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RAF Valley

Aircraft Movements

1950

CREDITS:

Air Historical Branch/International Bomber Command Centre
National Archives/N Dunningham/Steve Kelly/Graeme Pickering
Tudor Rowlands/Dick Thomas/Ulster Mail

UPDATE V2

Airshow Flying Programme front cover.
Air 28/1145 added.
Additional logbook movements.

SUMMARY

Abbreviations

A&AEE	Aeroplane & Armament Experimental Establishment
AFEE	Airborne Forces Experimental Establishment
AG	Air Gunner
BS/BW	Bombardment Squadron/Wing [USAF]
CFS	Central Flying School
CN&CS	Central Navigation & Control School
DFC	Distinguished Flying Cross
FCCS	Fighter Command Communications Squadron
FE	Flight Engineer
MoS	Ministry of Supply
M/P	Master Pilot

MU	Maintenance Unit
NAS	Naval Air Squadron
Nav	Navigator
OCU	Operational Conversion Unit
PD	Practice Diversion, normally an approach to the runway in use.
RFS	Refresher Flying School
RNAMY	Royal Naval Aircraft Maintenance Yard
R/Op	Radio Operator
SF	Station Flight
Sig	Signaller
Sqn	Squadron

1950

Improvements made to Hangars and Buildings at Valley.

January 1950 [AIR 27/2400/13]

	UT-	Beaufighter TT.10	17 Sqn	Based at Chivenor
<p>No specific dates in January apart from not on the 16-24.1 A Beaufighter was on standby for use with Army Co-operation at Ty Croes. This was a top priority tasking and 16:35hrs were flown during the month. Due to the range from Chivenor some flights were re-fuelled at Valley. [During 1950 17 Sqn were operating: RD862:UT-3 RD849:UT-4 RD807:UT-5 SR919:UT-6 RD771:UT-7 RD867:UT-8 RD761:UT-9 RD751:UT-10 RD754]</p>				

Sunday 1st January 1950 [AIR 28/1145]

		Hastings C.1		Diversion
Diversion on 3 engines from Topcliffe.				

Monday 9th January 1950 [AIR 27/2526/10][IBCCA][AIR 28/1145]

TG602	A	Hastings C.1	241 OCU	F/L Slater from & to Dishforth
		Hastings C.1	[241 OCU]	PD from Dishforth
		York C.1	[241 OCU]	PD from Dishforth
		York C.1	[241 OCU]	PD from Dishforth
[RE362]	KC-W	Lincoln B.2	617 Sqn	Weather diversion, P3 Evans
[RA712]	KC-Z	Lincoln B.2	617 Sqn	Weather diversion, P1 Jude
		Lincoln B.2		Diversion from Binbrook
Weather diversions from Binbrook, all returned to Binbrook 10.1				

Wednesday 11th January 1950 [AIR 28/1145]

		3x Anson	[CNCS]	
From Shawbury for BABS training.				

Thursday 12th January 1950 [AIR 28/1145]

WA591	KR-W	Meteor T.7	226 OCU	From Stradishall F/O Davis
Heavy landing on 20 at 12:02, port undercarriage collapsed and swung off the runway. Repaired by Glosters. This aircraft is still flying in the USA as NX313Q [ex. G-BWMF]				
		Anson		PD night circuits from Hawarden
		Lincoln		Diversion from Scampton

Friday 13th January 1950 [AIR 28/1145]

		Hastings C.1	[241 OCU]	From Dishforth
		Mosquito		P2 Wilks
Diversion on 1 engine at 12:48 from Brize Norton.				

Thursday 19th January 1950 [AIR 28/1145]

		Valetta		Diversion F/L Best
Diversion from North Luffenham, stayed 2 nights due to bad weather at base.				

Friday 20th January 1950 [AIR 28/1145]

		Anson		PD + circuits from Hawarden
		Anson		PD + circuits from Hawarden

Monday 23rd January 1950 [AIR 28/1145]

		Hastings C.1	[241 OCU]	PD + circuits from Dishforth
		Hastings C.1	[241 OCU]	PD + circuits from Dishforth
		York C.1	[241 OCU]	PD + circuits from Dishforth
		Hastings C.1	[241 OCU]	Diversion from Dishforth
		York C.1	[241 OCU]	Diversion from Dishforth
The 3 Hastings and 1 York later departed back to Dishforth.				

Tuesday 24th January 1950 [AIR 28/1145]

		York C.1	[241 OCU]	To Dishforth, see 23.1
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Thursday 26th January 1950 [AIR 28/1145]

		Hastings C.1	[241 OCU]	PD + circuits from Dishforth
		Hastings C.1	[241 OCU]	PD + circuits from Dishforth
		York C.1	[241 OCU]	PD + circuits from Dishforth
		York C.1	[241 OCU]	PD + circuits from Dishforth

Tuesday 31st January 1950 [AIR 27/2431][AIR 28/1145]

		Meteor F.4*	74 Sqn	F/L Lynes
		Meteor F.4*	74 Sqn	F/L Crossman
		Meteor F.4	74 Sqn	F/L Tedder N/stop
		Meteor F.4	74 Sqn	F/O Cottam N/stop
*The first two departed back to Horsham St. Faith [Norwich] same day. The other 2 night stopped due to bad weather at Horsham St Faith.				

		Harvard	[6 FTS]	Diversion from Ternhill
		Prentice	[6 FTS]	Diversion from Ternhill

February 1950 [AIR 27/2400/13]

	UT-	Beaufighter TT.10	17 Sqn	Based at Chivenor
No specific dates in February but a Beaufighter was on standby for use with Ty Croes. This was a top priority tasking and 9:15hrs were flown during the month. Due to the range some flights were refuelled at Valley.				

Wednesday 1st February 1950 [AIR 27/2431]

		Meteor F.4	74 Sqn	To Horsham St. Faith, see 31.1
		Meteor F.4	74 Sqn	To Horsham St. Faith, see 31.1

Thursday 2nd February 1950 [AIR 28/1145]

		Wellington	[201 AFS]	Diversion
Diverted on 1 engine with magneto problems from Swinderby.				

Tuesday 21st February 1950 [AIR 27/2468/56]

RF307		Lancaster [GR.3]	210 Sqn	Diversion, P.2 Miller
Diversion on 3 engines whilst flying St Eval-Leuchars, later departed to St Eval same day.				
		Lancaster [GR.3]	210 Sqn	P/O Holden
Routed: St Eval-Valley-Leuchars-St Eval, picked up the crew of RF307.				

