

# RAF COLLEGE CRANWELL

## “Aircraft of the Modern Era”



Training Aircraft at RAF Cranwell 1980 - 2020 (WIP)

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# Percival Provost - Restoration

The author was advised in 2019, through the Cranwellian Association, that two Cranwellian Provosts were being restored.  
This may have been abandoned



Percival P.56 Provost T.1

C/N PAC/F/339 built 1955

XF836 coded J-G

RAF College Cranwell



Dear Sir

I hope you don't mind my contacting you ?

I'm currently having one of two Percival Provost T.1 training aircraft restored to airworthiness. The two aircraft in question served at RAF Cranwell during the 1950's. They shall be going back into their original Cranwell colour scheme and codes, as it is only correct they should.

I thought the association maybe interested in hearing this news, and that your more than welcome to visit these aircraft. Please see attachment for a little more information.

Best wishes and thank you for you time.

James Atkinson  
Director Provost Preservation



Percival P.56 Provost T.1

C/N PAC/F/303 built 1955

XF597 coded J-M

RAF College Cranwell



# Jet Provosts Mk 3 and Mk 5 - 1961 to 1989

The BAC Jet Provost was a jet trainer aircraft that was in use with the RAF from 1955 to 1993. It was originally developed by Hunting Percival from the earlier piston engine-powered Percival Provost basic trainer, and later produced by the British Aircraft Corporation (BAC). In addition to the multiple RAF orders, the Jet Provost, sometimes with light armament, was exported to many air forces worldwide. The design was also further developed into a more heavily armed ground attack variant under the name BAC Strikemaster.



LEADING PARTICULARS	
Length	33 ft 8.5 ins
Span	33 ft 1.6 ins
Height	9 ft 11.4 ins
Weight, full fuel load	7350 lbs
Max speed	400 kts
Stalling speed	85 kts



# (HS 125) Dominie - 1964 to 2011

The British Aerospace 125 is a twinjet mid-size business jet. Originally developed by de Havilland and initially designated as the DH.125 Jet Dragon, it entered production as the Hawker Siddeley HS.125, which was the designation used until 1977. The type proved quite popular overseas; more than 60% of the total sales for the aircraft were to North American customers. It was also used by the Royal Air Force as a navigation trainer, as the Hawker Siddeley Dominie T1, and was operated by the United States Air Force as a calibration aircraft, under the designation C-29.



# Jetstream T1 - 1972 to 2003

The Handley Page HP.137 Jetstream is a small twin-turboprop airliner, with a pressurised fuselage. The aircraft was designed to meet the requirements of the United States commuter and regional airline market. The design was later improved and built by British Aerospace as the BAe Jetstream 31 and BAe Jetstream 32, featuring different turboprop engines. 26 Jetstream 201s were ordered by the Royal Air Force, which used them as multi-engine trainers as the Jetstream T.1. Fourteen of these were modified as observer trainers for the Royal Navy, receiving the designation Jetstream T2.



# Scottish Aviation Bulldog T1 - 1972 to 1985

The Scottish Aviation Bulldog was a two-seat side-by-side (with optional third seat) training aircraft designed by Beagle Aircraft as the B.125 Bulldog. The prototype Bulldog flew on 19 May 1969 at Shoreham Airport. The largest customer was the RAF, which placed an order for 130 Bulldogs in 1972, entering service as the Bulldog T.1. It was used by the Royal Air Force as a basic trainer, in particular as the standard aircraft of the University Air Squadrons, including the RAF College Air Squadron in the 1990s and, later, Air Experience Flights, providing flying training. The aircraft was also used by the Royal Navy for Elementary Flying Training (EFT) at RAF Topcliffe. They were replaced by the Grob Tutor at the RAF College in 1985.



# Grob G115 Tutor - 1985 to 2018

The Grob G 115 is a general aviation fixed-wing aircraft, primarily used for flight training. It is built in Germany by Grob Aircraft (Grob Aerospace before January 2009). The E variant with a 3-blade variable pitch propeller is in service with the Finnish Air Force, the Royal Navy and Army Air Corps for Flying Grading (a pre-EFT flying course) and in the Royal Air Force as part of 6 FTS, which provides flying to both University Air Squadrons and Air Experience Flights to Cadets from the Air Training Corps and Combined Cadet Force. The Tutor was previously used as a tri-service trainer for Elementary Flying Training, before being replaced in 2018 by the Prefect T1.



# Short Tucano T1 - June 1988 to October 2019

The Short Tucano was a two-seat turboprop basic trainer built by Short Brothers in Belfast, Northern Ireland, a licence-built version of the Brazilian Embraer EMB 312 Tucano. On 14 February 1986, the prototype conducted its maiden flight in Brazil before being delivered to Shorts to be used as a pattern aircraft and modified to meet RAF requirements and used for trials and demonstrations. The first Short-assembled aircraft flew on 30 December 1986; deliveries to the RAF commenced during June 1988. The final example of the type was completed in 1995. Maintenance and support of the RAF's Tucano fleet was typically outsourced to several private companies. On 25 October 2019, the Tucano was withdrawn from RAF service, replaced by the Beechcraft T6 under the UKMFTS programme in 2004.





# Beechcraft King Air B200 - 2004 to date

The Beechcraft Super King Air family is part of a line of twin-turboprop aircraft produced by Beechcraft. The Model 200 and Model 300 series were originally marketed as the "Super King Air" family; the "Super" designation was dropped in 1996. They form the King Air line together with the King Air Model 90 and 100 series. The King Air B200 entered service with the RAF in 2004 as a multi-engine trainer, replacing the Jetstream T1.



# Grob 120TP Prefect T1 - 2018 to date

Under the new UK MFTS construct, the Prefect T1 replaced the Tutor T1 in the elementary flying training Role with 57 Sqn at RAF College Cranwell. Nominally based at Cranwell but operating out of nearby RAF Barkston Heath, the Prefect brings turboprop power, digital avionics and retractable undercarriage to elementary flying training. These features make it entirely relevant to the next stage in UK MFTS, whether students progress to the Juno helicopter, Texan II basic trainer or Phenom multi-engine platform. It eliminates the need for students to learn glass cockpit flying later in their training and establish a digital precedent all the way to the frontline.





# RAF 100 Aircraft



Her Majesty The Queen's  
**Birthday Flypast**  
9 June 2018

