

INDIVIDUAL HISTORY

EH INDUSTRIES EH101 PP8/G-OIOI/ZJ116

MUSEUM ACCESSION NUMBER X003-1404

Revised design based on the cancelled Westland WG34; Built by Westland as Srs 300 Heliliner civil passenger variant of multirole medium lift helicopter intended for both the military anti-submarine warfare and civil transport markets; penultimate aircraft of a pre-production (PP) batch of nine three-engined EH101 aircraft laid down by Westland and Italian company Agusta 1984-1990, the first of which, PP1, flew October 1987. Westland and Agusta formed a joint company, European Helicopter (EH) Industries, for EH101 production in 1980. Westland Assembled Nos 1,3,4,5 and 8, Agusta Nos 2, 6, 7 and 9.

- 24 Apr 90 First flight at Yeovil with civil registration G-OIOI, in distinctive red, white and blue colour scheme. Flying time 30 minutes.
- 2-9 Sep 90 Appeared at Farnborough display. Colour photo at this time – Aircraft Illustrated November 1990 p.597.
- Evaluations of Medium Frequency Automatic Direction finding Equipment (ADF) and UHF Distance-Measuring Equipment, giving slant distance to a beacon; DME element of TACAN (DME), area nav, electronic instrumentation, civil Automatic Flight Control System (AFCS) and communications equipment; fitted with ACSR. Acted as demonstrator for the 30-passenger commercial variant, with PP3 flying the main certification programme.
- 24/27 Sep 91 Appeared at Heli-Tech 91 trade show at Redhill aerodrome, Surrey. Colour photo – Aircraft Illustrated December 1991 p.636.
- Jan 1993 Flight-testing halted following loss of PP2 in Italy on 21st January; resumed June 1993.
- 1995 Allocated military serial ZJ116 for trials.
- 27 Mar 96 To Brindisi, Italy for intensive flying and reliability trials, with PP9.
- 14 Sep 98 To Aberdeen Airport for reliability and maintainability trials. Photo – Air Forces Monthly April 1999 p.62.
- May 99 Attached to No. 700M Squadron, Fleet Air Arm, (The Merlin Intensive Flight Trials Unit- IFTU) at RNAS Culdrose for one week, during which it flew demonstration flights to the Scilly Isles for British International Helicopters (BIH). Photo around this time at Penzance; Aviation News May 2004 p.374.

- Mar 00 Unrefuelled flight of 8 hours 15 minutes, simulating 945 nautical mile (1,750km; 1,087 mile) Search and Rescue (SAR) mission with 5,500 kg (12,125 lb) of internal fuel.
- 2000 Used in successful trials by British International with a view to using it for services between Cardiff and Heathrow, though the service did not become commercial. Photo – Air International March 2002 p.188
- By 2001 PP8 was fleet leader, with 3,500 flying hours. Latterly flew with manufacturer's Class B markings G-17-01.
- 23 Oct 01 Final flight; flying time 2.20 hours; total flying hours 3543.15.
- Oct 01 Grounded at Agusta Westland Ltd, Yeovil upon expiry of cleared life.
- Oct 02 Completed use in joint Lockheed Martin/Agusta Westland 'Team 101' Air transportability trials on an RAF Boeing C-17 Globemaster C.1 transport aircraft, as used by the RAF and USAF at RAF Brize Norton. Part of attempts to sell the Merlin to the US Armed Services as the US-101. Special units allowed the landing gear to be retracted and the machine lowered. Photos during trials; Flight International 26 November – 2 December 2002 p.4; Aviation News January 2003 p.1. The main demonstration was on 23 October 2002, preparation and loading taking less than two hours – actual loading of the aircraft being performed in 15 minutes.
- 20 Nov 02 By road to RAF Museum Hendon, being unloaded the following day, following donation to RAFM by Westland Helicopters Ltd.
- Photos on display – Flypast February 2003 p.18; Aircraft Illustrated February 2003 p.85.

PP3/G-EHIL (First civil –configured aircraft) is preserved at the Helicopter Museum, Weston- Super- Mare.

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