Wednesday 22nd February 1950 [AIR 28/1145]

		Anson	[2 ANS]	Diversion
Weather diversion from Middleton St George.				
		Hastings C.1	[241 OCU]	Weather diversion from Dishforth

Monday 27th February 1950 [AIR 27/2402/4]

RD758	[TH-L]	Beaufighter TT.10	20 Sqn	Delivery from St Athan [32 MU]
RD783	[TH-K]	Beaufighter TT.10	20 Sqn	Delivery from St Athan [32 MU]
2 out of 4 to replace the Martinets. All 4 [RD546:TH-N & RD815 were the other two] were present by March 1950, see 1.3 & 29.3.				

March 1950 [AIR 27/2389/2][AIR 27/2400/13]

	[7B-]	Beaufighter TT.10	5 Sqn	
Forced landing at Valley after experiencing engine problems whilst flying an Army Co-operation flight with Ty Croes. No specific date mentioned. [In 1950 5 Sqn were operating RD566:7B-O RD577:7B-P RD693:7B- RD806:7B- RD812:7B-N RD854:7B-[?]]				
	UT-	Beaufighter TT.10	17 Sqn	Based at Chivenor
No specific dates in February but a Beaufighter was on standby for use with Ty Croes. This was a top priority tasking and 7:35hrs were flown during the month. Due to the range some flights refuelled at Valley.				

Wednesday 1st March 1950 [Roundel 83-04][AIR 28/1145]

RD546	[TH-N]	Beaufighter TT.10	20 Sqn	Delivery
		Hastings C.1	[241 OCU]	Weather diversion from Dishforth

Saturday 4th March 1950 [AIR 28/1145]

		Spitfire		Diversion from Woodvale 15:25
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Tuesday 7th March 1950 [AIR 28/1145]

		Beaufighter		Diversion
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Sunday 12th March 1950 [AIR 28/1145]

		Spitfire		Diversion from Woodvale 15:15
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Wednesday 15th March 1950 [rafweb.org][AIR 28/1145]

		Lincoln		Diversion from Hemswell/Scampton
		Lincoln		Diversion from Hemswell/Scampton

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RF511	[SN-]	Lincoln B.2	230 OCU	
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Whilst diverting from Scampton to RAF Valley it flew into high ground in Cwm Llafar, Carnedd Llewelyn [OS 107/679638] above Bethesda. All 6 crew were killed. Valley were first notified at 02:55 by Bethesda Police of a crash. The MRT were deployed at 03:25 and reached Bethesda at 04:05. At 05:20 the MRT advanced party with 4 members plus the SMO located the crash site, 4 bodies were initially found with the other 2 found after the fire had reduced. At 19:00 the bodies were deposited at the Bethesda Mortuary with assistance from RAF Llanberis. A crash guard was positioned at 22:30 until 19.3

Some of the wreckage is seen here in 1974.



Wing spar section.



2 of the Rolls-Royce Griffon engines.
[Both: Tudor Rowlands]

Pilot	S/L	John Talbot Lovell Shore	32 [buried Battle]
Nav	F/L	Cyril Alfred Lindsay	26 [buried Willesden]
FE	Eng II	Ronald Albert Forsdyke DFC	29 [buried Maeshyfyrd]
AG	Gnr I	Robert Henry Wood	27 [buried Willesden]
AG	Gnr II	Godfrey Leo Cundy	27 [buried Huyton]
R/Op	Sig III	Harold Henry Charman	22 [buried Maeshyfyrd]



Maeshyfyrd, Holyhead.
[Hywel Evans]



Maeshyfyrd, Holyhead.
[Hywel Evans]

Monday 20th March 1950 [AIR 28/1145]

		Auster		Weather diversion from Dublin
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Thursday 23rd March 1950 [F78]

TB899	TH-P	Spitfire LFXVIe	20 Sqn	
F78 mentions CAT.4 damage on this date, see also 2.6.50				

Tuesday 28th March 1950 [AIR 28/1145]

		Expeditor	[FAA]	Diversion from St Eval
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Wednesday 29th March 1950 [Roundel 84-10]

RD815	[TH-]	Beaufighter TT.10	20 Sqn	Delivery
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Monday 3rd April 1950 [F78]

TE344	TH-G	Spitfire LFXVI	20 Sqn	Delivery from ?
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Thursday 13th April 1950 [AIR 28/1145]

		3x Lincoln		Diversions from Scampton
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Monday 17th April 1950 [AIR 27/2468/60][AIR 28/1145]

RF307	OZ-	Lancaster GR.3	210 Sqn	Diversion, F/L Kozlowski
RE165	OZ-	Lancaster GR.3	210 Sqn	Diversion, M/P Sneller
Both weather diversions from St Eval, departed 18.4. Valley ORB mentions 16.4				

Tuesday 18th April 1950 [AIR 27/2468/60]

RF307	OZ-	Lancaster GR.3	210 Sqn	To St Eval, see 17.4
RE165	OZ-	Lancaster GR.3	210 Sqn	To St Eval, see 17.4

Wednesday 19th April 1950 [AIR 28/1145]

		4x Anson	[2 ANS]	Diversions
		4x Wellington	[2 ANS]	Diversions
The Ansons & Wellingtons were weather diversions from Middleton St George.				

Tuesday 2nd May 1950 [AIR 27/2468/62][AIR 28/1145]

ED268		Oxford I	[210 Sqn]	P.1 Foley from & to St Eval
Or St Eval Station Flight ?				
		Lancaster	[CNCS]	PD BABS training from Shawbury

Monday 8th May 1950 [AIR 28/1145]

		4x Wellington	[2 ANS]	Diversions
Diverted from Middleton St George, departed 9.5				
		2x Firefly	[NAS]	Diversions

Thursday 11th May 1950 [GP/UM]

X7396		Dominie I	MoS	[RAE Farnborough]
Routed: Farnborough-Valley-Sydenham.				

Friday 12th May 1950 [AIR 28/1145]

		Lincoln		Diversion from Waddington
		4x Wellington	[201 AFS]	Diversion from Swinderby

Sunday 14th May 1950 [AIR 28/1145]

		Wellington	[201 AFS]	Diversion from Shawbury
Diverted with flap failure.				

Monday 15th May 1950 [GP/UM][AIR 28/1145]

The Pig Farm by the RAF Valley Main Gate started selling their first Pigs! The Pig Farm is where 'Spotter's Car Park' is now [2025]				
SX230		Seafire F.17*	RNAMY	From Belfast Sydenham to ?
SX307		Seafire F.17*	RNAMY	From Belfast Sydenham to ?
*Delivery flights.				

