

INDIVIDUAL HISTORY

HANDLEY PAGE HASTINGS T.5 TG511/8554M
MUSEUM ACCESSION NUMBER 85/A/09

- 13 Mar 48 First flight at Radlett as a Hastings C.1. The thirteenth of 100 Hastings C.1 aircraft built, including serial batch TG499 - TG537, delivered between Nov 47 and Feb 1950. The major components were built at Cricklewood and taken by road to Radlett under police escort for final assembly and testing.
- 14 Jun 48 Awaiting collection.
- 16 Jun 48 To No.5 Maintenance Unit, RAF Kemble, Glos.
- 22 Jul 48 To Transport Command Major Servicing Unit (TCMSU) RAF Honington, Suffolk.
- 08 Sep 48 To No 47 Squadron, coded 'V'. Total flying hours still only 20.10. Hastings of this unit operated throughout the Berlin airlift (Operation Plainfare) which began in June 1948 up to the end of the operation in October 1949. Photo in overall silver as a C.1 - Supplement to Aeroplane Monthly April 1990 p.3.
- 25 Mar 49 1.55 hr flight at 241 Operational Conversion Unit (OCU), RAF Dishforth, Yorkshire, practicing Gee, Eureka and Babs approaches – see Navigator's logbook of E.J. (Ted) Darling on Hastings file. Pilots F/Lts Welch and Archer.
- 29 Mar 49 6.15hr flight-cross-country navigation exercise, diverted to Leuchars (Darling LB)
- 30 Mar 49 55 minute flight from Leuchars to Dishforth (Darling LB). Pilots F/Lt Archer and P/O McCann, as on outwards flight.
- 6 Apr 49 50 minute flight for Gee, Rebecca, Babs and Radio Compass training. And approaches/landings. Pilots Archer and McCann (Darling LB)
- 26 May 49 With No 47 Squadron at Schleswigland carrying coal to Berlin during the Berlin Airlift – 'Operation Plainfare'. On this date, flew from Schleswigland to Berlin Tegel -1hr 20min flight (Darling LB), returning to Schleswigland the same day on a one hour flight; pilots F/Lts Henson and Archer.

- 11 Jun 49 Base to Tegel and return – Darling LB. Pilots Archer and McCann.
- 16 Jul 49 To RAF Topcliffe, Yorks. Flying hours now totalled 602.00. During the Berlin airlift aircraft were allocated to RAF stations and not Squadrons. Aircrews were pooled in Germany and flew any aircraft on a rota basis; later, Squadrons on the same base pooled their aircraft to ensure maximum availability, with TG511 being shared by Nos.99 and 511 Squadrons from Dec 1949 when it moved to Lyneham.
- 22 Jul 49 Afternoon flight, Base –Tegel and return; pilots Archer and McCann (Darling LB)
- 30 Jul 49 Early morning flight, Base – Tegel and return; pilot F/Lt Archer (Darling LB)
- 24 Aug 49 Schleswig – Tegel and return flight; pilot D W Barnard – letter on file; similar flight, same pilot, 26 August 1949.
- 23 Dec 49 Transferred to RAF Lyneham, Wilts.
- 12 Jan 50 With No 99 Squadron; Air test – undercarriage control locks unserviceable; flight time one hour; pilots F/L Smith and Coutts (Darling LB)
- 19 May 50 To No 20 MU, RAF Aston Down, Gloucs.
- 28 Jan 50 6.10hr flight, pilot F/Lt Gardener, Base – RAF Luqa, Malta, flying on to Fayid, Egypt, the following day and thence to Habbaniya, Iraq, returning from Fayid to base via Luqa on 30 January. (Darling LB)
- 8 Nov50 To Handley Page at Radlett for conversion to Met.1 standard, specially equipped for weather reconnaissance duties as one of 19 such conversions for this role to replace No 202 squadrons' Halifax A.9 and Met.6 aircraft which retired by May 1951. The interiors were stripped and refitted with recording equipment and a galley and wardroom added to facilitate nine-hour flights.
- 03 Nov 52 First flight in Met.1 condition following conversion.
- 26 Nov 52 To No 5 MU RAF Kemble for storage.
- 16 Jun 53 Transferred to non - effective stock.
- 14 Sep 53 Returned to effective stock.

