

RAF COLLEGE CRANWELL

“Post-War Aircraft”



Training Aircraft at RAF Cranwell 1945 - 1979

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A Review Written in 1961

Training Aircraft of the RAF College

WHEN the Royal Air Force College was officially opened in 1920, training equipment consisted of the well-tryed and faithful Avro 504K, the D.H.9A, the Sopwith Snipe and a Vimy or two for wireless training. The Avros, with their old-fashioned rotary engines, remained in service until the late twenties, when they were replaced by the 504N, or Lynx-Avro, which had a re-designed undercarriage, fixed radial engine, and a correspondingly increased performance. The Sopwith Snipes, with a maximum speed of 121 m.p.h., were used for solo experience for Senior Flight Cadets, and in 1920 were still front-line fighters. (How about bringing in a few Lightnings?) The next aircraft to arrive at the College was the dual Bristol Fighter, which proved an excellent trainer, witness this comment in the *College Journal* of 1930:

“Consider now the slotted ‘Biffs’
They stall not, neither do they spin,
And yet a Christmas Tree in all its glory
Was not arrayed like one of these.”

Another change in equipment took place in 1931 when the Armstrong-Whitworth Atlas arrived, a large cumbersome army co-operation machine. This replaced the D.H.9A. The Snipe had also been replaced by the dual controlled Siskin, another fighter type aircraft, with a maximum speed of 150 m.p.h. The Lynx Avros soldiered on until 1933, when they were

replaced by the Avro Tutor, an attractive biplane which had considerable aerobatic potentialities. Also in 1938 the Hawker Hart trainer, a delightful aircraft to look at, replaced the ugly ‘Atlas’ and remained in service until 1939. They also were superb machines for aerobatics in spite of the fact that their basic design was that of a light bomber, and they had a maximum speed of 165 m.p.h. The Siskin was replaced by the two-seater Bristol Bulldog in the middle-thirties, which had a scintillating performance. As well as being a trainer, they were front-line fighters until 1937, when the last squadron of Bulldogs was re-equipped with Gladiators. Tiger Moths and Magisters began to appear, until in 1939 the College was closed on the outbreak of the war.

There were also other less well-known aircraft which flew from Cranwell between the wars, notably those of the Long Range Flight. In 1927 a Hawker Horsley attempted to fly from Cranwell to India, but was forced to ditch in the Danube, without serious casualties. The same year another Horsley was slightly more successful and flew 3,470 miles in 34½ hours until forced down in the Persian Gulf. This record stood for two years, until Lindbergh broke it on his New York—Paris flight. The Fairy Monoplane completed four notable flights from Cranwell. In April 1929 it flew 4,130 miles to Karachi in 50 hours, and touched down with eight gallons to spare. The next attempt was less successful, and the aircraft crashed in the Atlas Mountains on the way to South Africa, killing both pilots. Another aircraft was built and in 1931 it flew from Cranwell to Egypt. Then in February 1933 it flew from Cranwell to Walvis Bay, 6,309 miles in 57 hours 25 minutes. This was a world long-distance record.

Another aircraft associated with the College was the Cranwell light aeroplane, of which there were two versions. The first flew in 1925 and was somewhat underpowered. The second aircraft followed a short time later and was reasonably successful. Also used at Cranwell for radio instruction (not for the College) were the Vickers Vimy, Virginia and Valentia, and the D.H.86B.

During the War, the College was closed, but at Cranwell there was an F.T.S., an Instructors’ Course, and numerous other trade groups under training. As the College was closed, this period will not be examined in detail. However, the famous first flight of the Gloster-Whittle E.28/39, on 15th May, 1941, Britain’s first jet aircraft, took place on the South Airfield, a special runway being constructed for the occasion.

When the College reopened in 1946, its equipment consisted of the perennial Tiger Moth, and the Harvard. The Tiger needs no introduction, and was much beloved, despite the fact that in winter, when the Lincolnshire north-easter blew, the open cockpit was very unpleasant. The North American Harvard was the advanced trainer, its main characteristic being its peculiar rasping note caused by the high tip speeds of its directly driven propeller.