Tuesday 16th May 1950 [AIR 28/1145]

Anglesey Airways commenced a night Army Co-operation contract at Tonfannau.				
		Gemini	AA	See above

Tuesday 30th May 1950 [AIR 28/1145]

		Privateer	USN	Diversion
Diversion enroute Port Lyautey-Ballykelly, departed later same day.				

Thursday 1st June 1950 [AIR 28/1145]

G-AKHB		Gemini	AA	[Gallagher]
Night Army Co-operation with Tonfannau.				

Friday 2nd June 1950 [AIR 27/2402/4][AIR 28/1145]

TE344	TH-G	Spitfire LFXVI	20 Sqn	
Inadvertent wheels-up landing at Valley on 20, repaired locally. Also quoted as TE344 but TB899:TH-P is also mentioned in the Valley ORB. [F78 for TB899 mentions being repaired on site after an incident 23.3.50]				
Pilot	F/L	W D James	Ok	

Wednesday 7th June 1950 [GP/UM][AIR 28/1145]

VR371	-	Sturgeon TT.2	AFEE	Diversion
Weather diversion from Belfast. It was routing from Beaulieu to Shorts, Belfast Sydenham.				
		Anson		
Routed: Woodley-Jurby, refuel stop at Valley.				

Friday 9th June 1950 [AIR 28/1145]

Numerous civil aircraft from & to IoM for the TT Races.				

Saturday 10th June 1950 [AIR 28/1145]

		?x		ATC experience flying
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Sunday 11th June 1950 [IBCCA][AIR 28/1145]

VV298		Anson C.19	9 RFS	Mr Stokes
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		?x		ATC experience flying
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Monday 12th June 1950 [AIR 27/2402/4][AIR 28/1145]

TD266	TH-A	Spitfire LFXVle	20 Sqn	
During take-off, a 'thump' was felt, once airborne an inspection revealed that the port tyre & wheel were missing. A wheels up landing was carried out ok. Beyond local repair.				
Pilot	F/L	N G Alderdice	Ok	

Wednesday 14th June 1950 [AIR 28/1145]

G-AELX	-	Aeronca Master	R R Ward	Diversion
Diversion whilst enroute IoM Ronaldsway-Blackpool, Squires Gate. This aircraft subsequently ditched between IoM & Blackpool on 9.6.51, the owner Robert Ronald Ward was killed.				

Thursday 15th June 1950 [AIR 28/1145]

		Vega Gull		D Little
Routing Dublin-Oxford, then took part in the King's Cup Race.				
G-AKHB	-	Gemini	AA	Night Army Co-op at Tonfannau

Wednesday 21st June 1950 [AIR 28/1145]

G-AKHB	-	Gemini	AA	Army Co-op at Tonfannau
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Thursday 29th June 1950 [AIR 28/1145]

Based noted: Oxford of 20 Sqn [F/L Davies] carried out a SAR search for a canoe adrift, nothing seen.				

Friday 30th June 1950 [AIR 28/1145]

G-AKHB	-	Gemini	AA	Night Army Co-op at Tonfannau
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Friday 7th July 1950 [AIR 28/1145]

		4x Wellington	[201 AFS]	Diversions from Shawbury
Arrived between 03:15-45Z				

Friday 14th July 1950 [AIR 27/2505][AIR 28/1145]

[KF374]	[LO-Y]	Harvard T.2B	602 Sqn	Renfrew to Chivenor
[KF389]	[LO-X]	Harvard T.2B	602 Sqn	Renfrew to Chivenor
KF584	LO-X	Harvard T.2B*	602 Sqn	From Renfrew [F/O E G Ross]
*Damaged due to ground looping whilst landing, wing tip damaged. Departed to Chivenor 20.7 [F/L Askins], 602 Sqn were enroute to their Annual Camp at Chivenor.				

Tuesday 18th July 1950 [F78]

RW389	TH-	Spitfire LFXVI	20 Sqn	Delivery from 29 MU
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Thursday 20th July 1950 [AIR 27/2448/1][AIR 27/2448/2]

RE358	SR-	Lincoln B.2	101 Sqn	P/O McMasters
SX981	SR-	Lincoln B.2	101 Sqn	P2 Matejski
Both 101 Sqn were from Binbrook to Hemswell.				
[KF584]	LO-[X]	Harvard T.2B	602 Sqn	F/L Askins to Chivenor, see 14.7.50

Saturday 29th July 1950 [AIR 27/2505]

	LO-	Harvard T.2B	602 Sqn	Chivenor to Renfrew, see 14.7
	LO-	Harvard T.2B	602 Sqn	Chivenor to Renfrew
	LO-	Harvard T.2B	602 Sqn	Chivenor to Renfrew

Monday 31st July 1950 [AIR 28/1145]

RAF Valley became the parent unit for RAF Llandwrog.				

August 1950

Dave Ballard was stationed at Valley from August 1950 to August 1951 with 20 Sqn, here are some images from his time at Valley.



Spitfire XVI TE345:TH-M 20 Sqn on what is now ASP.3



Spitfire XVI TD323:TH-F 20 Sqn heads a line on what is now ASP.3



Beaufighter TT.10 20 Sqn with Vampire F.3 VT868:TH-O 20 Sqn on the right.



Vampire F.3 VT868:TH-O & ? :TH-C 20 Sqn.





Barrack Blocks.



Airmens Mess [Dick Thomas Collection]

Additionally, Walter Grindrod was also posted to Valley in August 1950 to 20 Sqn. He was part of the Permanent Duty Crew as Valley was a Master Diversion Airfield and would accept aircraft at any time weather permitting. The Duty Crew consisted of a Corporal and 6 Airmen of various trades. He remembers driving a three-wheeler refuelling truck with the cab at the back. He would normally work during the week & go back to Bury his home town on weekends.

As Duty Crew they dealt with all the visiting/diverting aircraft. Most of the civil aircraft were transitting through to or from Ireland. They normally didn't refuel the civil aircraft but if required they would expect a 'tip' Most of the work was turning round RAF aircraft, the diversions were in the main Wellingtons.

He also remembered that the Station Warrant Officer [SWO] was not a big fan of the Duty Crew as they were excused Parades etc. He tried countless times to have them not being excused duties but never succeeded. To get their own back the Duty Crew would always park any diverting aircraft next to the flagpole, this meant that any Parades would have to march around the aircraft.

