July 1975 [RW]

G-BACE	-	RF-5	Private	
G-ARLW	-	Cessna 172	Private	

Saturday 12th July 1975 [RW]

G-AREB	-	Cessna 175B	Private	
G-AZGY	-	Emeraude	Private	

Sunday 20th July 1975 [RW]

G-AAZP	-	DH.80 Puss Moth	Private	
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Sunday 27th July 1975 [RW]

G-ARMP	-	Cessna 172B	Private	
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Saturday 16th August 1975 [RW]

G-BCUG	-			
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Sunday 17th August 1975 [RW]

G-ASSB	-	Twin Comanche	Private	
G-AVIS	-	Cessna F172H	Private	
G-ATMT	-	Twin Comanche	Private	

Sunday 24th August 1975 [RW]

G-ATKX	-	Jodel D140C	Private	
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Saturday 30th August 1975 [RW]

G-BASL	-	PA-28 Cherokee	Private	
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Sunday 31st August 1975 [RW]

G-AXFN	-	Jodel D119	Private	
G-BBJD	-	Cessna 172M	Private	

Sunday 7th September 1975 [RW]

G-AVIC	-	Cessna F172H	Private	
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Saturday 13th September 1975 [RW]

G-ASWB	-	A109 Airedale	Private	
G-ASWX	-	PA-28 Cherokee	Private	

Sunday 14th September 1975 [RW]

G-BAHW	-	Cessna 310Q	Private	
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Saturday 20th September 1975 [RW]

G-AWOF	-	PA-17 Vagabond	Private	
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Sunday 5th October 1975 [MC 11/75]

G-AXNK	-	Cessna F150J	Mona FC	To Halfpenny Green
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Monday 1st December 1975 [RW]

G-ARBP	-	Tipsy Nipper	Private	
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Sunday 1st February 1976 [MAS]

G-AWXU	-	Cessna F150J	Mona FC	
G-ATHG	-	Cessna 150F	Private	
G-ARBP	-	Tipsy Nipper II	Private	

Monday 16th February 1976 [MAS]

G-BARX	-	B206B Jetranger III	Private	
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Saturday 10th April 1976 [KC]

G-AWXU	-	Cessna F150J	Mona FC	
G-AXNK	-	Cessna F150J	Mona FC	

Monday 19th April 1976 MAS [Merseyside Aviation Society]

MONA Flying Club Fly-In				
G-ATHG	-	Cessna 150F	Private	
G-AWPU	-	Cessna F150J	Private	
G-AXWE	-	Cessna F150K	Private	
G-AXVC	-	Cessna FA150K	Private	
G-BCVG	-	Cessna FRA150L	Private	
G-ARLW	-	Cessna 172B	Private	
G-AWGW	-	Cessna F172H	Private	
G-BBTG	-	Cessna F172M	Private	
G-BAIS	-	Cessna F177RG	Private	
G-BBFL	-	GY-201 Minicab	Private	
G-APVV	-	Mooney M20A	Private	
G-ASPF	-	Jodel D-120	Private	
G-BAKR	-	Jodel D117	Private	
G-ATAX	-	Taylorcraft 3	Private	
G-AZAV	-	Cessna 337F	Ferranti	

Wednesday 28th April 1976 [MAS]

G-ATHG	-	Cessna 150F	Private	
G-AXNK	-	Cessna F150J	Private	

G-AVHH	-	Cessna 172	Mona FC	New resident
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Wednesday 30th June 1976 [MAS]

G-ATUL	-	PA-28 Cherokee	Private	
Registered to R J Roberts & Sons on 29.6.76				

Saturday 7th August 1976 [MAS]

G-ARBP	-	Tipsy Nipper 2	Private	
G-AWOF	-	PA-17 Vagabond	Private	
G-AXNK	-	Cessna F150J	Private	
G-ATVS	-	PA-28 Cherokee 180	Private	

Tuesday 7th December 1976 [MC 2/77]

G-AZAV	-	Cessna 337F	Private	To & from Halfpenny Green
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Sunday 12th December 1976 [MC 2/77]

G-ATHG	-	Cessna 150F	Private	To & from Halfpenny Green
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Monday 24th January 1977 [MAS]

G-AXJJ	-	Beagle B121 Pup	Mona FC	Registered 24.1.77
G-ATMT	-	PA-30 Commanche	Private	sold

Tuesday 5th April 1977

XP439	439	Argosy E.1	115 Sqn	'RR6579'
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Sunday 1st May 1977 [MAS]

G-ASWB	-	Beagle Airedale	Private	Visitor
G-ATAG	-	Jodel Ambassadeur	Private	Visitor
G-AWXU	-	Cessna F150J	Mona FC	Resident
G-AXNK	-	Cessna F150J	Mona FC	Resident
G-ATHG	-	Cessna 150F	Private	Resident
G-ATUL	-	PA-28 Cherokee 180	Private	Resident
G-APCB	-	Auster J-5Q Alpine	Private	Resident
G-ARBP	-	Tipsy Nipper 2	Private	Resident
G-BCUL	-	Rallye 100ST Galopin	Private	Resident
G-AXJJ	-	Beagle B121 Pup	Private	Resident, Anglesey Air Charter
G-ARTD	-	PA-23 Apache 160	Private	Semi-resident

Saturday 14th May 1977 [MAS]

G-BBFL	-	GY-201 Minicab	Private	From & to Barton
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Monday 16th May 1977 [MAS]

G-AZCB	-	Stampe SV-4C	Private	From & to Barton
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June 1977 [RW]

