



Reference: A01

Type: de Havilland DH.82A Tiger Moth (s/n T7868), manufactured by Morris Motors Ltd at Cowley, Oxford in 1941

Powerplant: de Havilland Gypsy Major III (120 hp)

Registration: G-AHUE

Dates: From 1960 to 1964

Information:

The club's first Tiger Moth was bought from Airwork Services Ltd on 18th March 1960.

G-AHUE was sold on 1st December 1964.

The ultimate demise of G-AHUE was in February 1973 after a mid-air collision with an Olympia 463 at Staffordshire Gliding Club.



Reference: A02

Type: Auster 6A Tugmaster (s/n 2515) originally manufactured by Auster Aircraft Ltd at Thurmaston, Leicestershire as an Auster AOP.6 in 1946

Powerplant: de Havilland Gypsy Major 10 Mark 1 (145 hp)

Registration: G-ARHM

Dates: From 1965 to 1967

Information:

The Auster was bought from the Midland Gliding Club on 11th January 1965.

After not proving to be very successful, the Auster was sold to Michael Edward Harley (of Great Gransden) on 17th January 1967.



Reference: A03

Type: de Havilland DH.82A Tiger Moth (s/n DE.623), manufactured by Morris Motors Ltd at Cowley, Oxford in 1941

Powerplant: de Havilland Gypsy Major III (120 hp)

Registration: G-ANFI

Dates: From 1967 to 1973

Information:

The club's second Tiger Moth, G-ANFI, was bought from Wallis and Son Ltd on 31st January 1967.

G-ANFI was sold back to Wallis and Son Ltd on 5th March 1973.



Reference: A04

Type: Piper PA-18 Supercub (serial 18-5340) manufactured by Piper Aircraft Corporation at Lock Haven, Pennsylvania, USA in 1957

Powerplant: Lycoming O-320-A2A (150 hp)

Registration: G-BAFT

Dates: From 1973 to 1991

Information:

By 1973 the demand for aerotows was increasing enough to justify having two tug aircraft, yet Marshalls refused to allow a second tug aircraft while one was a Tiger Moth. Therefore G-ANFI was sold and replaced by the Supercub and a new Citabria ordered. G-BAFT was a refurbished ex-French Air Force Supercub bought from Wallis and Son Limited on 4th May 1973.

In early 1981 the Supercub was flipped over by a freak gust at Duxford and was out of action for some time.

G-BAFT was sold to Teresa Watson (Clacton) on 18th June 1991.



Reference: A05

Type: Bellanca Champion 7GCBC Citabria (s/n 461-73) manufactured by Bellanca Aircraft Corporation at New Castle, Delaware, USA in 1973

Powerplant: Lycoming O-320-A2B (150 hp)

Registration: G-BAYZ

Dates: From 1973 to 1996

Information:

G-BAYZ was bought with the assistance of a Sports Council grant – the list price was £7000 including VAT – and first registered on 23rd May 1973 with delivery in late July 1973. This was the first Citabria used for glider towing in the UK. G-BAYZ was sold to Roger Aircraft Limited (Liss, Guildford) on 11th December 1996 for £16,500 (without its four-bladed propeller).



Reference: A06

Type: Bellanca Champion 7GCBC Citabria (s/n 614-74) manufactured by Bellanca Aircraft Corporation at New Castle, Delaware, USA in 1974

Powerplant: Lycoming O-320-A2B (150 hp)

Registration: G-BBXY

Dates: From 1978 to 1982

Information:

Geoff Wallis (of Wallis and Son Limited) was attracted to the thought of owning a Citabria after seeing BAYZ, and bought BBXY in February 1974. He let CUGC fly it from time to time, especially from 1978 onwards, and eventually CUGC bought it off him on 29th August 1980.

BBXY was sold to Peter Hilton (Fareham) on 14th July 1982.



Reference: A07

Type: Mitchell & Procter homebuild Kittiwake 1 (prototype) first flew in 1967

Powerplant: Rolls Royce/Continental O-200-A (100 hp)

Registration: G-ATXN

Dates: From 1988 to 1991

Information:

The Kittiwake was owned by Colin Dews from 6th July 1988 to 29th November 1991.



Reference: A08

Type: Morane-Saulnier Rallye 180T (s/n 3360) manufactured by SOCATA at Tarbes, France in 1982

Powerplant: Lycoming O-360-A3A (180 hp)

Registration: G-BTOW

Dates: From 1991 to 2008

Information:

The Rallye was bought from Wallis and Son Limited on 8th May 1991.

In 2008 the Rallye suffered a nose wheel collapse at Gransden Lodge and was deemed uneconomic to repair so the insurers sold it to Mark Jarrett (Yaxley) on 29th August 2008. It is currently airworthy and occasionally visits CGC.



Reference: A09

Type: Piper PA-28-235 Pawnee (s/n 25-7656016) by manufactured by Piper Aircraft Corporation at Lock Haven, Pennsylvania, USA in 1976

Powerplant: Lycoming O-540-B2B5 (235 hp)

Registration: G-BETL

Dates: From 1996 to 2013

Information:

The Pawnee was bought from Boston Air Services on 18th July 1996.

The Pawnee was sold on 30th September 2013 and exported to South Africa.



Reference: A10

Type: Robin DR400R-180R (s/n 1372) manufactured by Avions Pierre Robin at Darois, France in 1979

Powerplant: Lycoming O-360-A3A (180 hp)

Registration: G-OCGC

Dates: From 2009 to present

Information:

The Robin was bought in November 2009 and imported from Switzerland (was HB-EYO).



Reference: A11

Type: Robin DR300 (s/n 656) manufactured by Avions Pierre Robin at Darois, France in 1972

Powerplant: Lycoming O-360-A4M (180 hp)

Registration: G-BVYM

Dates: From 2014 to 2015

Information:

YM is owned by London Gliding Club, with seasonal rental by CGC in 2014 and 2015 after the Pawnee had been sold and before the club acquired its second Robin DR400.



Reference: A12

Type: Scheibe SF25C Falke (s/n 4417) manufactured by Scheibe Flugzeugbau GmbH near Munich, Germany in 1972

Powerplant: Limbach L 1700-EA 2 (55 hp)

Registration: G-KAOM

Dates: From 1998 to 2003

Information:

From 3rd February 1998 to 11th August 1999 KAOM was registered to Keith Sleigh, Mark Robinson and Keith Nicholson trading as Small Boy Enterprises. It was bought by Eddie Baker and made available to CGC members, and later registered to CGC from 15th November 2001 to 13th June 2003.



Reference: A13

Type: Scheibe SF25C Falke (s/n 44434) manufactured by Scheibe Flugzeugbau GmbH near Munich, Germany in 1988

Powerplant: Limbach L 2000-EA (80 hp)

Registration: G-BODU

Dates: From 2006 to present

Information:

The Falke is owned by Hertfordshire County Scouts and operated in conjunction with CGC.

The Falke was previously owned by the Faulkes Flying Foundation and was sold to the Hertfordshire Scouts when the FFF was closed down.



Reference: A14

Type: Robin DR400R-180R (s/n 1145) manufactured by Avions Pierre Robin at Darois, France in 1976

Powerplant: Lycoming O-360-A3A (180 hp)

Registration: G-ELSB (briefly D-ELSB)

Dates: From 2016 to present

Information:

The Robin was bought in April 2016 and imported from Salzgitter-Schäferstuhl in Germany. The transfer to the UK register was completed in October 2016.