Walter's main recollection of Valley though was the cycling from the domestic site to work and being greeted by a Force 8 gale on the railway bridge!

He was posted away from Valley in November 1951 when 20 Sqn was 'privatised' and the aircraft moved to Llanbedr to continue as 5 CAACU [Civilian Anti-Aircraft Co-operation Unit]

Wednesday 9th August 1950 [AIR 27/2408/50][AIR 28/1145]

NP387	[VS-B]	Proctor IV	31 Sqn	A/Cdre Hawtry from Hendon
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Thursday 10th August 1950 [AIR 28/1145]

		?		G/C Marlow from 12 Gp HQ
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Friday 11th August 1950 [AIR 27/2408/50][AIR 28/1145]

NP387	[VS-B]	Proctor IV	31 Sqn	A/Cdre Hawtry to Hendon
		B-50		From & to Sculthorpe
Visit of Gen Aitchison or Hutcheson?				

Saturday 12th August 1950 [AIR 28/1145]

49-0282		B-50D	341 BS/97 BW	
The Commanding Officer arrived in poor weather, the rest of the unit were told to stay at Sculthorpe until the weather cleared.				

Sunday 13th August 1950 [AIR 28/1145]

		9x B-50D	341 BS/97 BW	
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Monday 14th August 1950 [AIR 28/1145]

		3x B-50D	341 BS/97 BW	
The 13 aircraft involved in the detachment were: They were parked on the SW dispersal areas.				
49-0261	-	B-50D	341 BS/97 BW	
49-0270	-	B-50D	341 BS/97 BW	
49-0273	-	B-50D	341 BS/97 BW	
49-0278	-	B-50D	341 BS/97 BW	
49-0282	-	B-50D	341 BS/97 BW	Arrived 12.8
49-0283	-	B-50D	341 BS/97 BW	
49-0284	-	B-50D	341 BS/97 BW	
49-0291	-	B-50D	341 BS/97 BW	

49-0292	-	B-50D	341 BS/97 BW	
49-0298	-	B-50D	341 BS/97 BW	
49-0300	-	B-50D	341 BS/97 BW	
49-0342	-	B-50D	341 BS/97 BW	
49-0345	-	B-50D	341 BS/97 BW	

From Biggs AFB, Texas, they were present until 6.10.50 then moved to RAF Oakington. Serials from Page 62 'Force for Freedom' by M J K Bowyer. They were also present at Valley 29.12.50-2.1.51. Additionally, the Americans set up a GCA [Ground Controlled Approach] Unit at Valley. A rollcall on 30.9.50 revealed 31 Officers, 59 SNCOs & 67 other USAF ranks.

[S/L N J J Dunningham, 20 Sqn pilot recollections:]

'The B-50's arrived to a 300ft cloudbase and took Anglesey over. He remembered Lt/Col 'Buzz' Hemfeld who was a real character. He also attended some of their briefings prior to their long range flights over the Mediterranean & N Africa. The aircraft were parked in the centre of the Airfield and one day a Sargeant gunner whilst cleaning his guns fired a burst inadvertently and was subsequently court martialled and reduced to the ranks. However, within days he was back as a Sargeant. Whilst at Valley they used to drink at a club called 'Aunties' in Rhosneigr, it was noted that they couldn't handle their beer too well'

Saturday 19th August 1950 [AIR 28/1145]

		Anson		Diversion F/L Atkinson
Diverted from Castle Bromwich with low oil pressure.				

Wednesday 23rd August 1950 [AIR 28/1145]

G-AHGL	-	Proctor		Diversion from Dublin
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Friday 25th August 1950 [AIR 28/1145]

American GCA system installed on runway 20.				

Saturday 26th August 1950 [AIR 28/1145]

The B-50's carried out a sortie in bad weather using the newly installed GCA system.				

Monday 28th August 1950 [AIR 28/1145]

Valley becomes a 24/7 Master Diversion Airfield.				

Wednesday 30th August 1950 [AIR 27/2408/50]

NP387	[VS-B]	Proctor IV	31 Sqn	A/Cdre Rhind from Wroughton
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Thursday 31st August 1950 [AIR 27/2408/50][AB]

NP387	[VS-B]	Proctor IV	31 Sqn	A/Cdre Rhind to Hendon
DF186		Tiger Moth	Valley SF	Delivered from 33 MU, Lyneham

NL984		Tiger Moth	Valley SF	Delivered from 12 MU, Kirkbride
Delivery for the Valley Station Flight.				

September 1950 [AHB]

Dated September 1950.

This shows 20 Sqn Personnel in front of a Beaufighter TT.10 and a Spitfire XVI at RAF Valley.



[Crown Copyright, Ministry of Defence]



Another undated image of 20 Sqn with a Spitfire, Vampire & Beaufighter.

Friday 1st September 1950 [AIR 28/1145]

		2x Valetta		Diversions early hours
		2x Wellington		Diversions early hours

Monday 4th September 1950 [AIR 28/1145]

		Wellington		Diversion at 21:57
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Monday 11th September 1950 [AIR 28/1145]

		Anson		'CLOCKHOUSE GOLF'
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Diversion from Bovingdon at 20:03.

Thursday 14th September 1950 [AIR 28/1145]

Submarine HMS Ambush visited Holyhead for 3 days.

