

Surviving Miles Aircraft, Replicas and components, their present owners and locations around the world, as at December 2023

Airworthy and normally airworthy Miles Aircraft

Southern Martlet



G-AAYX (c/n 202) Richard Shuttleworth Trustees, Old Warden Aerodrome. [Permit Expiry 25.4.24.](#)

M.2L Hawk Speed Six



G-ADGP (c/n 160) Richard Shuttleworth Trustees, Old Warden Aerodrome. [Permit Expiry 22.4.24.](#)

M.2W Hawk Trainer Mk.II



G-ADWT (c/n 215) Karl-Friedemann Gimminger, Munich, Germany. [Permit Expiry 3.8.24.](#)

M.3A Falcon Major



G-AEEG (c/n 216) Shipping & Airlines Ltd, Biggin Hill Airport. [Permit Expiry 19.7.22.](#)



VH-AAT (c/n 193) Michael Stalls, Wangaratta, Victoria, Australia. This was an airworthy surviving Miles Aircraft, that is until it was forced landed at Lilydale on 17.4.20 due to fuel starvation (caused by the owner not cleaning the fuel pipes following a long time in storage, during which the petrol had jellified). The photograph below shows the extensive damage to the port wing and undercarriage following the forced landing.



M.3A/B Falcon Major/Six



EC-ACB (c/n 197) Miles M.3A/B Falcon Major/Six. Identity now confirmed as being c/n 197, which was fitted later with a DH Gipsy Six engine in Spain. Fundacion Infante de Orleans, Cuatro Vientos, Madrid. [Maintained in Airworthy condition.](#) (Javier Malory)

M.11A Whitney Straight



G-AERV (c/n 307) Peter William Bishop, Woodley, based at Turweston. Permit Expiry 30.8.23.
M.14A Hawk Trainer Mk.III (Magister)



G-AHJ (c/n 1900) Francesco Baldanza, Brockhampton, Glos, based at Staverton. [Permit Expiry 15.6.24.](#)



G-AJRS (c/n 1750) Richard Shuttleworth Trustees, Old Warden Aerodrome. [Permit Expiry 23.7.24.](#)



G-AKAT (c/n 2005) Robert Arthur Fleming, Otley, Yorks, based at Brighton. [Permit Expiry 12.6.24.](#)



G-AKPF (c/n 2228) David Seaton Bramwell, Milton Keynes, Beds, based at Old Warden. [Permit Expiry 31.3.24.](#)



G-CLHY (c/n 873) Previously **LV-X246** and **N3827**. Registered to RAF Station Czechoslovakia, SRO, Podhorany U Ronova, Czech Republic. Routine maintenance, etc, will be carried out at Henstridge, in the U.K., by its restorer, under LAA Rules, hence the British registration. Seen here at Southend on 15.5.22 taking off for its return from displaying at Old Warden to the Czech Republic. [Permit Expiry 12.5.24](#) (Richard Santus)

M.38 Messenger Mk.2A



G-AIEK (c/n 6339) Mark Hales, Louth, Lincs, based at North Coates. Modified with square rear windows to represent Gen B Montgomery's second Messenger RG333. [Permit Expiry 26.6.24](#).



G-AJOE (c/n 6367) Peter William Bishop, Woodley, at the Goodwood Revival on 10 September 2023. CofA Expiry 29.8.23, I suspect the CAA hadn't caught up with the paperwork!



G-AJWB (c/n 6699) Peter William Bishop, Woodley, seen departing Popham 29.4.23. [CofA Expiry 18.6.24.](#)



G-AKBO (c/n 6378) Nicholas Paul Lee, Gate Helmsley, York, based at Brighton. [Permit Expiry 18.6.24.](#)



G-AKIN (c/n 6728) Roger Maxwell Wimbell, Trustee of Sywell Messenger. Based at Sywell. [Permit Expiry 3.8.24.](#)



ZK-CMM (c/n 6372) NZ Warbirds Association, Ardmore Airport, Harvard Lane, Papakura, New Zealand. Painted in pseudo RAF c/s, with invasion stripes, as RH368, as the first aircraft used by General Montgomery. David died on 13th September 2007, but the aircraft was kept in airworthy condition by the family. However, in August 2015, David's daughter, Ann, told me that 'the family have now decided not to keep it but to gift it to the NZ Warbirds Association. To be maintained in airworthy condition and flown at various air shows around the country and will also be on display for the public to see. We have decided this would have been what Dad would have liked to happen'. [Maintained in airworthy condition.](#)



ZK-AKE (c/n 6707) Previously **G-AKEZ**. Bruce Lynch, Dairy Flat Airfield, Auckland, New Zealand. Restored to airworthy condition it had had an engine run, which was followed by a fuel leak from a wing tank. New tanks were acquired from the U.S.A. and installed. All engine and flying controls have been signed off and it now just awaits final 'finishing off' and suitable weather conditions before it makes its first post restoration flight.

M.38 Messenger Mk.4B



G-AKVZ (c/n 6352) Shipping and Airlines Ltd, Biggin Hill Airport. [CofA Expiry 11.1.24.](#)

M.65 Gemini Mk.IA



SE-AYM (c/n 6296) B Esbjornsson, Kagerod-Simmelsberga, Sweden. [CofA Expiry 31.12.24.](#)
(Jan Forsgren)



G-AKHP (c/n 6519) Stuart Anthony Blanchard, Cottingham, Hull, Yorks, based at Brighton. Permit Expiry 24.6.23



G-AKXH (c/n 6479) Philip James Hebdon, Banbury, Oxon, based Edgehill/Shenington. Permit Expiry 14.4.20. This photograph was taken on the occasion of my first flight in a Gemini at Old Warden on , courtesy of AVM Sir John Allison (its previous owner), as my surprise 80th Birthday present! Presently grounded while engines being overhauled by owner.



