



National
Museum of Flight
Scotland

Our aircraft

Find out more about our collections of aircraft and follow the story from the pioneer aircraft at the end of the 19th century through to supersonic flight.

The date shown for each aircraft is the year of the first flight of the Museum example.

Contents

- Pioneer Aircraft
- Interwar years
- 1939 – 1945
- Post war Civil
- Post war Military
- Helicopters and Rotorcraft
- Motor gliders and Microlights
- Hang gliders
- Sailplanes
- Fuselage and Cockpit Sections

Pioneer Aircraft

Pilcher Hawk

1896

Percy Pilcher's Hawk is the oldest heavier-than-air craft in the United Kingdom. Constructed in 1896 by Percy Pilcher and his sister Ella, the design was influenced by gliders of Otto Lillienthal, the German pioneer aviator. Percy Pilcher is recognised as the founder of glider flight in Britain; the Hawk was his last and most successful of four gliders built and flown.

On September 30th 1899, whilst giving a public demonstration, the Hawk suffered structural failure and plunged to the ground. Pilcher died from his injuries two days later. Repaired by the Royal Aeronautical Society in 1909, the Hawk was lent to the Royal Scottish Museum that year. It was suspended from the ceiling of the main gallery until moved to the National Museum of Flight in 1993.

Museum Number IL.2001.222

Not on display.

Interwar years

de Havilland Puss Moth

1930

VH-UQB (G-ABDW) c/n 2051

First flying in 1930, the DH.80 Puss Moth was a departure from convention in British light aircraft of the period as it was a monoplane with an enclosed cabin. The type became synonymous with long distance record-breaking flights, including the first solo east-to-west crossing of the Atlantic by air, by Jim Mollison in 1932.

This example was the first Puss Moth to fly to Australia, with a journey time of four weeks, four days and four hours. An extra wing bracing strut was added whilst in Australia and it still wears its Australian civil registration. The aircraft was bought at the Strathallan Collection auction in 1981.

Museum Number T.1981.60

1939-1945

Miles M.18 Mk II

1939

G-AHKY (HM545, U-0224, U-8) c/n 4426

This M.18 was built in 1942 and was the only Mark II version built. It is the only survivor of four examples built of an intended replacement for the successful Miles Magister trainer, which the M.18 is similar in appearance to.

The aeroplane served as Miles' communication aircraft as HM454 but never saw military service. Post-war in civilian hands it won a number of prominent air races including the 1961 Kings Cup. Bought by the Strathallan Collection, it was auctioned off in 1981 to the Scottish Aircraft Preservation Trust and restored to flying condition. In 1991 it was flown to East Fortune for permanent display.

Museum Number EF.1991.1

de Havilland Tiger Moth

1940

G-AOEL (N9510) c/n 82537

One of the world's great light aircraft designs, the DH.82 Tiger Moth was built as an improved version of the earlier DH.60 Moth family, first flying in 1931. During the Second World War the Tiger Moth served as the RAF's standard basic trainer, many ex-service examples ended up in civilian service post-war in a multitude of roles; many of these still fly today.

This example was sold off after the war, and was eventually bought by the comedian Dick Emery as one of two Tiger Moths in his possession. He reputedly gatecrashed a wedding in this aeroplane, wearing a three-piece suit under his flying overalls!

Museum Number T.1980.62

General Aircraft Cygnet

1941

G-AGBN (ES915) c/n 111

The General Aircraft Cygnet was Britain's first all-metal monoplane with a tricycle undercarriage and enclosed cabin. First flying in 1936, only nine examples were built, of which this one was constructed in 1941.

This Cygnet was impressed into RAF service to train crews in operating American aircraft types with a tricycle undercarriage layout, such as the Douglas Boston. It was flown twice by Guy Gibson, leader of the 'dam busting' attack on the Ruhr dams in May 1943. After the war it had a long and active flying career, becoming part of the Strathallan Collection and eventually being flown into East Fortune in 1981. It is one of two survivors; the other is in Argentina.

Museum Number T.1981.62

de Havilland Dragon

1942

VH-SNB (VH-ASK, A34-13) c/n 2002

Geoffrey de Havilland's DH.84 first flew in 1932 as a six seat short-to-medium haul passenger airliner, it served faithfully with many airlines in Britain and abroad. Within Scotland the Dragon established commercial air services in and out of the Highlands and Islands where no service previously existed, also the first airmail flights in Britain.

This example was built in 1942 for the Royal Australian Air Force as a navigation trainer at Bankstown, south of Sydney. Its civilian career included service with an evangelical mission in the outback, before arriving in the UK by ship. It was purchased by the Royal Scottish Museum at the Strathallan auction of 1981.

Museum Number T.1981.63

Fairchild Bolingbroke IVT

1942

9940 c/n 962 (wings from aircraft s/n 9059)

Ordered by the Air Ministry from the Bristol 142 fast mailplane of 1936, the Blenheim was the first all-metal monoplane bomber in RAF service. The Blenheim carried out the first operational sortie of the RAF during the Second World War on the day war was declared and later suffered high losses at the hands of enemy fighters and anti-aircraft guns. The Fairchild Bolingbroke was the Canadian-built Blenheim IV.

This Bolingbroke served with the Royal Canadian Air Force as a gunnery trainer and later as a target tug and did not arrive in the UK until 1971. The Royal Scottish Museum bought the unrestored airframe from the Strathallan Collection auction in 1981. It is currently under restoration.