The following were resident at Mona.				
G-AWXU	-	Cessna F150J	Mona FC	
G-AXNK	-	Cessna F150J	Mona FC	
G-ATHG	-	Cessna 150F	Private	E Roberts & Sons
G-AXJV	-	PA-28 Cherokee	Private	E Roberts & Sons
G-ATUL	-	PA-28 Cherokee	Private	R J Roberts & Sons
G-APCB	-	Auster J-5Q Alpine	Private	Gwynfor Jones
G-ARBP	-	Tipsy Nipper	Private	P Thompson
G-BCUL	-	Rallye 100ST Galopin	Private	P Gilroy
G-AXJJ	-	Beagle B121 Pup	Private	Anglesey Air Charter
G-ARTD	-	PA-23 Apache 160	Private	Dr D A Jones
G-BBMW	-	Chipmunk 22	Private	Dyson & O'Connor

Thursday 2nd June 1977 [MAS]

G-AXJV	-	PA-28 Cherokee	Private	New resident
G-AVNI	-	PA-30 Comanche	Private	Ferry aircraft

Saturday 4th June 1977 [MAS]

G-BAZU	-	PA-28R Cherokee	Private	From & to Elmdon
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Monday 6th June 1977 [MAS]

G-AXDU	-	Beagle B121 Pup	Private	From & to Hawarden
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Tuesday 7th June 1977 [MAS]

G-AVVC	-	Cessna F172H	Private	Also 12.6, 5.7
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Sunday 12th June 1977 [MAS]

G-BAIS	-	Cessna F177RG	Private	
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Friday 17th June 1977 [MAS]

G-AYXS	-	S.205	Private	New resident
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Sunday 19th June 1977 [MAS]

G-BACD	-	Cessna FRA150L	Private	Also 23.6
G-AVIR	-	Cessna F172H	Private	

Tuesday 21st June 1977 [MAS]

G-AXWE	-	Cessna F150K	Private	N/stop
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Saturday 13th August 1977 [MAS]

G-APUW	-	Auster J-5 Autocar	Private	In Hangar
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Sunday 4th September 1977 [MAS]

El-BAW	-	PA-23 Apache	Private	
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Sunday 25th September 1977 [MC 12/77]

G-AYHA	-	AA-1 Yankee	Private	
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Sunday 2nd October 1977 [MC 12/77]

G-BFBT	-	Rallye 150ST	Private	New resident
G-AYHA	-	AA-1 Yankee	Private	Visitor
G-AWKM	-	Beagle B121 Pup	Private	Visitor

Saturday 22nd October 1977 [MAS 2/78]

G-AXJV	-	PA-28 Cherokee	Snowdon Avn.	From Halfpenny Green
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Wednesday 7th December 1977 [MC 2/78]

G-ATUL	-	PA-28 Cherokee	Private	
G-ARTD	-	PA-23 Apache 160	Private	
G-APCB	-	Auster J-5Q Alpine	Private	
G-BFBT	-	Rallye 150ST	Private	
G-AYXS	-	S.205	Private	
G-AXNK	-	Cessna F150J	Mona FC	
G-AWXU	-	Cessna F150J	Private	
G-ATHG	-	Cessna 150F	Private	
G-AVVC	-	Cessna F172H	Private	

Sunday 5th February 1978 [MC 2/79][MAS]

G-BCTU	-	Cessna FRA150M	Mona FC	Delivery from Cranfield
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Tuesday 7th February 1978 [MC 2/79]

XR541	61	Gnat T.1	4 FTS	
Crashed after undercarriage collapse at Mona, moved into the resident Hangar. Or date could be 9.2				
Instr	F/L	Dougie Mee	Ok	
Instr		A A Dobbie	OK	

Thursday 3rd August 1978 [MC 12/78]

XR541	61	Gnat T.1	4 FTS	Back of Hangar, see 7.2.78
G-ATHG	-	Cessna 150F	Private	
G-ATUL	-	PA-28 Cherokee	Private	
G-AWUM	-	Cessna F150H	Private	
G-ARLR	-	Beagle A61 Terrier 2	Private	
G-AXNK	-	Cessna F150J	Private	
G-BFBT	-	Rallye 150ST	Private	
G-AYYD	-	Rallye Minerva	Private	

13th August 1978 [RW]

G-BCAC	-	MS.894 Rallye	Private	
G-AVRY	-	PA-28 Cherokee	Private	
G-BFAW	-	Chipmunk 22	Private	

Monday 5th February 1979

XS603	603	Andover E.3	115 Sqn	
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Thursday 8th February 1979

XJ782	-	Vulcan B.2	27 Sqn	Overflew
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Friday 14th April 1979 [MC 6/79]

G-AXJV	-	PA-28 Cherokee 140	Private	
G-ATUL	-	PA-28 Cherokee 180	Private	
G-APCB	-	Auster J-5Q Alpine	Private	
G-BDWH	-	Rallye 150ST	Private	
G-BCTU	-	Cessna FRA150M	Private	
G-AYGM	-	Cessna T210K	Private	

Wednesday 2nd May 1979 [MC 6/79]

XR773	D	Lightning F.6	11 Sqn	Circuits
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Thursday 3rd May 1979 [MC 6/79]

XS603	603	Andover E.3	115 Sqn	
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Friday 4th May 1979 [MC 6/79]

G-ASTA	-	D31 Turbulent	Private	
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Saturday 5th May 1979 [MC 6/79]

G-AZLM	-	Cessna F172L	Private	
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Thursday 10th May 1979 [MC 6/79]

G-BBTU	-	ST-10 Diplomat	Private	
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Saturday 26th April 1980 [MAS]

