



ANDOVER STUFF





Les Rockel Aircraft museum
Christchurch
New Zealand





HAWKER SIDDELEY ANDOVER

31 HAWKER SIDDELEY HS.780 ANDOVER C.1 ordered 14.1.63 under Cont No KU/11/02/CB.31(a) for 11.9.63, built by Avro-Whitworth Div of Hawker Siddeley Aviation Ltd., Woodford and numbered XS584 to XS613 and XS637 to XS647. (Two 2,970shp Rolls-Royce R.Da.12 Dart 201C)

XS594 (c/n 1572) FF 9.7.65; Deld A&AEE Boscombe Down 2.12.65 (handling trials); HSAL Woodford 11.2.66; A&AEE Boscombe Down 13.5.66; HSAL Woodford 28.9.66; A&AEE Boscombe Down 17.5.67 (heavy weight trials); HSAL Woodford 9.8.67 (recon); A&AEE Boscombe Down 2.6.69 (air-drop trials); 5 MU Kemble 4.9.69; A&AEE Boscombe Down 25.10.69 (ETPS preview); To MoD charge 25.11.69; 5 MU Kemble by 3.70 (LTS); 5 MU Apprentice School Kemble by 6.70; 46 Sqn Abingdon 1.9.70; With 46 Sqn to Thorney Is. 9.70 - 31.10.70; 84 Sqn Muharraq (C) c.7.71; 46 Sqn dett Masirah c.9.71; 5 MU Kemble by 25.4.74 (LTS); Fuselage to Oerturn ranges by road (marked "Jim Adairways") 23.2.82 - 4.86

XS595 (c/n 1573) FF 6.10.65; A&AEE Boscombe Down 25.1.66 (CA clearance & navigation trials); HSAL Woodford 11.2.66; Deld Aden 1.3.66 (hot weather trials & dirt strip landings); A&AEE Boscombe Down 20.4.66; HSAL Woodford 2.9.66; Deld [redacted] Abingdon [redacted]; To Middle East 2.11.67, arr 84 Sqn Sharjah (A) 6.11.67; Water methanol leak from stbd engine, engine shut down, single-engine landing Sharjah 9.10.68 (F/Lt DR Bin); Fuel leak from stbd engine, single-engine landing Sharjah, 14.10.68 (F/Lt BCK Alcock); Gulf COMSAR Sqn, Muharraq 9.7.69 - 8.9.69; 84 Sqn Muharraq (A) 16.12.70; 5 MU Kemble by 20.2.72; 46 Sqn Abingdon (A) by 6.72; [redacted] Fuselage dumped Brize Norton, cockpit to Tilman Langley, Redhill by 12.6.82 (conv as GI for Dan-Air); Nose-less fuselage extant Brize Norton 15.5.85 - 28.6.86; Wings to St.Mawgan by 7.8.85; Fuselage expired by 12.86

XS596 (c/n 1574) FF 16.12.65; A&AEE Boscombe Down 1.6.66 (airfield criteria trials); HSAL Woodford 19.1.68; Deld 5 MU Kemble 31.12.68; 60 MU Leconfield 23.4.69; 46 Sqn Abingdon 4.7.69; ATS Abingdon 21.4.70; 46 Sqn Abingdon 15.6.70; With 46 Sqn to Thorney Is. 1.9.70 - 15.9.73; [redacted] 46 Sqn Thorney Is. 1.10.73 [redacted] 5 MU Kemble 30.7.75 - 11.78; 115 Sqn Brize Norton by 23.2.79; 5 MU Kemble by 2.80 (mods); 115 Sqn Brize Norton 11.4.80; With 115 Sqn to Benson 7.1.83; [redacted] Northolt 23.11.84 (LTS); ASF Benson 26.6.85 (LTS); 115 Sqn Benson 30.7.85; BAe Woodford 27.1.87 - 3.87 (M) & conv C.1(PR); Benson by 9.1.90; 60 Sqn Wildenrath 31.1.90 - 4.90; ASF Benson [redacted] (recon); 60 Sqn Wildenrath 30.10.90; ASF Shawbury 16.3.92 (STS); A&AEE Boscombe Down by 6.92 (UK 'Open Skies' sorties from 3.9.92); Moved to scrapping area, QueenQ Boscombe Down 19.12.11

XS597 (c/n 1575) FF 4.2.66; A&AEE Boscombe Down 1.4.66 (CA Release trials); HSAL Woodford 26.5.67 (recon); AWCN 9.3.68; Deld 15 MU Wroughton 26.3.68; 5 MU Kemble 30.1.69; 46 Sqn Abingdon 5.70; With 46 Sqn to Thorney Is. 1.9.70 - 9.4.72; [redacted] 46 Sqn Thorney Is. 1.10.73; 32 Sqn Northolt 6.11.73; 46 Sqn Thorney Is. by 22.1.75; Lost nosewheel on TO from Maastricht, landed on foam-carpeted runway, Wildenrath 11.7.75; ROS; 46 Sqn Thorney Is. by 28.8.75; 5 MU Kemble by 16.10.75 (refinish); 32 Sqn Northolt 17.10.75; 32 Sqn dett Benson 8.77; Nose u/c leg collapsed at end of landing run, nose & propellers damaged, Benson, Cat.3, 3.10.77 (MALM injured); ROS; Windscreen cracked in flight, landed Bardufoss, Norway 31.1.80; A&AEE Boscombe Down by 8.4.80; 32 Sqn Benson c.15.4.80; 115 Sqn Brize Norton 12.11.80; 32 Sqn Northolt 17.2.81; Stbd mainwheel seized 30 yds after touch down, tyres burst, Northolt 10.6.82; ASF Benson 11.7.84 (MD); 32 Sqn Northolt 12.9.84 - 18.2.85; Deld USA [redacted] 32 Sqn Northolt 4.5.85; ASF Benson 17.10.85 (MD); 32 Sqn Northolt 13.11.85; Lovaux, Hurn 20.1.86 (refinish); 32 Sqn Northolt 11.4.86; WSF Benson 15.1.87 (MD); 115 Sqn Benson 20.2.87; 60 Sqn Wildenrath 4.3.87; Port brake inadvertently lock on during landing, both port mainwheel tyres burst, Wildenrath 19.9.87; ASF

Benson 11.7.88; 60 Sqn Wildenrath 9.8.88 - 12.88; ASF Benson 1.90 (recon); 60 Sqn Wildenrath 19.4.90 - 8.8.90; Lovaux Ltd, Hurn [redacted] (refinish); 60 Sqn Wildenrath 16.10.90; ASF Shawbury 25.3.92 (LTS); Sold at Phillips auction 8.7.93; British World Airways, Southend 11.11.93; To Democratic Republic of Congo as 90-CM/

XS598 (b/n 5) A&AEE Boscombe Down [redacted] HSAL Brough (marked "H") by 7.9.66; Deld Andover OCU, Abingdon (E) 13.9.66; Engine problems on TO, aborted & overshoot r/w, Abingdon, Cat.5, 5.7.67; Remains dumped Abingdon by 10.67; Fuselage to AMS Brize Norton by 3.76; Fuselage to Fire & Emergency Training Centre, Moreton-in-the Marsh c.3.94 - 2.97