G-AKKB (c/n 6537) This delightful photograph of G-AKKB was taken at Speke by the late David Gray, its then proud owner, on its 70th Birthday on 31.10.17. Now owned by Richard Andrew Pike and Samuel Kenneth Woodgate. Based at Brockenfield Aerodrome (Eshott), Morpeth, Northumberland. Permit Expiry 21.11.22.

Miles Bristol Boxkite Replica



G-ASPP (c/n BM.7279) Richard Shuttleworth Trustees, Old Warden Aerodrome. Built by George Miles' company for the film 'Those Magnificent Men in their Flying Machines,' and later presented to Richard Shuttleworth Trustees. [Permit Expiry 25.9.24.](#)

Aircraft either undergoing restoration, or in storage awaiting their fate

M.2H Hawk Major



G-ACYZ (c/n 123) Previously **C-FAUV**. Malcolm Richard Paul, Shere, Guildford, Surrey. Claimed by its last owner to be in airworthy condition, after it was recovered to Mike Souch at Aero Antiques for restoration to airworthy condition it did in fact appear to be in very good condition, but when it was opened for inspection a very different sight was revealed! It is now undergoing a complete rebuild, with fuselage by Jim Cresswell at Lymington. *(Mike Souch)*

Miles M.2H Hawk Major replica



G-CCMH (c/n 172) Previously **EC-ABI**. Marc Chicharro Ochoa, Gerona, Spain. Only the wings, flaps, controls, engine bearers, oil tank, a cockpit lever and fuel selector valve still remained and were collected by the late Tim Cox from Bristol. He built a new fuselage and it was later completed to airworthy condition by Ben Cox at Baginton. Although painted in Republican colours, it has since been discovered that it never took part in the Spanish Civil War, but due to the cost of repainting I'm told that it will stay in these colours! *(Tom Woodhouse)*

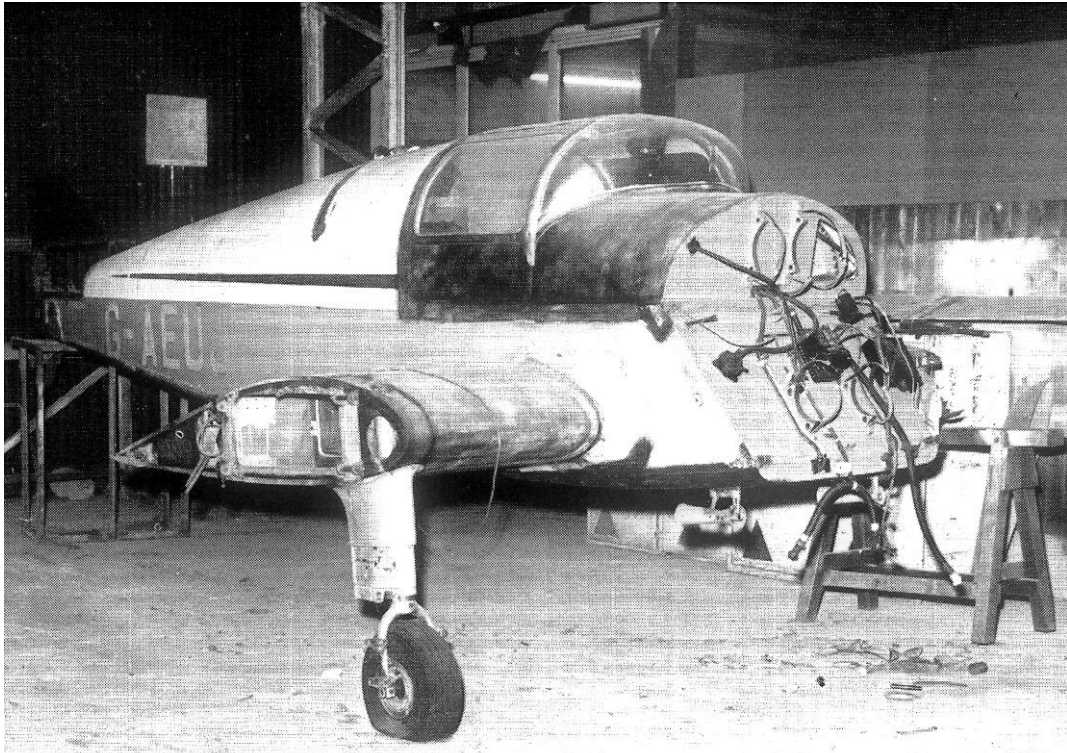
Miles M.5 Sparrowhawk replica:



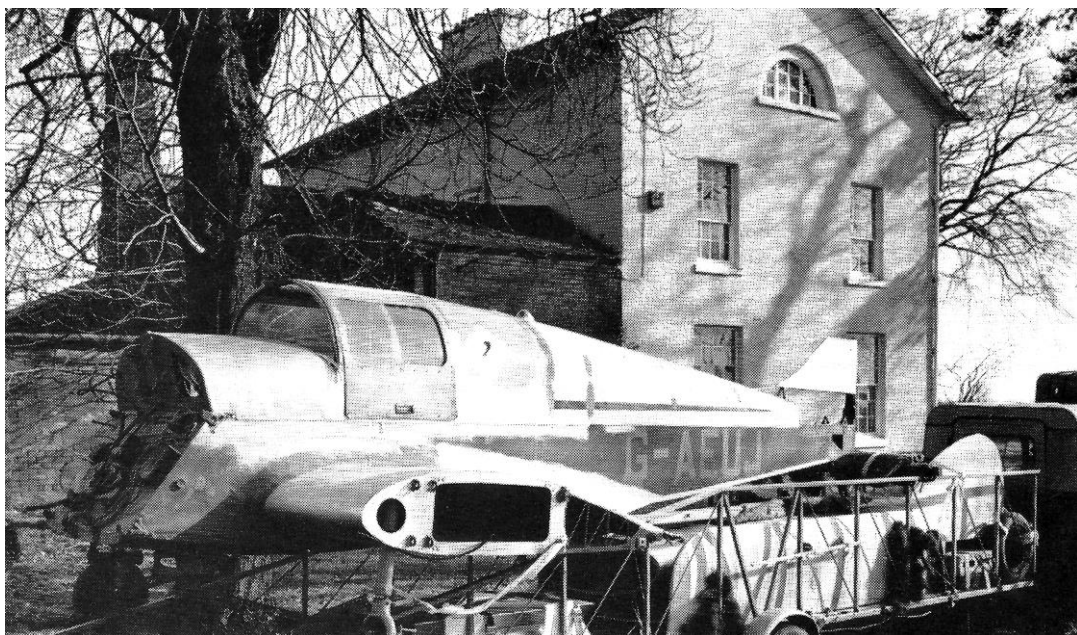


G-ADNL (c/n 239) David Shew, Preston Candover, Basingstoke, Hants. Project based on the remains of the M.77 Sparrowjet, which was destroyed in a hangar fire at Upavon in 1964. The wings are from Hawk Trainer Mk.III G-ANWO and a new fuselage, tailplane etc, was built by the late Tim Cox for the Dunkerley family. The build and paint job has since been completed by Mike Souch of Aero Antiques, Durley, near Southampton, and when it is finally completed it is understood that it will be flown under a LAA Permit as a 'Miles Magister derivative.' (*Mike Souch*)

M.11A Whitney Straight



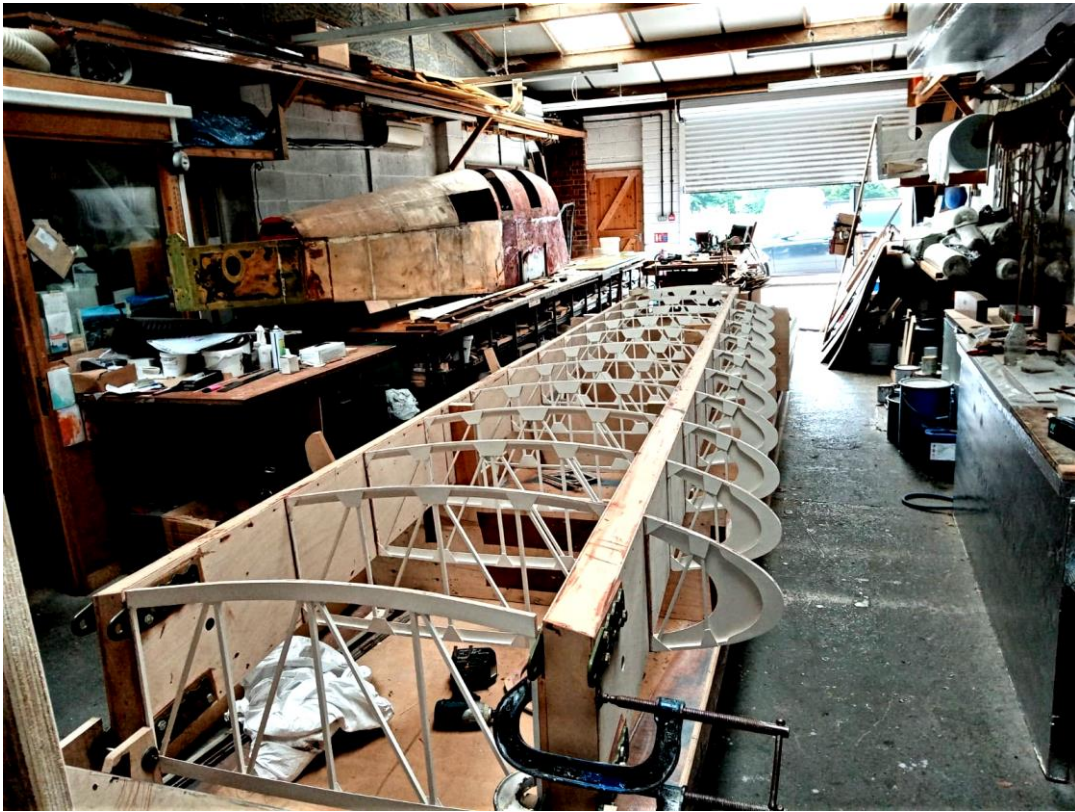
G-AEUJ (c/n 313) Registered to Robert Evan 'Bob' Mitchell, Sutton Coldfield on 28.12.78, and to Speedwell Sailplanes Ltd, near Stockport in 1979, 'for considerable structural work to be undertaken to restore it to airworthy condition.' Moved to storage at RAF Cosford during 1992 and from there to a purpose built new hangar at Sleaf in early 2008, but no work has been carried out on it.



In 1985, *Vintage Aircraft* published the above photograph showing G-AEUJ arriving at Bob Mitchell's home on 14 February 1982, stating; '*following extensive work by Speedwell Sailplanes Ltd of Manchester. It should fly this year.*' But it never did! (Air Portraits).

ZK-AUK (c/n 507) Greg W MacDonald, Christchurch, New Zealand. Restoration commenced in 1985 and work is still apparently proceeding, but at a very slow pace!