Museum Number T.1981.61

Bristol Beaufighter TF.X

1944

RD220

The Beaufighter was built to an RAF requirement for a heavily armed, long range fighter. When it entered service in 1940 it was the world's most powerful fighter in terms of fixed armament carried: four 20mm cannon and seven 0.303 inch machine guns. It also excelled as an anti-shiping strike aircraft, carrying four 3 inch unguided rockets under each wing and as the 'Torbeau' with a single torpedo under the fuselage. Operating in almost every theatre the British armed forces were deployed to, 364 examples were also produced under licence in Australia as the Beaufighter 21.

RD220 was constructed at the Shadow Aircraft Factory at Old Mixon, Weston-super-Mare, being one of sixteen Beaufighters transferred to the Portuguese Navy. After military service for five years it was handed over to the Lisbon Technical Institute in 1950, then to the Museo do Ar at Alverca Air Base in 1966, where it was stored outdoors. It was purchased by the South African Air Force Museum in 1983 with the intention to restore it to flying condition. However, it was put up for sale in 2000 to fund the rebuild of the SAAF Museum's Spitfire Mk.IX that crashed in April 2000, and was bought by National Museums Scotland that year after raising £190,000 in two days! Currently under restoration.

Museum Number EF.2000.25

Not on display.

Messerschmitt Me 163B-1a Komet

1944

191659 'Yellow 15' (AM215)

The world's only operational rocket powered interceptor, the unique Me 163 was the fastest aircraft of the war. An interesting aspect of the Komet was that its wheels dropped off after take-off, upon landing the aircraft would glide into landing on a retractable skid. Because of the two volatile fuels that powered the rocket motor, all aspects of Komet operations were highly dangerous. The first Komets entered service in 1944, this one included. Their high speed was a hindrance in actual combat, and they became vulnerable to prowling Allied fighters when gliding into land.

Captured at Husum, Schleswig Holstein at the end of the war, this Komet went to the College of Aeronautics at Cranfield in 1947. After many years attending air displays and open days at various venues around the country it was refurbished and loaned to the Royal Scottish Museum in 1976. In 2007 it was donated to the museum by Cranfield University.

Museum Number EF.2007.23

Vickers Supermarine Spitfire LF.XVIe

1945

TE462 (7243M) c/n CBAF-IX-4596

The Supermarine Spitfire is recognised as one of the greatest military aircraft of all time. First flying in 1936, the exploits of the RAF's first all-metal fighter are legendary, from its first blooding in combat on October 16th 1939 above the Firth of Forth to operations over the Middle East in both Israeli and Egyptian hands.

This example is derived from the externally similar LF.IXe, the principal difference being the installation in the Mark XVI of an American Packard built Merlin engine. Features not in common with the more familiar Spitfire versions are the blown 'bubble' canopy and clipped wingtips, enabling the aircraft to roll much more quickly. This aircraft never saw squadron service, being built in 1945. Most of its active life was with maintenance units. TE462 spent time as a gate guard at RAF Ouston, Northumberland before becoming the first aeroplane the Royal Scottish Museum acquired, in 1971.

Museum Number T.1971.20

Morane Saulnier MS 505a Criquet

1945

G-BIRW (OO-FIS, F-BDQS) c/n 695

Renown for its incredible short take-off performance, the Fieseler Fi 156 'Storch' (Stork) first flew in 1936 and was widely used by the German military in various roles, including liaison, air ambulance and battlefield reconnaissance. Without an indigenous aviation industry immediately after the war, France continued production of German types; the Storch was produced by Morane Saulnier and named the Criquet (Locust).

This example was modified by the fitting of an American Jacob's radial engine, the original Storch and early Criquets were powered by inverted vee-eight engines. This aircraft saw service with the Armee de l' Air in French Indo-China until their forced evacuation of the region. After a host of civilian owners, including a Belgian collector who restored it in its current colours, it spent a year on the British civil register before sale to the Royal Scottish Museum. The aircraft flew into East Fortune in 1982.

Museum Number T.1982.153

Post war Civil

Vickers Viscount 701

1953

G-AMOG c/n 7

The world's first turboprop-powered airliner, the Viscount was a real success story for the British aviation industry, with total production of almost 450 aircraft. Based on a design recommended by the Brabazon Committee for a medium-range turboprop airliner, the prototype first flew on 16 July 1948. The design was rejected by British European Airways as too small and slow, and a revised 48-seat version first flew on 28 August 1950. Deliveries to BEA began in January 1953 and the world's first turboprop powered service began in April. Viscounts remained in service with BEA and British Airways until the 1980s.

G-AMOG, named Sir Robert-Falcon Scott, was delivered to BEA on 27 March 1953. As well as being operated by BEA, it was flown for a period by Cambrian Airways and BOAC, before returning to BEA's successor, British Airways. Its final flight was on 17 April 1976 and afterwards was preserved as part of the BA Museum Collection, displayed at the Royal Air Force Museum, Cosford. In 2006 G-AMOG was donated to National Museums Scotland by British Airways.

Museum Number EF.2006.40

de Havilland Dove 6

1954

G-ANOV (G-5-16) c/n 04445

Established in an attempt to predict post-war civil aviation requirements the Brabazon Committee laid down the specification that resulted in the de Havilland Dove short-haul airliner in 1942. First flying in 1945, the Dove became one of the most successful post-war British civil designs; it was also produced for the military as the Devon/Sea Devon. 542 of both types were eventually built.