XS599 (b/n 6) FF 11.5.66; Deld Andover OCU, Abingdon (A) 1.7.66; ATS Thorney Is. (A) 1.8.66 [redacted] 46 Sqn Abingdon by 9.69; ATS Thorney Is. by 31.10.70 [redacted] 5 MU Kemble 1.11.70; CincAFNE loan c.10.71; 242 OCU Thorney Is. by 9.4.72; 46 Sqn Thorney Is. 12.12.74 [redacted] 5 MU Kemble 18.4.75 (LTS), sold to RNZAF by 11.2.77, tested 21.2.77; Brize Norton 16.3.77 as NZ7620; To New Zealand, 20.3.77, Whenuapai 2.4.77; 1 Sqn Whenuapai 18.4.77; 42 Sqn Ohakea 12.84; Sold to Eureka Aviation 28.11.96 as 90-CVG & via Ardmore 30.1.97 and Brisbane 7.2.97 to Zaire; Sold to Jesus Alive Church, South Africa 5.98 as EL-VDD; To Jesus Alive Ministries 7.98 as 3C-JUX; Sold to Equatorial Guinea as 3F-SFE; Sold to 748 Air Services (Kenya) c.03; Landed with u/c still retracted, then struck by landing Transafrik C-130 59-E45, Lokichoggio Airport, Kenya 10.6.05 (3 crew OK); Wreckage extant 4.08

XS600 (b/n 7) FF 8.6.66; Deld Andover OCU, Abingdon (B) 15.7.66; ATS Thorney Is. (B) 1.8.66 [redacted] 46 Sqn Abingdon (B) by 9.69; 242 OCU Thorney Is. 1.11.70; 5 MU Kemble c.4.70 (refinish); ATS Thorney Is. (B) by 31.10.70 [redacted] 5 MU Kemble by 5.71 (MD); 242 OCU Thorney Is. (B) by 9.4.72; 46 Sqn Thorney Is. 19.2.75; 5 MU Kemble 11.4.75 (LTS); Sold to RNZAF as NZ7621; Brize Norton 27.4.77; To New Zealand 4.5.77, arr 1 Sqn Whenuapai 24.5.77; 42 Sqn Ohakea 9.9.77; 1 Sqn Whenuapai 10.1.78; 42 Sqn Ohakea 10.2.78; 1 Sqn Whenuapai 2.10.78; 42 Sqn Whenuapai 7.12.84; To RNZAF Museum, Wigram 28.6.96; Extant (TFH 10528.7) (b/n 8) Deld Andover OCU, Abingdon (C) by 9.66; Redes ATS Abingdon (C) 1.11.67; 46 Sqn Abingdon 20.12.67; 46 Sqn dett Coolidge, Antigua 6.7.69; 46 Sqn Thorney Is. 11.70; 46 Sqn dett Coolidge, Antigua 14.2.71; Retd UK [redacted] Exercise Golden Falcon, made first parachute drop of HRH Prince Charles over Smadland Bay 28.7.71 (F/Lt Meinke); 46 Sqn dett Masirah 11.12.71; Retd Thorney Is. 18.3.72; 5 MU Kemble 23.5.75 (LTS); Oerturn ranges by road 22.3.82 - 4.86

XS602 (b/n 9) FF 8.7.66; Deld Andover OCU, Abingdon (D) 24.8.66; Redes ATS Abingdon (D) 1.11.67; 46 Sqn Abingdon 20.12.67 [redacted] 46 Sqn dett Coolidge, Antigua 17.3.69; Retd UK 3.4.69; With 46 Sqn to Thorney Is. 1.9.70 - 31.10.70; 46 Sqn dett Masirah by 3.72; Retd UK 10.9.72; 5 MU Kemble 9.4.75 [redacted] (LTS); Sold to RNZAF as NZ7622 (tested 16.11.76); Brize Norton 16.11.76 (conversion training); To New Zealand 25.1.77, arr Whenuapai 5.2.77; 42 Sqn Ohakea 8.2.77; 1 RD Woodbourne 11.77 (VIP mods); 42 Sqn Ohakea (named "Rangi Tahu") 30.6.78; WFU Whenuapai by 1.97; Sold to Thameside Aero Services 30.6.98 as 3C-KKB; Brisbane 21.9.98, arr Southend 30.9.98; Sold to 748 Air Services (Kenya) 3.10.98; EF, overshoot r/w, stbd wing damaged, Rumbek airstrip, Kenya, 3.03; Wreckage extant 05

XS603 (b/n 10) AWCN 20.9.66; Deld 46 Sqn Abingdon 17.9.66; Andover OCU, Abingdon 10.5.67; Redes ATS Abingdon 1.11.67; 46 Sqn Abingdon by 23.5.68; 46 Sqn dett Coolidge, Antigua 4.4.69; Retd UK 11.6.69; 5 MU Kemble by 8.70; 46 Sqn Abingdon by 8.70; With 46 Sqn to Thorney Is. 1.9.70; 46 Sqn dett Coolidge, Antigua 11.70; Retd UK 1.71; Deld Masirah 7.8.72; 46 Sqn Thorney Is. c.11.72; EWE&ATU Wyton 19.8.75 (conv E.3); 5 MU Kemble 17.10.75 (LTS); Fairford 17.12.75 (LTS); 115 Sqn Brize Norton 7.76; A&AEE Boscombe Down 5.8.77 (CA Release trials for SFS.6 and SEP.2C autopilot); [redacted] Brize Norton 8.12.77; 115 Sqn Brize Norton 1.6.12.77; Stbd

engine lost oil pressure, single engine landing St.Mawgan 8.1.79 (F/Lt Osborn); EWAU Wyton 25.6.79 [redacted] 46 Sqn Brize Norton 19.11.79; 19 MU St.Athan 24.3.80 (refinish in red-white/grey scheme); 115 Sqn Brize Norton (named "Guy Devax" [redacted] 12.5.80; With 115 Sqn to Benson 7.1.83; BAe Woodford 17.10.84 (mods); 115 Sqn Benson 26.4.85; ASF Benson 18.11.85 (MD); 115 Sqn Benson 6.2.86; ASF Benson 1.11.88 (MD); 115 Sqn Benson 6.12.88; [redacted] Hurn 12.11.90 (refinish); 115 Sqn Benson 4.12.90; WFU 1.10.93; Hunting plc, East Midlands Airport (later named "Guy Devax" [redacted] 19.10.93; For sale by tender 23.8.96; WFU 9.10.96; Sold & to Charleroi 26.10.96 as P4-PFS, later EL-WCP

XS604 (b/n 11) FF 22.8.66; Deld 46 Sqn Abingdon 30.9.66 [redacted] 46 Sqn Abingdon 1.12.66; 46 Sqn dett El Adem 19.5.69; Retd UK 30.5.69; 46 Sqn dett Coolidge, Antigua 1.2.70, arr 4.2.70; Retd UK 23.3.70, arr 25.3.70; With 46 Sqn to Thorney Is. 8.9.70; 5 MU Kemble 23.4.75 (LTS); Sold to New Zealand as NZ7623; Brize Norton 26.1.77; To New Zealand 26.1.77, arr Whenuapai 10.2.77; 42 Sqn Ohakea 11.2.77; 1 Sqn Whenuapai 26.1.79; 42 Sqn Ohakea 9.3.79; 1 Sqn Whenuapai 16.5.79; 42 Sqn Whenuapai 12.84; Nose oil lost hydraulic pressure whilst on dispersal, nose u/c collapsed, propellers embedded in tarmac, Woodbourne [redacted] Sold to Eureka Aviation 28.11.96 as 90-CDF; via Ardmore 30.1.97 & Brisbane 7.2.97 to Zaire; Stored Duars, Belgium 1.98; BU & fuselage to Emblem, 15km SE of Antwerp 14.9.06 (CRT) [redacted] 46 Sqn Abingdon 1.12.66