M.17 Monarch



G-AFJU (c/n 789) Peter William Bishop, Woodley. Presently undergoing rebuild to airworthy condition by Ben Cox at Baginton. The wings are seen here being rebuilt by Jim Cresswell at Lyminster, Hants. The fuselage is G-ACYZ, which will also be restored by Jim.

M.17 Monarch



G-AFLW (c/n 792) Norman Ian Dalziel, Heston, Middx. This very long suffering Monarch still languishes in a blister hangar at White Waltham. It was flown regularly until 1995 when, its owner

considered to have made a heavy landing, so he decided to ground it. Presently for sale, but the asking price is extortionate!



G-AFRZ (c/n 793) Robert Evan 'Bob' Mitchell, Sutton Coldfield, West Midlands. Seen here at Cosford in 12.00 it was moved to Sleaf later, where it remains in this very sorry state. (Colin Penny)

EC-ACU (c/n 6360) Laureano Ruiz Liano, Murcia, Spain. Last flown in about 1973 it was then stored for some 30 plus years in a hangar at Murcia/Alicantarilla. This was a restorable aircraft until, regrettably, it was recently destroyed by arson started by vandals.

M.28 Mk.6



G-AHAA (c/n 6268) Previously OY-ALW. Stuart Anthony Blanchard, Cottingham, Hull, Yorks. Presently undergoing a major overhaul to airworthy condition in Stu's workshops at Hull.

M.38 Messenger Mk.4A



VH-WYN (ex RH376) Brett and Len Redway, Australia. Formerly with Drage Air World Museum, it was acquired by Brett and Len Redway in 2012 with a view to its long-term restoration to airworthy condition.

M.48 Messenger



G-AGOY (c/n 4690) Stuart Anthony Blanchard, Cottingham, Hull, Yorks. Presently dismantled at Hull, preparatory to having a major rebuild to airworthy condition.

M.65 Gemini Mk.1A



G-AKDK (c/n 6469) Charles William Peter Turner, Stratford-upon-Avon. Recovered from long term storage in Denmark, to the U.K. by Peter's son-in-law and his friend in 2011. This aircraft was undergoing restoration to airworthy condition by the late David Fenton for the Classic Air Force at Baginton, but work stopped in 2015 when the latter company ran into financial difficulties. Re-possessed by Peter Turner who is presently looking for someone to take it on and complete the work. *(Peter Bishop)*





SE-BMG (c/n 6285) Previously **G-AISD**. Purchased by Scott Snibson of Melbourne, Australia, and shipped there in June 2013, with registration **VH-BMN** being reserved for it. It was in airworthy condition when it was sold, but it was never re-assembled in Australia, as further restoration work to airworthy condition was felt to be required. This was to be carried out by Transero at Essendon Airport, but since then, despite much trying, it has proved impossible to contact either Scott or Transero.

TF-GEM (c/n 6483) Sigurjon "John" Valsson, Iceland. Once intended to have been restored as **G-AKEK** by Mike Vaisey and Tim Moore, t/a Gemini Wanderers at Rotary Farm, Hatch, it was sold in Iceland in 2003. Presently, but very slowly, being rebuilt to airworthy condition by its owner and friends in Iceland.

ZK-KHW (c/n 6524) Stan Smith, Dairy Flat Airfield, Auckland, New Zealand. Presently being very slowly rebuilt to airworthy condition. The forward fuselage has been completed and, some years ago, restoration of the wing was said to be started 'soon'! I have been unable to contact Stan Smith to see if anything further has been done on it - now, there's a surprise!



VH-GBB previously G-AKEN (c/n 6486) Charles William Peter Turner, Stratford-upon-Avon. Recovered from Australia by Peter Turner, who acquired a 'job lot' of two Gemini restoration projects (VH-GBB & VH-BOB) from Lyn Forster of Aerobuild Vintage Aircraft Restorations, Brooklands, WA, in early 2008. Presently stored at Snitterfield.

VH-BOB previously G-AKHU (c/n 6522) Charles William Peter Turner, Stratford-upon-Avon. As above. Presently stored at Snitterfield.

Miles Aircraft in Museums and elsewhere

Miles M.2H Hawk Major



G-ADMW (c/n 177) Last owned by John Paul Gunner, Kingsgate Street, Winchester, Hants. This finished up with the RAF Historical Branch in about 1964, and it was; 'to have been maintained in airworthy condition', it was transferred to the RAF Museum later, where it was placed in deep storage with RAF Museum Reserve Collection at Stafford. Recently 'gifted' to the Montrose Air Station Heritage Centre where it will be restored to static display condition to 'represent' the Miles Magisters and Masters based during the war. What a tragic waste of a potentially airworthy machine.....
Potentially airworthy Miles aeroplanes should not be consigned to museums, they should be in their proper element - the sky.



G-ADAS (c/n ?) Associacao Brasileira de Aeronaves, Antigas e Classicas, Jundial, San Paulo, Brazil. What remained of the original airframe of CX-ACT was in very poor condition, with the wings stripped of plywood covering and the undercarriage its trousers, but it was still fitted with its original engine and propeller. These were used as patterns from which two 'new' Hawk Majors were planned to have been built from scratch. However, it is believed that only one replica was built, seen in the above photograph with its original British registration G-ADAS. It is not known if it was ever flown, as it has not been possible to contact the museum at Americana, NE of San Paulo, which has been closed for some time.

Miles M.2R Hawk Trainer Mk.I



CC-FBB (c/n 257) Museo Nacional de Aviation, Santiago, Chile.

M.11A Whitney Straight



CF-FGK (c/n 509) Reynolds Aviation Museum, Wetaskiwin, Alberta, Canada.