In the summer of 1948, the ever faithful Tiger Moth departed, not without pangs of regret from instructors and pupils. To replace it, the Percival Prentice arrived, a brand new British trainer. This was a three-seat, low wing monoplane with fixed undercarriage and an enclosed hood, and also with full radio aids, flaps, brakes and variable pitch airscrew, a great advance over the Tiger Moth. However, the usual teething troubles accompanied the Prentice, and an unceasing duel between aircraft and airfield took its toll; tyres burst, stern posts cracked, and the Prentice fleet grew smaller until eventually there were insufficient aircraft to continue the operation, and the Tiger was used again! However, by January 1949 everything had been cured, and the aircraft was demonstrated to the Press. at Cranwell.

In the winter of 1952, the Prentices were replaced by a new primary trainer, the De Havilland Chipmunk. This aircraft, designed in Canada, was powered by a D.H. Gipsy Major engine and used tandem seating. It was a great advance over the Prentice in that it was fully aerobatic, and was much lighter. The noisy Harvard was also due for replacement, and, in 1953, this was replaced by the Boulton Paul Balliol T.2. This machine was powered by a Rolls Royce Merlin 35, had side by side seating, and a maximum speed of 288 m.p.h. at 9,000 ft. It had one Browning machine gun, and provision for four 60 lb rockets. Balliols served only at Cranwell and at one other F.T.S., their production being cut back in favour of the new jet trainers.

Jet aircraft had now appeared at Cranwell in the form of the Meteor 7, of which there were three, despite the fact that no runways had yet been constructed. In November 1954, the Chipmunk was replaced by the Hunting Percival Provost, which remained at Cranwell until 1960. This was a much more powerful aircraft, being sturdily and robustly built, with side by side seating and a maximum speed of 200 m.p.h., and with a service ceiling of 25,000 ft. The aircraft was capable of a rate of roll of better than 90° per sec. and had excellent aerobatic qualities. Provosts flew from the North Airfield during the construction of the runways, and from Spitalgate when Cranwell and Barkston were used by jets.

In 1956, upon completion of the South Airfield’s runways, the De Havilland Vampire advanced trainer arrived to replace the Balliol. This was Cranwell’s first jet trainer, and it is only just leaving us now. A great advance over anything used before at Cranwell, with glamorous pieces of equipment like “Bang-seats” and bonedomes associated with it, the Vampire had a maximum speed of 550 m.p.h. and a service ceiling of 40,000 ft. Cranwell entered the jet-age at last. The Provost/Vampire scheme of training was now used, in conjunction with the rest of Flying Training Command. Cadets now passed out having completed their advanced training.

Valettas and Varsities were then, and still are, used for navigator training. Meteors still flew from Cranwell, mainly for the benefit of those cadets, who, because of their excess stature, could not squeeze themselves into the somewhat cramped cockpit of the Vampire. In 1960, the next big change took place. The “New System” meant that cadets started straight away on jets; advanced training was carried out after leaving the College. The faithful Chipmunk reappeared on the North airfield, to give once-weekly flights to those who were not yet flying on jets, and has gained quite a reputation. Jet Provosts, the last word in modernity and spaciousness, are taking over from the Vampire, and cadets now start on them. With a maximum speed of about 330 m.p.h. they are excellent aircraft, and will be supplemented later by the Mark 4 version. Finally, there are the weekend aircraft—Tiger Moths, Turbulents and gliders which fly from the North airfield on Saturday and Sunday afternoons making a welcome change from the noisy jets.

Airspeed Oxford - June 1937 to December 1950

According to Peter Green and Mike Hodgson, operated by:

RAF College January 1929 - August 1939

SFTS/17FTS Cranwell September 1939 - May 1945

2 Flying Instructors School/2 CFS - September 1940 - June 1941

1 Signals School September 1940 - January 1941

19 FTS (vice 17FTS) May 1947 - April 1947

11 SFTS Oxford II November 1941

6 Radio School October 1950 - December 1950

The Airspeed AS.10 Oxford was a twin-engine monoplane aircraft developed and manufactured by Airspeed. It saw widespread use for training British Commonwealth aircrews in navigation, radio-operating, bombing and gunnery roles throughout the Second World War. The Oxford was developed by Airspeed during the 1930s in response to a requirement for a capable trainer aircraft that conformed with Specification T.23/36, which had been issued by the British Air Ministry. Its basic design is derived from the company's earlier AS.6 Envoy, a commercial passenger aircraft. Performing its maiden flight on 19 June 1937, it was quickly put into production as part of a rapid expansion of the RAF in anticipation of a large-scale conflict.