XS605 (b/n 12) AWCN 13.10.66; Deld Andover OCU, Abingdon 14.10.66; A&AEE Boscombe Down 2.11.66 (STOL trials at fwd CoG); Andover OCU, Abingdon 18.11.66; 46 Sqn Abingdon 1.12.66; 46 Sqn dett Antigua [redacted] To UK 7.5.69, arr Abingdon 10.5.69; With 46 Sqn to Thorney Is. 1.9.70 - 31.10.70; 242 OCU Thorney Is. 4.10.71; 46 Sqn dett Coolidge, Antigua [redacted] Retd UK 27.2.71; 5 MU Kemble 5.71 (MD); 46 Sqn dett Masirah 17.3.72; 46 Sqn Thorney Is. 15.12.71; Deld Masirah by 3.72; To UK c.9.72; Deld Masirah 11.11.72 - 4.73; Retd Thorney Is. by 6.75 - 29.8.75; 5 MU Kemble 25.9.75; Fairford 17.12.75 (LTS); 115 Sqn Brize Norton 22.4.77; 115 Sqn Brize Norton 18.7.77 (conv E.3 30.12.77, FF as such 8.12.78); 115 Sqn Brize Norton c.12.78; Struck by lightning, nose, radome & wing dented, 10m S of Denyatt 13.6.79; 5 MU Kemble dented; (refinish in red/grey-white scheme); 115 Sqn Brize Norton by 17.9.79; Fuel bowser drove into wing flap on ground, Brize Norton, Cat.2, 30.11.79; Stbd overwing escape hatch detached on TO, Greenham Common 2.6.80; With 115 Sqn to Benson 7.1.83; 19 MU St.Athan 9.2.83 (special fit & refinish); 115 Sqn Benson 24.3.83; BAe Woodford 31.1.84 (TI of mods); A&AEE Boscombe Down [redacted] 115 Sqn Benson by 7.11.84; ASF Benson 17.11.84; 115 Sqn Benson 22.11.84; ASF Benson 2.4.85; 115 Sqn Benson 2.5.85; ASF Benson 14.8.86 (MD); 115 Sqn Benson 17.10.86; McAlpine Aviation, Luton 17.11.86 (refinish); 115 Sqn Benson 26.1.87; ASF Benson 7.1.88; 115 Sqn Benson 25.3.88; Following overshoot stbd u/c failed to lock up, then failed to lower, stbd engine shut down, port engine shut down on landing, stbd engine hit r/w & a/c slewed to right, Lossiemouth, Cat.3, 4.8.88 (crew OK); Northolt 12.1.93 (maintenance); 115 Sqn Benson 9.2.93 (later with 75th anniversary markings); WFU 1.10.93; Hunting plc, East Midlands Airport 19.10.93; Dumped Northolt by 24.2.95

XS606 (b/n 13) A&AEE Boscombe Down 2.1.66; Deld 52 Sqn Abingdon 1.12.66; With 52 Sqn to Seletar 22.12.66; Retd Abingdon 1.70; 46 Sqn Abingdon by 4.70; With 46 Sqn to Thorney Is. 1.9.70 - 31.10.70; 5 MU Kemble [redacted] 46 Sqn Thorney Is. by 2.71; 5 MU Kemble by 9.9.71; 46 Sqn Thorney Is. by 10.71; RAE Farnborough 2.8.72 (refinished in RAE scheme by 4.4.73); ETPS Boscombe Down 24.9.75 - 9.80; Monarch, Luton 10.1.84 (refinish); ETPS Boscombe Down 2.84; Struck by lightning, loud bang and flash in cockpit, yaw vane detached from nose probe, port propeller damaged, 3m SE Brize Norton, landed OK, Boscombe Down 14.3.85 - 30.1.86; RAE West Freugh [redacted] HPB Aviation, Luton 25.11.86 (refinish); RAE West Freugh 31.3.87; ETPS Boscombe Down by 20.5.87; Loud bang and fire in port u/c bay, Boscombe Down, Cat.3, 25.5.90; Swung to stbd on landing, port mainwheel tyres burst,

Boscombe Down 28.6.91; During single engine full power ground run a/c jumped chocks, No.1 propeller struck & severed ground power cable, Boscombe Down 16.2.06; Whilst taxiing clear of r/w stbd u/c oleo collapsed, stbd propeller struck ground, Boscombe Down 6.2.08; WFU 31.8.12

XS607 (b/n 14) Deld Abingdon by 11.66; 52 Sqn Abingdon 1.12.66; With 52 Sqn to Seletar 22.12.66; 5 MU Kemble by 4.70 (LTS & Major); 46 Sqn Thorney Is. 14.4.71; E Flt A&AEE Boscombe Down by 1.72; HSAL Woodford loan, regd 23.7.76 as G-BEET (sales tour of India 8.76); Regn camx 6.9.76; RAE Farnborough 24.4.77 - 12.77; RAE West Freugh by 5.78; Dan-Air, Manchester 28.7.78 (refinish in 'raspberry nipple' scheme); RAE West Freugh by 4.80; RAE Farnborough by 5.83; Field Aviation Services, Castle Donington 6.12.85 (refinish); RAE West Freugh 27.1.86; RAE Farnborough by 11.88; Redes DRA Farnborough by 1.93 (to STS 25.3.94); DRA Boscombe Down 15.8.94; For sale c.1.94; Sold as 90-CPPF

XS608 (b/n 15) FF 4.11.66; Deld Andover OCU, Abingdon 1.12.66 [redacted] 52 Sqn Seletar 22.12.66; To UK 6.1.70, arr > MU Kemble by 6.70 - 3.11.70 (Major & LTS); 46 Sqn Thorney Is. 10.11.70; 46 Sqn dett Masirah 13.12.71; 46 Sqn Thorney Is. 12.4.72 - 7.72; [redacted] 46 Sqn Thorney Is. 1.10.73; 46 Sqn dett Masirah 6.75; Retd Abingdon 12.8.75; 5 MU Kemble 18.9.75 (LTS); Sold to RNZAF as NZ7624, FF as such 6.10.76 [redacted] 241 OCU Brize Norton 18.10.76 (conversion training); Via Naples to New Zealand 30.11.76 but delayed at Bombay, arr Whenuapai 11.12.76; 1 Sqn Whenuapai 12.12.76; SAFE Air, Woodbourne c.2.77 (MD & refinish); 1 Sqn Whenuapai [redacted] 42 Sqn Whenuapai 12.84 (to LTS 9.7); Ardmore by road 95 (pattern for NZ7622 VIP plc); Whenuapai by road [redacted] Fuselage dumped Whenuapai by 5.2.97 - 10.11 (TFH 8395.1)

XS609 (b/n 16) Deld 46 Sqn Abingdon by 1.1.67; Heavy landing, u/c collapsed, Fairford 30.5.68; [redacted] 46 Sqn Abingdon by 10.9.68; Dent El Adem 19.5.69; Retd UK 30.5.69; With 46 Sqn to Thorney Is. 1.9.70; Lost power on TO, yawed to right, stbd wingtip struck runway, cartwheelled, fuselage split in two & caught fire, Ampugnano, nr Sienna, Italy, Cat.5, 8.4.72 (4 crew & 14 Falcon Parachute Team passengers OK, S/Ldr FW Last, Sgt RC Bullen & 2 other passengers killed)

XS610 (b/n 17) AWCN 20.1.67; Deld 46 Sqn Abingdon 23.1.67; [redacted] 46 Sqn Abingdon 12.6.67; Damaged, Cat.3, 28.1.69; ROS by 71 MU; 46 Sqn Abingdon 25.4.69; With 46 Sqn to Thorney Is. 1.9.70 - 9.4.72; Damaged, Cat.3, 14.8.72; [redacted] 46 Sqn dett Masirah 4.9.72; Retd Abingdon 13.2.78; 242 OCU Thorney Is., by 2.74 - 3.74; [redacted] 242 OCU Thorney Is. 12.12.74; 46 Sqn Thorney Is. 1.5.75 - 29.8.75; 5 MU Kemble 11.9.75 (LTS & recon); 241 OCU Brize Norton 17.2.77 (conv E.3 6.5.77); 115 Sqn Brize Norton 20.1.78; Inadvertently taxied off taxiway during snow conditions, Leeming 13.2.78; 19 MU St.Athan 10.11.79; With 115 Sqn to Benson 7.1.83; ASF Benson 12.9.83 (mods & MD); 115 Sqn Benson 10.10.83; ASF Benson 12.4.84 (MD); 115 Sqn Benson 1.5.84; ASF Benson 17.7.85; 115 Sqn Benson 29.7.85; BAe Woodford 19.8.85 (RFIS mods); 115 Sqn Benson 17.2.86; ASF Benson 13.2.87 (MD); 115 Sqn Benson 13.4.87; ASF Benson 27.6.88 (MD); 115 Sqn Benson 15.7.88; Lovaux Ltd, Hurn 11.6.90; 115 Sqn Benson 12.9.90; Northolt 15.2.93 (maintenance); 115 Sqn Benson [redacted] WFU 1.10.93; Hunting plc, East Midlands Airport c.10.93; Northolt 12.93 (maintenance); Hunting plc, East Midlands Airport 16.12.93; For sale by tender 23.8.96; WFU 9.10.96; Sold & to Charleroi 26.10.96 as P4-BLL, later 90-CVX