- 12 Aug55 To No 202 Squadron at Aldergrove Northern Ireland .The Hastings were employed on long range reconnaissance flights over the North Atlantic on a daily basis, gathering meteorological information for the Central Forecasting Office at Dunstable.
Operating heights varied from 100-18000 feet and air/sea rescue equipment was always carried.
Flight times could be up to nine hours, with two three hour periods at low level broken by an hour at 18,000 feet. Flying hours now totalled 797.25. Photo at Gibraltar at this time - Aeroplane Monthly Feb 1999 p.40. TG511 was part of a second batch of eight conversions to MET.1 standard. The conversion entailed fitting an meteorological observers position in place of the second pilot, plus fitting sensors, bunks and a galley, along with Lindholme dinghy containers for ASR duties.
- 03 May 57 To Handley Page at Radlett for servicing.
- 07 Jun 57 Servicing completed.
- 17 Jun 57 Returned to No 202 Squadron, Coastal Command, RAF Aldergrove, Northern Ireland for further weather reconnaissance duties.
- 12 Dec 57 Pilot's Flying logbook (Extract on correspondence File) of Flt Lt (Later S/Ldr) W. Campbell records eight-hour day/night 'Bismuth O' weather reconnaissance flight (Pilot Flying Officer Woodley, W. Campbell as 2nd Pilot, plus five crew)
- 30 Dec 57 Campbell logbook records 9.15 hour 'Bismuth E' weather reconnaissance flight, W. Campbell as 1st Pilot, F/O Skinner as 2nd pilot, plus five crew.
- 03 Feb 58 Disposal Account, Cat.4 (Repairs)- possibly modifications rather than accident damage.
- 04 Mar 58 To Radlett for repair. Flying hours now 2313.05.
- 11 Dec 58 The logbook of Ray Funnell, Handley Page Flight Test Engineer, records a 1.20 hour air test for problem clearance.
- 19 Dec 58 The logbook of Ray Funnell records two snag clearance flights; the first of 20 minutes, the second for one hour.
- 30 Dec 58 Repairs completed.
- 21 Jan 59 To No 20 MU Aston Down for storage.
- 12 May 59 To Blackbushe for conversion to T.5 standard by Airwork, under sub- contract to Handley Page as one of seven such conversions.

The Hastings T.5 entered service with the Bomber Command Bombing School at RAF Lindholme in 1959, with the eight aircraft of this variant, all converted from C.1s, superseding Lincolns in the role of training V-Force bomb-aimers and navigators in the use of basic electronic equipment.

A large ventral radome was fitted containing the H2S Radar equipment, and each aircraft could carry three trainee crews in a training station above the radome. The rear of the aircraft retained a passenger and cargo carrying capability for secondary support work within Bomber Command.

- 20 May 60 To Bomber Command Bombing School RAF Lindholme, Yorks. to supplement the last Bomber Command Avro Lincolns, retired by October 1960, including fellow Cosford exhibit Lincoln RF398 which was transferred from Lindholme 04 Oct 1960. Flew in initial colour scheme of overall silver with a yellow band around the rear fuselage and wings between the two engines. Photo – Hastings (Senior 2008) p.55.
- 07 Mar 62 Repaired on site by No 60 MU following Cat. 3R damage.
- 04 May 62 Repairs complete. Back on charge with BCBS.
- 21 Oct 62 Photographed in overall silver hangared at RAF Lindholme - Action Stations Vol. 4 p.122. Photos in flight in same colour scheme, 1960 - Handley Page Aircraft since 1907 (Putnam) p.456. Also Wingspan May 1994 p.24; Pioneers to Partners (Foyle & Marriott) pp.94-95.
- 26 Mar 63 Take-off abandoned when a swing developed due to cross winds. Recorded on accident card.
- 04 Nov 63 Repaired on site by No 60 MU.
- 28 Nov 63 Repairs completed.
- 13 Apr 64 Navigator's Flying Logbook of Flt Lt John Weller records 5.50hr training flight.
- 10 Oct 66 To No 60 MU Leconfield. Total flying hours now 4644.45.
- 27 Oct 66 Returned to BCBS at RAF Lindholme.
- 14 Nov 67 To Handley Page for Cat.4 reconditioning.
- 30 Apr 68 BCBS became Strike Command BS.