G-AVTL	-	PA-28 Cherokee	Private	
G-AXJV	-	PA-28 Cherokee	Private	
G-BGRC	-	PA-28 Cherokee	Private	
G-AXNK	-	Cessna F150J	Private	
G-BBDH	-	Cessna 172M	Private	
G-ARTD	-	PA-23 Apache	Private	
G-BDWH	-	Rallye 150	Private	
G-APCB	-	Auster J/5Q Alpine	Private	

G-AVJH	-	D62 Condor	Private	
G-AVLO	-	Bo.208C Junior	Private	
G-BAFG	-	DH.82A Tiger Moth	Private	

Thursday 28th August 1980

XS610	610	Andover E.3	115 Sqn	
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Saturday 29th November 1980

G-BCGL	-	Jodel D112	Private	
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Sunday 7th December 1980

EI-BAS	-	Cessna F172M	Private	
G-BADF	-	PA-34 Seneca 200	Private	
G-BCVJ	-	Cessna F172M	Private	
G-LITE	-	Commander 112A	Private	
G-BGNV	-	GA-7 Cougar	Private	

Sunday 4th January 1981 [HE]

G-BCZM	-	Cessna F172M	Private	
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Sunday 11th January 1981 [HE]

G-BAYO	-	Cessna 150L	Private	
G-BBCF	-	Cessna FRA150L	Private	

Sunday 25th January 1981 [HE]

G-BAWV	-	PA-23 Aztec	Keenair	
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Sunday 8th February January 1981 [HE]

G-BAGR	-	Robin DR400/125	Private	Noted.
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Saturday 14th February January 1981 [HE]

G-BAGR	-	Robin DR400/125	Private	Noted.
G-BBGX	-	Cessna 172L	Private	

Saturday 7th March January 1981 [HE]

G-BFFN	-	Enstrom Shark	Private	From Speke to Dublin.
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Monday 30th March 1981 [AIR 28/2427]

XX182	182	Hawk T.1	4 FTS	
Touch and go aborted and barrier engaged.				
Pilot	P/O	Whittingham [3 Sqn/4 FTS]		Ok

Sunday 28th June 1981 [HE]

Mona Flying Club Fly-In				
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G-AXCX	-	Beagle B121 Pup	Private	
G-AVLO	-	Bo.208 Junior	Private	
G-ATHG	-	Cessna 150F	Private	
G-AXNK	-	Cessna F150J	Private	



[Vaughan Jones]

G-BBDH	-	Cessna F172M	Private	
G-BCTU	-	Cessna FRA150M	Mona FC	
G-ATFY	-	Cessna F172G	Private	
G-BAHD	-	Cessna 182P	Private	
G-BCZM	-	Cessna F172M	Private	
G-RUIA	-	Cessna F172N	Private	
G-AOIR	-	Thrupton Jackaroo	Private	



[Vaughan Jones]

G-BCLW	-	AA-1 Trainer	Private	
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With G-BERY behind. [Vaughan Jones]				
G-BERY	-	AA-1 Trainer	Private	
D-EFFB	-	Jodel D.119	Private	



[Vaughan Jones]

G-AXFN	-	Jodel D.119	Private	
G-ASJZ	-	Jodel D.119	Private	
G-AXHI	-	MS880B Rallye Club	Private	
G-AXCN	-	MS880B Rallye Club	Private	
G-MONA	-	MS880B Rallye Club	Private	
G-BEUU	-	PA-18C Super Cub	Private	
G-ATBX	-	PA-20 Tri Pacer	Private	
G-ARTD	-	PA-23 Apache 160	Private	
G-ATUL	-	PA-28 Cherokee 180	Private	
G-AXJV	-	PA-28 Cherokee 140	Private	
G-BBEV	-	PA-28 Cherokee 140	Private	
G-BGRC	-	PA-28 Cherokee 140	Private	
G-BRUX	-	PA-44 Seminole	Private	
G-BGEK	-	PA-38 Tomahawk	Private	
G-BABE	-	Taylor Titch	Private	



[Vaughan Jones]

Sunday 20th June 1982 [SH]

G-MOLY	-	PA-23 Apache 160	Private	
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G-BABE	-	Taylor Titch	Private	
G-BIAA	-	TB-9 Tampico	Private	
G-AVLO	-	Bo.208C Junior	Private	
G-ARTD	-	PA-23 Apache 160	Private	
G-AXNK	-	Cessna F150J	Private	
G-BCGL	-	Jodel D112	Private	
G-MONA	-	MS880B Rallye Club	Private	
G-BCTU	-	Cessna FRA150M	Private	
G-AVJH	-	D-62 Condor	Private	
G-AXJV	-	PA-28 Cherokee 140	Private	
G-AYKX	-	PA-28 Cherokee 140	Private	
G-AREV	-	PA-22 Tri Pacer	Private	
G-AYHA	-	AA-1 Yankee	Private	
G-BAHE	-	PA-28 Cherokee 140	Private	
G-BBGL	-	Baby Great Lakes	Private	



[Vaughan Jones]

G-BIFV	-	Jodel D150 Mascaret	Private	
G-AZUM	-	Cessna F172L	Private	
G-BAGR	-	Robin DR400	Private	
G-BBEF	-	PA-28 Cherokee 140	Private	
G-BKCC	-	PA-28 Cherokee 180	Private	
G-AGVV	-	L-4H Grasshopper	Private	



[Vaughan Jones]

G-ATZM	-	J-3C Cub	Private	
G-AWLF	-	Cessna F172H	Private	
G-AYIL	-	SF-25B Falke	Private	



[Vaughan Jones]