XS611 (b/n 18) FF 23.12.66; Deld 46 Sqn Abingdon 2.2.67; 21 Sqn Khormaksar 15.2.67; Gulf Comms Flt Muharraq by 17.7.67; 84 Sqn Sharjah (A) 1.68; Gulf Comms Flt, Muharraq by 21.2.68; Stbd engine caught fire on climb out, fire extinguished & landed safely, Sharjah 24.2.68 (F/Lt RJ Headland); [redacted] Sharjah [redacted] Gulf Comms Flt, Muharraq 4.3.68; [redacted] Sharjah 9.3.68 [redacted] Gulf Comms Flt, Muharraq 16.3.68; Redes RAF Muharraq 8.5.68; Port engine overheat on start-up, Abu Dhabi 25.7.68; Sharjah 10.10.68 (servicing); 84 Sqn Sharjah (A) loan 25.10.68; [unint?] Sharjah 26.4.69 (mods);

Gulf COMSAR Sqn, Muharraq 31.7.69; 84 Sqn Sharjah (A) [redacted] Stbd EF on TO, EL Muharraq 31.10.69 (F/Lt JC Fimus); With 84 Sqn to Muharraq 16.12.70; 46 Sqn dett Masirah 29.9.71; Retd Abingdon 15.12.71; 5 MU Kemble by 2.72 (Major); 46 Sqn Thorney Is. by 9.4.72; 5 MU Kemble 29.6.73; A&AEE Boscombe Down on Mod(PE) charge 18.10.73 (supply dropping trials); RAE Farnborough 4.3.74 (ferry duties); A&AEE Boscombe Down 16.4.74; RAE Farnborough by [redacted] 46 Sqn Thorney Is. 27.2.75; 5 MU Kemble 19.5.75 (LTS); To RNZAF as NZ7625; Brize Norton 16.3.77; To New Zealand 19.3.77, arr Whenuapai 2.4.77; 1 Sqn Whenuapai 18.4.77; 42 Sqn Ohakea 31.8.77; 1 Sqn Whenuapai 13.2.78; 42 Sqn Ohakea 25.1.79; WFU Whenuapai by 1.97 (LTS); Sold to Thameside Aero Services c.7.98 as 3C-KKC; Brisbane 21.9.98, arr Southend 28.9.98; Sold to 748 Air Services (Kenya) 9.98; Extant Nairobi 11.3.00

XS612 (b/n 19) FF 13.1.67; Deld 46 Sqn Abingdon 1.12.66 [redacted] To Far East c.15.3.67, arr 52 Sqn Seletar 29.3.67; To UK 6.1.70, arr 46 Sqn Abingdon 14.1.70; 46 Sqn Muharraq [redacted] by 21.3.70; 5 MU Kemble 7.7.70 (LTS); 46 Sqn Thorney Is. 29.6.73; 5 MU Kemble 16.4.75 (Major & LTS); Sold to RNZAF as NZ7626; Brize Norton 26.1.77; [redacted] To New Zealand, arr Whenuapai 8.2.77; 1 Sqn Whenuapai 11.2.77; 42 Sqn Whenuapai 12.84; Sold to Eureka Aviation 28.11.96 as 90-CJR & via Ardmore & Brisbane 17.4.97 to Wewaleg 24.4.97; Regd by 30.5.97 as EL-AFT; To Eastern Congo Airlines by 8.97; To SAFT 98; Sold to Gabon Express 26.10.98 as 3C-CPX; Regd as 3D-MCY

XS613 (b/n 20) FF 26.1.67; Deld 46 Sqn Abingdon 1.12.66 [redacted] To Far East c.15.3.67, arr 52 Sqn Seletar 29.3.67; To UK 6.1.70, arr 5 MU Kemble 16.1.70 (Major); 46 Sqn Thorney Is. 25.2.71; A&AEE Boscombe Down on Mod(PE) charge 22.3.71 (fuel icing investigation); 46 Sqn Thorney Is. 29.3.71 [redacted] 242 OCU Thorney Is. 14.3.72; 46 Sqn Thorney Is. 11.4.72; 5 MU Kemble 12.6.74 - 9.75 (STS); To RNZAF as NZ7627; Brize Norton 13.4.77 [redacted] To New Zealand, arr Whenuapai 6.5.77; 42 Sqn Ohakea 20.5.77; WFU Whenuapai by 1.97 (LTS); Sold to Thameside Aero Services 30.6.98 as 3C-KKS; To Ardmore by 18.10.98 (LTS); To Southend 26.4.99; Sold to Air Katanga [redacted] as 90-COE; Sold as 3F-BX; WFU 98; Extant Lokichoggio 16.4.08

XS617 (b/n 21) AWCN 14.3.67; Deld 46 Sqn Abingdon by 18.3.67; 52 Sqn Seletar 29.3.67 [redacted] CincAFNE Abingdon 15.1.70; 5 MU Kemble 3.70 (mods for CincAFNE); Sm Flt Thorney Is. 1.9.70; CincAFNE [redacted] 5 MU Kemble by 10.71 (recon); 32 Sqn Northolt 13.11.75; Northolt 11.2.76 (recon); CincAFNE 26.3.76; Sm Flt Brize Norton 16.1.78; 19 MU St.Athan 15.12.80 (refinish); Sm Flt Brize Norton 18.2.81; CincAFNE Benson 7.1.83; 115 Sqn Benson 14.7.83; CincAFNE Benson 9.8.83; Ground power unit driven away from a/c whilst still attached, nose u/c door mechanism damaged, Kastrup, Copenhagen, doors removed & a/c flown to Gardemoen 15.9.84 (repair); ASF Benson 17.10.84 (MD); CincAFNE Benson 26.11.84; 32 Sqn Northolt 1.5.85; ASF Benson 10.6.85 (mods); 32 Sqn Northolt 10.7.85; Lovaux, Hurn c.4.86 (refinish); 32 Sqn Northolt by 17.5.86; ASF Benson 7.11.86 (MD); HPB Aviation, Luton 19.1.87 (refinish); ASF Benson 9.3.87; 60 Sqn Wildenrath 16.3.87; To UK c.7.89 (refinish & recon); 60 Sqn Wildenrath [redacted] (by 4.90); Lovaux Ltd, Hurn 8.8.90; 60 Sqn Wildenrath 29.8.90 (received 75th anniversary marks by 1.5.91); Port mainwheel brakes locked on during landing, both port mainwheels burst, Northolt 30.9.91; ASF Shawbury 31.3.92 (last a/c to TO from Wildenrath); Sold at Phillips auction 8.7.93; British World Airways, Southend 1.11.93; Regd to Flightline Ltd 19.5.94 as G-BTNC; Regd to ITAB Cargo 19.4.95 as 90-CUJ; Regd 9.95 as 90-CLL; BU 7.98

