INDIVIDUAL HISTORY

**SCOTTISH AVIATION TWIN PIONEER CC.2 XL993/8388M**

**MUSEUM ACCESSION NUMBER 69/A/217**

1958  
Built by Scottish Aviation at Prestwick to contract 14074 as a CC. Mk.1, constructor’s number 528. Serials batch XL991-997. One of 39 Twin Pioneers delivered to the RAF, which served with six squadrons in the transport, supply dropping, photo survey and casualty evacuation roles, and even as a light bomber.

12 Jun 58  
First flight

30 Jul 58  
To No. 22 Maintenance Unit, RAF Silloth, Cumbria.

30 Sep 58  
Allotted to the first RAF Twin Pioneer unit, No. 78 Squadron, RAF Khormaksar, Aden. Originally flew in standard Transport Command scheme of silver and white with blue cheat line and black serial numbers.

28 Nov 58  
Arrived in Aden. Coded ‘Y’; one of 8 ‘Twin Pins’ on unit strength by November 1958, providing support to the Aden Levies policing the Aden British protectorate.

6 Dec 58  
First operational sortie, transporting 1,100lb of supplies and passengers to the outpost at Dhala near the Yemen border, then back to Khormaksar. Total flight time 1.20 hours. *A complete flight log, 1958-66 is held in the Aircraft Department.*

1959  
Flew supplies and passengers to the up country airstrips, mainly Dhala, Lodar, Beihan, Makeiras and Ataq, plus the occasional casevac sortie.

2 Apr 59  
First of a number of lights recorded in Navigator’s logbook of Navigator /Bombing Instructor J.M. Lennard; 1.40hr flight, base (Khormaksar)– Lodar-base. Plot F/Lt Binedell.

6 Apr 59  

9 Jun 59  
1.15 hr. flight (Lennard LB), Base – Dhala – Base. Pilot F.Sgt Stone.
10 Aug 59 1.15 hr. flight, Base – Dhala – base, pilot F.Sgt Taylor (Lennard LB).

15 Aug 59 1.35hr flight, Base – Lodar – Base, pilot Flt Lt Cooke, (Lennard LB)

20 Aug 59 2.40hr flight, base – Beihan – Base, pilot FS Taylor (Lennard LB)

17 Sep 59 1.20hr flight, Base – Dhala – Base, pilot Flt Lt Capewell (Lennard LB)

19 Sep 59 20 minute continuation training flight around Khormaksar; Pilot Flt Lt Cooke (Lennard LB)


28 Oct 59 1.5 hr. flight, Base – Makeiras – Base, pilot Flt. Lt Scott (Lennard LB)


28 Nov 59 1.5 hr. flight, Base – Makeiras – Base, pilot Flt. Lt Scott (Lennard LB).

3 Dec 59 1.35hr flight, Base – Makeiras – Base, pilot F.Sgt Stone (Lennard LB)

9 Dec 59 45 minute continuation training flight, pilot Flt Lt O’Brien (Lennard LB)

16 Jan 60 One of three aircraft detached to Sharjah to provide support for No. 22 Regiment, Special Air Service, making several reconnaissance flights.

4 Mar 60 Returned to Khormaksar.

1 July 60 Believed grounded awaiting spares during second line servicing until 3 January 1961.

19 Jan 61 VIP passenger - The Governor of Aden, Sir Charles Hepburn Johnson, KCGM.
16 Jun 61  To No. 131 MU at Khormaksar; Converted to CC.2 configuration; more powerful 640hp Leonides engines fitted.

24 Nov 61 Returned to No. 78 Squadron strength, making several local flights that day.

12 May 62 VIP passenger - CinC Transport Command, Air Chief Marshal Sir Edmond Hudleston.

18 Jun 62 Station medical officer flown on mercy mission to Berbera, Somaliland. The landing was made with the aid of motorcar headlights, but sadly the patient, a baby, had already died.

23/27 Jun 63 Assisted in the rescue of a 45 strong British services adventure training party who had strayed into hostile Yemen. On 23rd June XL993 brought back the bodies of four of the group killed by the Yemenis, flying two 1.15hr return trips to Salem Salec.

Late 1964 Radfan area operations against Yemeni supported dissident Qutebi tribesmen north of Aden - XL993 had been modified to carry two Nord SS.11 wire-guided missiles on outboard underwing pylons, and flew two missile firing sorties, on 1st July and 28th July in the Khormaksar area. Also based at Khormaksar at this time were RAFM Argosy XP411, Belvedere XG474, and Hunter FGA.9 XG154.

25 Nov 64 Grounded for six months on major inspection with the end of the Radfan offensive following capitulation of the dissidents on 18th November 1964.

14 May 65 Two local flights.

30 May 65 Last flight with No.78 Squadron.

1 Jun 65 No.78 Squadron re-formed re-equipped with Wessex helicopters.

6 Jun 65 To No. 21 Squadron, Muharraq, Bahrein, this unit being renumbered from No. 78 Squadron and acquiring its aircraft. Duties continued much as before.

29 Jul 65 Leaflet drop.

18 Sep 65 Last flight for 6 months

9 Feb 66 Air Test - Damaged in flying accident.
5 Mar 66   Flew again.

27 Sep 66   Began flight back to UK for refurbishment; first stage to Jedda; Cairo - El Adem on 28 Sep and Malta on 29th September.

2 Oct 66    Arrived at RAF Lyneham, Wilts.

3 Oct 66    Returned to No. 5 MU, RAF Kemble, Glos. For repair.

It may be around this time that the incident recounted in the August 1977 issue of Air Clues magazine occurred (pp.308-309) when the aircraft force-landed in a steeply sloping, suffering only minor damage. Both engines had cut out due to fuel starvation. The aircraft was flown out of the field five days later.

2 Nov 66    To No. 27 MU, RAF Shawbury, Salop.

14 May 68   Returned to No. 5 MU, RAF Kemble.


Sep 68      Displayed at RAF St. Athan, Glam.

19 Nov 68   Returned to 27 MU RAF Shawbury; presented to RAF Museum.

6 Feb 69    Flown to RAF Henlow, Beds. For storage; struck off charge. Photo being fuelled at Shawbury prior to departure; Control Column April 1969 p.14. The last RAF Twin Pioneers were withdrawn in December 1968 when serving with No 209 Squadron at Seletar, Singapore.

5 Sep 73    Allotted RAF Instructional Serial 8388M.

c. Feb 79    By road to Aerospace Museum, RAF Cosford, Salop for display in its final brown/sand/black camouflage scheme. Photo being reassembled at Cosford; Aircraft Illustrated May 1979. Photo assembled and on display; Wrecks and Relics 7th Edition p.10.

3 Aug 98    Donated to RAF Museum by MoD.

2007        On display in new National Cold War Exhibition building at Cosford.