G-BBLU	-	PA-34 Seneca 200	Private	
G-BGJA	-	Cessna FA152	Private	
G-BIDG	-	D-150A Mascaret	Private	
G-BGGA	-	Bellanca Citabria	Private	
G-ARLW	-	Cessna 172B	Private	
G-AVWN	-	PA-28R Cherokee	Private	
G-BIIK	-	MS883 Rallye	Private	
G-AWEP	-	JB-01 Minicab	Private	
G-BHIR	-	PA-28R Cherokee	Private	
G-BASL	-	PA-28 Cherokee 140	Private	
G-AVIR	-	Cessna F172H	Private	
G-BHEZ	-	D-150 Mascaret	Private	
G-APTP	-	PA-22 Tri Pacer	Private	
G-AYEH	-	Jodel Ambassadeur	Private	
XX685	L	Bulldog T.1	LUAS	From Woodvale



[Vaughan Jones]

Sunday 3rd October 1982 [SH]

G-MOLY	-	PA-23 Apache 160	Private	
G-ATHG	-	Cessna 150F	Private	
G-BCZN	-	Cessna F150M	Private	
G-AYXS	-	S.205	Private	
G-AVLO	-	Bo.208C Junior	Private	
G-AVJH	-	D.62 Condor	Private	
G-ARTD	-	PA-23 Apache 160	Private	
G-BCTU	-	Cessna FRA150M	Private	
G-AXNK	-	Cessna F150J	Private	

Friday 22nd October 1982

XX236	236	Hawk T.1	4 FTS	
				
Burst tyre on a touch & go, departed the runway, ended up on the grass. [Hywel Evans]				
Pilot	P/O	Newham	Ok	

Sunday 12th December 1982 [SH]

G-BEZI	-	AA-5 Traveller	Private	
G-LITE	-	Commander 112	Private	

Thursday 6th January 1983 [SH]

XS603	603	Andover E.3	115 Sqn	
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Monday 10th January 1983 [SH]

G-ATHG	-	Cessna 150F	Private	
G-BAGR	-	Robin DR400	Private	
G-MOLY	-	PA-23 Apache 160	Private	
G-BEZI	-	AA-5 Traveller	Private	
G-BCZN	-	Cessna F150M	Private	
G-AYXS	-	S.205	Private	
G-MONA	-	MS880B Rallye Club	Private	
G-AXNK	-	Cessna F150J	Private	
G-AVJH	-	D.62 Condor	Private	
G-AXJV	-	PA-28 Cherokee 140	Private	
G-BCTU	-	Cessna FRA150M	Private	
G-BIAA	-	TB-9 Tampico	Private	

Sunday 3rd April 1983 [SH]

G-ARAG	-	PA-22 Tri Pacer	Private	
G-SNIP	-	Cessna F172H	Private	

Wednesday 6th April 1983 [SH]

G-BGVV	-	AA-5A Cheetah	Private	
G-BFXX	-	AA-5B Tiger	Private	
G-BEEA	-	Rallye 235E Gabier	Private	
G-AXNK	-	Cessna F150J	Private	
G-AXJV	-	PA-28 Cherokee 140	Private	
G-BEZI	-	AA-5 Traveller	Private	
G-SNIP	-	Cessna F172H	Private	
G-BIAA	-	TB-9 Tampico	Private	
G-ATHG	-	Cessna 150F	Private	
G-MONA	-	MS880B Rallye Club	Private	
G-AVJH	-	D.62 Condor	Private	
G-BCZN	-	Cessna F150M	Private	
G-BFBV	-	MB-2 Colibri	Private	

Sunday 12th June 1983

Mona Flying Club Fly-In				
G-BEDH	-	Commander 114	Private	
G-BCTU	-	Cessna FRA150M	Private	
G-BDPH	-	Cessna 172M	Private	
G-BGNR	-	Cessna F172N	Private	
G-BFXX	-	AA-5B Tiger	Private	

G-ASJZ	-	Jodel D117	Private	
G-BHWY	-	PA-28R Cherokee	Private	
G-BHEG	-	D-150 Mascaret	Private	
G-GOSS	-	DR221 Dauphin	Private	
G-AYGC	-	Cessna F150K	Private	
G-BAFA	-	AA-5 Traveller	Private	
G-STEV	-	DR221 Dauphin	Private	
G-BIFV	-	Jodel D-150	Private	
G-BHDZ	-	Cessna F172N	Private	
G-ARMP	-	Cessna F172B	Private	
G-AVEH	-	S.205	Private	
G-AXNK	-	Cessna F150J	Private	
G-SNIP	-	Cessna F172H	Private	
G-BAGR	-	Robin DR400	Private	
G-AVWG	-	PA-28 Cherokee 140	Private	
G-AXJV	-	PA-28 Cherokee 140	Private	
G-ATOM	-	PA-28 Cherokee 140	Private	
G-ATHG	-	Cessna 150F	Private	
G-BDYD	-	Commander 114	Private	

Wednesday 28th December 1983 [DT]

G-MONA	-	MS880B Rallye Club	Private	
G-AXJV	-	PA-28 Cherokee 140	Private	
G-BAGR	-	Robin DR400	Private	
G-PRAG	-	MB2 Colibri	Private	
G-BIAA	-	Fournier RF-3	Private	
G-BEEA	-	Rallye 235E	Private	
G-AXNK	-	Cessna F150J	Private	
G-AYXS	-	S.205	Private	
G-BCTU	-	Cessna FRA150M	Private	
G-BCZN	-	Cessna F150M	Private	

Saturday 23rd June 1984 [SH]

National Police Rally				
G-FUZZ	-	L-18C Super Cub	Private	



Seen here 24.6 [Mark Dalton]

G-BKCC	-	PA-28 Cherokee 180	Private	
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Seen here 24.6 [Mark Dalton]