TD323

TH-F

Spitfire LFXVI

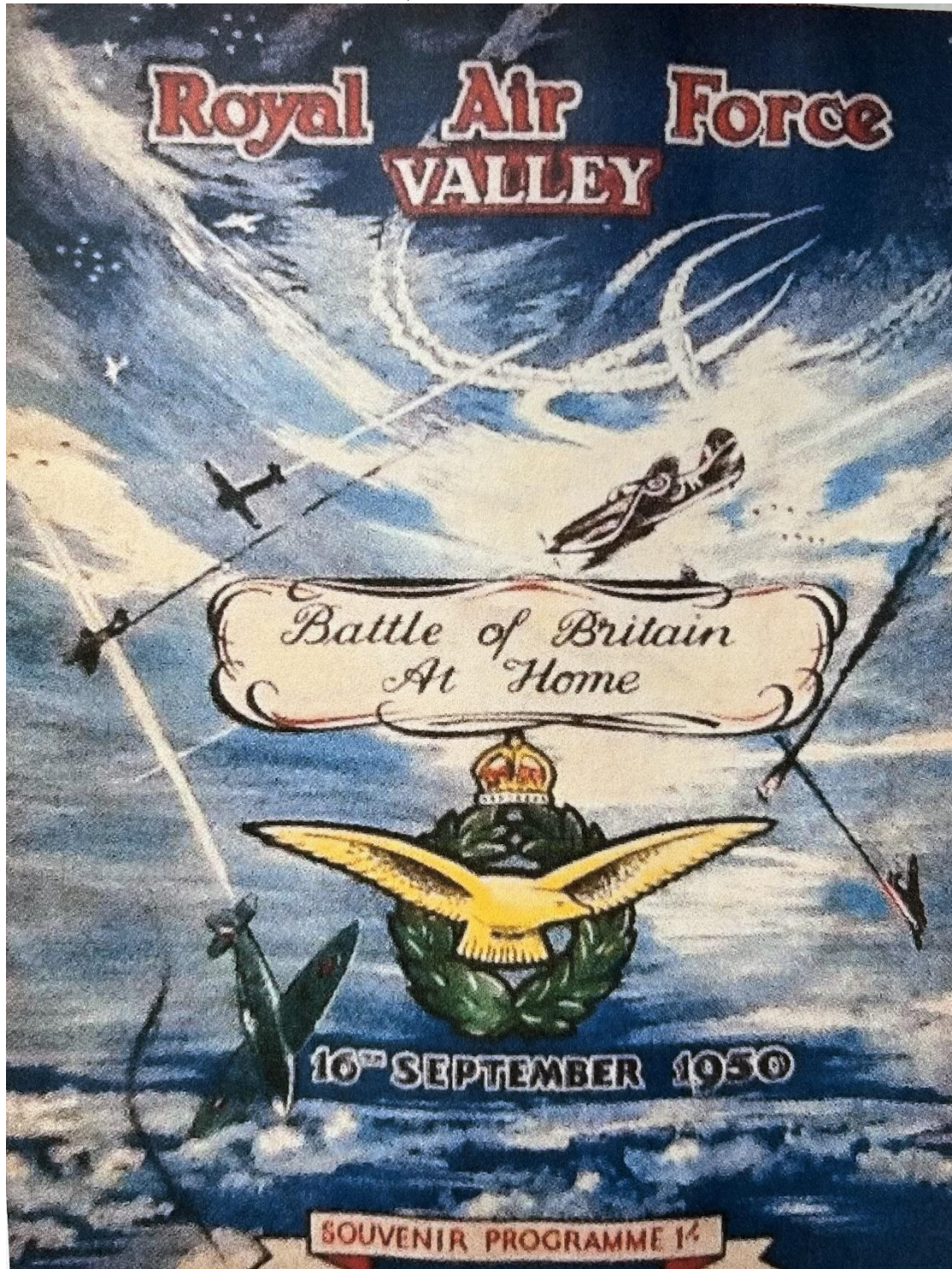
20 Sqn

Delivery from ?

Saturday 16th September 1950 [AB 9/50][AIR 27/2402/4][AIR 27/2420/8]

Battle of Britain at Home Display.

3,000 attended.



[Steve Kelly]				
20 Sqn were due to fly 6 Spitfires, 3 Beaufighters & 3 Vampires for the Display. It was also planned to fly an Air Race with a Vampire/Spitfire/Beaufighter/Tiger Moth all suitably handicapped. Final rehearsals were carried out on Friday 15.9 but sadly on the day the weather was atrocious with low cloud and gale force winds of 65mph.				
RF396	[VN-]	Lincoln B.2	50 Sqn	F/L Hickmott
One 3-engined flypast & one normal flypast, from Waddington.				

Sunday 17th September 1950 [AIR 28/1145]

Gale force winds peaking at 86mph in the early hours.				

Tuesday 19th September 1950 [AIR 28/1145]

The B-50D's of the 341 BS/97 BG started planning to leave Valley, this was due to severe corrosion being experienced. 3 bases were under consideration: Sculthorpe, Coningsby & Oakington. They finally settled on the latter although the move was delayed until October.				

Thursday 21st September 1950 [AIR 27/2570]

Numerous VIP's visited Ty Croes to view a Bofors Gun trial.				
PH830	[51]	Anson C.12	FCCS	F/L Linthane & Judd
GOC-in-C Anti-Aircraft Command from Bovingdon, Gen [Leowen] visited. [General Officer Commander in Chief]				
PH841	CB-H	Anson C.19	31 Sqn	F/L Heriot from & to Hendon

Friday 22nd September 1950 [AIR 27/2526/15]

RN Minesweeper visited Holyhead, Valley helped repair a broken wireless				
RA712	KC-Z	Lincoln B.2	617 Sqn	PD F/L Harrison

Tuesday 26th September 1950 [AIR 28/1145]

Repairs started on the Main Runway. Marquis of Anglesey visited the 341 BS/97 BG.				

Wednesday 27th September 1950 [RT][AIR 28/1145]

WA614	FMK-S	Meteor T.7	203 AFS	'BOXWOOD61'
Declared a PAN with an unserviceable compass and running low on fuel at 09:48. Upgraded to a MAYDAY at 09:53 with a position updated at 10:02 as 5607N W00533. Crew then reported seeing a ship and ditching in St George's Channel at 10:11 but the ship which arrived at 12:48 couldn't recover them due to heavy sea state. At 15:10 one body* was recovered from the sea and taken to Holyhead. Search was resumed the following day and the second body recovered.				
	F/L	Lionel Sydney Harvey	Drowned [buried Llanfair yn Neubwll]	
	P/O	Peter Hubert O'Kelly*	Drowned [buried Fishguard]	



St Mary's Church, Llanfair-yn-Neubwll, near RAF Valley. [Hywel Evans]

Thursday 28th September 1950 [AIR 28/1145]

	[:CW]	Sea Fury [FB.11]	[738 NAS]	'CULDROSE119' weather diversion
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October 1950 [AIR 28/1145][**AIR 16/1387**]

RAF Valley stood by as a diversion Airfield for Exercise Emperor 7-15.10, this included an Oxford on SAR duties. In the event the base was never used, several Hornet aircraft attacked the Station during the Exercise.

