

INDIVIDUAL HISTORY

SCOTTISH AVIATION PIONEER CC.Mk.1 XL703/8034M
MUSEUM ACCESSION NUMBER 69/A/186

- 1956 Built by Scottish Aviation Ltd. at Prestwick Airport to contract 13670. 57 Pioneers were built, 40 of them for the RAF. Serials batch XL699-XL706, part of the final batch of 12 aircraft for the RAF. Constructor's number 143.
- 5 Dec 56 First flight.
- 6 Dec 56 Awaiting collection.
- 18 Dec 56 To No. 19 Maintenance Unit, RAF St. Athan, Glam.
- 5 May 58 No.215 Squadron, RAF Dishforth, Yorks, for short-range army support duties, supporting the 24th Infantry Brigade.
- 1 Sep 58 Unit renumbered No. 230 Squadron, still at Dishforth. Wore the individual code 'Z'.
- 20 Sep 58 Photographed in overall natural metal at Dishforth Battle of Britain Open Day. Friends of the Manchester Air & Space Museum Newsletter Dec 83.
- Nov 58 No. 230 Squadron moved at short notice to Cyprus to support the Army in anti-EOKA operations; XL703 was flown, partly dismantled, in a Transport Command Beverley to Nicosia, and operated from there on reconnaissance flights and carrying supplies and passengers to various airstrips.
- 25 Mar 59 Detachment ended; flown back to Dishforth in a Beverley by 7 April
- April 59 Unit transferred to RAF Upavon, Wilts.
- 30 Jun 59 Damaged in a flying during a field training exercise; struck a fence causing category 2 damage.
- 7 July 59 Flown back to Upavon following repair in the field.
- 25 Aug 59 To No.49 MU, RAF Colerne, Wilts for fitment of a new standby VHF set.

9 Sep 59	Radio fit completed.
16/25 Feb 60	En route to El Adem, Libya to participate in Exercise Starlight One; still bore code 'Z' on fin.
30 Mar - 4 April 60	En route back to RAF Upavon.
30 May 60	Unit moved to RAF Odiham, Hants.
30 Jan 61	Returned to No.49 MU, RAF Colerne for special instruments fit.
8 Feb 61	Instrument fit completed.
Early 61	Unit aircraft re-sprayed to standard grey-green camouflage colours.
15 Jan 63	To Experimental Trials Unit, RAF Odiham - No. 230 Squadron had previously moved to Germany equipped with Westland Whirlwind HAR.10 helicopters in August 1962 whilst XL703 was still at Colerne.
12 Feb 63	No. 2 MU, RAF Sealand, Clwyd.
6 Jun 63	By sea to No.389 MU, RAF Seletar, Singapore.
23 Mar 64	No.209 Squadron, Far East Air Force, RAF Seletar, Singapore. Operated alongside the Squadron's Twin Pioneer aircraft over the dense jungle and mountainous areas in Malaya and Sabah (formerly North Borneo) during the Indonesian confrontation, carrying supplies and passengers into isolated landing strips. Squadron detachments at Kuching and Labuan in the Borneo territories. Carried the unit's red eagle badge on the fin.
26 Mar 64	XL703 flown by Beverley to Kuching, Sarawak for supply and communications work, flying particularly to Seweton Simonggong and Sibu.
21 Jul 64	Returned to Singapore aboard HMS Bulwark to rejoin the Squadron at Seletar.
10 Dec- 12 Mar 65	On detachment at Labuan having been ferried to Borneo on board HMS Bulwark, as part of the Brunei campaign.
	Upon return to Seletar, used for daily reconnaissance flights along the east coast of Malaya.

22 May 65	Returned to Kuching detachment aboard HMS Albion; after a few days deployed to Sibü.
29 Sep 65	Returned to Seletar.
Nov 65	Returned on detachment to Labuan.
Apr 66	Transferred to Sibü.
23 May 66	Nosed over in landing at Tatuá. Repaired on site.
5 Jun 66	flown out following repairs.
Sep 66	Sibü detachment ended and the aircraft returned to Kuching.
Nov 66	Returned to Seletar and served with B Flight for the remainder of its flying career -the Borneo campaign had now ended.
Aug 68	Last recorded flight. Flying hours 3,219, with 1,036 of these operational flying hours with No. 209 Squadron.
18 Sep 68	Placed on Disposal Account; awaiting disposal instructions.
1 Oct 68	Allocated to RAF Museum for display with instructional serial 8034M.
Dec 68	Dismantled for transport at Seletar. Photo - RAF News w/e 28 Dec 1968 p.3.
31 Dec 68	No.209 Squadron disbanded at Seletar.
1 Jan 69	Returned by air to UK - stored at RAF Henlow, Beds by the RAF Museum.
29 Sep 82	By road to the newly established Manchester Air And Space Museum for display. Photo on arrival - Flypast Dec 1982 p.56. Photo assembled - Flypast February 1983 p.28.
Apr 89	By road to Aerospace Museum, RAF Cosford. Photos displayed at Cosford - Flypast June 1998 p.54; Air Britain News Dec 2000 p.1808; Air Britain Aviation World Spring 2003 p.29.
5 Jun 03	Moved to store at RAF Cosford as the aircraft was intended to be moved to RAF Fairford, Glos. for display in the Royal International Air Tattoo (RIAT) '100 Years of Flight' exhibition held during the display, 18 th -20 th July, but did not in the end go there.

Jan-Mar 09 Recovered from store, stripped, and repainted into original overall silver colour scheme and markings at MBCC, Cosford. Briefly given Omani markings, with original RAF serials, and then reverted to RAF roundels.

Photo as repainted; Wrecks and Relics 22nd edition.

16 Jun 14 By road to RAF Museum Hendon for display in new Oman exhibition 'An Enduring Relationship' following repainting into SOAF overall aluminium and white colours and markings as XL554 by the RAFM MBCC at Cosford. Photo- Air Britain News Feb 2015 p.264.

Four Scottish Aviation Pioneers were employed by the Sultan of Oman's Air Force 1959 – 1962. The original XL554 served with 78 Squadron RAF in Aden May 1956 – December 1958, transferred to SOAF 5 August 1958, but was struck off charge after an accident at Ibri 13 September 1959.

8 Oct 15 Dismantled airframe moved to Bomber Hall pending road transport to RFM Cosford.

14 Oct 15 By road to RAFM Cosford.

The only other known Pioneer survivors are CC602 at the Sri Lankan Air Force base at Katunayake, and FM1016 at the Royal Malaysian Air Force Museum.

TEXT: ANDREW SIMPSON

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