XS618 (b/n 22) FF 8.3.67; Deld 46 Sqn Abingdon 3.4.67; 46 Sqn dett Coolidge, Antigua 30.4.69; Retd UK [redacted] With 46 Sqn to Thorney Is. by 28.9.70; With 46 Sqn to Thorney Is. 1.9.70; 242 OCU Thorney Is. 29.6.73; 46 Sqn dett Masirah 1.7.73; Retd Abingdon by 1.74; ATS Thorney Is. 2.75; 46 Sqn Thorney Is. 2.5.75; 5 MU Kemble 8.5.75 (LTS); Sold to RNZAF as NZ7628; Brize Norton by 31.12.76; To New Zealand 27.1.77, arr Whenuapai 8.2.77; 42 Sqn Ohakea 2.77; 1 RD Woodbourne 13.2.77 (VIP mods); 42 Sqn Ohakea 2.11.77; With 42 Sqn to Whenuapai

12.84; WFU Ardmore 12.96 - 2.97 (LTS); Sold to Eureka Aviation [redacted] as 90-CYE; Via Blenheim 2.97 & Brisbane 18.4.97 to ITAB Cargo; Extant 6.05

XS619 (b/n 23) AWCN 28.4.67; Deld 46 Sqn Abingdon 1.5.67; 60 MU Leconfield 1.11.68 (mods); 46 Sqn Abingdon 6.2.69; 46 Sqn dett Coolidge, Antigua 10.3.69, arr 18.3.69; Retd UK 3.4.69; With 46 Sqn to Thorney Is. 1.9.70; 46 Sqn dett Masirah 4.2.73; Retd Abingdon 7.73; 32 Sqn Northolt 4.9.75; Fairford on 5 MU Kemble charge 17.12.75; 115 Sqn Brize Norton 27.9.76; Struck by lightning, wing dented, 21m W of Gardemoen, Norway 26.6.79; 5 MU Kemble 29.6.79 (repair & refinish red/white-grey scheme); 115 Sqn Brize Norton by 14.8.79; EWAU Wyton 17.4.80 (conv E.3A); 115 Sqn Brize Norton 24.10.80; With 115 Sqn to Benson 4.1.83; ASF Benson 31.8.83; 115 Sqn Benson 11.11.83; Lovaux Ltd, Hurn 15.4.86 (refinish); 115 Sqn Benson 28.5.86; ASF Benson 2.6.86 (MD); 115 Sqn Benson 1.7.86; ASF Benson 20.8.87 (MD); 115 Sqn Benson 11.9.87; ASF Benson 29.11.88 (MD); 32 Sqn Northolt 4.3.92 - 6.92 (RAF Falcons display team support); To 1 SoTT Cosford 13.7.94 as GI 9241M; RAFM Cosford 3.8.98; Extant

XS640 (b/n 24) AWCN 28.4.67; Deld 46 Sqn Abingdon 4.5.67; Special Installation Sqn, 60 MU Leconfield 21.11.67 (Sky Shout speech broadcast equipment trials); A&AEE Boscombe Down on MmTech loan by 20.12.67 [redacted] (Sky Shout trials); 46 Sqn Abingdon 14.6.8; 46 Sqn dett Coolidge, Antigua 2.6.69; Retd UK [redacted] With 46 Sqn to Thorney Is. by 16.9.70; With 46 Sqn to Thorney Is. 1.9.70; Damaged, Cat.3, 20.10.71; ROS by 71 MU; 46 Sqn Thorney Is. 4.8.72; To HSAL charge at Thorney Is. 8.7.74 (flight trials of Mod 201); 46 Sqn Thorney Is. 21.10.74; 46 Sqn dett Masirah 7.75; Retd Abingdon 13.8.75; 5 MU Kemble 12.9.75; Fairford 17.12.75 (LTS); 115 Sqn Brize Norton 24.8.76; 5 MU Kemble 1.10.78 (refinish in red/white-grey scheme); 115 Sqn Brize Norton 7.11.78; EWAU Wyton 2.12.78 (conv E.3); 115 Sqn Brize Norton 28.6.79; EWAU Wyton 20.8.79 (fit calibration equipment); 115 Sqn Brize Norton [redacted] With 115 Sqn to Benson 7.1.83; Stbd engine fire during overshoot, landed OK, Cosford 25.5.83; Both port mainwheels tyres burst on landing, Benson 13.6.83; ASF Benson 1.5.84 (MD); 115 Sqn Benson 18.7.84; BAe Woodford 21.3.85 (mods); 115 Sqn Benson 24.9.85; ASF Benson 11.6.87 (MD); 115 Sqn Benson 13.7.87 - 19.10.87; [redacted] 115 Sqn Benson 1.12.87; ASF Benson 17.10.88; 115 Sqn Benson 3.11.88 (by now E.3); Lovaux Ltd, Hurn 3.5.90; 115 Sqn Benson 11.6.90; WFU 1.10.93; Hunting