The Civil Aviation Authority operated nine Doves; G-ANOV was used for airfield systems calibration trials and aircrew licence testing. It was gifted to the Museum in 1978.

Museum Number T.1978.33

Beech E.18.S

1955

G-ASUG (N575C, N555CB, N24R) c/n BA-111

Entering production in 1937, the Beech 18 is one of the classic pre-war American designs, being similar in size and appearance to Lockheed's twin engined airliners of the same vintage. The Twin Beech saw military service as the UC-45 Expeditor with various nations including Britain.

G-ASUG was first built in 1955 and served with various business customers in the United States before being bought by Loganair, as their only example of the type. It was used in the Highlands and Islands services and carried Loganair's first international service, to Stavanger, Norway from Scotland in 1969. The aeroplane was presented to the Royal Scottish Museum in 1976.

Museum Number T.1976.14

National Museums Scotland.

For more information please call 0131 225 7534.

Scottish Aviation Twin Pioneer Series 3

1959

G-BBVF (XM961, 7978M) c/n 558

The second design of Prestwick based Scottish Aviation to achieve production, the rugged 'Twin Pin' was a short take-off and landing (STOL) general purpose transport aircraft with a promising future until the second prototype crashed, putting off potential buyers. Only 89 examples were built, with the biggest customer being the RAF, though orders for limited numbers were received from various countries around the world that recognised the aircraft's capabilities.

This example served with the RAF as XM961 in Borneo and was eventually bought by civilian company Flight One at Staverton Airport, which had a small fleet of Twin Pioneers for aerial survey work. It was sold to the Museum after being blown over in a gale in 1982.

Museum Number T.1982.137

de Havilland Comet 4c

1961

G-BDIX (XR399) c/n 6471

First flying in 1949 the DH.106 Comet bears the distinction of being the world's first jet powered passenger airliner, seemingly securing Britain in first place in the post-war civil aviation industry. A series of unexplained crashes shattered both the Comet and Britain's hopes of maintaining this lead however. The reason behind the crashes was metal fatigue due to over pressurisation of the interior. By the time the penultimate version of the Comet appeared, the Comet 4c, in 1959, the American 707 and DC-8 had snatched the lead in overseas sales and importantly prestige.

One of the last Comets to see service 'G-BDIX' was initially built for RAF Transport Command as Comet C.4 XR399. Retired from RAF service as their last passenger-carrying Comet in 1975, the aircraft was sold on to Dan Air London who retired the aircraft in 1980. It was the last Comet to fly in commercial colours when it flew from Lasham, Hampshire to East Fortune in September 1981.

Museum Number T.1981.90

Piper Comanche 260B

1966

G-ATOY (N8893P) c/n 24-4326 'Myth Too'

Owned and piloted by aviatrix extraordinaire Sheila Scott, Piper Comanche G-ATOY named 'Myth Too' is a very unique aircraft indeed, holding more than ninety world class light aviation records. Constructed in 1966, Myth Too was bought by Ms Scott for her first solo round the world flight that year, the aircraft was to fly to many destinations around the world in its thirteen year life span. Suffering a crash in 1979, the aircraft was declared an insurance write-off before being sold to the Royal Scottish Museum that year in its unrestored state.

Museum Number EF.1989.34

Beagle Bulldog

1969

G-AXEH c/n B.125-200-001

Britain's most successful post-war light aircraft, the Bulldog was designed by Beagle Aircraft in 1969. After Beagle went into receivership in 1970, the production rights for the aircraft were taken over by Scottish Aviation at Prestwick and an intensive marketing campaign was launched. The result was sales of 325 examples including a production order for an ab-initio trainer for the RAF. To promote the design, G-AXEH was demonstrated at the 1971 Paris Air Show by Scottish Aviation.

Although completed as a Pup by Beagle at Shoreham, 'AXEH became the prototype Bulldog and spent most of its career at Prestwick for trials. It was donated to the Museum in 1991.

Museum Number T.1983.277

British Aerospace Jetstream 3100

1969

G-JSSD (N510F, N12227, G-AXJZ)

The last design of Sir Frederick Handley Page, the Jetstream twin-engined short haul airliner has become a success story with Scottish Aviation at Prestwick. The first H.P.137 Jetstream flew in 1967 and won contracts for a twin-engined communications/crew trainer with the RAF. With Handley Page in receivership by 1970, Scottish Aviation agreed to continue the production of Jetstreams, commencing at Prestwick in 1973.

The Museum's example was originally built by Handley Page in 1969, but reconditioned as the Series 31 development aircraft. The type has been sold to many customers around the world. The Jetstream 31 and the 'stretched' Series 41 with greater internal capacity are no longer in production at Prestwick.

Museum Number EF.1996.6

Druine Turbulent

1974

G-AVPC/PFA544

Designed to be built from plans by amateur constructors, by Frenchman Roger Druine, the D.31 Turbulent is a single-seat monoplane in the Ultra-Light class of light aeroplane. First appearing in the late 1950's, Croydon-based Rollason Aircraft & Engines Ltd built 22 for sale to private pilots in the United Kingdom. For homebuilt production in the UK, the Popular Flying Association was given permission to market plans for homebuilders. A two-seat version of the Turbulent was also designed, the Druine D.5 Turbi.

G-AVPC was constructed from PFA plans by John Sharp in the upstairs bedrooms of his home in Airdrie, Lanarkshire from 1960.