North American Harvard - September 1939 to April 1947+

According to Peter Green and Mike Hodgson, operated by:

17 FTS September 1944 - May 1945

1 E&W School September 1939 - 1940

8 Radio School January 1943 - June 1946 (*sic*), but no mention in College archived notes

19 FTS May 1945 - April 1947, likely longer as an RAF College asset

The real lineage of the Harvard began in 1937 with a USAAF competition to develop a basic trainer. The requirements were for a type capable of basic instruction as well as simulating the controls and feel of an actual combat aircraft. It also had to be able to carry guns and bombs as necessary. North American's new design was based on their NA-16, but was vastly improved. It incorporated the Wasp engine, A Hamilton Standard variable pitch prop, a hydraulic system to power the flaps and the new inward-folding retractable landing gear. Later a stressed skin fuselage, a new rudder and angular wingtips were added. This prototype (called the NA-26) won the competition. It went into production as the BC-1. (BC for "basic trainer") The Royal Air Force initially ordered several hundred of this variant, with British instruments and radios, in 1938. The Brits coined the name "HARVARD" for it. (by which name it would become known in all the commonwealth countries....except for Australia, where it was called the "WIRRAWAY") This version retroactively became known as the MK I.



DH 89 Dominie - 1940 to 1946

According to RAF College archived notes and Peter Green and Mike Hodgson, operated by:

1 Signals School 1940 - January 1943

1 Radio School January 1943 - May 1945

Possibly 8 Radio School January 1943 - June 1946

When WWII began, 205 examples of DH.89 aircraft had been built. Many of them were pressed into British military service under the designation of DH.89 Dominie. They were typically used for passenger transporting and radio navigation training. Furthermore, the British military ordered over 500 DH.89 Dominie aircraft with the more powerful Gipsy Queen engines. To increase production, the firm Brush Coachworks Ltd. was contracted to build these aircraft as well, and this firm ended up building the larger portion of this contract. By the end of the war, 731 examples were built.



Percival Proctor - November 1940 to June 1946

According to Peter Green and Mike Hodgson, operated by:

1 Signals School/1 Radio School November 1940 - January 1943 (*sic*), actually May 1944

8 Radio School January 1943 - June 1946

The Percival Proctor was a British radio trainer and communications aircraft of the Second World War. The Proctor was a single-engined, low-wing monoplane with seating for three or four, depending on the model. In 1941, the Air Ministry issued Specification T.9/41 for a four-seat radio trainer. The P.31 – originally known as the "Preceptor" but finally re-designated the Proctor IV – was developed for this requirement with an enlarged fuselage. One Proctor IV was fitted with a 250 hp (157 kW) Gipsy Queen engine. This was used as a personal transport by AVM Sir Ralph Sorley but production models retained the 210 hp (157 kW) motor of earlier marks.



Avro Anson - August 1941 to April 1947+

According to Peter Green and Mike Hodgson, operated by:

3 (Coastal) OTU August 1941 - January 1943 (*sic*), more likely April 1943

1 Signals School September 1940 - January 1941

19 FTS (vice SFTS/17FTS) May 1945, - April 1947 possibly with the RAF College till the 1960s

The Avro Anson was a twin-engined, multi-role aircraft built by the aircraft manufacturer Avro. Large numbers of the type served in a variety of roles for the RAF, FAA, RCAF and numerous other air forces before, during, and after the Second World War. It was initially used in the envisioned maritime reconnaissance operation alongside the larger flying boats. After the outbreak of the Second World War the Anson was soon found to have become obsolete in front line combat roles. Large numbers of the type were instead put to use as a multi-engined aircrew trainer, having been found to be suitable for the role, and became the mainstay of the British Commonwealth Air Training Plan. The type continued to be used in this role throughout and after the conflict, remaining in RAF service as a trainer and communications aircraft until 28 June 1968.



