

Military Aircraft Markings Update Number 131, April 2016

<i>Serial</i>	<i>Type (other identity) [code]</i>	<i>Owner/operator, location or fate</i>
B2458	Sopwith 1F.1 Camel <R> (G-BPOB/F542) [R]	Repainted as N6377 by February 2016
L1019	VS300 Spitfire I <R> (BAPC 308) [L0-S]	Privately owned, Currie, Lothian
N2078	Sopwith Baby (8214/8215)	FAA Museum, RNAS Yeovilton
N3200	VS300 Spitfire IA (G-CFGJ) [QV]	IWM Duxford
N6377	Sopwith 1F.1 Camel <R> (G-BPOB/B2458)	Privately owned, Booker
N6452	Sopwith Pup <R> (G-BIAU)	FAA Museum, stored Cobham Hall, RNAS Yeovilton
P7895	VS329 Spitfire IIA <R> [RN-N]	Repainted as P7923
P7923	VS329 Spitfire IIA <R> [RN-N]	Ulster Aviation Society, Long Kesh
BR601	VS361 Spitfire IX (G-CIYF)	Privately owned, Biggin Hill
EJ693	Hawker Tempest V (N7027E) [SA-J]	To the US, 2015
EN224	VS366 Spitfire F XII (G-FXII)	Privately owned, Sywell
ML407	VS509 Spitfire T9 (G-LFIX) [OU-V]	Privately owned, Sywell
PP972	VS358 Seafire LF IIIC (G-BUAR) [11-5/N]	Privately owned, Sywell
RM927	VS379 Spitfire F XIV (G-JNMA)	Privately owned, Biggin Hill
RT486	Auster 5 (G-AJGJ)	Privately owned, Old Sarum
WB626	DHC1 Chipmunk T10 [19] <ff>	Trenchard Museum, RAF Halton
WD286	DHC1 Chipmunk T10 (G-BBND)	Privately owned, Old Warden
WD390	DHC1 Chipmunk T10 (G-BWNK) [68]	Privately owned, Compton Abbas
WD931	EE Canberra B2 <ff>	RAF Defford Museum, Croome Park
WT520	EE Canberra PR7 (8094M/8184M) <ff>	Rays-Tek Surplus Ltd, Biddulph, Staffs
XL600	Hawker Hunter T7 (G-RAXA)	Sold to Canada, March 2016
XN185	Slingsby T21B Sedbergh TX1 (8942M/BGA4077)	Privately owned, Scampton
XT466	WS58 Wessex HU5 (A2617/8921M) [XV]	Privately owned, Kemble
XV280	HS P.1127(RAF) <ff>	Privately owned, Colsterworth, Leics
XV651	WS61 Sea King HU5	Privately owned, Colsterworth, Leics
XV666	WS61 Sea King HU5 [21]	RN, Culdrose (wfu)
XV670	WS61 Sea King HU5 [17]	RN, Culdrose (wfu)
XV673	WS61 Sea King HU5 [827/CU]	RN Culdrose, on display
XW209	WS Puma HC2	RAF No 28(R) Sqn/No 33 Sqn/No 230 Sqn, Benson
XX201	HS Hawk T1A [CQ]	RAF No 100 Sqn, Leeming
XX315	HS Hawk T1A [315]	RAF AM&SU, stored Shawbury
XX351	HS Hawk T1A	RAF Wittering, GI use
XX478	HP137 Jetstream T2 (G-AXXT) [564/CU]	Solihull College, Woodlands Campus
XX633	SA Bulldog T1 [X]	Sold to Sweden, 2016
XX671	SA Bulldog T1 [D]	Sold to Sweden, 2016
XZ326	WS Gazelle AH1	AAC No 665 Sqn/5 Regt, Aldergrove
XZ594	WS61 Sea King HAR3	DSMarE, stored HMS Sultan, Gosport
XZ692	WS Lynx HMA8SRU [641] \$	RNAS Yeovilton (for refurbishment)
XZ721	WS Lynx HAS3GMS [322]	East Midlands Airport Aeropark
XZ725	WS Lynx HMA8SRU [415/MM]	RN No 815 NAS, Monmouth Flt, Yeovilton
XZ729	WS Lynx HMA8SRU [425/DT]	RN, stored St Athan
XZ920	WS61 Sea King HU5 [24]	RN, Culdrose (wfu)
XZ991	BAe Harrier GR3 (9162M) [AD]	DSAE Cosford, on display
XZ994	BAe Harrier GR3 (9170M) [U]	MoD JARTS, Boscombe Down
ZA149	BAe VC10 K3 (5X-UVJ) [H]	To the UAE, March 2016
ZA295	WS61 Sea King HC4 [U]	MoD/Vector Aerospace, Fleetlands
ZA298	WS61 Sea King HC4 (G-BJNM) [Y]	FAA Museum, stored Cobham Hall, RNAS Yeovilton
ZA299	WS61 Sea King HC4 [D]	MoD/Vector Aerospace, Fleetlands
ZA370	Panavia Tornado GR4A [004]	RAF No 31 Sqn, Marham
ZA449	Panavia Tornado GR4 [020]	RAF CMU, Marham
ZA459	Panavia Tornado GR4 [025]	RAF No 31 Sqn, Marham
ZA462	Panavia Tornado GR4 [027]	RAF No 9 Sqn, Marham
ZA546	Panavia Tornado GR4 [038]	RAF No 12 Sqn, Marham
ZA553	Panavia Tornado GR4 [045]	RAF CMU, Marham
ZA554	Panavia Tornado GR4 [046]	RAF No 31 Sqn, Marham
ZA587	Panavia Tornado GR4 [055]	RAF CMU, Marham
ZA588	Panavia Tornado GR4 [056]	RAF CMU, Marham
ZA612	Panavia Tornado GR4 [074]	RAF TASF(N), Lossiemouth
ZA613	Panavia Tornado GR4 [075]	RAF No 15(R) Sqn, Lossiemouth
ZA718	B-V Chinook HC4 (N37058) [BN]	RAF Odiham Wing