Museum Number EF.2002.37

BAC/Sud Aviation Concorde

1975

G-BOAA c/n 206

Concorde was and remains one of the most popular aircraft with the general public. Indeed, it won a vote in 2005 for the best British design.

G-BOAA first flew in November 1975 and became the first of the British Airways fleet to fly commercially when she flew from London to Bahrain on 21 January 1976. After making a total of 7,810 landings of which 6,688 were supersonic flights the aircraft last touched down at Heathrow in 2000. It was not modified after the crash of an Air France Concorde at Paris and remained at Heathrow until April 2004. It was then placed on loan to National Museums Scotland and was moved by road and sea to the National Museum of Flight. After restoration, it was opened to the public as part of The Concorde Experience in March 2005.

Museum Number IL.2004.7

Britten-Norman Islander

1977

G-BELF c/n 823

One of the most versatile aircraft ever built, the Islander has been used in a multitude of different roles, including commercial passenger transport, air ambulance, fisheries protection, policing, counter-terrorist operations, to name but a few. As a result it has become the best-selling commercial aircraft produced in Western Europe and a real success story for the company, based on the Isle of Wight. The prototype first flew on 20 August 1966 and the first production aircraft first flew on 24 April 1967, the launch customer being Loganair.

G-BELF started its flying career with an air taxi firm in Germany. It was later sold to Atlantic Air Transport before being operated by parachute clubs in England and Scotland. It was donated to the Museum by George Cormack of Cormack Aircraft Services Ltd and has been painted in the colours of an aircraft operated by the Scottish Air Ambulance Service in recognition of the contribution of this service to life in Scotland.

Museum Number EF.2005.43

British Aerospace Dragonfly 2

1981

G-BDFU c/n 01

After realising the predecessor to this example, the Dragonfly 1's design was flawed, Roger Hardy and Duncan Lawrie built the Dragonfly 2 man-powered aircraft utilising the fuselage of the first Dragonfly. Made from lightweight balsa with a clear plastic covering, the Dragonfly 2 resembled a large hobby kit driven by a pedal powered pusher propellor mounted above the wing.

Built at the British Aerospace factory at Warton, Lancashire, the Dragonfly 2 first flew in 1981 at Blackpool Airport, but not without mishap. After two unfortunate crashes, the two men's ventures into man-powered flight were abandoned and the remains of the Dragonfly 2 were donated to the Royal Scottish Museum that year. The Dragonfly man-powered aircraft were inspired by the Jupiter, which Hardy had flown in the early 1970s.

Museum Number T.1981.138

Not on display.

National Museums Scotland.

For more information please call 0131 225 7534.

BAC 111-510ED

1968

G-AVMO c/n 143

Developed by the British Aircraft Corporation as a short-haul jet airliner, the 111 prototype first flew on 20 August 1963. Despite crashing two months later killing all on board, airline orders were received and total production was well over 200 aircraft. The first delivery was made to British United Airways on 22 January 1965. Powered by two Rolls-Royce Spey turbojet engines, the BAC 111 is the most successful British-built jet airliner. The largest operator of the type was British Airways, who flew 46 different aircraft between 1974 and 1993.

G-AVMO, named Lothian Region, made its maiden flight on 29 October 1968 and was delivered to British Airways on 27 November that year. British Airways operated the aircraft throughout its life and when retired in 1993 the aircraft was preserved as part of the BA Museum Collection. It was displayed at the Royal Air Force Museum, Cosford until 2006 when G-AVMO was donated to National Museums Scotland by British Airways.

Museum Number EF.2006.41

Post war Military

Armstrong Whitworth Meteor NF.14

1953

G-ARCX (WM261) c/n 2163

Derived from Britain's first jet fighter, the Gloster Meteor, the night fighter versions were built by W.G. Armstrong Whitworth, including this example, which started life as an NF.11 and was progressively modified to NF.14 standard as the first of the penultimate night fighter Meteor.

Although assigned the serial WM261, G-ARCX never served with the RAF, leading a life of trials and testing with the manufacturers and Ferranti. Due to its distinctive red cheatline the aircraft was nicknamed 'Mentadent' after a brand of toothpaste! After flying only 346 flying hours it was retired in 1969, it is believed to be the lowest houred Meteor in existence. It was donated to the Museum in 1973.

Museum Number T.1973.88

Avro Anson C.19 Series 2

1947

G-APHV (VM360)

An unsung workhorse outliving many of its contemporaries, the Avro 652A is a classic among British aircraft. Nicknamed 'Faithful Annie' by her crews, the Anson was utilised in many roles by the armed forces, although being originally designed as a passenger aeroplane for Imperial Airways. Production and service began in 1936 with the last military example retired in 1968.

This example was built as a later Mark 19; it saw ten years of RAF service before being sold to Kemp's Aerial Surveying in civil guise. G-APHV became part of the Strathallan Collection and was maintained in flyable condition until 1977, when acquired by the Royal Scottish Museum that year for restoration to non-flying standard. Currently under restoration.

Museum Number T.1977.95

Percival Provost T.1

1953

G-BDYG (WV493, 7696M) c/n P.56/056

Adopted as the standard basic trainer in RAF service from 1953, the Provost introduced the Provost/Vampire sequence into the pilot training syllabus, replacing the Prentice/Harvard sequence. In comparison with its predecessor the Prentice, the Provost was a more sprightly performer, very manoeuvrable and fully aerobatic. The type was replaced by the gas turbine powered Jet Provost, deliveries beginning in 1955.