There's Only One Of These WW2
Aircraft Left Flying In The World



Handley Page Halifax - January 1943 to June 1946

According to RAF College archived notes, operated by:
8 Radio School January 1943 - June 1946 (no mention in College archived records)

The Handley Page Halifax is a British RAF four-engine heavy bomber of the Second World War. It was developed by Handley Page to the same specification as the contemporary twin-engine Avro Manchester. The Halifax has its origins in the twin-engine *HP56* proposal of the late 1930s, produced in response to the British Air Ministry's Specification P.13/36 for a capable medium bomber for "world-wide use." The HP56 was ordered as a backup to the Avro 679, both aircraft being designed to use the underperforming Rolls-Royce Vulture engine. The Handley Page design was altered at the Ministry to a four-engine arrangement powered by the Rolls-Royce Merlin engine; the rival Avro 679 was produced as the twin-engine Avro Manchester which, while regarded as unsuccessful mainly due to the Vulture engine, was a direct predecessor of the famed Avro Lancaster. Both the Lancaster and the Halifax would emerge as capable four-engined strategic bombers, thousands of which would be built and operated by the RAF and several other services during the War.



Tiger Moth - May 1945 and likely till the 1950s

According to Peter Green and Mike Hodgson, operated by:
19 FTS (vice SFTS/17FTS) May 1945 - April 1947, likely staying at the College until the 1950s

The de Havilland DH.82 Tiger Moth is a 1930s biplane designed by Geoffrey de Havilland and built by the de Havilland Aircraft Company. It was operated by the RAF and many other operators as a primary trainer aircraft. In addition to the type's principal use for *ab-initio* training, the Second World War saw RAF Tiger Moths operating in other capacities, including maritime surveillance and defensive anti-invasion preparations; some aircraft were even outfitted to function as armed light bombers. The Tiger Moth remained in service with the RAF until it was succeeded and replaced by the de Havilland Chipmunk during the early 1950s.



Vickers Valetta T3/T4 - 1951 to 1960s

The Vickers Valetta was a twin-engine military transport aircraft of the late 1940s, with an all-metal mid-wing monoplane and a tailwheel undercarriage. The Valetta C.1 entered service with the RAF in 1948, replacing the Douglas Dakota with RAF Transport Command and with transport squadrons in the Middle and Far East. The Valetta was used to carry out parachute drops in the 1956 Suez Crisis, and was used to provide transport support for a number of other British Military operations in the 1950s and 1960s, such as during the Malayan Emergency and operations in Aden. The Valetta T.3 was built to provide a navigational trainer for service with the RAF College and with No.1 and No.2 Air Navigation Schools. 40 were delivered from August 1951, with the last being WJ487 in September 1952. 18 Valetta T.3 aircraft were later converted to T.4 standard with a longer nose to fitted to accommodate a radar scanner in order to train crews in the AI (Airborne Interception) role.



Vickers Valetta T.3 of the RAF College at Blackbushe airport in September 1956.
Note the cabin-top astrodomes and aerials for navigational training

Vickers Varsity T1 - 1951 to 1976

The Vickers Varsity is a British twin-engined crew trainer operated by the Royal Air Force for 25 years from 1951. The Varsity was based on the Viking and Valetta to meet Air Ministry Specification T.13/48 for a twin-engined training aircraft to replace the Wellington T10 and the Valetta T3 and T4. The main differences were the wider-span wings, longer fuselage and tricycle undercarriage. There was also a ventral pannier to allow a trainee bomb aimer to lie in a prone position and a bomb bay with a capacity for 24 x 25lb smoke & flash bombs. The first prototype Type 668 Varsity VX828 was first flown by J 'Mutt' Summers and G R 'Jock' Bryce from Wisley on 17 July 1949. The Varsity was withdrawn from service with the RAF in May 1976, its role as a pilot trainer being taken over by the Scottish Aviation Jetstream T1, and as a navigation trainer by the Hawker Siddeley Dominie T1.



