

INDIVIDUAL HISTORY

ENGLISH ELECTRIC LIGHTNING F.1 XG337/8056M
MUSUM ACCESSION NUMBER 84/A/1167

Built by English Electric Aviation Ltd at Warton, Lancs to 1954 contract No. 6/Acft/10351/CB7 (b) as the last of a batch of 20 English Electric P1Bs (Pre Production batch Lightning F.1s, more commonly referred to as Development Batch aircraft) for development and familiarisation use; Serials batch XG325 - XG337, allocated 25 February 1954. Constructor's number 95026.

- 5 Sep 59 First flight, from Samlesbury, Lancs; pilot J.K. Isherwood. Flown, for the duration of its career, in overall silver/natural metal finish.
- 10 Mar 60 Awaiting collection; to Ministry of Aviation C. (A) fleet the same day.
- 29 Apr 60 To English Electric at Warton for fuel system trials.
- 26 Aug 60 to C (A) for trial use with 'A' Squadron Aeroplane & Armaments Experimental Establishment, Boscombe Down, Wilts. Flying time to date 28.01. Used as back up for radio clearance trials on XG325 and extension of Mach number limit for the Lightning F.1.
- Dec 60 To Royal Signals & Radar Establishment/Royal Aircraft Establishment for Auto ILS trials. Photo at Boscombe Down, February 1961 - Lightning (Scott) p.96.
- 16 May 61 To English Electric at Warton for change & rectification of throttle box prior to continuation of A&AEE auto-ILS trials. Flying time 55.13 hours.
- 7 Jul 61 To 'A' Squadron, A&AEE, Boscombe Down for continuation of auto-ILS trials; flying time 58.55 hours.
- 12 Dec 61 To the Boulton Paul company airfield at Seighford, near Stafford, Staffs for conversion work including fitting of instrumentation and stage 3 fin (needed when Red Top Missile fitted) for Lightning F.3 flight development programme undertaken by Boulton Paul Aircraft Ltd on behalf of English Electric. Flying time 93.24 hours. After conversion the aircraft was collected by an English Electric test pilot from Warton.
- 31 Dec 61 Transferred to Ministry of Aviation for general handling trials

- 21 Aug 62 To English Electric at Warton for completion of preparation for Red Top trials and flight clearance.
- 7 Sep 62 Grounded for fitment of AI 23B and Red Top missile systems.
- 15 Jan 63 Allotted to English Electric Co. then DH propellers for Joint Services Trials Unit trials of Red Top air-to-air missile.
- 21 Jan 63 Flown again after modification.
- 26 Feb 63 Laid up for preparation for despatch to A&AEE.
- 9 Apr 63 First flight after lay-up.
- 26 Apr 63 Battery boiled over causing contamination - flying hours to this date 100.38 hours. Flew again c. June 1963.
- 27 Jun 63 Dispatched to 'A' Squadron, A&AEE Boscombe Down for Red Top evaluation trials. Flying time 102.40 hours.
- 26 Jan 65 To Warton for modification and investigation of control harmonisation problems. Flying time 184.35 hours.
- 9 Oct 65 Returned to 'A' Squadron A&AEE for resumption of Red Top and Light Fighter Sight evaluation trials and continuation training. Photo loading Red Top at Hatfield, November 1965; Lightning (Scott) p.130. See also British Secret Projects Hypersonics, Ramjets & Missiles (Gibson & Buttler) p.41.
- 6 Nov 67 Allotted to A&AEE for continuation training.
- 4 Mar 69 To British Aircraft Corporation, Warton as target aircraft for Airborne Interception radar trials and BAC two-inch rocket trials as temporary replacement for XN734. Flying time to date 476.25 hours - 698th and last flight. Final hours on touch-down 477.
- 29 Sep 69 Transferred to RAF for instructional use.
- 3 Dec 69 Allotted RAF instructional serial 8056M.
- 27 Jan 70 Issued to No. 2 School of Technical Training at RAF Cosford, Salop as 8056M. Coded 'M'. Photo - Flypast February 1984.
- Oct 83 Transferred to Aerospace Museum, Cosford, and initially placed in storage. (Formal allocation date 13 Dec 83).

Jun 2006 Placed on suspended 'vertical' display in new National Cold War Exhibition Building at the Royal Air Force Museum, Cosford. Photos; Flypast September 2006 pp.20-2; Aeroplane March 2006 p.14; Flypast March 2007 p.17.

TEXT; ANDREW SIMPSON

© ROYAL AIR FORCE MUSEUM 2012.