



Saunders-Roe Skeeter AOP Mk12-XL812 is used for static display only having last flown in 2006. The Skeeter was built at Eastleigh and served as the AAC's first ever helicopter from 1957 to 1967. It operated in Germany and Northern Ireland as an Air Observation Post and reconnaissance aircraft. The civil registration is **G-SARO**.

'Let their glory not fade'

The Historic Army Aircraft Flight has operated since 2015 and is based at Middle Wallop, the Army Air Corps' home since its formation in 1957.

We are a charity run entirely by volunteers and self-funded by public donations, display fees and grants. We preserve the heritage and ethos of Army aviation by maintaining a collection of original Army aircraft in flying condition and using them as a 'living museum' to educate and enthuse the public.

We celebrate the history of these aircraft and the soldiers who flew and maintained them, by providing support to the modern Army Air Corps at its commemorative events. We also support veterans by engaging with their groups.

At the heart of The Flight is a commitment to inspire the next generations of engineers, aviators and soldiers by displaying our aircraft at air shows, static events and through organized visits to the HAAF hangar at Middle Wallop.

We inherited most of our aircraft from a disbanded military unit, the Army Historic Aircraft Flight. We also inherited their motto, which remains as important today as it ever was – **'Let their glory not fade'**.

Would you be interested in helping us continue to maintain and operate these wonderful aircraft?

For more information about how you can help, visit us at:



www.haaf.uk



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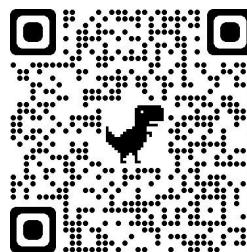


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The HAAF is a charity and relies on kind donations to keep it running. If you would like to contribute towards keeping these magnificent historic aircraft airworthy, please scan the QR code below (Charitable Trust 1024043).



www.paypal.com/uk/fundraiser/charity/3254576



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Historic Army Aircraft Flight
HAAF
Middle Wallop,
Hampshire. UK



De Havilland Beaver-XP820 is the largest aircraft in the HAAF fleet and has six seats. It was issued to The Army Air Corps (AAC) in October 1961 and shipped to the Far East for service in Borneo and Malaya (today's Singapore and neighbouring states) with 656 Light Aircraft Squadron AAC. She finished her active service at Middle Wallop and was registered to The Historic Aircraft Flight Trust on 18 March 2015 as **G-CICP**.



Auster AOP.9-XR244 was built in Rearsby in 1961 and spent her life at Middle Wallop as a training aircraft, helping pilots to convert from the Auster Mk6, which the Mk9 had started to replace from 1956. The three seat Mk9 continued in service until the mid-1960s. This aircraft was registered to The Historic Aircraft Flight Trust on 18 March 2015 and was registered as **G-CICR**.



Agusta Bell Sioux AH Mk1-XT131 was one of the first batch of fifty ordered by the AAC and built by Agusta Spa at Gallarate, Italy in 1964. She spent her time in service as a three seat training aircraft at Middle Wallop and was registered to The Historic Aircraft Flight Trust on 18 March 2015 as **G-CICN**.



Westland Scout-XT626 was built in 1964 and served with the AAC until the late 1980s, seeing out her service 1994 with the 666 sqn Territorial Army at Netheravon. Introduced to replace the Skeeter, it proved to be a reliable five-seat workhorse, operating in the Far East, Middle East, Germany, and Northern Ireland, as well as proving indispensable during the Falklands conflict of 1982. This aircraft was registered to The Historic Aircraft Flight Trust on 27 March 2015 as **G-CIBW**.



De Havilland Chipmunk T10-WD325 was one of the first aircraft of this type to be delivered to Middle Wallop in 1953. It was used as a basic two seat trainer for both the AAC and the Royal Air Force (RAF) for more than 25 years. 21 Chipmunks remained in daily use at Middle Wallop until finally retired in 1987. This aircraft was restored to airworthy condition by our own engineers in 2022 and is now registered as **G-CLWK**



Auster Mk1-LB312 was delivered new to 651 AOP Squadron RAF at Kildale near Dumfries on 24th September 1942. She also served with 653 AOP Squadron, and 43 OTU at Old Sarum, where it served as a two-seat training aircraft for AOP courses 5 to 23 until 6th October 1944. In 1946 she was 'demobbed' and was restored more than 30 years later. The Historic Aircraft Flight Trust acquired her in 2021, and she is now registered as **G-AHXE**.