	COMSAR Sqn, Muharrag loan 15.5.69; 84 Sqn Sharjah 5.7.69; Gulf COMSAR Sqn, Muharrag loan 2.3.70; 84 Sqn Sharjah 13.3.70; 5 MU Kemble 22.12.70; 46 Sqn Thorney Is. ('C') by 2.71; 5 MU Kemble by 6.73 - 6.80 (LTS); Benson by road by 6.81 - 11.81 (CRT); [BUT Benson by road 18.1.83 as GI 8783M (BDRT)]; Dumped by 5.90 - 3.92; BU c.7.94				
XS643	(b/n 27) AWCN 30.6.67; Deld 15 MU Wroughton 4.7.67; HQ Air Forces Gulf charge 25.8.67; Via Abingdon to Middle East 1.9.67; arr 84 Sqn Sharjah ('D') 4.9.67; With 84 Sqn to Muharrag ('D') 16.12.70; 5 MU Kemble 27.9.71 - 8.77 (LTS); 115 Sqn Brize Norton (still 'D') 9.2.78; 5 MU Kemble 18.4.78; 115 Sqn Brize Norton (initially still 'D') 5.6.78; 241 OCU Brize Norton by 5.79; 5 MU Kemble 17.8.79 (refinish red/white/grey scheme); 115 Sqn Brize Norton 10.10.79; EWAU Wyton by 5.9.81 (conv E.3A); 115 Sqn Brize Norton 9.3.82; With 115 Sqn to Benson 7.1.83; Port main u/c brakes locked on, tyres burst on landing, PAF Sintra 20.10.84; ASF Benson 29.4.87 (servicing); 115 Sqn Benson by 18.5.87; McAlpine Aviation, Luton 18.5.87 (refinish); 115 Sqn Benson 3.7.87; ASF Benson 25.3.88 (servicing); 115 Sqn Benson 22.6.88; EWAU Wyton 1.8.88 (remove equipment); 115 Sqn Benson by 4.8.88; Jecco Aviation Services, Hum 20.11.89; 115 Sqn Benson by 1.12.89; Jecco Aviation Services, Hum 6.3.90; 115 Sqn Benson by 27.3.90; 32 Sqn Northolt loan by 12.3.92 (RAF Falcons display team support); 10.10.92 10.10.92 (refinish in grey scheme); 32 Sqn Northolt by 30.9.92; As nosewheel touched down on landing a/c veered violently to right, stbd mainwheels ran off rw before control regained, Northolt 24.3.93; A&AEE Boscombe Down 6.6.94; WFU by 6.95 (to CRT by 1.4.97); Allocated 15.7.97 as GI 9278M, CTE Manston 18.3.98 (CRT); Cockpit section in Hanningfield Metals yard, Stock by 25.2.05 - 10.08				
XS644	(b/n 28) AWCN 10.8.67; Deld Andover OCU, Abingdon ('B') 15.8.67; Redes ATS Abingdon 1.11.67; 46 Sqn Abingdon by 9.69; 5 MU Kemble c.4.70 (refinish); ATS Thorney Is. 1.8.70; Redes 242 OCU Thorney Is. 1.11.70; 5 MU Kemble 17.6.74 (refinish grey/green); 242 OCU Thorney Is. 23.7.74; 46 Sqn Thorney Is. 1.5.75 - 31.8.75; EWAU Wyton 15.10.75; TVAS Wyton 17.1.77; A&AEE Boscombe Down 17.2.77 (flight trials of SRM 3730); HSAL Chester 26.4.77 (tail buffeting investigation); A&AEE Boscombe Down 18.5.77; EWAU Wyton 30.5.77 - 7.78 [EWAU/51 Sqn by 2.79 - 8.80]; 115 Sqn Brize Norton 10.6.81; 19 MU St.Athan 7.10.81 (special fit); 115 Sqn Brize Norton 10.11.81; With 115 Sqn to Benson 7.1.83; EWAU Wyton 18.2.83 (conv E.3A); A&AEE Boscombe Down 23.3.83 (E.3A C/A trials); 115 Sqn Benson 9.5.83; EWAU Wyton 19.7.83 (trials); 115 Sqn Benson 8.11.83; ASF Benson 5.10.84 (MJ); 115 Sqn Benson 22.10.84; ASF Benson 3.2.86 (minor); 115 Sqn Benson 4.3.86; HPB Aviation, Luton 9.3.87 (refinish); 115 Sqn Benson 6.5.87; ASF Benson 28.5.87 (servicing); 115 Sqn Benson 10.6.87; ASF Benson 25.7.88 (servicing); ASF Benson 25.7.88 (servicing); 115 Sqn Benson 1.11.88; 32 Sqn Northolt 3.2.92 (RAF Falcons display team support); Lovaux Ltd, Hum 22.2.93 (refinish in grey scheme); 32 Sqn Northolt 31.3.93; Regd by 1.6.94 as <i>YR-BOF</i> , To Kenya 14.6.94; to <i>9Q-COE</i>				
XS645	(b/n 29) FF 21.9.67; Deld 84 Sqn Abingdon by 11.10.67; To Middle East 2.11.67; arr 84 Sqn Sharjah ('E') 6.11.67; Gulf Comms Flt, Muharrag loan 24.2.68; 84 Sqn Sharjah ('E') 3.3.68; Co-pilot from A&AEE became incapacitated by sudden onset of gastroenteritis, EL Dikka, 14.7.70 (F/Lt DH Eastmond); Stbd overwing escape hatch detached on TO, 14.9.70 (F/Lt PA Cox); With 84 Sqn to Muharrag ('E') 16.12.70; Sm Flt Thorney Is. 5.11.71; 5 MU Kemble by 1.72; 242 OCU Thorney Is. 2.72; 46 Sqn Thorney Is. 5.7.72; 5 MU Kemble 19.6.74 (STS); Sold to RNZAF as NZ7629; Brize Norton 13.4.77 (conversion training); To New Zealand 4.10.77; arr Whenuapai 15.10.77; 1 Sqn Whenuapai 26.10.77; 42 Sqn Ohakea 23.1.79; 1 Sqn Whenuapai 18.2.79; 42 Sqn Ohakea 16.5.79; 1 Sqn Whenuapai 31.7.79; 42 Sqn Whenuapai 12.84; WFU Whenuapai by 1.97 (LTS); Sold to Thameside Aero Services 30.6.98 as <i>3C-KJK</i> ; To Ardmore by 18.10.98 (LTS); To Southend 4.4.99; Sold to Air Katanga (named "Fatima") 8.4.99 as <i>9Q-CYC</i> & to Africa 6.99 10.10.99 10.10.99				
XS646	(b/n 30) Deld 84 Sqn Sharjah ('F') 27.11.67; Gulf COMSAR Sqn, Muharrag loan 26.4.69; 84 Sqn Sharjah ('F') 15.5.69; With 84 Sqn to Muharrag ('F') 16.12.70; 5 MU Kemble c.10.71 (LTS); 'B' Flt RAE Farnborough 19.1.73 (MLS trials); Cranfield Institute of Technology, Cranfield 28.6.83; Aviation Traders Ltd, Stansted 16.9.85 (recon); RAE Farnborough 16.12.85; Field Aviation Services, East Midlands Airport 1.5.87; RAE Farnborough by 10.12.87; Redes DRA Farnborough by 1.93; Both port main u/c tyres burst during roller landing, part of tyres seen to fall away during circuit, landed OK, Farnborough 15.3.88; DRA Boscombe Down (later named "Miss Piggy") 11.7.94 (FLIR trials); Port inner mainwheel tyre burst on landing, Cambridge 17.1.00; Stbd overwing escape hatch detached during TO run, Boscombe Down 17.1.05 (b/n 31) A&AEE Boscombe Down 22.3.68 (MEXE airfield matting trials; extended fwd CoG trials from 8.8.68); 5 MU Kemble 27.1.69 - 6.80 (LTS); BAe Woodford by road 3.81 - 11.86 (BAe ATP mock-up; swapped for fuselage of <i>G-ARRV q.v</i>)				
	6 HAWKER SIDDELEY HS.748 SRU 206 ANDOVER CC.2 ordered 27.9.63 under Cont No KJ11/015/CB.31(a), built by Avro-Whitworth Div of Hawker Siddeley Aviation Ltd., Woodford and numbered XS789 to XS794. (Two 2,105eshp Rolls-Royce R.Da.6 Dart 514 for 1967)				
XS789	(c/n 1561) FF 15.5.64 10.10.94 ; A&AEE Boscombe Down 4.6.64 (CA Release trials); HSAL Woodford 24.6.64; Deld Queen's Flt, Benson 7.8.64; HSAL Woodford 20.8.64 (mods); Queen's Flt, Benson 3.9.64; 5 MU Kemble 2.70 (refinish); Queen's Flt, Benson 10.10.94 5 MU Kemble by 1.78 (refinish); Queen's Flt, Benson by 2.78; 5 MU Kemble 6.11.79 (refinish); Queen's Flt, Benson 18.12.79; 5 MU Kemble 23.11.81 (special fit); Queen's Flt, Benson 5.1.82; 19 MU St.Athan 24.2.86 (special fit); Queen's Flt, Benson 7.3.86; 32 Sqn Northolt 23.6.86 (prep for MJ); ASF Benson 11.7.86 (MJ); McAlpine Aviation, Luton 25.9.86 (refinish); 32 Sqn Northolt 12.11.86; Jecco Aviation Services, Hum 17.7.89; 32 Sqn Northolt by 21.9.89; Jecco Aviation Services, Hum 16.10.89; 32 Sqn Northolt 23.11.89; Lovaux Ltd, Hum 10.10.94 (refinish in grey scheme); 32 Sqn Northolt 18.2.93; WFU 31.3.95; Sold & to Southend 21.4.95, becoming <i>9Q-CZL</i>				
XS790	(c/n 1562) FF 26.6.64; Deld Queen's Flt, Benson 10.7.64; HSAL Woodford 20.8.64 (mods); Queen's Flt, Benson 3.9.64; 5 MU Kemble 2.69 (refinish); Queen's Flt, Benson 10.10.94 5 MU Kemble 4.72 (refinish); Queen's Flt, Benson by 1.6.72 - 8.75; 5 MU Kemble 10.10.94 (refinish); Queen's Flt, Benson 10.3.76; 5 MU Kemble 10.10.94 (refinish); Queen's Flt, Benson 2.78; 5 MU Kemble 2.2.81 (refinish); Queen's Flt, Benson 3.3.81; 5 MU Kemble 10.1.83 (special fit); Queen's Flt, Benson 21.2.83; 19 MU St.Athan 30.9.85 (refinish); Queen's Flt, Benson 7.11.85 - 19.2.88; 19 MU St.Athan 10.10.94 (refinish); Queen's Flt, Benson 20.5.88; 32 Sqn Northolt 1.10.86; Queen's Flt, Benson by 11.88; 10.10.94 c.8.89 (maintenance); Queen's Flt, Benson c.27.11.89; 10.10.94 Hum 6.12.89 (refinish); Queen's Flt, Benson 22.12.89; RAE Bedford 31.1.91; Fields, East Midlands Airport 3.91 (partial refinish); RAE Farnborough 26.3.91; Redes DRA Farnborough 1.4.91; DRA Boscombe Down 25.3.94 10.10.94 (SAR and TV trials); WFU by 1.98; RSP 23/24.11.98; Cockpit section to T. Dyers/Boscombe Down Museum by 3.12; With Boscombe Down Museum to Old Sarum 7.12				
