Military Aircraft Markings Update Number 131, April 2016

Serial Type (other identity) [code] Owner/operator, location or fate

B2458 Sopwith 1F.1 Camel <R> (G-BPOF/F542) [R] Repainted as N6377 by February 2016
L1019 VS300 Spitfire I <R> (BDPC 308) [LO-S] Privately owned, Currie, Lothian
N2078 Sopwith Baby (8214/8215) FAA Museum, RNAS Yeovilton
N3200 VS300 Spitfire IA (G-CFGJ) [QV] INM Duxford
N6377 Sopwith 1F.1 Camel <R> (G-BPOF/B2458) Privately owned, Booker
N6452 Sopwith Pup <R> (G-BIAU) FAA Museum, stored Cobham Hall, RNAS Yeovilton
P7895 VS329 Spitfire IIA <R> [RM-N] Repainted as P7923
P7923 VS329 Spitfire IIA <R> [RM-N] Ulster Aviation Society, Long Kesh
BR601 VS361 Spitfire IX (G-CIVF) 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 IIC (G-BUAR) [11-5/N] Privately owned, Sywell
RM927 VS379 Spitfire F XIV (G-JNMA) Privately owned, Biggin Hill
RT486 Auster 5 (G-AJ3GJ) 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 Dofford Museum, Croome Park
W5200 EE Canberra PR7 (8094M/8184M) <ff> Rays-Tek Surplus Ltd, Biddulph, Staffs
X6600 Hunter T7 (G-RAZA) Sold to Canada, March 2016
XN185 Slingsby T21B Sedbergh TX1 (8942M/BGA4077) Privately owned, Scampton
XN466 WSM8 Wessex HU5 (A2617/8921M) [XY] 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, Cildrose (wfu)
XV670 WS61 Sea King HU5 [17] RN, Cildrose (wfu)
XV673 WS61 Sea King HU5 [827/CU] RN Cildrose, on display
WX209 FS 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 Privately owned, St Athan
XX478 HP137 Jetstream T2 (G-AXXT) [564/CU] RAF Wittering, GI use
XX633 SA Bulldog T1 [X] Solihull College, Woodlands Campus
XX671 SA Bulldog T1 [D] Sold to Sweden, 2016
XZ236 WS Gazelle AH1 Sold to Sweden, 2016
XZ594 WS61 Sea King HAR3 AAC No 665 Sqn/5 Regt, Aldergrove
XZ692 WS Lynx HMA8SRU [641] § Privately owned, HMS Sultan, Gosport
XZ721 WS Lynx HAS3GMS [322] RNAS Yeovilton (for refurbishment)
XZ725 WS Lynx HMA8SRU [415/MM] East Midlands Airport Aeropark
XZ729 WS Lynx HMA8SRU [425/DT] RN No 815 NAS, Monmouth Flt, Yeovilton
XZ920 WS61 Sea King HU5 [24] RN, stored St Athan
XZ991 BAe Harrier GR3 (9162M) [AD] RN, Cildrose (wfu)
XZ994 BAe Harrier GR3 (9170M) [U] DS&E Cosford, on display
ZA149 BAe VC10 K3 (SX-UVD) [H] MoD JARTS, Boscombe Down
ZA295 WS61 Sea King HC4 [U] To the UAE, March 2016
ZA298 WS61 Sea King HC4 (G-BJNM) [Y] MoD/Vector Aerospace, Fleetlands
ZA299 WS61 Sea King HC4 [D] FAA Museum, stored Cobham Hall, RNAS Yeovilton
ZA449 Panavia Tornado GR4 [020] RAF No 31 Sqn, Marham
ZA459 Panavia Tornado GR4 [025] RAF MU, 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 MU, Marham
ZA554 Panavia Tornado GR4 [046] RAF No 31 Sqn, Marham
ZA587 Panavia Tornado GR4 [055] RAF MU, Marham
ZA588 Panavia Tornado GR4 [056] RAF MU, 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 No 824 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 HC31 [O]  RN No 846 NAS, Yeovilton
ZJ135  EHI-101 Merlin HC31 [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 [DD]  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 AMC/PFWOEU/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 MM81866
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 H2S3, HC4, HU5 and an A3A7, 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 HC31i status and was delivered to Yeovilton on 8 March 2016. Seven HC31i (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 Yeovilton 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 IWM

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 at RAF Syerston, 614 Squadron currently based at NDP 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, 633 Squadron currently based at RAF Little Rissington, 641 Squadron currently based at RAF Chivenor, 634 Squadron currently based at RAF Leuchars, 635 Squadron currently based at RAF Woodvale, 636 Squadron currently based at RAF Leuchars, 637 Squadron currently based at RAF Leuchars, 638 Squadron currently based at RAF Leuchars, 639 Squadron currently based at RAF Leuchars, 640 Squadron currently based at RAF Leuchars, 641 Squadron currently based at RAF Leuchars, 642 Squadron currently based at RAF Leuchars, 643 Squadron currently based at RAF Leuchars, 644 Squadron currently based at RAF Leuchars, 645 Squadron currently based at RAF Leuchars, 646 Squadron currently based at RAF Leuchars and 647 Squadron currently based at RAF Leuchars.

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 NDP 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, 633 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 Topcliffe (from October 2019), 622 Squadron currently based at Trenchard Lines Upavon, 626 Squadron currently based 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
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.

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