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Friday 6th October 1950

The 97 BW departed to RAF Oakington, 11 on 6.10 & last 2 on 8.10 They returned for a few days on 29.12.50.				
49-0261	-	B-50D	341 BS/97 BW	
49-0270	-	B-50D	341 BS/97 BW	
49-0273	-	B-50D	341 BS/97 BW	
49-0278	-	B-50D	341 BS/97 BW	
49-0282	-	B-50D	341 BS/97 BW	
49-0283	-	B-50D	341 BS/97 BW	
49-0284	-	B-50D	341 BS/97 BW	
49-0291	-	B-50D	341 BS/97 BW	
49-0292	-	B-50D	341 BS/97 BW	
49-0298	-	B-50D	341 BS/97 BW	
49-0300	-	B-50D	341 BS/97 BW	
49-0342	-	B-50D	341 BS/97 BW	
49-0345	-	B-50D	341 BS/97 BW	

Tuesday 10th October 1950 [AIR 27/2408/54]

NP387	[VS-B]	Proctor IV	31 Sqn	W/C Abrahams from Hendon
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Wednesday 11th October 1950 [AIR 27/2408/54]

NP387	[VS-B]	Proctor IV	31 Sqn	W/C Abrahams to Hendon
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Wednesday 18th October 1950 [GP/UM]

PH775		Anson C.12	A&AEE	To Sydenham-Boscombe
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Tuesday 24th October 1950 [AIR 28/1145]

		3x Wellington	[CN & CS]	Diversions
Weather diversions from Shawbury.				

Wednesday 25th October 1950 [AIR 28/1145]

		Anson		Diversion
Fuel diversion enroute Halton-Aldergrove.				

Thursday 26th October 1950 [AIR 27/2408/54]

TX177	CB-	Anson C.19	31 Sqn	W/C Scragg from & to Hendon
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Monday 30th October 1950 [IBCCA][AIR 28/1145]

PG233	S	Wellington T.10	CN&CS	Diversion PI Goddard
Routed: Shawbury-Mablethorpe-Ameland-Arnhem-Leiden-Yarmouth-Shawbury and land Valley.				
		Wellington	[CN & CS]	Diversion from Shawbury
		Wellington	[CN & CS]	Diversion from Shawbury
		Wellington	[1 ANS]	Diversion from Hullavington
		Wellington	[1 ANS]	Diversion from Hullavington

Tuesday 31st October 1950 [IBCCA][AIR 28/1145][AVIA 1/24]

LX198		Oxford I	RAE	F/L Roberts from Farnborough
PG233	S	Wellington T.10	CN&CS	To Shawbury, see 30.10
		Dakota	Aer Lingus	Diversion
Diverted enroute Dublin-Northolt, poor weather at Northolt.				
		5x Anson	[1 ANS]	Diversions from Hullavington
		4x Wellington	[CN & CS]	Diversions from Shawbury

November 1950 [AIR 28/1145]

Resurfacing of the Main Runway was 50% complete.				

Wednesday 1st November 1950 [GP/UM][AIR 28/1145]

		York C.1	[241 OCU]	Weather diversion from Dishforth
[LX504]		Oxford	?	To Sydenham
Serial must be wrong as the aircraft was exported to Portugal, possibly PH504 based at Lossiemouth?				

Thursday 2nd November 1950 [GP/UM][AVIA 1/24]

LX198		Oxford I	RAE	F/L Roberts, see 31.10
Routed: Sydenham-Valley-Farnborough.				

Friday 3rd November 1950 [AIR 27/2404/123][AIR 27/2457/124]

KN647		Dakota IV	24 Sqn	Lt Cooper
From and to Northolt 11:40/14:55 with Rt Hon A Henderson, AM Dickson plus 4 others. Arrived to open the new NAAFI Club.				
	Y	Anson C.11	202 Sqn	Diversion, F/L Seeke
Diverted in whilst flying from Aldergrove to Benson due to generator failure.				
		Wellington	[201 AFS]	Weather diversion from Swinderby

Saturday 4th November 1950 [AIR 27/2402/4]

RAF Valley becomes part of 18 Group, Coastal Command. 20 Sqn as part of 12 Group, Fighter Command becomes a 'lodger' unit at Valley.				
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Tuesday 7th November 1950 [AIR 28/1145]

		3x Mosquito	[201 AFS]	Weather diversions from Swinderby
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Thursday 9th November 1950 [GP/UM]

MB412	299:CU	Firefly FR.1	[52 TrAG]	From Sydenham
Reported as :CU tail code but should be :CW ? [TrAG Training Air Group]				

Thursday 16th November 1950 [AIR 28/1145]

		Wellington	[1 ANS]	Weather diversion from Hullavington
		2x Lincoln		Weather diversion from Scampton
		3x Firefly		Weather diversion from Eglinton

Monday 20th November 1950 [AIR 28/1145]

		2x Mosquito	[228 OCU]	Weather diversion from Leeming
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Tuesday 21st November 1950 [GP/UM]

VX310	207:LP	Sea Fury T.20	781 NAS	To Sydenham
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Wednesday 22nd November 1950 [AIR 4/242]

TG535	F	Hastings C.1	241 OCU	F/L Chadwick PD from Dishforth
Carried out circuits & landings before returning to Dishforth.				

December 1950 [AIR 28/1145]

Numerous visits by Hastings from Dishforth for circuit training due to Valley's good weather. The Station experienced a lack of heating in the Barrack Blocks & Office Buildings partly due to the increased use of coal & coke by the USAF Detachment.				

Sunday 3rd December 1950 [GP/UM]

KF142	MB	Harvard T.2B	[CFS]	From Sydenham
FX391	MG	Harvard T.2B	[CFS]	From Sydenham

Monday 4th December 1950 [AIR 27/2468/76][AIR 28/1145]

W6642		Oxford II	210 Sqn	F/O Stinchcombe from & to St Eval
		2x Hastings C.1	[241 OCU]	Diversion from Dishforth

Tuesday 5th December 1950 [AIR 28/1145]

		Anson		
Refuel diversion whilst enroute Hendon-Aldergrove.				