XS791	(c/n 1563) FF 18.11.64 10.10.94 ; A&AEE Boscombe Down 23.11.64 (radio & navigation trials); HSAL Woodford 27.11.64; Deld 10.10.94 Abingdon 21.12.64; HQ MEAF Comms Sqn, Khormaksar 29.3.65; 21 Sqn Khormaksar 1.6.65; To FEAF charge 24.2.67; 32 Sqn Seletar 2.3.67; 48 Sqn Changi 31.12.69; FEAF VIP Flt 10.10.94 1.9.71; 60 Sqn Wildenrath 5.11.71; 5 MU Kemble 5.72 (Major); 60 Sqn Wildenrath c.9.6.72; 32 Sqn Northolt 28.11.75; Sm Flt Brize Norton 24.7.79; 32 Sqn Northolt 27.11.79; Struck by ground servicing vehicle, port elevator damaged, Aberdeen airport, Cat.2, 8.9.80; 5 MU Kemble 16.4.82; 32 Sqn Northolt 28.5.82; 10.10.94 Brize Norton 4.11.82 (minor); 32 Sqn Northolt 29.11.82; ASF Benson 16.3.84 (minor); 32 Sqn Northolt 4.4.84; ASF Benson 21.11.84; 32 Sqn Northolt 19.3.85; ASF Benson 11.11.86 (mods); 32 Sqn Northolt 10.12.85; ASF Benson 18.3.86				
XS792	(minor); 32 Sqn Northolt 9.4.86; ASF Benson 4.8.87 (servicing); 32 Sqn Northolt 20.8.87; Lovaux Ltd, Hum 11.7.88 (refinish); 32 Sqn Northolt 12.9.88; WFU by 12.93; St.Athan 1.94; For sale c.10.94; Sold to Phoenix Aviation & to Brunningthorpe by road 22.3.95; Fuselage in Hanningfield Metals yard, Stock by 25.2.05 - 3.05 (c/n 1564) FF 14.1.65; AWCN 8.2.65; Deld 10.10.94 Abingdon 8.2.65; To FEAF charge 31.3.65; FEAF Andover Flt 10.10.94 6.4.65; 52 Sqn Changi 20.7.65; 48 Sqn Changi 31.12.69; FEAF VIP Flt 10.10.94 1.9.71; 32 Sqn Northolt 23.11.71; Deld Thorney Is. by 9.4.72; 5 MU Kemble 10.10.94 (Major); 32 Sqn Northolt c.6.7.72; Brize Norton 10.11.77 (recon); 32 Sqn Northolt 19.1.78; Birdstrike on stbd wing, stbd outer leading edge de-icing boot damaged, 18.7.78; Sm Flt Brize Norton 21.3.80; 32 Sqn Northolt 19.1.78; Sm Flt Brize Norton 21.3.80; 32 Sqn Northolt 18.4.80; 19 MU St.Athan 25.6.81; 32 Sqn Northolt 27.7.81; 10.10.94 Brize Norton 28.7.82 (MJ); 32 Sqn Northolt 6.10.82; ASF Benson 16.9.85 (mods); 32 Sqn Northolt 10.10.85; ASF Benson 16.5.86 (servicing); 32 Sqn Northolt 19.6.86; HPB Aviation, Luton 23.3.87 (refinish); 32 Sqn Northolt 20.5.87; ASF Benson 10.9.87 (MJ); 32 Sqn Northolt 17.11.87; Jecco Aviation Services, Hum 5.12.88 (recon); 32 Sqn Northolt 25.10.89; Jecco Aviation Services, Hum 27.11.89; 32 Sqn Northolt by 28.2.90; For sale c.10.94; Sold to Arch Aviation, Nairobi, regd 8.3.95 as <i>G-BVZS</i> ; Regd [date?] as <i>5T-LAK</i> ; Regn canx & to African Commuter Services, Nairobi 10.4.95 as <i>8XR-AB</i> ; DBR on landing, Old Fankak, South Sudan 2.05 (c/n 1565) FF 11.3.65; AWCN 12.4.65; Deld Andover OCU, Abingdon 14.4.65; HSAL Woodford 24.6.65 (rectification); Andover OCU, Abingdon 4.7.65 10.10.94 To AFME charge 15.7.65; HQ MEAF Comms Sqn, Khormaksar 17.7.65; Accident, Cat.3, 26.7.65; ME Comms Sqn, Khormaksar 29.10.65; Accident, Cat.3, 22.1.66; 21 Sqn Khormaksar 1.3.66; 52 Sqn Muharrag 28.10.67; Queen's Flt, Benson 9.1.68; 5 MU Kemble 5.68 (refinish); Queen's Flt, Benson 10.10.94 Accident, Cat.3, 17.3.70; ROS by CWP; Queen's Flt, Benson 13.4.70 - 19.9.70; 5 MU Kemble 10.10.94 (refinish); Queen's Flt, Benson 17.2.71; 5 MU Kemble c.2.79 (refinish); Queen's Flt, Benson 6.11.79; 5 MU Kemble 8.2.82; Queen's Flt, Benson 8.3.82; Port mainwheel locked during practice TO abort, tyre burst, Benson 12.10.83; 19 MU St.Athan 14.8.84; Queen's Flt, Benson 10.9.84; ASF Benson 9.10.86 (minor); McAlpine Aviation, Luton 7.11.86 (refinish); 32 Sqn Northolt 5.1.87; 60 Sqn Wildenrath 2.3.87; ASF Benson 13.11.87 (minor); 60 Sqn Wildenrath 4.12.87; [to UK] c.27.2.89 (recon & refinish); Jecco Aviation Services, Hum 25.5.89 (refinish & recon); 60 Sqn Wildenrath 14.7.89; Queen's Flt, Benson loan c.8.89; 60 Sqn Wildenrath 27.11.89 (received 75th anniversary marks 19.4.91); Sm Flt Bruggen 27.3.92 (for CnC RAF Germany); Northolt by 8.9.92 (WFU due to corrosion in wing box structure); 2 SOIT Cosford (marked "Y") 23.4.93 as GI 9178M, Sold to Audila Aviation 8.5.97 & to Eureka Aviation, becoming <i>EL-AIF</i>				
XS794	(c/n 1566) FF 6.5.65; HSAL Woodford on MoA charge 31.5.65; A&AEE Boscombe Down 9.7.65 (EMI checks & clearance of tropical equipment cooling); HSAL Woodford 19.8.65; Deld Andover OCU, Abingdon 11.9.65 10.10.94 Accident, Cat.3, 8.10.66; ROS by CWP; Andover OCU, Abingdon 15.11.66; Queen's Flt loan, Benson 26.6.67; MCS Northolt 24.7.67; 60 MU Leconfield 6.8.68 (mods); Sm Flt Abingdon 27.8.68; MCS Northolt 1.1.69; Redes 32 Sqn Northolt 3.2.69; 5 MU Kemble 4.70 (refinish); 32 Sqn Northolt 10.10.94 Queen's Flt loan, Benson 28.1.71; 32 Sqn Northolt 4.2.71; Deld Thorney Is. by 9.4.72; 5 MU Kemble 8.71 (interal refurb); Deld Thorney Is. - 9.71; Red Northolt c.10.72; Accident 30.12.71; ROS by 71 MU; 32 Sqn Northolt 31.1.72; Struck several wood pigeon on TO, Northolt 16.5.78; Struck by lightning, landed Kleine Brogel 28.3.80; 10.10.94 Brize Norton 21.4.80; 32 Sqn Northolt 14.5.80; 5 MU Kemble 3.5.83; 32 Sqn Northolt 29.6.83; ASF Benson 3.2.84 (MJ); 32 Sqn Northolt 2.3.84; ASF Benson 5.5.85 (servicing); 32 Sqn Northolt 11.7.85; ASF Benson 30.11.87 (servicing); 32 Sqn Northolt 18.12.87; Lovaux Ltd, Hum 12.9.88 (refinish); 32 Sqn Northolt 11.11.88; Jecco Aviation Services, Hum 18.9.89; 32 Sqn Northolt by 28.2.90; WFU				
	by 11.93; SOC 31.3.95; WFU 31.3.95; Sold & to Southend 21.4.95				
	1 HAWKER-SIDDELEY HS.748 SERIES 107 ordered 13.1.70 against Cont No K10A/18 numbered XW750. (Two 1,740eshp Rolls-Royce R.Da.6 Dart 514)				
XW750	(c/n 1559, ex- <i>G-ASJT</i>) Deld Radio Flt, RAE Farnborough 13.1.70, regd 20.1.70 as XW750; ELEU RAE Bedford 6.12.71; Flight Systems Div, RAE Bedford by 3.79 (refinished in raspberry ripple finish by 1.83) - 9.86; Redes DRA Bedford 1.4.91; RAE Farnborough 24.3.94; DRA Boscombe Down 1.6.94; Redes DERA Boscombe Down 1.4.97; Redes QinetiQ Boscombe Down 2.7.01; WFU 31.1.05; Sold to Clewer Aviation Ltd 11.06, regd 9.1.07 as <i>G-ASJT</i>				
	1 HAWKER-SIDDELEY HS.748MF registered G-ARRV. (Two 2,970eshp Rolls-Royce R.Da.12 Dart Mk.201C)				
	<i>G-ARRV</i> (c/n 1548, ex- <i>G-APZV</i>) A&AEE Boscombe Down 20.2.65 (parachute streaming trials); HSAL Woodford 5.3.65; To India 8.4.65 (demonstration tour); HSAL Woodford 7.5.65; WFU 6.6.65; HSAL Woodford Apprentice School 12.1.68 as GI Regn canx 3.4.69; Refinished in Soviet AF marks as "57" c.mtd.80 (for TV film "Invasion"); To Benson by road 28.1.81 as GI 8669M (CRT, exchanged for XS647); Burnt by 2.5.86; SS to RJ Coley 4.90, BU on site 5.90 & sections to Egham by road c.9.90; Remains extant 15.9.91 [TFH 491.00]				
	NOTES				
	With disbanding of 84 Sqn at Muharrag 46 Sqn operated a detachment of 2 Andovers at Masirah 9.71, known as "Yimkins Airways".				
	XS645 242 OCU Thorney Is. by 9.4.62 uncodcd but first in matt colour scheme.				
	XS644 refinished in low-vis matt dark green/matt dark sea grey with matt light grey undersides, tac roundels at 5 MU Kemble, returning to 242 OCU by 6.8.74. Made the last operational sortie of 46 Sqn - an aeromedical trip from Gutersloh to Wildenrath and then to Northolt - on 31.8.75.				
	XS610 E.3 fourth and last IRFIS conv at Woodford by 11.12.85.				
	115 Sqn disbanded 1.10.93				
	242 OCU: yellow disc with green/blue motif on fin.				
	CinCAFNE (XS637): red square with white stars on fuselage.				
	84 Sqn: black scorpion on white-outlined blue disc on tail. Yellow spinners. Aircraft nicknamed "Psychedelic Bananas"				
	60 Sqn: Markhor on tailfin.				
	E.3A variant was full flight checking fit less ILS calibration equipment.				
	115 Sqn flight checker paint scheme to make them more conspicuous and was finalized 9.77.				
	E.3 conversion order: XS603, XS610, XS605, XS640.				
	Compiled by © Lee Howard (Air-Britain Historians Ltd) Last amended: 22 September 2012				