- 11 Sep 68 The logbook of Ray Funnell records a 50-minute production clearance flight, with a similar flight two days later.
- 25 Sep 68 To SCBS at Lindholme after reconditioning.
- By 1968 the aircraft had been repainted with white upper fuselage - Photo Air Pictorial Mar 68 p.91, whilst still at Lindholme with the BCBS.
- E-mail received in January 2015 from Fg Off/Flt Lt Ronald Handfield records a number of flights as co-pilot between 1971 and 1974; The following list pilot and crew as well as duty.
- 31 Aug 71 Flt Lt Chandler Flt.Lt. Mann (nav) Lindholme (ld) Wad .55mins
m/e Leeming (eng) Ld
- 31 Aug 71 Flt Lt Sneller same as above. Captain continuation training
1hr45mins Sneller was the memorial flight Lancaster PA474 pilot
and used the Hastings to keep current.
- 02 Sep 71 Flt Lt Chandler Flt Lt Mann Flt Sgt Darling rbs 7/8 and then to
Sydenham and Linton 7hr15mins.
- 02 Dec 71 Flt Lt Pankhurst F Lt Paines m/e Gibson ld to Machrihanish ld
3hr Suspect to buy fish for a mess Christmas draw!
- 17 Dec 71 Flt Lt Dobson Flt Sgt Darling Flt Lt Stevenson rbs 17 3hr25mins
- 23 Feb 72 Flt Lt Smith F Lt Mann Flt Sgt Greeves rbs 9/10 4hr15mins
- 06 Mar 72 Flt Lt Pankhurst Flt Lt Simpson co-pilot dual and
. Captain continuation training m/e Leeming 2hr30mins
- 19 Apr 72 Flt Lt Sneller Flt Lt Kennedy m/e Bridger rbs 9 3hr05mins
- 20 Apr 72 Flt Lt Dobson Flt Lt Mitchinson m/e Bridger rbs 9/10 to land Wyton
4hr20mins
- 20 Apr 72 Same crew as above. Wyton ld .30mins pax was SASO
- 30 May 72 Sqn Ldr white Flt Lt Mitchinson m/e Hill rbs 9/10 4hr45mins
- 31 May 72 Flt Lt Smith Flt Lt Salmond Flt Sgt Greeves rbs 15a 5hr15mins
logged this as a low level nav ex (250feet)

05 Jun 72 Aircrew log of (later) Sqn Ldr. Mike. J. Grout (2nd Navigator) records 3.35-hr RBS low-level flight, aborted for exercise.

06 Jun 72 Grout LB records five-hour RBS low-level training flight.

28 Jul 72 Flt Lt Sneller Flt Lt Mann Flt Lt Eliston captain c/t 1hr40mins

09 Aug 72 Sqn Ldr Burton Flt Lt Salmond Flt Sgt Darling Formation practice then rbs 9/10 5hr40mins Phil Burton now squadron boss Taking over from John Marriott.

