

SCOTTISH AVIATION JETSTREAM T Mk.1 XX496
MUSEUM ACCESSION NUMBER X003-3610

26 Jetstream T Mk.1 aircraft were ordered from Scottish Aviation Ltd at Prestwick for RAF Training Command (XX475 – XX500) to serve as multi-engined pilot training aircraft to replace the Vickers Varsity, with 16 later modified and diverted to the Royal Navy. Deliveries commenced June 1973 and were completed in 1976; due to defence cuts reducing the requirement for multi-turboprop pilots they were stored, but from November 1976, eight returned to service with No 3 FTS at RAF Leeming, Yorks and later transferred to the Multi-Engined Training Squadron (METS) of No. 6 Flying Training School at RAF Finningley, and in 1995 transferred to RAF Cranwell as No 3 FTS/45 (R) Squadron, by which time eleven were on strength there.

- 1970 Fuselage built by Handley Page Aircraft Ltd at Radlett; stored incomplete after the collapse of the company March 1970.
- Sep 70 Purchased from receiver by Jetstream Aircraft Ltd and transported to Sywell by road.
- Jun 72 By road to Scottish Aviation at Prestwick. Reworked to T. Mk.1 standard with SAL built wings.
- 31 Oct 75 First flight. Constructor's number 276.
- 22 Jan 76 Awaiting collection; to RAF St Athan. Total flying hours 9.35.
- 23 Jan 76 HMS Seahawk, RNAS Culdrose, Cornwall, for evaluation by No.705 (Observer training) Squadron as a potential Hunting-Percival Sea Prince replacement.
- By Feb 76 To store at No 19 Maintenance Unit RAF St. Athan, Glamorgan.
- 16 Mar 77 To the Multi-Engine Training School (METS) at 3 FTS, RAF Leeming as '73'; refresher flying commencing 1 April 1977, and the first course began in July 1977, using eight aircraft, XX492 and XX494-500, total flying hours when delivered 13.55. Flown there by Flt Lt John Langley (logbook copy X005-5970/003) from September 1977.
- 30 Apr 79 METS transferred from Leeming to No 6 FTS, RAF Finningley; recoded 'D' at this time, with total flying hours at that time 1038.40.
- 22 May 84 British Aerospace, Prestwick for modifications, British Aerospace having absorbed Scottish Aviation on 1 January 1978.
- 11 Jun 84 Returned to No 6 FTS RAF Finningley upon completion of modifications.

- 19 Mar 86 To Airwork Ltd
- 28 Apr 86 Returned to No. 6 FTS at Finningley.
- 1 Jun 92 XX496 was one of the eleven aircraft on strength when No 45 (Reserve) Squadron was reformed from the METS of No 6FTS at RAF Finningley.
- 31 Aug 95 Due to the impending closure of RAF Finningley, unit transferred to RAF Cranwell, again becoming part of No 3 FTS, XX496 still with the individual code 'D'
- By 2003, serviceability problems with the aging Jetstream fleet and essential avionics upgrades required by 2007, led to the decision to replace them with seven contractor owned, Military operated Raytheon Beech King Air B200 aircraft, with the last Jetstream course finishing March 2004, with the Jetstream officially retiring from RAF service on 19 March 2004, and the first course on the new aircraft beginning 29 March 2004. The last aircraft of Handley Page design in RAF service.
- 17 Mar 04 Took place in four-aircraft flypast over the RAF College to mark the types' withdrawal from service. Photo – Aviation News May 2004 p.324. This was a practice flight for the graduation ceremony of Course 159 two days later, a Friday, which in the event had to be cancelled on the day due to strong winds.
- 22 Mar 04 Final flight; By air from RAF Cranwell departing at 11.50am, to RAF Cosford for display at RAF Museum Cosford, arriving at 12.20pm. Total flying hours 11368.30; total landings 32567. Photos taking off from, and flying past at, Cranwell; Aeroplane June 2004 p.16 and August 2005 p.42/46; Photos on arrival; Flypast May 2004 p.9; Wingspan International 22 p.11.
- Captain for this final flight of the last Handley Page designed aircraft to fly with the RAF was Flight Lieutenant Ray Knowles-his last flight with No.45 Squadron prior to posting onto the VC10 at Brize Norton; Co-pilot was Flying Officer Kevin Simpson, going on to the Sentry AEW1 at RAF Waddington. (HP Association Newsletter 115, March 2005)
- Aug/Sep 04 Engines exchanged for time-expired units by the Royal Navy.

Another Jetstream T.Mk.1 from Cranwell, XX492, is preserved by the Newark Air Museum.

TEXT; ANDREW SIMPSON

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