Friday 8th December 1950 [AIR 28/1145][AIR 27/2412]

		Anson		Diversion from Squires Gate
		5x Lancaster	38 Sqn	Arrived for storage
[RF313]	O	Lancaster	38 Sqn	F/L Jennings one of the above 5
Arrived for short term storage before heading back to Malta 29.12 The crews had been participating on a JASS Course at St Eval, leave was taken in the UK with the aircraft held in storage at Valley until their return to Malta. 'O' arrived from Ballykelly. [38 Sqn operated the following Lancasters RF313:O RF269:W ME380:Y]				

Monday 11th December 1950 [AB]

N6859		Tiger Moth	Valley SF	To 608 Sqn, Thornaby see 17.10.49
DF186		Tiger Moth	Valley SF	To 608 Sqn, Thornaby see 31.8.50

Wednesday 13th December 1950 [AIR 28/1145]

		Lancaster	38 Sqn	Departed to Luqa, Malta
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Friday 15th December 1950 [AIR 28/1145]

		Lancaster	38 Sqn	Departed to Luqa, Malta
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Saturday 16th December 1950 [logbook]

[RF313]	O	Lancaster	38 Sqn	Departed to Luqa, Malta
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Monday 18th December 1950 [AIR 27/2392/89][AIR 28/1145]

RE340	MG-	Lincoln B.2	7 Sqn	Diversion, F/S Vose
Diverted from Upwood due to low cloud & poor visibility, landing at 19:10.				
		Lancaster	38 Sqn	Departed to Luqa, Malta

Tuesday 19th December 1950 [AIR 27/2392/89]

RE340	MG-	Lincoln B.2	7 Sqn	To Upwood, see 18.12
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Thursday 28th December 1950 [AIR 27/2468/76]

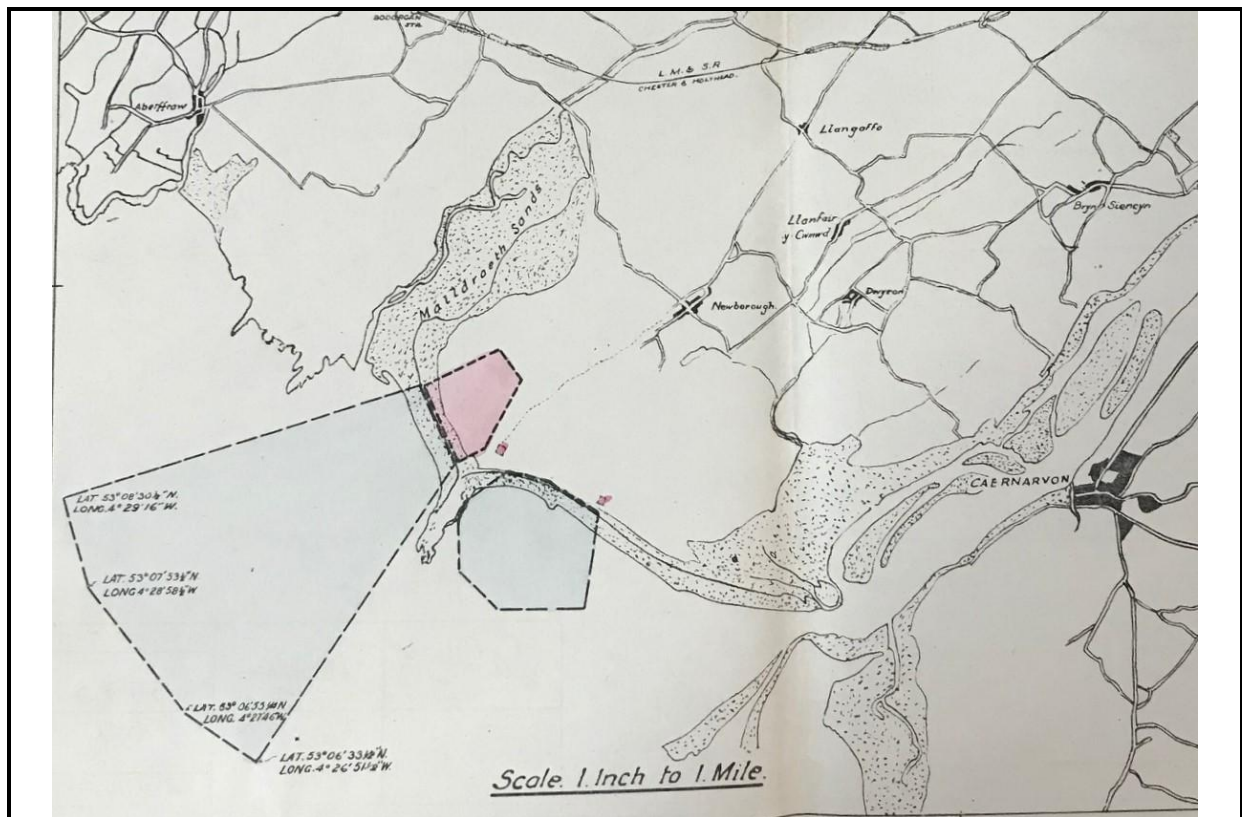
RF169	OZ-	Lancaster [GR.3]	210 Sqn	Delivery, F/S Beart
RF320	OZ-	Lancaster [GR.3]	210 Sqn	Delivery, F/S Foley
210 Sqn ORB says both delivered to Valley from the Sqn Base at St Eval.				