ZA736	WS Gazelle AH1	AAC No 671 Sqn/7 Regt, Middle Wallop
ZB101	BAE Systems Hawk Mk.165	BAE Systems, Warton, for Saudi Arabia as 2101
ZB102	BAE Systems Hawk Mk.165	BAE Systems, Warton, for Saudi Arabia as 2102
ZB665	WS Gazelle AH1	AAC MPSU, Middle Wallop
ZB679	WS Gazelle AH1	AAC No 671 Sqn/7 Regt, Middle Wallop
ZD260	WS Lynx HMA8SRU [313/VL]	RN, stored St Athan
ZD566	WS Lynx HMA8SRU [305]	AAC MPSU, Middle Wallop
ZD610	BAe Sea Harrier FA2 [714,002/N]	Privately owned, Dunsfold
ZD709	Panavia Tornado GR4 [078]	RAF No 9 Sqn, Marham
ZD744	Panavia Tornado GR4 [092]	RAF CMU, Marham
ZE376	WS Lynx AH9A	MoD/AgustaWestland, Yeovil
ZE379	WS Lynx AH7	QinetiQ, Boscombe Down
ZE427	WS61 Sea King HC4 [K]	MoD/Vector Aerospace, Fleetlands
ZE530	Grob G103 Viking T1 (BGA3020) [VS]	RAF No 622 VGS, Upavon
ZE627	Grob G103 Viking T1 (BGA3069) [XR]	RAF No 622 VGS, Upavon
ZF116	WS61 Sea King HC4 [WP]	MoD/Vector Aerospace, Fleetlands
ZF117	WS61 Sea King HC4 [X]	DSMarE, stored HMS Sultan, Gosport
ZF537	WS Lynx AH9A	MoD/AgustaWestland, Yeovil
ZF538	WS Lynx AH9A	MoD/AgustaWestland, Yeovil
ZG771	Panavia Tornado GR4 [133]	RAF No 12 Sqn, Marham
ZG779	Panavia Tornado GR4 [136]	RAF No 12 Sqn, Marham
ZG821	WS61 Sea King HC4 [G]	RN, Yeovilton (wfu)
ZH119	Grob G109B Vigilant T1 [TE]	RAF CGMF, Syerston
ZH128	Grob G109B Vigilant T1 [TP]	RAF CGMF, Syerston
ZH184	Grob G109B Vigilant T1 [TW]	RAF No 632 VGS, Ternhill
ZH828	EHI-101 Merlin HM2	RN No 824 NAS, Culdrose
ZH832	EHI-101 Merlin HM2 [85]	RN MDMF, Culdrose
ZH847	EHI-101 Merlin HM2 [CU]	RN No 814 NAS, Culdrose
ZH860	EHI-101 Merlin HM2 [86]	RN No 820 NAS, Culdrose
ZH862	EHI-101 Merlin HM2 [82]	RN No 824 NAS, Culdrose
ZJ122	EHI-101 Merlin HC4 [F]	MoD/AgustaWestland, Yeovil (conversion)
ZJ127	EHI-101 Merlin HC4 [L]	MoD/AgustaWestland, Yeovil (conversion)
ZJ128	EHI-101 Merlin HC3 [M]	RN MDMF, Culdrose
ZJ130	EHI-101 Merlin HC3i [O]	RN No 846 NAS, Yeovilton
ZJ135	EHI-101 Merlin HC3i [T]	RN No 846 NAS, Yeovilton
ZJ802	Eurofighter Typhoon T3 [DW]	RAF No 11 Sqn, Coningsby
ZJ912	Eurofighter Typhoon FGR4 [DR]	RAF No 11 Sqn, Coningsby
ZJ914	Eurofighter Typhoon FGR4 [DZ]	RAF No 11 Sqn, Coningsby
ZJ917	Eurofighter Typhoon FGR4 [DG]	RAF No 11 Sqn, Coningsby
ZJ918	Eurofighter Typhoon FGR4	RAF No 1 Sqn, Lossiemouth
ZJ923	Eurofighter Typhoon FGR4	RAF No 11 Sqn, Coningsby
ZJ944	Eurofighter Typhoon FGR4	RAF TMU, Coningsby
ZJ946	Eurofighter Typhoon FGR4	RAF TMU, Coningsby
ZK304	Eurofighter Typhoon FGR4 [FM]	RAF No 6 Sqn, Lossiemouth
ZK308	Eurofighter Typhoon FGR4 [BW]	RAF Coningsby, WLT
ZK313	Eurofighter Typhoon FGR4	RAF TMU, Coningsby
ZK335	Eurofighter Typhoon FGR4 [EB-B]	RAF AWC/FJW0EU/No 41(R) Sqn, Coningsby
ZK341	Eurofighter Typhoon FGR4 [FJ]	RAF No 2 Sqn, Lossiemouth
ZK354	Eurofighter Typhoon FGR4	RAF TMU, Coningsby
ZK365	Eurofighter Typhoon FGR4	RAF TMU, Coningsby
ZK395	Eurofighter Typhoon	To R Saudi AF as 1024, 14 March 2016
ZK610	Eurofighter Typhoon	To R Saudi AF as 8011, 14 March 2016
ZK612	Eurofighter Typhoon	BAE Systems, for R Saudi AF
ZK613	Eurofighter Typhoon	BAE Systems, for R Saudi AF
ZK614	Eurofighter Typhoon	BAE Systems, for R Saudi AF
ZM412	Airbus A400M Atlas C1 (A4M042)	Airbus Defence & Space, Seville, for RAF
ZR356	AgustaWestland AW101 Mk.611 [15-05]	AgustaWestland, Yeovil, for Italian AF as MM81868
ZZ512	AgustaWestland AW159 Wildcat AH1	AAC No 652 Sqn/1 Regt, Yeovilton
ZZ524	AgustaWestland AW159 Wildcat AH1	AAC No 652 Sqn/1 Regt, Yeovilton
ZZ528	AgustaWestland AW159 Wildcat HMA2	RN No 825 NAS, Yeovilton