G-BAGR	-	Robin DR400	Private	
G-BANE	-	Cessna FRA150L	Private	
G-ATOS	-	PA-28 Cherokee 140	Private	
G-MONA	-	MS880B Rallye Club	Private	
G-BBDH	-	Cessna F172M	Private	
G-BBID	-	PA-28 Cherokee 140	Private	
G-BHHO	-	PA-28 Cherokee 180	Private	
G-BASL	-	PA-28 Cherokee 140	Private	
G-AHGW	-	Auster I	Private	
G-BFBF	-	PA-28 Cherokee 140	Private	
G-BFXX	-	AA-5B Tiger	Private	
EI-BCS	-	MS880B Rallye Club	Private	



Seen here 24.6 [Mark Dalton]

G-AXJV	-	PA-28 Cherokee 140	Private	
G-BBEF	-	PA-28 Cherokee 140	Private	



Seen here 24.6 [Mark Dalton]

G-ARFC	-	PA-22 Tri Pacer	Private	
G-BBKZ	-	Cessna 172M	Private	
G-ATTD	-	Cessna 182J	Private	
G-AZEW	-	Beagle B121 Pup	Private	



Seen here 24.6 [Mark Dalton]

G-BKDH	-	Robin DR400	Private	
G-AKWS	-	Auster 5A Alpha	Private	



Seen here 24.6 with G-BKLP in the background. [Both: Mark Dalton]

G-BEUX	-	Cessna F172N	Private	
G-BBRE	-	Fuji Aero Subaru	Private	



Seen here 24.6 [Mark Dalton]

G-BCGN	-	PA-28 Cherokee 140	Private	
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G-BBBW	-	Fred 2	Private	
G-PRAG	-	MB-2 Colibri	Private	



Seen here 24.6 [Mark Dalton]

G-BHIM	-	Jodel D112	Private	
G-AYPJ	-	PA-28 Cherokee 180	Private	
G-AYXS	-	S.205	Private	
G-ARTD	-	PA-23 Apache 160	Private	

Sunday 24th June 1984 [Mark Dalton]

National Police Rally



[Mark Dalton]

G-BKLP	-	Cessna 172N	Private	
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[Mark Dalton]

G-APTY	-	Beech G35 Bonanza	Private	
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With G-BJZX above. [Mark Dalton]

G-BJZX	-	Grob G109	Private	
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With G-MONA behind. [Mark Dalton]

G-MONA	-	MS.880B Rallye Club	Private	
G-ATUI	-	Bolkow Bo.208C	Private	



[Mark Dalton]

G-AXHV	-	Jodel D117A	Private	
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[Mark Dalton]

G-BARS	-	Chipmunk 22	Private	Ex. RAF WK520
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[Both: Mark Dalton]

G-BEZG	-	AA-5 Traveller	Private	
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[Mark Dalton]

G-BKJF	-	MS.880B Rallye Club	Private	
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[Mark Dalton]

G-IVAN	-	Rutan VariEze	Private	
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[Mark Dalton]

G-MACK

-

PA-28R-200

Private



[Mark Dalton]

G-MFMM

-

Scheibe SF-25C Falke

Private



[Mark Dalton]

Friday 10th May 1985

G-BIAA	-	TB.9 Tampico	Private	
Heavy landing causing extensive damage.				

Sunday 23rd June 1985 [MD]

Mona Fly-In.

Poor weather in the morning meant that most arrivals arrived around lunch time.
Most arrived from Barton, Blackpool & Caernarfon.



View showing the WW2 T2 hangar, Nissen Hut & the old ATC Tower.

[Mark Dalton]

G-BGSX	-	Cessna 152	Private	
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[Mark Dalton]

G-JMWT	-	TB.10 Tobago	Private	
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[Mark Dalton]

G-BEWR	-	Cessna F172	Private	
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With Rallye G-BKJF behind. [Mark Dalton]

G-BICR	-	Jodel D120A	Private	
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[Mark Dalton]

G-BARS	-	Chipmunk 22	Private	Ex. RAF WK520
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[Mark Dalton]

G-BKJF	-	MS880B Rallye 100T	Private	
G-BBDH	-	Cessna F172M	Private	
G-BGEL	-	PA-38 Tomahawk	Private	



[Mark Dalton]

G-AIRC	-	Auster Autocrat	Private	
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[Mark Dalton]

G-ASEG	-	Beagle Terrier	Private	[VF548]
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[Mark Dalton]

G-BRUX	-	PA-44 Seminole	Private	
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[Both: Mark Dalton]

G-APTY	-	Beech C.35 Bonanza	Private	
G-BIFV	-	Jodel D150	Private	



[Mark Dalton]

G-BFMS	-	MS893E Rallye	Private	
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[Mark Dalton]

G-ARLW	-	Cessna 172B	Private	
				
[Mark Dalton]				
G-AWAC	-	GY180 Horizon	Private	
				
[Mark Dalton]				
G-BFLX	-	AA-5A Cheetah	Private	
G-ATIN	-	Jodel D117	Private	
				
Seen here on the right. [Mark Dalton]				
G-BCCK	-	AA-5 Traveller	Private	
G-BKNZ	-	CP301A Emeraude	Private	
				
[Mark Dalton]				

G-BHIM	-	Jodel D112	Private	
G-BGIB	-	Cessna 152	Mona FC	



[Mark Dalton]

G-AXJV	-	PA-28 Cherokee	Mona FC	
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Saturday 29th June 1986 [Mark Dalton]

G-ARVO	-	Piper Super Cub	Private	
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[Mark Dalton]

G-AYPJ	-	PA-28 Cherokee	Private	
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[Mark Dalton]

G-BAGR	-	Robin DR400	Private	
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[Mark Dalton]