Percival Prentice T1 - November 1947 to 1953

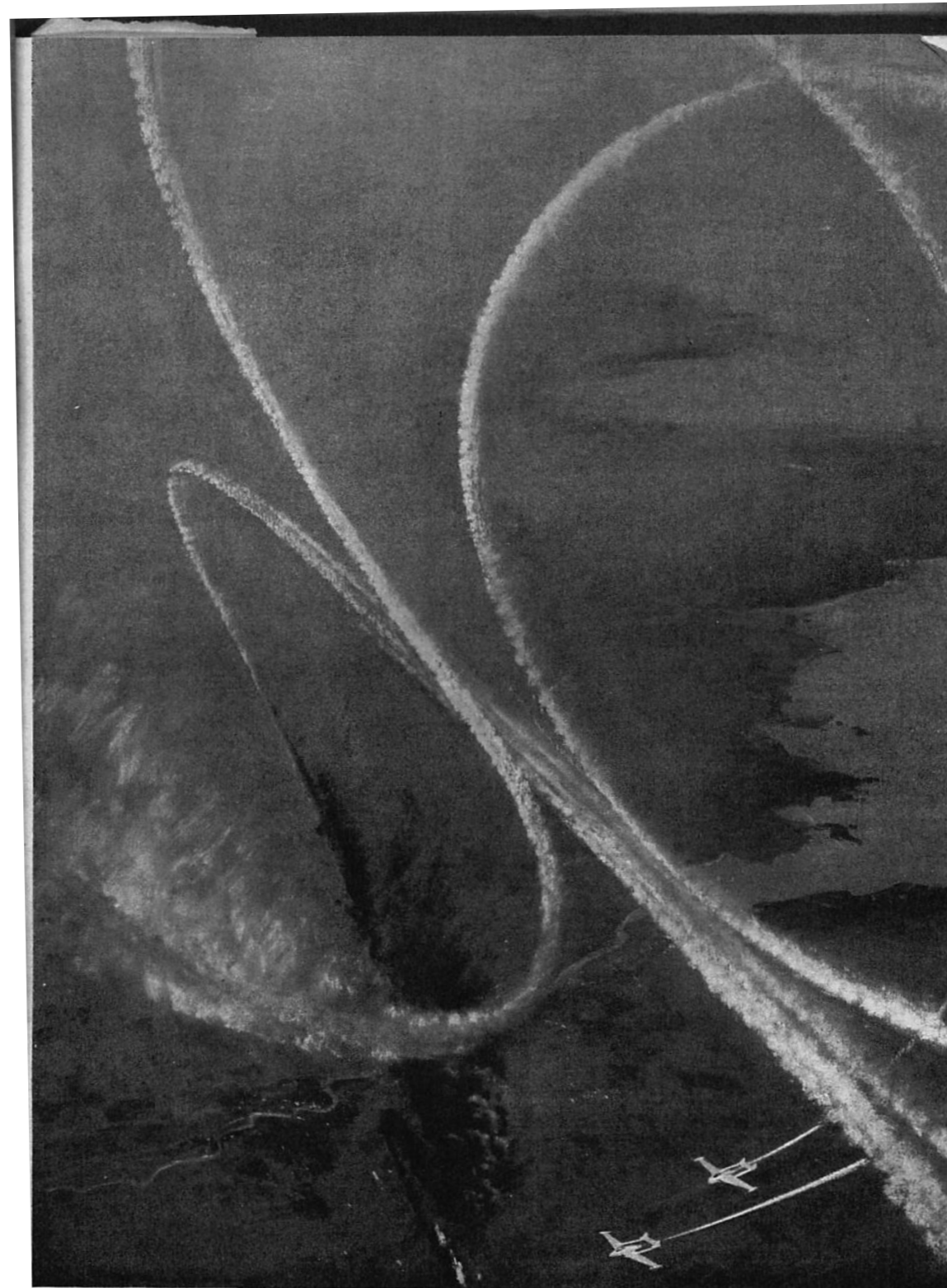
The Percival Prentice was a basic trainer of the RAF in the early postwar period. It is a low-wing monoplane with a fixed tailwheel undercarriage. Front seating was in a side-by-side configuration with a rear seat provided. Designed to meet Air Ministry Specification T.23/43, the Prentice was the first all-metal aircraft to be produced by the Percival Aircraft Company. The prototype Prentice TV163 first flew from Percival's factory at Luton Airport, Bedfordshire on 31 March 1946. Early trials revealed inadequate rudder control, resulting in a revised rudder and a large cutout in the elevators. After these modifications, the Prentice was passed into RAF service, initially with the regular Flying Training Schools (FTS) including the RAF College, Cranwell where they replaced the remaining de Havilland Tiger Moths. The aircraft were later modified with turned-up wingtips. Over 370 were delivered to the RAF between 1947 and 1949.

The left-hand photograph of the two below appeared in an RAF College Journal, implying the aircraft was a Gypsy Major 10 Mk2; this in fact was the 6-cylinder air-cooled inverted in-line piston engine, 296 hp (221 kW) supercharged, used by the Prentice T1.