Notes:

1. The nose of P.1127(RAF) XV280 at Colsterworth is currently up for sale, as are a host of Sea Kings with Witham Specialist Vehicles, as reported in the press.

2. It appears that 28(R) Squadron is using the same Pumas (XW204, XW216, XW237, ZA935 and ZJ957) but until this is confirmed, the format above for XW209 will be used.
3. Two Navy Sea King squadrons decommissioned during March: 771 NAS on 22 March 2016, followed by 848 NAS the following day.
4. Sea King HC4 ZA298, nicknamed 'The King of the Junglies' was handed over to the FAA Museum at Yeovilton on 17 March 2016 after a fly past including a HAS3, HC4, HU5 and an ASaC7, although the aircraft was not due to be withdrawn from active service until the end of March 2016. Sea King HC4s ZA295, ZA299 and ZG821 flew from Yeovilton to Fleetlands on 30 March 2016, bringing to an end Royal Navy Sea King HC4 operations.
5. Contrary to previous information, Merlin ZJ130 has been converted to HC3i status and was delivered to Yeovilton on 8 March 2016. Seven HC3i (iHC3) conversions have been undertaken, with ZJ135 being the final one, delivered in late March.
6. ZZ100, the first AW101 for Norway, had its first flight at Yeovil on 21 March 2016.
7. A subtle change but the Imperial War Museum locations are now referred to as IWM Duxford, IWM London and IWM North, all under the heading of 'Imperial War Museums' (plural). Similarly, Hawker Hunter Aviation is now simply referred to as HHA.
8. On 29 April SARTU will become No 202(R) Sqn, while 208(R) Sqn should end its Hawk T1 operations during April 2016.
9. This update is the first one which contains changes for 'Military Aircraft Markings 2016'.

Finally, a written ministerial statement in the House of Lords on 10 March might not normally be of interest here, but in this case it states plans to resolve issues with the ATC glider fleet ... and in fairly dramatic fashion:

My hon. Friend the Parliamentary Under Secretary of State and Minister for Reserves (Mr Julian Brazier) has made the following Written Ministerial Statement.

In April 2014 all Air Cadet Organisation gliding was paused due to airworthiness concerns with the Grob Viking conventional glider and Grob Vigilant motorglider fleets utilised by the Air Cadet Volunteer Gliding Squadrons (VGS).