Corrections

XS794. After delivery to Abingdon in Sep 1965 the aircraft was used by the Andover Conversion Flight to train the crew (I was the copilot) which was to operate the a/c on VIP duties. My first flight in the a/c was on 22 Sep 65, and my first training exercise was flown on 27 Sep 65. Crew conversion training was completed on 30 Nov 65, and with effect from 1 Dec 65 the a/c and crew were assigned to 'E' Flight Metropolitan Communications Squadron, although the aircraft continued to be based at Abingdon for ease of servicing. The next flight was an operational VIP flight to the Middle East which departed from Abingdon on 4 Dec 65. I was the co-pilot on XS794 when it suffered the accident on landing at Northolt in 1966. According to my logbook the accident happened on 30 Sep 1966 (perhaps the date shown in your record is that on which the damage was assessed as Cat 3?). The repair work was carried-out at Kemble, and was completed in mid-Nov 65 when the crew of which I was member carried out an airtest on 14 Nov 64. We ferried the a/c back to Abingdon on 21 Nov 65.

NOTES.

XS645. Date '9.4.62' must be wrong. Aircraft didn't enter service until 1967.

XS644. The date for its return to 242 OCU from Kemble isn't correct. I flew the aircraft from Kemble to Thorney Island on 23 July 1974. I was OC Andover Training Squadron from March 1973 to April 1975. During that time the ATS had 3 dedicated a/c: XS599, XS600 and XS644.

242 OCU. The Andovers of the Andover Training Squadron of 242 OCU at Thorney Island had a disc painted on the tail fin consisting of a black cat on a yellow background. The 3 aircraft which belonged to the ATS were XS599, XS600 and XS644.

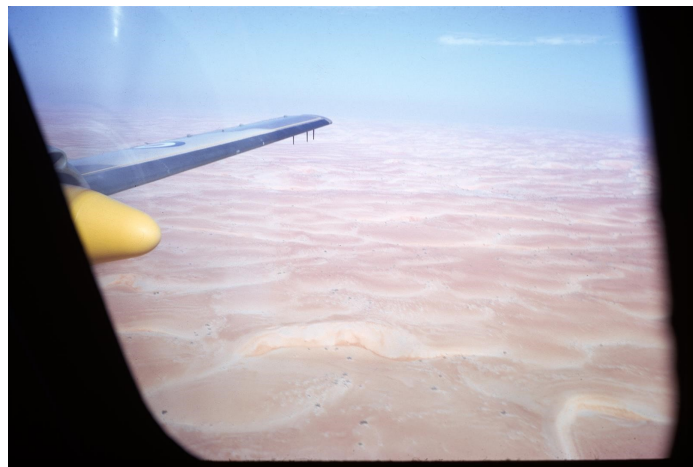
Chris Carrington

Andover Hot Weather Trials. Aden. February 1966



Chris Alcock writes: Andover XS595 was detached to RAF Khormaksar Aden on 11 Feb 1966 to 1 Mar 1966 for hot weather trails & dirt strip landings.

I was at Aden on 21 Sqn flying Twin Pioneers at the time. I was detailed to go in the Andover to make sure they did not stray into the Yemen as the strip Wadi Ain which was very near the border. The test pilot John Harrison was flying it. Wow!! I never ever again saw an Andover flown like that! The strip was up against a mountain so it was land into the mountain and turn around and take off in the opposite direction away from the mountain! I was in the cockpit for half of the exercise and I remember the stall warning going continuously on the approach. As any Andover pilot knows that is not necessary as an Andover can be landed and stopped within a set of runway lights without a murmur from the stall warner. Once in their haste I think they forgot the



Pictures taken by Chris Alcock while serving with No 84 Squadron.