WV493 was built in 1953 and served with the RAF until 1969. The next year it was sold to the Strathallan Collection where it was maintained in flyable condition. The Royal Scottish Museum bought the aircraft at the Strathallan auction in 1981.

Museum Number T.1981.64

Letov S-103

1953

613677

The USSR's first operational sweptwing fighter, the MiG-15 was built in vast numbers and became the Warsaw Pact's standard fighter. Designed around British jet engines gifted to the Soviets in 1946, the MiG-15 first flew in 1947 powered by a Rolls Royce Nene. In spite of its superiority in performance over its Western counterparts in the Korean War, the MiG put up a poor fight, mainly due to the inadequate training of its pilots. The more experienced Western pilots established a ten-to-one kill ratio over their opposition.

This example is one of over 3,000 MiG-15s built under licence in Czechoslovakia and Poland, serving with the Ostravan Air Regiment, named after the town of Ostrava whose shield the aircraft wears on its nose. It was road transported to the National Museum of Flight from the Czech Republic in 1993.

Museum Number EF.1993.149

de Havilland Sea Vampire T.22

1954

XA109 c/n 15207

Originally to be called 'Spider-Crab' the Vampire first flew in 1943. Following the construction method of the de Havilland Mosquito ('The Wooden Wonder'), the centre fuselage of the Vampire was built out of plywood, though the tailbooms and wings were metal. Arming the post-war air forces of many countries, it became Britain's second jet fighter in service in 1946 and also the first jet aircraft to land and take off from the deck of an aircraft carrier.

XA109 was one of 73 Sea Vampire T.22s operated by the Royal Navy; identical to the RAF's T.11s they were not aircraft carrier capable. It was gifted to the Royal Scottish Museum in 1972.

Museum Number T.1972.28

Hawker Sea Hawk F.2

1954

WF259 (A2483) c/n 5916

Initial design of the Sea Hawk began in 1944 as the P.1040 and resulted in the first jet design of the Hawker concern and service for seventeen years with the Royal Navy. This included battle honours during the Suez crisis of 1956. The last Sea Hawks to see service were in use with the Indian Navy until 1983 and replacement with the Sea Harrier. Powered by a single Rolls Royce Nene, the Sea Hawk had bifurcated exhaust ducts that exited the airframe directly behind the trailing edge of each wing, giving the appearance of a twin engined aircraft.

Placed in storage at Lossiemouth, this example was gifted to the Royal Scottish Museum in 1972. The squadron number and tail letter on this aircraft are fictitious.

Museum Number T.1972.27

de Havilland Sea Venom FAW.22

1955

WW145 c/n 12790

A more powerful development of the Vampire, the Venom was externally distinguishable from its earlier stablemate by its swept wing and wingtip fuel tanks, though retaining the wooden fuselage. The Sea Venom became the Royal Navy's first all weather radar equipped fighter in 1953, it was also the first Royal Navy aircraft to equip with air-to-air missiles (the Firestreak, as seen on the Lightning). The Sea Venom was exported to Australia and France who built 75 examples under licence as the Aquilon.

The Museum example was built as an FAW.21 and was modified to FAW.22 standard by fitting a more powerful engine. It was donated to the Royal Scottish Museum in 1972.

Museum Number T.1972.29

English Electric Lightning F.2A

1962

XN776 (8537M) c/n 95129

A truly evocative aircraft, the Lightning was derived from Britain's first supersonic jet, the English Electric P.1, and thus in 1960 became the first supersonic fighter in RAF service. Possessing an astonishing climb rate of 50,000 feet per minute and maximum speed of over 1,500 mph, the Lightning's biggest drawback was a poor endurance. The Lightning saw sterling service with the RAF until 1988, supplementing the Phantoms introduced to replace it, in spite of its inherent qualities it was exported to Kuwait and Saudi Arabia only.

XN776 was built as an F.2 and modified to an F.2A, which brought it to a similar standard as the ultimate version, the F.6, but with four 30-mm cannon in the nose. It is displayed in the colours of 92 Squadron, based at RAF Gutersloh, West Germany with whom it served until 1977. Refurbished to display standard by crews from RAF Leuchars, it was gifted to the Museum in 1982.

Museum Number T.1982.115

Avro Vulcan B.2A

1963

XM597

A third of Britain's strategic nuclear deterrent, 'the V-Force' of the Fifties and Sixties, the Vulcan was the world's first delta winged bomber when it first flew in 1952. Carrying an internal warload of 21,000lbs, the nuclear role was enhanced with the carriage of the Blue Steel air-launched missile from 1963 until 1967. Due for retirement in 1982 the Falkland's War was an operational swan song for the Vulcan.

Deployed in the suppression of enemy air defences role, XM597 is one of only two Vulcans to be used in anger. The other, XM607 dropped bombs on Port Stanley Airfield. XM597 made the headlines when, due to a fractured in-flight refuelling probe, the Vulcan diverted to Rio de Janeiro. After seven days internment the aircraft and crew were released. On the nose can be seen two mission markings and a Brazilian flag commemorating her unscheduled stopover. XM597 flew into East Fortune in 1984.

Museum Number T.1984.47

National Museums Scotland.

For more information please call 0131 225 7534.

Blackburn Buccaneer S.2B

1966

XT288 (9314M) c/n B3-10-65

The last design by Blackburn Aviation in a long line of naval aircraft, the NA 39 was a low-level, ship based nuclear strike aircraft, first flying in 1958. Named 'Buccaneer' in 1960, the type was characterised by its 'area rule' or 'coke bottle' waisted fuselage designed to improve airflow over the airframe at high speed. With the cancellation of the BAC TSR.2 in 1965, the Buccaneer was eventually selected to replace the Canberra bomber with the RAF.

