

INDIVIDUAL HISTORY

GLOSTER METEOR F.8 WH301/7930M
MUSEUM ACCESSION NUMBER 67/A/208

1951			Built by Armstrong Whitworth, Baginton, with Rolls-Royce Derwent Mk.8 engines. From serial batch WH272-WH320. A total of 1,183 Meteor F.8s were constructed.
19	Oct	51	Pre-delivery test flight (25 Minutes) by Armstrong Whitworth test pilot J O (Jo) Lancaster; logbook extract on Meteor file. Further test flights by him on 22 Oct (two 10-minute flights) and a final 10-minute flight the following day.
02	Nov	51	Awaiting collection at Baginton.
27	Nov	51	To No.29 MU, High Ercall, Salop (Aircraft Storage Unit).
29	Jan	52	To Day Fighter Leaders School, a component of the Central Fighter Establishment, West Raynham.
14	Jan	55	To No.609 (West Riding of Yorkshire) Squadron, Royal Auxiliary Air Force, at RAF Church Fenton, Yorkshire). At this time the DFLS Meteors were being supplanted by Hawker Hunter F.1s and F.4s.
21	Oct	55	To No.12 MU, Kirkbride (Aircraft Storage Unit).
24	Oct	56	Repaired on site/60 MU - Cat 3R damage. No accident card.
19	Dec	56	Ex-ROS - repairs completed.
19	Mar	57	Transferred to RAF Flying College, Manby, Lincs.
7	Feb	61	Two flights – 40 minutes night circuits and one-hour night navigation flight via Manchester and Birmingham – by Peter H R Johnston (letter on Meteor file) whilst on No.211 All Weather Jet Refresher Course at RAF Manby satellite establishment at RAF Strubby.
23	Feb	61	Damaged - Cat 3R. No accident card.
26	Feb	61	Repaired on site/60 MU.
30	Jun	61	Ex-ROS - repairs completed.
01	Aug	61	Returned to Flying College at Manby.

03	May	62	Cat 3R damage - ROS/6 MU. No accident card.
08	Aug	62	Ex-ROS - repairs completed.
09	Aug	62	Returned to Flying College Manby (renamed College of Air Warfare from July 1962) Photo flying in vic formation whilst based at Manby - RAFM photo collection PO 19048, with high-visibility Dayglo markings on silver colour scheme.
05	Sep	63	To No.5 MU Kemble, Gloucester. Had accumulated 1,967.40 flying hours by this date.
11	Feb	65	Ferried to No.85 Squadron, RAF Binbrook, Lincs and given code `T'. Flown regularly up to 22 Oct 65. No.85 Squadron was a `target squadron' flying Meteors and Canberra T.11s as targets for radar controllers and during fighter interception exercises the squadron retired its last Meteors in June 1970.
08	Nov	65	Placed on disposal account.
26	Nov	65	Final flight - ferried to No.5 MU Kemble. This 25 minute flight brought the aircraft's total to 2119.45 flying hours. 4925 landings.
30	Nov	65	Transferred to non-effective aircraft.
26	Jan	67	Allotted instructional serial 7930 M. Photo in 1967 - Aeroplane Monthly 1986 UK Aircraft Collections and Museums Guide p.27.
17	Feb	67	Following dismantling at Kemble, by No.71 MU, nose and tail arrived at the RAF Museum store at RAF Henlow, Beds, the wings and centre section following 20 Feb. Form 700s, engines log cards and aircraft job cards passed to RAFM - DoRIS Ref.B3238. Aircraft re-erected at Henlow.
29	May	67	On static display at Henlow open day. Photo - Air Britain Digest Sep 67 p.264.
Nov/Dec		78	Transferred to RAF Museum Hendon, still wearing No.85 Squadron markings and Dayglo patches.
10	Jun	89	Displayed at Royal Auxiliary Air Force Colour Ceremony at RAF Benson - given No.609 Squadron markings for the occasion. Moved from Hendon 30 May, returning 14 June, transported by team from RAF Abingdon. Has remained on display in the main aircraft hall at Hendon ever since.
22-25	Apr	96	Engines removed and exchanged with time-expired units by technicians from Martin-Baker.

The ex-RAFM engines would then be held as spares for the two airworthy ejection seat test Meteor 'T7½' aircraft operated by Martin-Baker.

TEXT - ANDREW SIMPSON