M.12 Mohawk



G-AEKW (c/n 298) RAF Museum Reserve Collection, Stafford. The tattered remains of the original aircraft were rebuilt to static display with many new components, and later placed on display at the RAF Museum, Hendon (why this was so has never really been ascertained), from 2008 to 2012. It was then transferred to the RAF Museum's deep storage facility at Stafford and nothing further is known about its present whereabouts, or its future.

M.14A Hawk Trainer Mk.III/Magister



G-AFBS (c/n 539) This aircraft, although still registered to it Gilbert Denis Durbridge-Freeman, c/o Lloyds Bank plc, Wisbeck, Cambs, is now with the Imperial War Museum Collection at Duxford and has recently been completely refurbished to static display condition, it is now displayed at Duxford, Cambs.



G-AIUA (c/n 2035) Daniel Stephen Hunt, South Godstone, Surrey. The fuselage, centre section spars, fin and rudder, elevators, engine mountings, cowlings and fairings survive in reasonable condition and are statically displayed in the Wings Museum, Bucklands Farm, near Balcombe, West Sussex.



G-AKRR (c/n 1995) RAF Museum Cosford. Seen there on static display on 21.9.21.



IAC 34 (c/n 1028) Irish Air Corps, Baldonnel, Dublin, Ireland. Restored to static display condition, note the dreadful spats!

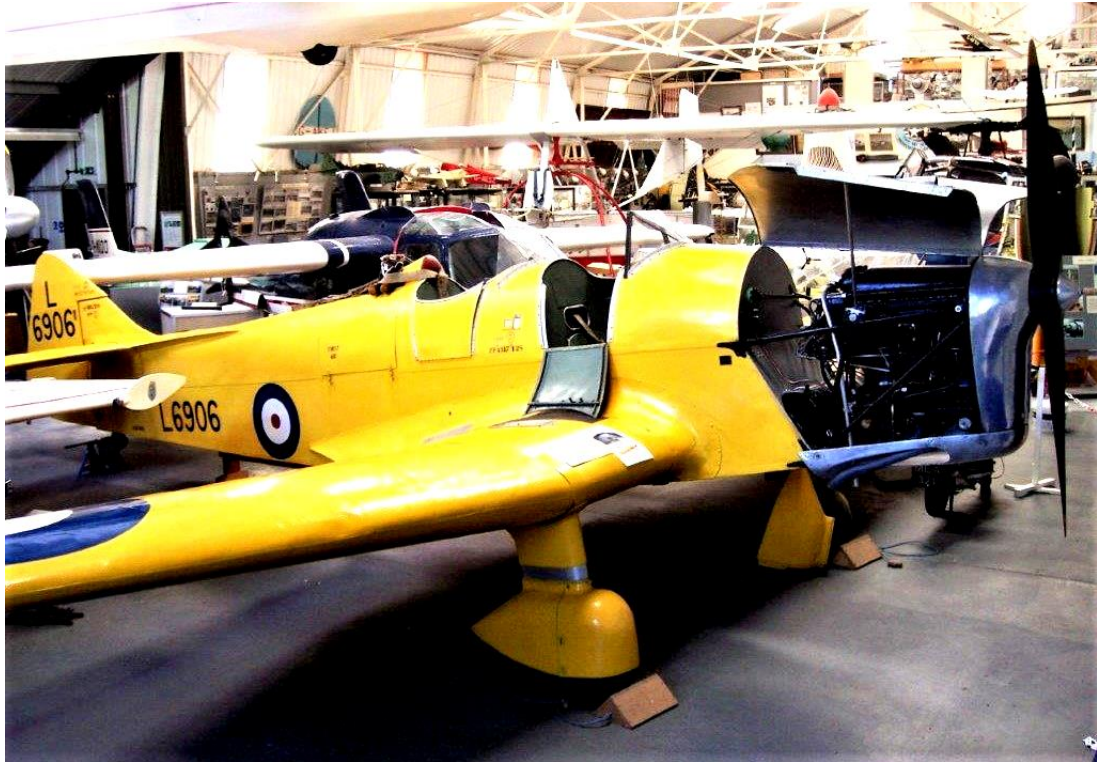




HB-EEB (c/n 431) Miles M.14A Hawk Trainer Mk.III. Museo de Aeronautica y Astronautica, Cuatro Vientos. Madrid, Spain. Dressed up as a Miles Hawk Major and painted in Spanish Nationalist markings on the starboard side as '30-145' and in Republican markings on the port side as 'EN002', to nominally 'represent' a Miles Hawk Major used by both sides in the conflict. However, it has recently been discovered that 30-145/EN 002 never took part in the Spanish Civil War, so where does that now leave the colour scheme? What a waste of a potentially airworthy Miles M.14A Magister?



OO-NIC (c/n 2037) Musee Royal de l'Armee, Brussels, Belgium.



'L6906' (BAPC.44) This beautifully finished non-flying Magister replica was made of non-approved materials by the late Graham Johnson and friends at Bristol, incorporating a few surviving metal parts from G-AKKY. It is seen here on static display in The Museum of Berkshire Aviation, Woodley.



Miles M.14A Magister replica at the Kent Battle of Britain Museum, Hawkinge.



09-001 Miles Magister Flying Replica. This Miles 'Metal' Magister, was built from scratch in 2009 to commemorate the 100th Anniversary of the Turkish Air Force. Following a few flights it now resides in the THK Museum in Istanbul, alongside an Altin Kanatlar Replica and a restored Beechcraft T-34 Mentor, all of which took part in the aerial celebrations. The name "*Fethi Bey*" on the cowling is the name of the first Turkish Pilot, *Captain Tayyareci Fethi Bey*. Note; the bulge on the cowling which is on both sides and is probably to accommodate the unspecified engine.