XT288 was built for the Navy as an S.2 but was modified to S.2B by the removal of the internal weapons bay and installing a bulged fuel tank; all weapons were carried externally. RAF Buccaneers entered squadron level in 1969. Buccaneers went to war in 1991 in the Persian Gulf and also with the South African Air Force in local skirmishes. XT288 was bought by the Museum from an Elgin based scrap merchant in 1994.

Museum Number EF.1994.21

Hawker Siddeley Harrier DB.3

1966

XV277

The world's first and most successful vertical take off and landing jet to enter service, the Harrier has matured into a formidable multi-role strike aircraft. The Harrier created a niche for itself as an affordable aircraft carrier based attack fighter, although developed for the RAF for use from dispersed sites; five other countries' Harriers are ship based. After a series of concept development aircraft, the first of which hovered untethered for the first time in 1961, the pre-production Harrier first flew in 1966.

XV277 was the second pre-production aircraft and is the oldest Harrier in existence. It led a life of trials and testing, modified to GR.3 standard from the basic GR.1. This aircraft never saw operational service. The Fleet Air Arm at Yeovilton used it as a ground instructional airframe before being sold to a private collector. It was purchased by National Museums Scotland in 2000.

Museum Number EF.2000.1

McDonnell Douglas F-4S Phantom II

1968

155848 c/n 3206

Arguably the greatest post-war multi-role fighter, over half of the 5,057 Phantoms built have seen combat, from Viet Nam to the Persian Gulf, the Phantom has proven itself worthy of the title. Originally designed for the US Navy as a missile toting aircraft carrier based fighter, first flying in 1958 the potential of the F-4 was recognised by the US Air Force who became the largest customer. Eleven other countries followed suit, including Australia, which received 24 examples on loan.

F-4J 155848 first flew in 1968 and served most of her career with the US Navy, but was modified to F-4S standard and passed onto the US Marine Corps in 1978. Eventually retired in 1983 it arrived in the United Kingdom with the Fleet Air Arm Museum at Yeovilton in 1986 before being gifted to the National Museum of Flight in 2003.

Museum Number EF.2003.11

National Museums Scotland.

For more information please call 0131 225 7534.

Ferranti Phoenix Remotely Piloted Vehicle

1980

Developed by Ferranti Edinburgh for remote sensor battlefield surveillance in 1985, the Phoenix unmanned aerial vehicle (UAV) was an unsuccessful attempt at providing the Army with a low cost reconnaissance capability. The aircraft was radio controlled, and had many novel features, including landing upside down on an air-cushioned plate that extended from the fuselage. It was designed to provide its operators with real time battlefield surveillance; i.e. it had a data downlink system to enable information to be processed as it was happening. The outer casing and wings were constructed entirely of plastic; the weight of the Phoenix was only 100 pounds. Development was eventually abandoned in favour of its competition because of its complexity.

Museum Number T.1990.37

Panavia Tornado F3

1989

ZE934 c/n 778/AT037/3360

The result of a collaborative project between Germany, Italy and Great Britain to develop a Multi-Role Combat Aircraft (MRCA), the Tornado was the first variable-geometry (swing-wing) aircraft to serve with the Royal Air Force. Designed in two versions, Interdictor Strike (IDS) or bomber, and Air Defence Variant (ADV) or fighter, the power plant of both is the Turbo Union RB199 giving a maximum speed of just over Mach 2. The F3 is slightly longer than the IDS variants due to an extended nose housing the AI24 radar built in Edinburgh by GEC Ferranti.

ZE934 first flew on 15 May 1989 and was delivered to the RAF on 26 May. It has spent much of its life based at Leuchars, and has served with all three squadrons currently based there: Nos 43, 56 (reserve) and 111. It was whilst on the strength of 43 Squadron that ZE934 went to Dhahran in Saudi Arabia in 1991 to take part in the first Gulf War. The aircraft was donated to the Museum by the Ministry of Defence in 2005.

Museum Number EF.2005.75

Helicopters and Rotorcraft

Weir W-2 autogyro

1934

In 1932 G&J Weir Ltd of Cathcart constructed rotorcraft of indigenous design, focusing on the perceived potential of the autogyro, conceived by Spaniard Juan de la Cierva in 1921. In 1928 Cierva arrived in the United Kingdom and established his own company, of which Weir Ltd was main financiers of, with James G. Weir as chairman. The first Weir autogyro was the W-1, which was improved upon by the W-2, powered by a two cylinder Weir Dryad II engine.

This autogyro first flew during March 1934 from Abbotsinch. Due to stability problems, the tail surfaces of Weir's next autogyro, the W-3 were fitted to the W-2 and plans were afoot for production, which never materialised. Out of Weir's enterprising designs, the W-2 is the sole survivor, and was a part of the Science Museum collection for many years before being generously donated to National Museums Scotland by Viscount Weir as a unique part of Scotland's National Aviation collection in 1986. It arrived at East Fortune in 1974.

Museum Number T.1986.511

On display in the Connect gallery, National Museum of Scotland.

Kay Type 33/1 gyroplane

1934

G-ACVA c/n 1002

A home grown experiment with rotary flight, the first Kay Gyroplane was constructed by Shields Garage in Perth, designed by David Kay and John Grieve of Scone. From successful testing of this first rotorcraft came the Kay type 33/1 Gyroplane, built by Oddie, Bradury and Cull and flying for the first time at Eastleigh aerodrome, Southampton early in 1935.