Substantial operational, technical and commercial negotiations with a range of aerospace leaders in this field have failed to find a value for money approach to successfully repair and recover all 146 gliders. Consequently a comprehensive Air Cadet Organisation review has proposed restructuring this activity. It has been decided that the best value for money solution is to recover at least 73 Vikings, a reduced Vigilant fleet of up to 15 aircraft, combined with an uplift to Grob Tutor fixed wing Air Experience Flights (AEFs).

The reduced glider fleet will be operated by significantly fewer, but larger, VGS, which will have a regional focus and be better integrated with synthetic training and increased AEF locations. The number of Grob Tutor aircraft beyond 2017 for AEF/ University Air Squadron (UAS) use will go from 45 to 70 airframes, enabling the enlargement of existing AEFs and the formation of two new AEFs. Regional VGS hubs, which have the facility to provide overnight accommodation, will be also created across the UK.

The Volunteer Gliding Squadrons that are due to be disbanded are: 611 Squadron currently based at RAF Honington, 612 Squadron currently based Dalton Barracks (Abingdon), 613 Squadron currently based at RAF Halton, 616 Squadron currently based at RAF Henlow, 618 Squadron currently based at RAF Odiham, 624 Squadron currently based at RMB Chivenor, 633 Squadron currently based at RAF Cosford, 634 Squadron currently based at MOD St Athan, 635 Squadron currently based at RAF Topcliffe, 636 Squadron currently based at Swansea Airport, 642 Squadron currently based at RAF Linton-on-Ouse, 662 Squadron currently based at RMB Arbroath, 663 Squadron currently based at Kinloss Barracks and 664 Squadron currently based at Newtownards.

The Volunteer Gliding Squadrons that are due to be retained are the Central Gliding School and 644 Squadron currently based at RAF Syerston, 614 Squadron currently based at MDP Wethersfield, 615 Squadron currently based at RAF Kenley, 622 Squadron currently based at Trenchard Lines Upavon, 626 Squadron currently based at RNAS Predannack, 631 Squadron currently based at RAF Woodvale, 632 Squadron currently based at RAF Ternhill, 637 Squadron currently based at RAF Little Rissington, 661 Squadron currently based at RAF Kirknewton and 645 Squadron currently based at Topcliffe (from October 2019). 621 Squadron currently based at Hullavington will be retained at RNAS Merryfield.

As part of this process, a number of regional gliding hubs are to be created. We also expect that 2 new Air Experience Flights will be created, 13 AEF and 14 AEF. It is anticipated that 14 AEF will be located in Northern Ireland.

While work is undertaken to set up this new structure, the future locations of these Squadrons remains subject to the outcome of MOD estate rationalisation due to announce later this year. While it is likely that many Squadrons will remain at their current locations, we are working to ensure that, where this is not the case, flying opportunities will be made available to Cadet Units within their region and any new locations will be as geographically close to the existing locations as possible.

We recognise that this means that some uncertainty will remain for our cadets, but we are confident that this new structure will maximise flying opportunities for them.

As VGS are run by volunteer staffs, this will not result in any job losses, albeit volunteering options will be affected. The RAF is extremely grateful for the volunteers that support each VGS; without this support Air Cadet

gliding would not be possible. Consequently we will develop a crossover plan which will enable many volunteer gliding instructors who become surplus on affected VGS to convert to Viking; transfer to a formally established ground cadre within a VGS; transfer their instructional skill sets into the units of the mainstream Air Cadet Organisation; or to retrain to fly the Grob Tutor in the expanded AEF construct.

The RAF remains committed to Air Cadet flying and will ultimately increase investment in the VGS and AEF sites which will remain to include the provision of residential accommodation for cadets and staff. This will enable those cadet units which have to travel greater distances to the VGS to undertake a residential weekend, with better associated force development and ground training opportunities alongside the gliding and flying. With the introduction of glider simulators, funded by the RAF Charitable Trust, the Air Cadet Organisation have developed a common syllabus for cadet flying which better integrates and allocates cadet flying opportunities between realistic synthetic flight simulation, glider flying and an uplift of AEF flights.

We will make a further statement when we can say more on basing.

Credits:

Glyn Coney, Ben Dunnell, Graham Gaff, Lewis Gaylard, Stuart McDiarmid, Mark Ray, Bob Turner, Aerodata Quantum+, Airfields Yahoo! Group, 'Air Forces Monthly' magazine, 'Aviation News' magazine, BAEG Yahoo! Group, CAA G-INFO Web Site, Fighter Control, 'FlyPast' magazine, Brian Pickering/'Military Aviation Review', Mil-Spotters' Forum, Planebase NG, Tom McGhee/UK Serials Resource Centre, Mick Boulanger/Wolverhampton Aviation Group.