Venom - Winter 1949 College Journal

No record found of the Venom having operated from the RAF College despite its appearance in the `journal



DE HAVILLAND VENOM— *Climb, speed and manœuvrability at altitude*

Gloster Meteor T.7 - 1950 to 1961

The Gloster Meteor was the first British jet fighter and the Allies' only jet aircraft to achieve combat operations during the Second World War. The Meteor's development was heavily reliant on its ground-breaking turbojet engines, pioneered by Frank Whittle and his company, Power Jets Ltd; the pioneering E28/39 made its inaugural flight at RAF Cranwell on 15 May 1941. Development of the aircraft began in 1940, although work on the engines had been under way since 1936. The Meteor first flew in 1943 and commenced operations on 27 July 1944 with No. 616 Squadron RAF. The Meteor was not a sophisticated aircraft in its aerodynamics, but proved to be a successful combat fighter. Gloster's 1946 civil Meteor F.4 demonstrator *G-AIDC* was the first civilian-registered jet aircraft in the world. Several major variants of the Meteor incorporated technological advances during the 1940s and 1950s. Thousands of Meteors were built to fly with the RAF and other air forces and remained in use for several decades.



The Gloster E.28/39. The yellow undersides were standard for RAF training and prototype aircraft of the period.

Courtesy of “The Jive Bomber”

Meteor WH169 is pictured on its home turf of RAF Cranwell in the late 1950s. As a two-seater, it was used primarily for training and in such a scenario the aircraft crashed and ended up in the scrapyard in 1960. Lurking behind it are two other Cranwell mainstays of the 1950s: a de Havilland Vampire and a Vickers Valetta (WJ462).

Chipmunk T Mk 10 - 1951 - 1955

3 Initial Training Squadron January 1951 - March 1953

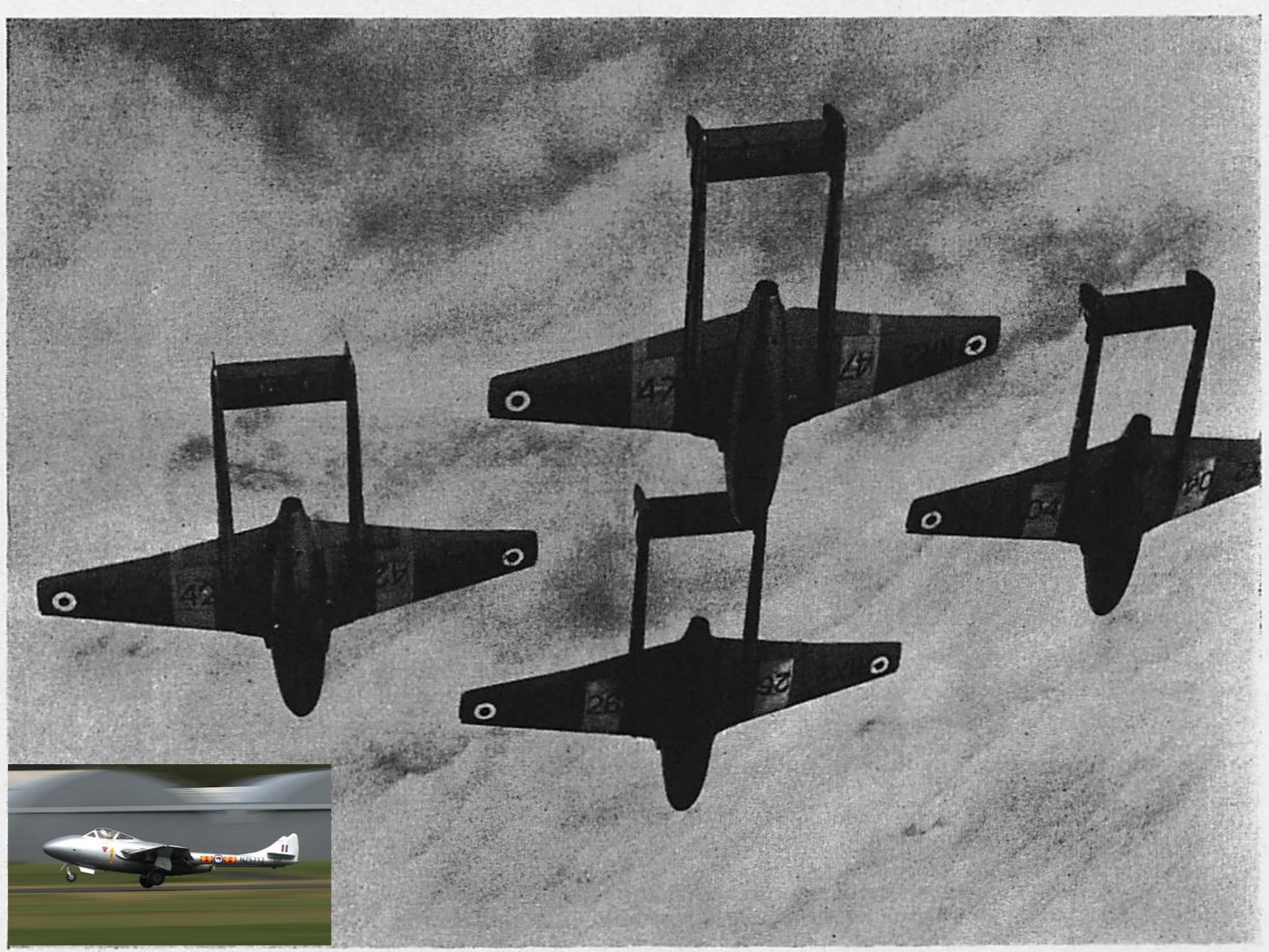
Unclear when the T Mk 10 officially ceased operations at the RAF College