G-BBDH	-	Cessna F172M	Private	
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[Mark Dalton]

G-BCZN	-	Cessna F150	Mona FC	
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Sunday 1st February 1987

G-BGEG	-	Sonnerai	Private	
G-AYEC	-	Emeraude	Private	

Spring 1987 [Mark Dalton]

G-BGEH	-	Monnett Sonerai II	Private	
				
<p>Although the image was taken at Caernarfon on 31.8.86 this aircraft was at Mona Spring to Summer 1987 for a repaint from 'black' to 'red' [Mark Dalton]</p>				

Monday 28th March 1988

G-BAGR	-	Robin DR400	Private	
				
[Mark Dalton]				
G-BCZN	-	Cessna F150	Mona FC	
				
[Mark Dalton]				
G-BGIB	-	Cessna 152	Mona FC	



Being refuelled. [Mark Dalton]

G-BGXP

-

Bell 47G

Hogan



Inside the hangar at Mona. [Mark Dalton]

G-AYEC

-

Emeraude

Private



Having it's propellor refitted. [Mark Dalton]

G-ARVO

-

Piper Super Cub

Private



Undergoing repairs after a ground loop. [Mark Dalton]

Monday 27th June 1988

PH-WMA	-	Cessna 172P	Private	
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Sunday 29th January 1989

G-BAVO	26	Stearman	Private	
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Thursday 16th January 1992

F-BVPA	-	Corvette	Private	Shooting Party 10:35/11:34
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Sunday 3rd October 1993 [DT][AAIB Bulletin 12/93 Ref: EW/G93/10/04]

G-BHFF	-	Jodel D112	Private	
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During a VFR flight from Knockin the pilot flying solo decided to land at Mona. After lunch the pilot prepared the aircraft for the return flight but chocked the aircraft with 2 bricks he found nearby as he had not brought his own chocks. He primed the engine and tried to start it by swinging the propellor, the engine fired but then stopped. Thinking he had overprimed the engine he decided to dry crank the engine, this involved switching off the magnetos, opening the throttle and rotating the engine by hand. During this procedure he was distracted by 2 bystanders who offered assistance and asked questions about the aircraft. The pilot stated that this distraction caused him to lose concentration and when he subsequently switched the magnetos on he omitted to close the throttle. On the first swing of the propellor the engine fired and the RPM rapidly increased, the left wheel began to move and the pilot immediately ran to and took hold of the right wingtip. This caused the aircraft to rotate around him with increasing speed. Onlookers came to assist but unfortunately one was hit by the left wing and knocked to the ground, fortunately he was only winded. Eventually the pilot lost his grip and the aircraft set off across the grass, both wings were torn off when the aircraft went through a gap between a building and a large metal container, the fuselage came to rest tail high against the ATC Tower building.



[Dick Thomas Collection]

Pilot		?	Ok
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Saturday 11th February 1995

G-AYPJ	-	PA-28 Cherokee	Private	
G-BUZM	-	Microlight	Private	
G-BCZN	-	Cessna 150	Private	
G-BBUE	-	Grumman	Private	
G-BDLS	-	Grumman	Private	
G-BVVN	-	Colibri	Private	
N8153E	-	PA-32 Arrow IV	Private	
G-PRAG	-	Colibri MB2	Private	
G-WYNS	-	Pulsar XP	Private	
G-AXJV	-	PA-28 Cherokee	Private	
G-BGIB	-	Cessna 150	Private	
G-BUGE	-	Bellanca	Private	
G-BPHO	-	Taylorcraft	Private	

Sunday 26th March 1995

G-AYPJ	-	PA-28 Cherokee	Private	
G-BUZM	-	Microlight	Private	Avid Flyer
G-BCZN	-	Cessna 150	Private	
G-BBUE	-	Grumman AA.5	Private	
G-BDLS	-	Grumman	Private	

G-BVVN	-	Colibri	Private	
N8153E	-	PA-32 Arrow IV	Private	
G-PRAG	-	Colibri MB2	Private	
G-WYNS	-	Pulsar XP	Private	
G-AXJV	-	PA-28 Cherokee	Private	
G-BGIB	-	Cessna 152	Private	
G-BUGE	-	Bellanca	Private	
G-BPHO	-	Taylorcraft	Private	
G-BAGR	-	Robin DR400	Private	
G-ASIB	-	Cessna 172	Private	

Tuesday 8th August 1995 [VAS]

		Hawk T.66	Swiss AF	Circuits, see Valley 1995
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Wednesday 9th August 1995 [VAS]

XV299	299	Hercules C.3	LTW	'DOGFISH1' low pass
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Thursday 10th August 1995 [VAS]

XX288	[DX]	Hawk T.1A	208[R]Sqn	
<p>Veered off to the left of the runway and on to the grass during a touch & go at Mona. The student pilot selected full power but decided the aircraft would not become airborne and ejected. The pilotless aircraft hit a rocky outcrop near 'Hen Siop' at Bodffordd. The wreckage was eventually removed 15.8</p>				
Pilot	S/Lt	I Lambert [RN]		Ejected Ok

Monday 26th February 1996 [VAS]

ZA367	II	Tornado GR.1A	2 Sqn	PD
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Thursday 28th November 1996 [VAS]

G-AJRE	-	Autocrat	Private	
G-BGIB	-	Cessna 152	Private	
G-PRAG	-	Colibri	Private	
G-BBUE	-	AA-5 Traveller	Private	
N8153E	-	Arrow	Private	
G-BUGE	-	Bellanca	Private	
G-BCZN	-	Cessna 150	Private	
G-BPHO	-	Taylorcraft	Private	
G-ASIB	-	Cessna 172	Private	