TC-KAH (c/n 1925) on static display in the Turkish Air Force Museum, Yesilkoy, near Istanbul, Turkey.



TC-KAY (c/n 5060) Sold to Hür Kanatlar in 1967. Turkish Air Force Museum, Yesilkoy, near Istanbul, Turkey. On static display in the Turkish Air Force Museum.



ZK-AYW (c/n 779) Museum of Transport and Technology, Auckland, New Zealand.

M.18 Mk.II



G-AHKY (c/n 4426) The National Museum of Flight, East Fortune, Scotland. On happier days when it was flying, like it should still be doing today, before it was incarcerated in the Museum of Flight (Joke!). Although registered to The Scottish Aircraft Collection Trust Ltd, which collapsed in 1991, G-AHKY was apparently 'given' to The Museum of Flight, reportedly by a lady who told the museum that she wished it to stay for all time grounded in the museum. Why did they heed this stupid wish, with no apparent paper trail to back it up? ***Another wicked waste of a potentially airworthy, and very rare, Miles aircraft. Potentially airworthy Miles aeroplanes should not be consigned to museums, they should be in their proper element - the sky.***

M.25 Martinet



TF-SHC (ex MS902) The Museum of Berkshire Aviation, Woodley. Restored to static display condition, with the addition of a pair of Master II wings is now complete and it is on static display in the museum, with replica engine.

M.38 Messenger Mk.2A



SE-BYY (c/n 6703) Svedlino's Bil Och Flygmuseum, Ugglarp, Sloinge, Sweden. Painted in a truly hideous camouflage scheme in a misguided attempt to represent one of Gen Bernard Montgomery's

Messengers. Static displayed there, in 07.15 it was advertised for sale a 20,000 euros (approx £14,000). Seemingly restored to static display, it has actually had both its wings sawn off, reduced in span (to get it into the building), and then 'glued' back on again!



G-AHUI (c/n 6335) The brilliantly restored fuselage with The Aeroplane Collection (TAS), Hooton Park. This aircraft, with additional components from Messengers (inc G-AJFF), and Gemini aircraft, was restored to this excellent condition by volunteer Ian Maddock and other members of the TAS. A 'pair' of wings will be restored and added later.

M.65 Gemini Mk.1A



LN-TAH (c/n 6528) Norsk Teknisk Museum, Oslo, on loan to Flyhistorisk Museum Sola, Stavanger Airport. Recently brilliantly refurbished to static display condition by Frithjof Johan Ruud and his friends, with a little technical help from TMAC. It is now displayed in the foyer of the terminal building at Kristiansand/Kjevik Airport Terminal Building, where it was officially handed over in August 2022. *(Photographs by Frithjof Johan Ruud)*



ZK-ANT (c/n 6322) Museum of Transport and Technology, Auckland, New Zealand. *(Peter Webber)*

M.100 Student



G-M100 (c/n 1008) The Museum of Berkshire Aviation, Woodley. The extensively damaged remains were completely rebuilt to static display condition by volunteers at the museum.

Miles Bristol Boxkite Replica



BAPC.40 Seen here in the Bristol Museums and Art Gallery, Queen's Road, Clifton, Bristol.

Other Miles airframes in storage and elsewhere awaiting an uncertain fate

M.38 Messenger Mk.4A





G-ALAH (ex RH377) Charles William Peter Turner, Stratford-upon-Avon. Sold in 1990 in Spain, the airframe languished until repatriation of the wing (still in one piece), and the fuselage, which appears to have been worked on, was eventually arranged by the author and Peter Turner, with much help from the Chris and the Flying Club at Sabadell Airport. Stored at Snitterfield.

M.38 Messenger Mk.2A

G-AJOC (c/n 6370) Ulster Folk and Transport Museum, Cultra Holywood, Co. Down. Dis-mantled, less engine and with various sections stored in three different sheds.



G-AKIS (c/n 6725) The 'dismantled' (destroyed would be a better word), remains of this was once airworthy aircraft, until the customs and later the museum got their hands on it. G-AKIS was placed in store in a hangar at Temploux aerodrome (Namur) in 1973, before being taken over by the Brussels Air Museum, Olen, Belgium, ostensibly for restoration to static display condition (why they should have wanted to display this remains a mystery to this day as it never had any connections with Belgium, until it landed there with a load of rather doubtful literature on board and was impounded! The photograph tells its own terrible story.

M.65 Gemini Mk.1A

CR-LCX (c/n 6510) Last known owner: Luso-Luanda, Suissa Lda, Luanda, Angola. Bob Ogden advised in November 2001 that a Portuguese friend had confirmed its continued existence with a private group, along with a Republic Thunderjet and a Fairchild Cornell, on an island in the city of Luanda. In July 2016 it was seen again in the same location, by David McCartney.

VT-CTQ (c/n 6531) The Maharaja of Khewaji Trust, Faridkot, India. Reported as being in storage near the border with Pakistan in 1997, it has recently been reported that the wings have been sawn off outboard of the engines.

ZS-BRV (c/n 6301) South African Air Force Museum, Port Elizabeth. Although this was stored in a potentially restorable condition for many years its sawn off wings are now displayed in the museum. It is not known what became of its fuselage.

9Q-CDP (c/n 6480) Clarysse Hebek, Bandunda, Zaire. Reported as possibly still surviving in 1988 but no recent information received.

Miles Aircraft components in storage

M.2H Hawk Major

VH-AAH (c/n 124) Some pieces reportedly survive with Graham Orphan, Davidson, NSW following the crash on 8th June 1938.

M.2Y Hawk Trainer Mk.II

ZK-AEQ (c/n 302) Reported that some components may survive with Graham Orphan at Blenheim, New Zealand.