The de Havilland Canada DHC-1 Chipmunk was a tandem, two-seat, single-engined primary trainer aircraft designed and developed by Canadian aircraft manufacturer de Havilland Canada. It was developed shortly after the Second World War and sold in large numbers during the immediate post-war years, being typically employed as a replacement for the de Havilland Tiger Moth biplane. Based upon a favourable evaluation of three aircraft by AAEE Boscombe Down, the Air Ministry proceeded to formulate and release Air Ministry specification T.8/48 around the type as a replacement for the RAF's Tiger Moth biplanes then in use. This specification was also contested by the rival Fairey Primer, which lost out to the Chipmunk and ultimately did not enter production. The fully aerobatic Chipmunk was ordered to serve as an *ab initio* trainer for new pilots. Until 1996, Chipmunks remained in service with Air Training Corps (ATC) for Air Experience Flights (AEFs); the final of these AEF flights to use the Chipmunk was No. 10 Air Experience Flight, RAF Woodvale, when they were replaced by the Scottish Aviation Bulldog.



Vampire - 1952 to 1961

The final variants of the Vampire were the T (trainer) aircraft. Being first flown from the old Airspeed Ltd factory at Christchurch, Hampshire on 15 November 1950, production deliveries of the Vampire trainer began in January 1952. Over 600 examples of the T.11 were produced at Hatfield and Chester and by Fairey Aviation at Manchester Airport. By 1965, the Vampire trainer had been mostly withdrawn, its replacement in the advanced training role being the Folland Gnat; only a small number of Vampire T.11s remained in service, typically for the training of foreign students until these too were retired in 1967.



The Cranwell Aerobatic Team

Percival Provost - 1955 to 1960



Hunting Percival Provosts in Formation

The Hunting Percival Provost, a much more powerful aircraft than the De Havilland Chipmunk, which it has replaced, has now become the basic trainer at the Royal Air Force College, a prelude to the arrival of the Vampire T11 later in the year