17 Aug 72 Flt Lt Smith Flt Lt Ballantine m/e Gibson rbs 13/146hr25mins

22 Aug 72 Flt Lt Jackson Sqn Ldr Cowan F/S Darling Copilot training 1hr35mins (The Jacko Jackson of Lancaster fame)

23 Aug 72 Flt Lt Dobson Flt Lt Kennedy Sgt Speight Id Chivenor Id 2hr10mins

01 Sep 72 Strike Command Bombing School moved to RAF Scampton, Lincs.

07 Sep 72 Flt Lt Smith Sqn Ldr Cowan Sgt Speight rbs low level 5hr05mins probably training Buccaneer navs

11 Sep 72 Flt Lt Dobson Sqn Ldr Cowan Flt Sgt Greeves rbs low level 15a 5hr10mins

13 Oct 72 same Flt Lt Salmond M/E Gibson rbs 15a 4hr05mins

18 Oct 72 Sqn Ldr White Fg Og Off Davies M/E Leeming my IRT 1hr 20mins

16 Nov 72 same Sqn Ldr Cowan M/E Leeming rbs 7/8 4hr10mins

13 Dec 72 Flt Lt Dobson Flt Lt Kennedy Flt Sgt Darling rbs 9/10 .25 mins rtb a/c us

13 Dec 72 Same crew. 4hr40mins

28 Dec 72 Sqn Ldr White Sqn Ldr Cowan Flt Sgt Greeves rbs 13/144hr40mins

29 Dec 72 Flt Lt Jackson Flt Lt Kennedy M/E Gibson rbs 9/104hr 15mins

21 Feb 73 Flt Lt Dobson Flt Lt Boyle M/E Bridger Scampton Honnington 1hr15mins

04 Apr 73	Sqn Ldr Burton Flt Lt Edmunds M/E Gibson	maritime recce 6hr05mins
31 May 73	Flt Lt Jackson Flt Lt Edmunds M/E Bridger	rbs 2 landed valley then return Scampton 6hr05mins
05 Jun 73	Sqn Ldr Sneller Flt Lt Edmunds Flt Sgt Darling	captain c/t 1hr
06 Jun 73	Flt Lt Smith Flt Lt Kennedy Flt Sgt Darling	rbs 4/54hr20mins
08 Jun 73	Flt Lt Chandler Flt Lt Edmunds M/E Butcher	rbs low level 5hr15mins
11 Jul 73	Flt Lt Smith Flt Lt Kennedy M/E Butcher	rbs 13/144hr45mins
21 Aug 73	Sqn Ldr White Flt Lt Kennedy M/E Smith	Buccaneer low level 4hr
16 Oct 73	Weller Navigator's Flying Logbook records staged transport support flight, Scampton – Marham – Woodford – Marham – Scampton, total flying time 2.25 hours.	
22 Oct 73	Flt Lt Smith Lt Ballantine M/E Smith	rbs 3 2hr50mins
01 Jan 74	SCBS absorbed by the Vulcan equipped No 230 OCU as the Radar Training Flight, commonly known as '1066 Squadron', in reference to the aircraft's name rather than its advancing years. By 1974 four of the T.5s had been retired, two in May 1969 and one in July 1971, and a fourth in 1974.	
	Often used for weekly 'Offshore Tapestry' patrols, observing North Sea oil rigs and fishing fleets, maritime exercises, Search and Rescue missions and even flew occasional transport tasks, often at short notice, flying supplies and spares all over Britain and occasionally to the Mediterranean for both 1 Group and Strike Command. Latterly their main training task was for Vulcan, Victor, Phantom and Buccaneer navigators, with approximately one Phantom and one Buccaneer course every month. Air experience flights for ATC/CCF cadets and ROC personnel were also flown.	
11 Jan 74	Sqn Ldr Jackson Sqn Ldr Cowan M/E Butcher	air test .50mins 'Jacko' promoted
12 Feb 74	Flt Lt Houlton Sqn Ldr Cowan M/E Hill	night c/t for captain .55mins
19 Apr 74	Sqn Ldr Jackson Flt Lt Ramsdale M/E Hill	rbs low level 4hr45mins

22 Apr 74	Sqn Ldr White Sqn Ldr Cowan M/E Gibson ditto	4hr
23 Apr 74	same same ATC cadet flying	.40mins
26 Apr 74	Sqn Ldr Jackson Flt Lt Ramsdale M/E Butcher stby transport for the AOC 1 Group	.45mins
30 May 74	Sqn Ldr White Sqn Ldr Cowan M/E Hill captain and co-pilot 3hr.05mins	continuation training
04 Jun 74	Flt Lt Houlton Flt Lt Ballantine M/E Hill Buccaner low level radar training	4hr05min
05 Jun 74	ditto ditto ditto	4hr25min
10 Jun 74	ditto ditto ditto	4hr 55mins
17 Jun 74	Sqn Ldr White Flt Lt Ballantine M/E Butcher Leconfield - Scampton	1hr35min
24 Jun 74	Flt Lt Houlton Sqn Ldr Cowan M/E Hill captain c/t	1hr35min
26 Jun 74	Sqn Ldr White Flt Lt Ramsdale M/E Gibson maritime recce aircraft returned unservicable	.40mins