M.3A Falcon Major

Two 'identified' (well, one is positively identified while there are still some doubts about the ancestry of the other!), but oil soaked centre sections, are with David Elliott to be used as patterns in the eventual build from scratch of a Miles falcon Major.

M.3D Falcon Six

VH-ABT (c/n 266) Some components, including the spinner cap, Fairey-Reed propeller, engine mounts, tailplane, rudder, sternpost, tail wheel and Gipsy Six engine, complete with feet, were acquired by Peter Burns, believed to be in New Zealand, who had plans to restore it.

Miles Falcon components

These components are held by David Elliott and have been stored for over 20 years near Horsham, West Sussex. They are in various states of condition, but have been kept dry and protected for possible reuse or as templates for re-manufacturing purposes. Some are from G-AEEG, while other parts are from EC-ACB. The centre section is from an unknown airframe. The position of the fuel tank apertures on this centre section does not agree with the positions on either G-AEEG or EC-ACB. The remainder of the components comprise:

Wing centre section including wing join plates and pins. Flap actuator, pipelines and flaps.

Centre section spar booms

Port and starboard outer wing lifting sections. (cheese wedges)

Outer wing joining plates and packing blocks, wing join covers and aileron hinges.

Elevator and fin

Perspex glazing, less windscreen and rear sliding window.

Various fuselage frames, bulkheads, panels, longerons, sternpost, door and runners.

Undercarriage leg and stay tube components, wheels and trouser.

Various metal hardware components and nose-bowl.

Large collection AGS including fuel caps, fuel selector, nuts, bolts, pulleys, fairlead guides and bracketry, control cables and pipes.

M.9 Master Mk.I

A collection of components from a number of crashed Master Mk.Is were acquired by Robin Day and Phil Davey, of then Berkshire Aviation Group and were donated to the Kent Battle of Britain Museum at Hawkinge to eventually be used in the construction of a replica Master Mk.IB for static display.

M.14 Hawk Trainer III

ZK-ALO (c/n 332) Small components of this aircraft, including the fin and rudder, tailplane (but no elevator) and tailwheel still survive with Greg MacDonald in Auckland.

M.19 Master Mk.II

Five M.19 Master Mk.II outer wings were discovered and purchased by Robin Day in recent years, two of these have since been used in the rebuild of the Miles M.25 Martinet, TF-SHC, displayed in

The Museum of Berkshire Aviation at Woodley; the rest are now with the Kent Battle of Britain Museum at Hawkinge. The fifth plus a further one, found recently on a farm near Langley, Slough, are in store with the Kent Battle of Britain Museum and the best two from these will be used in the rebuild of the Master Mk.IB replica. The six wings were from AZ361 (port; in poor condition); DK964 (starboard); DL349 (starboard); DL906 (starboard); DM384 (port), and DL??? (port, found on the farm but serial cut out), whose ancestry has not been possible to discover.

M.38 Messenger Mk.4A



VP-KJL (ex RH371) Previously **G-ALAR**. The Miles Aircraft Collection. The fuselage of this survives in restorable condition with Peter Tuner and is stored at Snitterfield, while the wing appears to have disappeared while it was at Old Warden in use as a ground instruction airframe, many years ago. This will ultimately go The Museum of Berkshire Aviation at Woodley.

M.38 Messenger Mk.2A



EI-AGB (c/n 6332) The sawn off port wing and aileron with Peter Turner in storage at Snitterfield. The sawn off rear fuselage is with The Aeroplane Collection, Hooton Park.

G-AILL (c/n 6341) The fully restored tailplane flying control surfaces are with Peter Turner in storage at Snitterfield, while it is believed that the old and a newly built centre section are with The Aeroplane Collection. The fuselage rotted away some years ago.

G-AJFF (c/n 6363) The rear fuselage, in very poor condition and is now being used in the static rebuild of G-AHUI, the 'sawn-off' outer wings and fins/rudders are also with The Aeroplane Collection, while the flaps and doors are stored by Peter Turner at Snitterfield.

G-AJKL (c/n 6358) One fin and rudder survive in storage with Peter Turner at Snitterfield.

G-AJKT (c/n 6379) The central rudder was acquired by Peter Turner before the remains of the airframe were burnt, and is stored at Snitterfield.

G-AKAV (c/n 6374) A report was received in mid-2006 that this aircraft had been found in a barn in Lincolnshire and its three rudders were advertised for sale on ebay in October 2006. These were acquired by Peter Turner and are now at Snitterfield. A report which claimed that the airframe had been sold in the USA remains unconfirmed.

G-AKBM (c/n 6704) Rear fuselage, in very poor condition, and tailplane survive with The Aeroplane Collection, Hooton.



G-AKDF (c/n 6706) The two 'sawn-off' wings, both in good condition but less ailerons, are stored by Peter Turner at Snitterfield.

G-AKIO (c/n 6729) The front fuselage from forward of the cabin to the fireproof bulkhead survives with The Aeroplane Collection at Hooton Park.

G-AKKN (c/n 6709) The fins are with The Aeroplane Collection, Hooton while the central rudder is in storage at Snitterfield with Peter Turner.

M.57 Aerovan Mk4

G-AJKP (c/n 6401) The fabric from the rear loading door, painted light blue with the registration G-AJKP in dark blue, survives with Peter Turner at Snitterfield, as probably the last surviving memory of the type.

NZ1751/2 A nose leg from one of the two M.57's that went to New Zealand is on display at the Museum of Berkshire Aviation at Woodley.