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

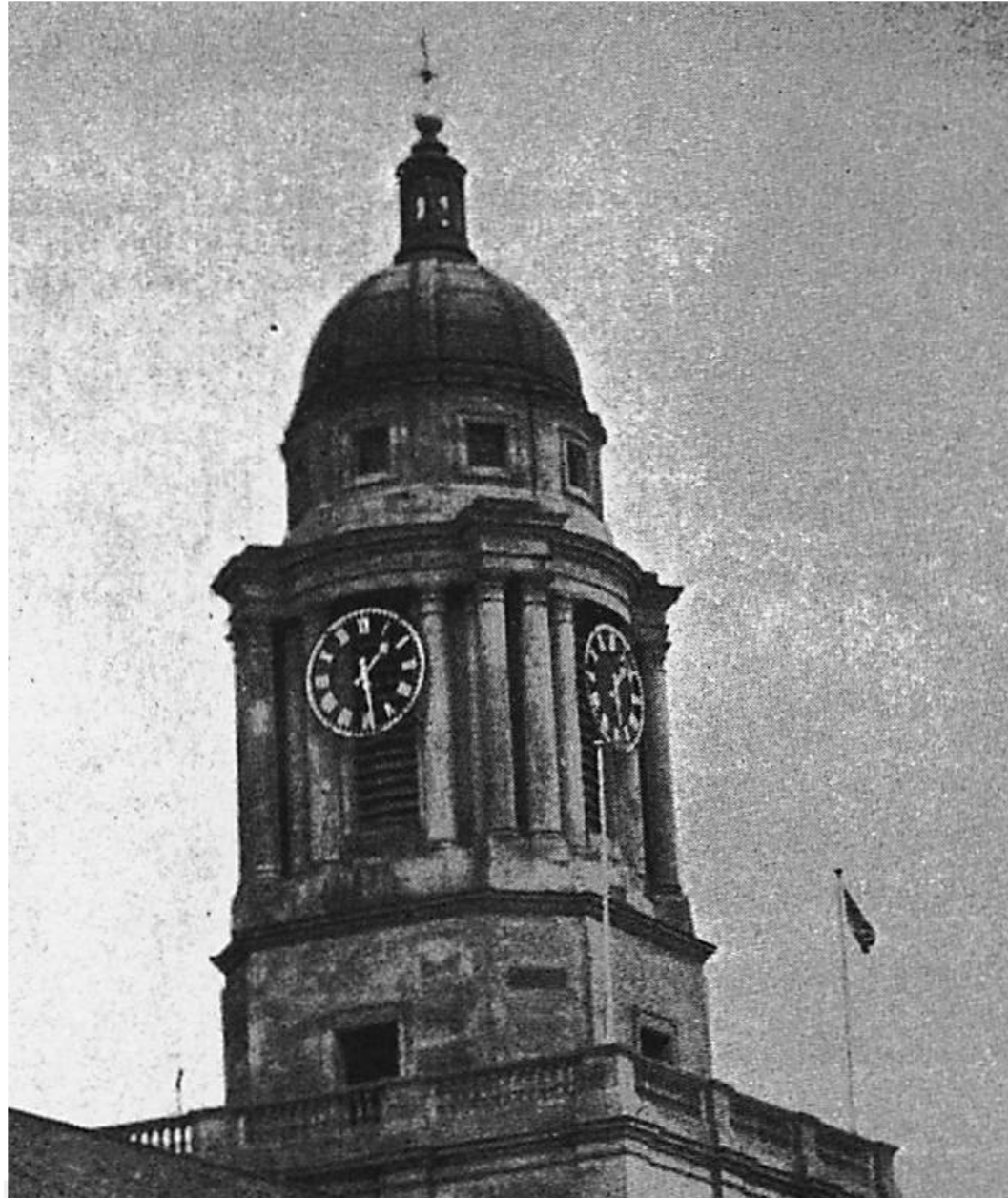
RAF College Cranwell



Boulton Paul Balliol Aircraft - Mid-1950s

Photograph taken from the June 1954 RAF College Journal (snapped at 1328!)

The Boulton Paul Balliol was a monoplane military advanced trainer aircraft built for the RAF and the FAA by Boulton Paul Aircraft. Developed in the late 1940s, the Balliol was designed to replace the North American Harvard trainer. It used the Rolls-Royce Merlin engine.



THE BALLIOL COMES TO CRANWELL

This term the Balliol has taken the place of the Harvard for advanced flying training. Two squadrons are at present based at Barkston. The picture above, one of many taken earlier this term, shows a Balliol piloted by O.C., Headquarters Flight (Squadron Leader J. E. Townsend) flying low over the College

Javelin, Vampire and Varsity - 1960

Photograph appeared in the Autumn 1960 College Journal)



Review of the Flying Wings—Her Majesty with Wg Cdr C. F. Green

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.



**Jet Provost T
Mark 5**



Photo: Shaun Connor



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

Jet Provost - College Journal Autumn 1960



Jet Provost

Powered by one Bristol Siddeley Viper ASV 8 or ASV 11

Now in regular service
at Royal Air Force
Flying Training
Schools. Also in ser-
vice with the Royal
Ceylon Air Force.

Entering service with
the Royal Air Force in
1961. The Jet Provost
T.Mk. 4 takes off in
1030 ft lands in 1415
ft climbs to 30,000 ft
in 13.3 minutes has a
max. level speed of
357 kt and a max.
range of 600 n.m.



HUNTING AIRCRAFT LIMITED

Member Company of British Aircraft Corporation

(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.