Tuesday 17th December 1996 [VAS]

XX342	2	Hawk T.1	ETPS	PD & circuits
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Tuesday 28th January 1997

XX156	[-]	Hawk T.1	208[R]Sqn	Weather diversion from Valley
XX231	[-]	Hawk T.1W	19[R]Sqn	Weather diversion from Valley
XX312	CF	Hawk T.1W	208[R]Sqn	Weather diversion from Valley

Thursday 10th April 1997 [VAS]

WK800	Z	Meteor D.16	DTEO Llanbedr	PD
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Wednesday 9th July 1997 [VAS]

The Squirrels operated out of Mona due to sea fog at Valley.				
		Squirrel HT.1	DHFS	
		Squirrel HT.1	DHFS	
		Squirrel HT.1	DHFS	

Friday 11th July 1997 [VAS]

OE-AMH	-	DV.20 M/Glider	Private	
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Tuesday 5th August 1997 [VAS]

XV206	206	Hercules C.1P	LTW	Circuits, wing tip pods fitted
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Friday 29th August 1997 [VAS]

XX523	X	Bulldog T.1	10 AEF	Returned to Woodvale
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Thursday 18th September 1997 [VAS]

XX499	G	Jetstream T.1	45[R]Sqn	'CWL71' circuits
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Thursday 9th October 1997 [VAS]

	-	A.109A	8 Flt/AAC	PD 'W6X88' to the Isle of Man
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Friday 21st November 1997 [VAS]

XX324		Hawk T.1A	19[R]Sqn	Fuel diversion from Valley
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Tuesday 6th January 1998 [VAS]

XX205	-	Hawk T.1A	FRADU	'YEOVIL66' circuits
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Monday 26th January 1998 [VAS]

XX325	CE	Hawk T.1A	100 Sqn	'CMC592' circuits
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Friday 30th January 1998 [VAS]

G-MVPM	-	Microlight	Private	
G-BCZN	-	Cessna F150M	Private	
G-BPHO	-	Taylorcraft	Private	
G-AYPJ	-	PA-28 Cherokee	Private	

G-PRAG	-	Colibri	Private	
G-BDLS	-	Grumman AA-1	Private	

Friday 13th February 1998 [VAS]

XX170	DS	Hawk T.1	208[R]Sqn	
Emergency landing PM, hangared over the weekend.				

Saturday 2nd May 1998 [VAS]

G-PRAG	-	Colibri	Private	
G-BCZN	-	Cessna F150M	Private	
G-MWPM	-	Microlight	Private	
G-BSNT	-	Luscombe	Private	

Saturday 25th July 1998 [VAS]

XX523	X	Bulldog T.1	10 AEF	ATC Summer Camp flying
-				
G-BSRK	-	ARV Super 2	Private	
After take-off from Mona the aircraft experienced engine problems, a forced landing was carried out on the Mona showground. There was no damage or injury, the aircraft was towed back to the hangar at Mona.				
Pilot	Mr	Douglas Blare	Ok	

Friday 28th August 1998 [VAS]

XX536	[6]	Bulldog T.1	10 AEF	'UAM12'
XX523	X	Bulldog T.1	10 AEF	'UAM26'
XX536 arrived to drop off a pilot for XX523, both then departed back to Woodvale. This was the end of the ATC Summer Camp air experience flights for 1998.				

Tuesday 6th October 1998 [VAS]

XX252	-	Hawk T.1	RAFAT	'RED11' circuits
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Wednesday 25th November 1998

XX491	K	Jetstream T.1	45[R]Sqn	Circuits, see 'CWL67' at Valley
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Saturday 30th January 1999 [VAS]

G-BAXU	-	Cessna F150L	Private	
G-BSNT	-	Luscombe	Private	
G-BCZN	-	Cessna F150M	Private	
G-PRAG	-	Colibri	Private	
G-AJRE	-	Auster J-1	Private	
G-AYPJ	-	PA-28 Cherokee	Private	
G-MVPM	-	MW-6 Merlin	Private	

May 1999 [VAS]

G-EGUL	-	Christen Eagle	Private	Resident for the whole of May
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Thursday 10th June 1999 [VAS]

XX660	A	Bulldog T.1	LUAS	PD
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Sunday 5th September 1999 [VAS][JdP]

BDFC [British Disabled Flying Club] Open Day.				
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XX345	345	Hawk T.1	4 FTS	NSPCC markings
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[Joop de Groot]

ZJ240	U	Griffin HT.1	SARTU	
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[Joop de Groot]

XZ594	-	Sea King HAR.3	22 Sqn	
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[Joop de Groot]

		Bonanza	Private	
6136	205	Stearman Kaydet	Private	[G-BRUJ]



[Joop de Groot]

Tuesday 14th December 1999 [VAS]

N95D	-	PA-34 Seneca	Private	
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Tuesday 14th March 2000 [VAS]

ZF137	137	Tucano T.1	1 FTS	'CORDITE1'
ZF372	372	Tucano T.1	1 FTS	'CORDITE2'
ZF295	295	Tucano T.1	1 FTS	'SAVIC1/LOP69'
ZF169	169	Tucano T.1	1 FTS	'SAVIC2'

Sunday 3rd September 2000 [VAS]

BDAC [British Disabled Flying Club] Open Day.				
RA-4473	-	Yak 52	Private	
G-MVTD	-	MW-6 Merlin	Private	
N38049	-	Bonanza	Private	
G-PRAG	-	colibri	Private	
G-BCZN	-	Cessna F150M	Private	