David Kay's Gyroplane introduced the first variable incidence rotors to a rotorcraft: i.e. the angle in which the rotor approaches the oncoming airflow can be altered to suit flying conditions. Powered by a 75 hp seven cylinder Pobjoy 'R' engine driving a four bladed propeller, the innovative Kay attracted favourable comment when tested by Air Ministry officials. G-ACVA was the sole example of this type completed, arriving at the National Museum of Flight in 1998.

Museum Number EF.2003.9

Saunders-Roe Skeeter AOP.12

1958

XL762 (8017M) c/n S2/5074

With the Cierva Autogiro Company Ltd running into severe financial woes from which it would not recover, their last rotary winged product, the two-place W-14 Skeeter light helicopter and the rights to build it was acquired by Isle of Wight based Saunders Roe Ltd in 1951. The Skeeter prototype first flew in 1948, and after production began with Saro, the first carried out service trials with the Royal Navy in 1951.

XL762 was built at Eastleigh in 1958 and was sent to Farnborough to appear in the Saro Stand for the Society of British Aircraft Constructors Display that month before its service career with the British Army Air Corps at Middle Wallop Aerodrome. For a year from January 1959 the aircraft suffered the effects of an accident before all its faults were cured. During 1966/67 the

National Museums Scotland.

For more information please call 0131 225 7534.

aircraft served abroad in Germany before being declared a non-effective airframe. The aircraft was sold to the Royal Scottish Museum in 1975.

Museum Number T.1975.123

Air and Space 18A

1965

G-BVWK (SE-HID) c/n 18-14

Designed by Raymond Umbaugh, the 18A is a two-seat jump-start autogyro, which means the engine drive can be switched to the main rotor for a vertical take off, before transferring to the main propeller for forward drive. Built by Air & Space Manufacturing of Indiana, USA, total production was around 100. The 18A is powered by a single 180hp Lycoming O-360-A1D engine.

G-BVWK was originally registered in Sweden in 1965. It was imported into the UK in 1994 and stored until it was donated to the Museum in 2004.

Museum Number EF.2004.108

Motor gliders and Microlights

Please note that our motor glider and microlight collection is currently not on display.

Eurowing Catto CP-16

c1976

Only a small number of the CP.16 Microlights ("Ultralights" in the US) were constructed, the first of which in 1978. The British born, American residing designer Craig Catto (then aged 19) built them. The CP.16 was Catto's first attempt at a Canard / composite aircraft and was eventually superseded by the more sophisticated and successful Eurowing Goldwing. The Museum example was never registered in the United Kingdom and is devoid of wings, it was donated to the collection by R Henderson of Gifford, East Lothian in 1988.

Museum Number EF.1988.1

Hiway Super Scorpion

1982

G-MBJX

Designed by Frank Tarjyani and manufactured by Hiway Hang Gliders of Gwent, the Hiway Skytrike / Super Scorpion was a groundbreaking weight shift microlight, arguably the first that was commercially available in the United Kingdom. Following mandatory safety regulations in 1988, the type did not reach the status of "Type Acceptance". Possibly because it was considered obsolete by then, the type was designed in 1979 and had been superseded by second-generation aircraft such as the Hiway Demon or the Flexiform dual striker. The Hiway Super Scorpion represents an important step toward the development of flexwing microlight aviation.

Museum Number

Mainair Tri-Flyer/Solar Wings Typhoon

1984

G-MMLI

Manufactured by two different firms, combining hang glider wing technology with a purpose built microlight trike, the Mainair Tri - Flyer is "Type Accepted", that is an example could readily be restored to flying condition and receive a permit to fly. Mainair sold their first Tri-Flyer in 1981 and by early 1984 had produced 236 trike units in a number of single and 2 seat versions capable of being used with a variety of hang glider wings. They are the UK's longest established trike manufacturer and the oldest CAA approved microlight manufacturer. The trike components were usually assembled from kits, then attached to the hang glider and they were ready for flying: no certification or licences required.

Museum Number T.1988.26

Eurowing Goldwing

1982

G-MBPM

This unusual single seat microlite is constructed largely from glass fibre and was built in a private workshop at Balfron in 1981. Originally an American design, G-MBPM was the first of the Goldwing kits to be supplied by the East Kilbride based firm Eurowing, run by Brian Harrison. Built, owned and operated by a dedicated syndicate of four gentlemen, the aircraft carried out taxi tests and eventually took to the air for the first time at Cumbernauld Aerodrome on May 30th 1982. Its final flight occurred at Strathaven Gliding Club in May 1998. Fergus McCann, one of its former owners gifted it to National Museums Scotland, in 1999.

Museum Number EF.1999.2

Hang gliders

Please note that our hang glider collection is currently not on display.

Chargus 18/50

1975

The Chargus 18/50 wing is based on the Rogallo foldable-wing glider design developed by the United States National Aeronautics and Space Administration (NASA) for the safe landing of space vehicles following re-entry into earth's atmosphere. Its means of control is by "weight shift" i.e. the pilot sitting on the swing-seat and pushing or pulling on the control bar in front. Hang glider development has progressed in fairly well defined stages, the Chargus is a second-generation hang glider, from when the sport was developing into a cottage industry.