1974-5 One of three of the Hastings of the Radar Flight repainted in red, light grey and white colour scheme. Photos of TG511 in this scheme - Air Enthusiast 40 p.51; Aeroplane Monthly Feb 76 p.86 (Taken 10 Apr 74-colour); Aircraft Illustrated Aug 75 p.330; Control Column Mar 76 p.37; Control Column Aug/Sep 76 p.118.

18 Nov 75 Logbook of (then) PO David J Gledhill (RAFM X006-3337) records four-hour medium level cross-country exercise when a trainee navigator.

During the autumn and winter of 1975-6 used in fisheries protection and reconnaissance role during the Icelandic 'Cod Wars' observing British fishing boats and Icelandic gunboats.

17 Jun 77 Allotted to Aerospace Museum Cosford with RAF Maintenance serial 8554M.

- 30 Jun 77 The four remaining Radar Flight Hastings (TG503, TG505, TG511, TG517) withdrawn from service and the flight with its 8 aircrews disbanded, its task re-assigned to the Dominies of No 6 FTS.
- 16 Aug77 Made last ever Hastings flight, from RAF Scampton to Aerospace Museum Cosford where it has been displayed ever since. The aircraft landed at 16.10 after a 40-minute flight - its 3635th landing with a final total of 7980.40 flying hours.
- Initially displayed outside (photos Plastic Aircraft Models Oct/Nov 1978 p.588) and later in the main Museum hangar.
- 2006 Moved to new National Cold War Exhibition building. Photo on display – Air Britain Aviation World September 2007 p.103.

OTHER SURVIVING HASTINGS

- TG503/8555M T.5 Allied Museum, Clayalee in Zehlendorf, near Berlin from 1997. Airlift memorial aircraft, ex 230 OCU. Originally flown to Gatow 29th June 1977.
- TG517 T.5 Newark Air Museum Winthorpe. Ex 230 OCU. Flew in 22 June 1977.
- TG528 C.1 Imperial War Museum Duxford. Last flew 1968 upon delivery to Staverton that January, ex Skyfame Collection; to Duxford by road 1979.
- NZ5801 C.3 Museum of Transport and Technology Auckland. Nose section only, plus all four Hercules engines with cowlings, one main undercarriage/nacelle/wing section and tailwheel unit. One of four delivered to the RNZAF; surviving parts to MoTAT February 1971; NZ5801 made the last NZ Hastings flight on 2 February 1966.

In addition, the Halifax III composite reconstruction ‘LV907’ at the Yorkshire Air Museum, Elvington incorporates the wing centre section and undercarriage of former Colerne Museum C.1A TG536, recovered from Catterick dump (where it had moved from Colerne in 1976) in 1985 (with one of the outer wings displayed separately on a Queen Mary trailer) and unused Hastings outer wing sections rescued from a scrapyard.

The RAFM has a starboard outer wing from Hastings C.1A TG568 in store; ex conversion trainer at Strike Command Bombing School Scampton, this aircraft went to the fire dump at RAE Bedford (Thurleigh) and was SOC in 1974.

In 2010, a Maltese scrapyard contained the cockpits and wing centre sections of Hastings C.4 WJ325 and C.2 WJ328, with two Hercules engines and the main undercarriages of both of these aircraft, which were both struck off charge at RAF Luqa in March 1968; the cockpit of WJ325 was donated to the Malta Aviation Museum in 2011, and that of WJ328 was available for sale or trade. The wing portions and engines went to Canada in 2011 for use in a hybrid Halifax restoration project by HP57 Rescue (Canada) on behalf of the Bomber Command Museum of Canada, Nanton.

TEXT: ANDREW SIMPSON

© ROYAL AIR FORCE MUSEUM 2015