M.60 Marathon Mk.1A

G-AMGW (c/n 127) When the aircraft was scrapped at Burnaston in December 1960, a section from the top of the cabin was cut out by Tony Tops, the Deputy Chief Inspector of Derby Airways, for use as a mini-caravan to be towed behind his Hillman Minx. This was never completed and it ended its days first as a chicken coop and then with the local ATC. Recently refurbished by volunteers of The Museum of Berkshire Aviation, Woodley, it is now on display there as probably the only piece of a Marathon to have survived.

M.65 Gemini Mk.1A

G-AKEJ (c/n 6482) The cowlings and nose cone were acquired by Peter Turner and are now stored at Snitterfield.

G-AKEL (c/n 6484) The cockpit and nose section were with South East Aviation Enthusiasts Group, Dromod who planned to use it in the restoration to static display of M.75 Aries G-AOGA. The wings were in storage with the Ulster Folk and Transport Museum, Cultra, Holywood, Co. Down, Northern Ireland but nothing further has been heard of this project.

G-AKFX (c/n 6502) It is claimed that small parts of the aircraft were later to be seen at Ford, but it was in fact burnt at Shoreham soon after its accident at Shoreham. However, some components have recently been seen at the Ulster Folk and Transport Museum, Cultra, Holywood, Co. Down, Northern Ireland.

G-AKGD (c/n 6492) Nose, cabin, centre section, a small section of port wing and the tailplane survive with The Aeroplane Collection, Hooton but all in very poor condition.

G-AKGE (c/n 6488) The fuselage still survives, possibly at the Ulster Folk and Transport Museum, Cultra, Holywood; the cockpit section is in the back of a van in Dromod.

G-AKHB (c/n 6508) Both fins and rudders were acquired by Peter Turner and are now stored at Snitterfield.

G-AKHZ (c/n 6527) The rear fuselage (recently discovered to have been originally from G-ALUG), the nose, part of the cockpit and engine nacelles, survive in reasonable condition with The Aeroplane Collection, Hooton. The wing is still in one piece, although now in somewhat poor condition. Work commenced in 2003 to restore this machine to static display condition but little has been done since.

G-ALCS (c/n 6534) Offered by Sotheby's at auction in September 1983 'in need of restoration', it was unsold but was later sold to 'a person from Limerick' (identity unknown) who rather distastefully chopped it up on site. The remains may still be in store somewhere.

HB-EEA (c/n 6329) One fin and rudder is with Josh Spoor in Southwick, West Sussex but the other has disappeared with an ex member of TMAC.

VH-BJZ (c/n 6435) The engine nacelles were acquired in early 2008 by Peter Turner from Lyn Forster of Aero build Vintage Aircraft Restorations, Brooklands, Australia in the job-lot of Gemini components and are now in storage at Snitterfield.

M.75 Aries

G-AOGA (c/n 75/1007) In 2002, the forward fuselage, wings and engines (less engine nacelles and undercarriage) were acquired by Philip Bedford of the South East Aviation Enthusiasts Group, Castletown, Co. Kildare, with the intention of restoring it, utilising parts from Gemini G-AKEL, to static display condition. Nothing further has been heard of the project.

M.52 Wind Tunnel Models

Listed here for completeness, the large-scale metal wind tunnel model of this project survives and is displayed in The Museum of Berkshire Aviation at Woodley.

The 1/36th scale supersonic wind tunnel model survives in private hands.

SUMMARY OF SURVIVING MILES AIRCRAFT AND REPLICAS

- 12 certificated airworthy examples of Miles Aircraft registered in the U.K. survive in airworthy condition in the U.K., Germany and the Czech Republic, as at 31st December 2023: G-AAYX, G-ADGP, **G-ADWT (Germany)**, G-AERV, G-AHUJ, G-AJOE, G-AJRS, G-AKPF, G-AJWB, G-AKVZ, G-ASPP and **G-CLHY (Czech Republic)**.
- 6 normally airworthy specimens; G-AEEG, G-AHAA, G-AKHP, G-AKKB, G-AKKH, but their CofA/Permits have expired due to various technical issues, and an accident. VH-AAT was in airworthy condition in Australia, until it was forced-landed on 17 Apr 2020 following the engine stopping thorough fuel starvation, caused by sheer carelessness on the part of its pilot who never checked the near solid state of the fuel before taking off after a period of prolonged inactivity. It was considerably damaged but, as yet, there are no reports as its future restoration.
- 1 ZK- AKE, which is complete and has had an engine run, but still awaits final completion and suitable weather conditions before making its first flight since complete rebuild in the U.K.
- 5 in the process of being rebuilt to airworthy condition; G-AFJU, G-AGOY, ZK-KHW and VH-WYN.
- 3 potentially airworthy airframes abandoned by their owners; G-AEUJ, G-AFRZ and G-AFLW, which is a criminal waste.
- 1 potentially airworthy Gemini, G-AKDK, in store awaiting a buyer.
- 2 once airworthy machines languishing in museums in the UK; G-ADMW and G-AHKY.
- 2 potentially 'airworthy replicas' still awaiting 'finishing off.'
- 22 Miles aircraft on static display in museums world-wide, and 1 dismantled (vandalised/sawn up), in a museum 'store.'
- 1 'Metal' Magister in Turkey which has flown, but which is now on static display in a Turkish museum.
- 1 Messenger rebuilt to static display condition by The Aeroplane Collection at Hooton Park from a selection of components, but primarily from G-AHUI
- 2 Miles Magister replicas; 'L6906' and 'N3842', static displayed in museums.

Grand total 56 + 2 non flying replicas

Of this total, 12 are airworthy (out of a total of 18 normally airworthy Miles aircraft), and it is thanks to all the dedicated owners of all these machines that these machines are being kept in such a wonderful condition.

Peter Amos

17th January 2024