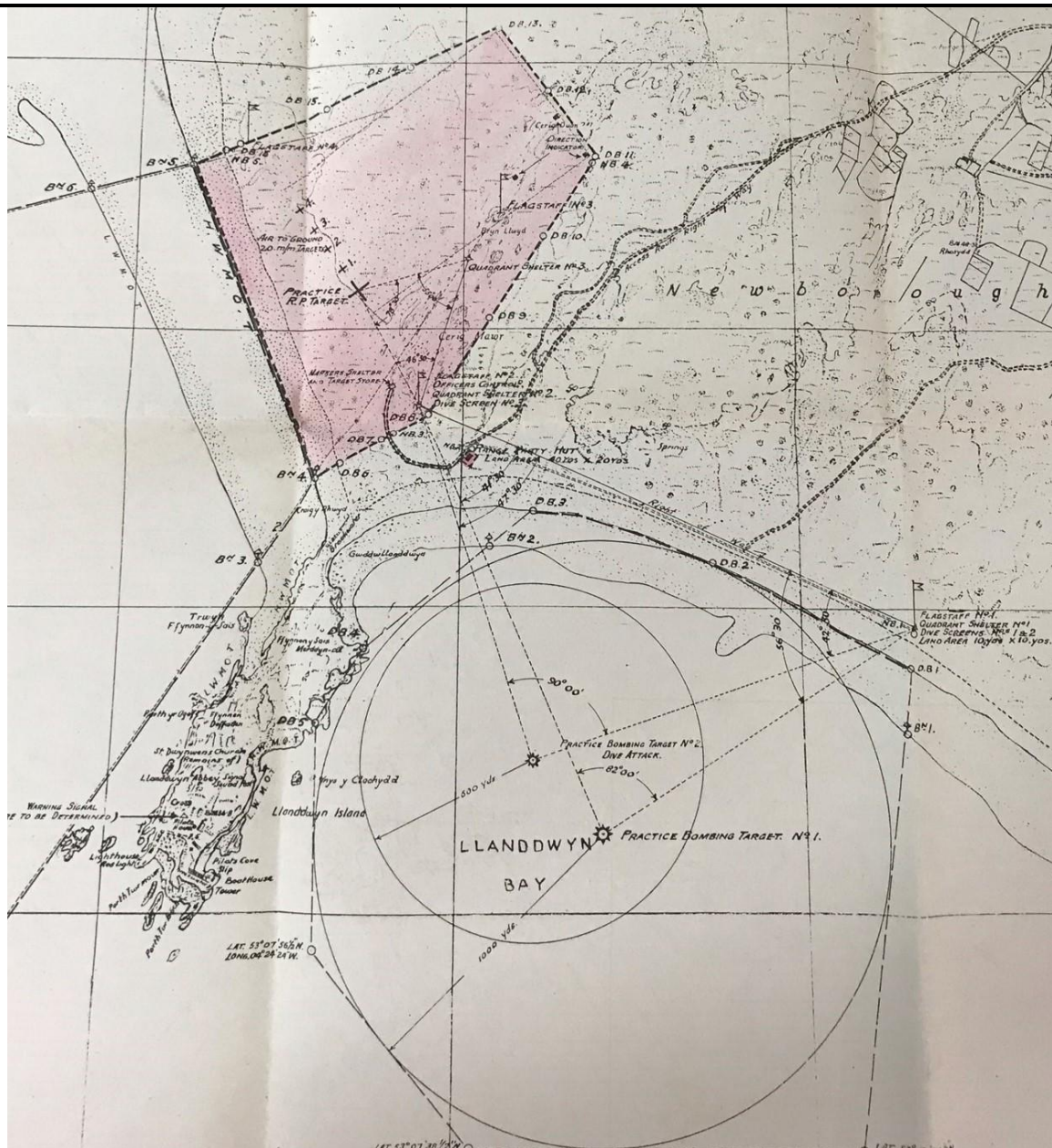
Friday 29th December 1950 [mentioned in 20 Sqn ORB, AIR 27/2402/4][\[AIR 27/2412\]](#)

They departed to Lakenheath 1 st & 2 nd January 1951.				
49-0261	-	B-50D	341 BS/97 BW	
49-0270	-	B-50D	341 BS/97 BW	
49-0273	-	B-50D	341 BS/97 BW	
49-0278	-	B-50D	341 BS/97 BW	
49-0282	-	B-50D	341 BS/97 BW	
49-0283	-	B-50D	341 BS/97 BW	
49-0284	-	B-50D	341 BS/97 BW	
49-0291	-	B-50D	341 BS/97 BW	
49-0292	-	B-50D	341 BS/97 BW	
49-0298	-	B-50D	341 BS/97 BW	
49-0300	-	B-50D	341 BS/97 BW	
49-0342	-	B-50D	341 BS/97 BW	
49-0345	-	B-50D	341 BS/97 BW	
-				
		Lancaster	38 Sqn	Departed to Luqa, Malta
		Lancaster	38 Sqn	Departed to Luqa, Malta

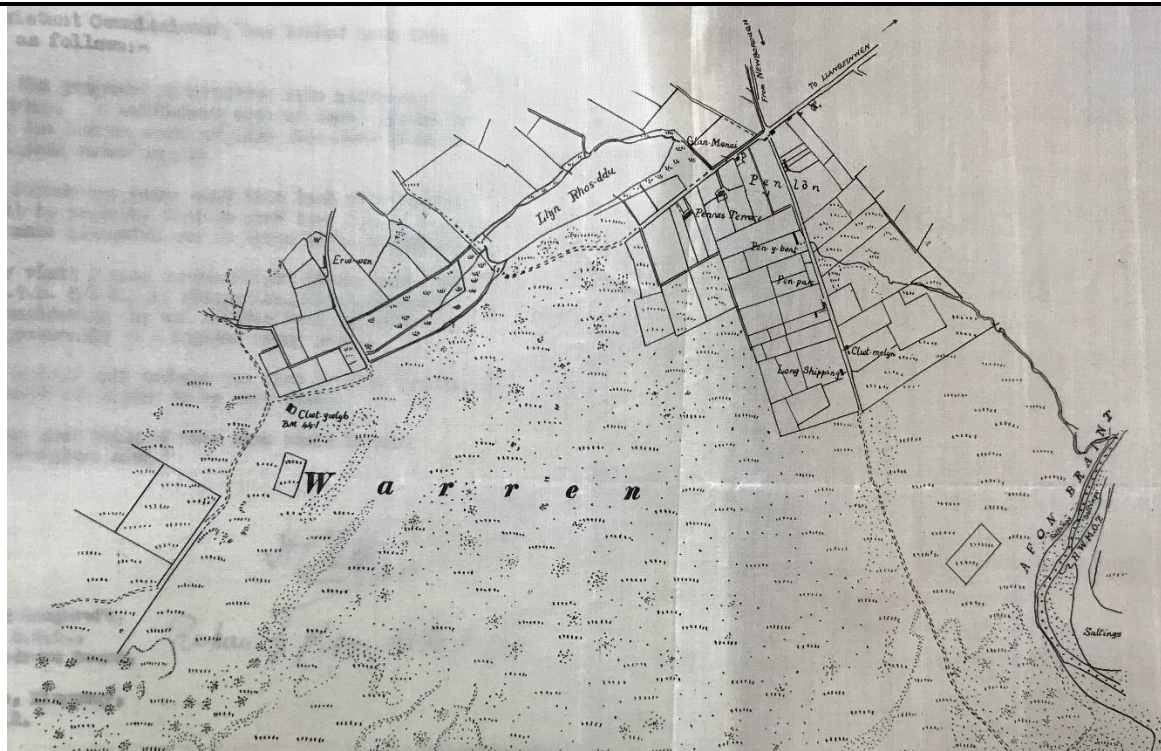
December 1950 [BD 28/3]

Throughout the early 1950's there were plans for a Bombing/Gunnery Range on Llanddwyn Beach near Newborough, ultimately it was turned down due to environmental/scientific issues. These are the plans submitted for the layout.





There had also been plans in 1942 to build an Airfield near Newborough to the South of Llyn Rhos-ddu, eventually the Airfield was built at Mona near Llangefni. [MAF 250/133]



The A4080 Newborough-Dwyran road can be seen top right.

[National Archives]