G-MVPM	-	MW-6 Merlin	Private	
G-AWOA	-	MS880B Rallye	Private	
G-BRVL	-	Pitts S-1C	Private	
G-BSRK	-	ARV-1	Private	
G-BXYZ	-	Commander	Private	
G-AVPR	-	PA-30 T Commanche	Private	
G-LEEE	-	Jabiru	Private	
N253	-	Stearman	Private	6136
330485	-	Cub	Private	
XX323	-	Hawk T.1A	74[R]Sqn	
G-BHEG	-	Jodel Mascaret	Private	
G-LADI	-	PA-30 T Comanche	Private	
G-BUZM	-	Speedwing	Private	
G-BYCA	-	PA-28 Cherokee	Private	
G-MYGM	-	Challenger II	Private	
G-AYPJ	-	PA-28 Cherokee	Private	
		4x Hawk T.1	74[R]Sqn	Airfield attack
	-	Sea King HAR.3	22 Sqn	Displayed
G-NWPS	-	EC.135T1	N Wales Police	

Wednesday 10th January 2001 [VAS]

		Harrier GR.7	1 Sqn	'STRIKER' flew 2 circuits
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Thursday 18th January 2001 [VAS]

F-GHVF	-	Merlin IV	Private	
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Thursday 3rd May 2001 [VAS]

		3x Hercules C.	LTW	PD on 04
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Monday 24th September 2001 [VAS]

XX205		Hawk T.1A	208 Sqn	
Landed at Mona 16:30 with a suspected fuel leak.				

Tuesday 4th February 2003

G-FLYY	-	Strikemaster 80A	Global	'SPEEDBIRD2' refuel
G-UNVR	-	Strikemaster 87A	Global	'SPEEDBIRD1' refuel

Wednesday 26th February 2003

G-FLYY	-	Strikemaster 80A	Global	'SPEEDBIRD2' refuel
G-UNVR	-	Strikemaster 87A	Global	'SPEEDBIRD1' refuel

Friday 18th July 2003

WV372		Hunter T.7	Delta Jets	N/stop plus local flights
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WV318		Hunter T.7B	Delta Jets	N/stop plus local flights
XW422		JP T.5A	Delta Jets	N/stop plus local flights
G-YAKB		Yak 52	Private	N/stop plus local flights

Monday 15th September 2003

XX350		Hawk T.1A		
Whilst carrying out rollers at Mona on Runway 22 it suffered a problem and ended up in the arrestor barrier but short of the old A5 road. Very little damage and the aircraft was recovered back to Valley later in the week.				

Tuesday 24th August 2004

D-EWPG	-	Robin R3000	Private	To St Athan
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Thursday 7th July 2005

		Tornado F.3		Circuits
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Friday 18th November 2005

XX312	312	Hawk T.1	208[R]Sqn	
Whilst carrying out circuits at Mona it veered off the runway and into the grass, stopped in front of the ATC tower. Suspected engine surge followed by an aborted take-off. Still present 21.11, a temporary inflatable hangar had been erected whilst the engineers removed the engine.				

Wednesday 11th October 2006

XX196	196	Hawk T.1A	4 FTS	
Barrier engagement on Runway 22 mid-afternoon. Stopped short of the old A5 road, no major damage, and no ejection.				

Friday 20th June 2008 [VAS]

		Hercules C.3P	LTW	PD 'RRR670'
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Sunday 25th January 2009

N300AQ	-	Learjet 45	Private	
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[Tudor Rowlands]

Friday 13th September 2013

XX250	250	Hawk T.1	208[R]Sqn	
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Following a birdstrike [seagulls] at Mona the aircraft engaged the far end barrier ending up nose up in waterlogged grass. Later removed to the Mona Flying Club hangar.



[Valley Aviation Society]

Instr			Ok
Student			Ok

Monday 27th March 2023

G-SHMB	-	L.39 Albatross	Private	Circuits from Blackpool
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Thursday 18th January 2024

G-HEWI	-	Piper Cub	Private	Departed to Sleep
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Saturday 10th February 2024

G-BOOW	-	Aerosport Scamp	Private	
Crashed at Cae Bach Aur, Bodffordd after possible engine failure at approx. 13:40.				
Pilot			Ok	

Monday 4th March 2024

G-VERO	-	PA-46	Private	Departed from Mona.
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Friday 7th June 2024

2-REDY	-	TBM-910	Private	From Southend at 11:50
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Monday 3rd February 2025

The following 72 Sqn Texans operated into Mona & stayed overnight: ZM323 'VYT94' ZM328 'VYT73' ZM331 'VYT14' ZM342 'VYT77'				

Tuesday 4th February 2025

The following Texans operated out of Mona, see also 3.2 ZM323 'VYT80' ZM328 'SWIFT1' ZM332 'VYT73'				

Wednesday 5th February 2025

The following 72 Sqn Texans operated from Mona: AM 'SWIFT1/2' ZM331 + ? & 'ROCKET1/2' ZM342 + ? PM – all landed back at Valley. ZM323 'VYT76' ZM328 'VYT91' ZM331 'VYT67' ZM332 'VYT68' ZM342 'VYT66' ZM343 'VYT81'				

Friday 28th November 2025

ZM330	-	Texan T.1	72 Sqn	'SWIFT1'
ZM332	-	Texan T.1	72 Sqn	'SWIFT2'
ZM343	-	Texan T.1	72 Sqn	'SWIFT3'
All three arrived from Marham, see 2.12.25				

Tuesday 2nd December 2025

ZM330	-	Texan T.1	72 Sqn	'VYT91'
ZM332	-	Texan T.1	72 Sqn	'VYT94'
ZM343	-	Texan T.1	72 Sqn	'VYT87'
All three departed back to Valley via a local sortie, see 28.11.25				