Museum Number T.1975.122

Firebird Sierra

c1983

The Sierra was one of the first copies of the Seedwings Sensor concept, developed by inventor Bob Trampenau, which had curved flexible wingtips using fibreglass tubing. This example was donated to National Museums Scotland by R Andrew of Huntly in 2002.

Museum Number EF.H.2002.3

Goldmarque Gyr

c1982

The Gyr is a fourth generation hang glider. Strong but heavy, it was found to have some instability in pitch which required modification. This example was donated to National Museums Scotland by R Andrew of Huntly in 2002.

Museum Number EF.H.2002.4

Birdman Moonraker 77

1977

A third generation hang glider, the Moonraker 77 is typical of its era as a high-aspect ratio, delta wing. The Lothian Hang Gliding Club used it as a training glider until 1985. It has been modified to stiffen the "sail" plan by leech lines from the trailing edge to the king post, and a hang joint from the pilot at the keel and cross beam joint. Donated to National Museums Scotland by Lothian Hang Gliding Club, Edinburgh in 1987.

Museum Number T.1987.8

Scotkites (Electra) Cirrus III

1977

A typical high-aspect ratio, third generation delta hang-glider, the Cirrus III was manufactured by Scotkites, under licence from the Electra Flyer Corporation, USA. The wing is fully battened to maintain the aerofoil shape and the tips were significantly washed in to improve its stability. Donated to National Museums Scotland by the Lothian Hang Gliding Club in 1987.

Museum Number T.1987.303

Albatross Sail Gliders ASG. 21

1977

Tom Price was one of the best hang glider designers in the 1970s. He set up Albatross Sail Gliders and their ASG.21 quickly became a standard type. The ASG.21 was donated to National Museums Scotland by R Craig and J Rankin of Edinburgh in 1995.

Museum Number EF.1995.3

Hiway Chordwise Cloudbase

1978

A triangular shaped second generation hang-glider with scalloped trailing edges to its nylon sail. This type was one of the first generation of hang gliders to be put into production. The Cloudbase was donated to National Museums Scotland by R Craig and J Rankin of Edinburgh in 1995.

Museum Number EF.1995.2

Electra Flyer Floater

1979

Built by Electra Flyer Corporation, Albuquerque, New Mexico, USA, the Electra flyer gliders were imported into the UK by Glasgow based Scotkites Ltd. The Floater is a triangular shaped hang-glider with sail of nylon, with a tubular aluminium structure. This example was donated to the Museum by R Craig and J Rankin of Edinburgh in 1995.

Museum Number EF.1995.1

Southdown Sailwings Sigma II Metre

1980

A "Bowsprit" glider with fully battened wings, which gave a fair aerofoil shape providing little billow in the sail. The "Sigma" was a cheap glider for introducing the pilot to cross-country flying. The type was short-lived in the UK, but popular in Europe for many years. Purchased from R A Eggleston of Penicuik in 1987.

Museum Number T.1987.291

Solar Wings Typhoon

1981

The Solar Wings Typhoon is a classic early fifth generation high-aspect ratio, delta hang-glider. The Typhoon features a crucifix tube, braced leading edge king posts, built-up wing section (front third) and extensive aerofoil battens. Aluminium tubes, stainless steel rigging and bracing wires, and nylon wings comprise of the materials used in its construction. Purchased from J W Thompson of Glasgow in 1988.

Museum Number T.1988.26

Airwave Magic Kiss

1989

The Magic Kiss was designed and built in 1988 as a replacement for the Full Race Magic IV. This aircraft was donated by A Loening of Biggar in 2005.

Museum Number EF.2005.31

Sailplanes

Please note that our sailplane collection is currently not on display.

Slingsby T.12 Gull 1

1938

G-ALPA, BGA 902/BGA379 (RAFCSA.180/WV912) c/n 316A BED

The Slingsby Gull first flew in 1938 and became one of Britain's most successful pre-war high performance gliders. One of ten examples of this elegant craft built between 1938 and 1939, this Gull is a composition construction, the tailplane, rudder and wing struts came from the first glider to be flown across the Channel in April 1939, flown by Geoffrey Stephenson. Assigned the British Gliding Association serial BGA 902, the rest of the components came from an aircraft operated by the Aberdeen Flying Club, its certificate of airworthiness was issued in 1959. Before then little is known of the history of this example. Presented to the Royal Scottish Museum in 1968, the aircraft was moved to the East Fortune site for storage in 1971. **Museum Number T.1968.57**

Slingsby T.8 Tutor (Kirby T.7 Cadet TX.1)

1944

BCB, TS291, BGA 852

Initially designated the Kirby Cadet, the first of which flew in July 1937, this single place training glider was designed by F.N. Slingsby of Slingsby Sailplanes Ltd, Kirbymoorside, Yorkshire. As early as 1939, the Air Defence Cadet Corps, predecessor to the Air Training Corps, carried out experience flights for cadets. In 1942, with the opening of the first ATC gliding school at Kirbymoorside, the Kirby Cadet was utilised for this purpose; eventually superseding the Dageling Primary open framed glider completely with gliding schools around the country.

This example was constructed as a T.7 Cadet TX Mk.1 with square tipped wings, it was subsequently converted to T.8 Tutor standard by the tapering of the outer wing panels, in 1958. Wearing its former military serial, TS291, this example was donated to the Royal Scottish Museum by the Scottish Gliding Union, Portmoak Airfield, Scotlandwell in 1980.

Museum Number T.1980.33

Slingsby T.21A (Sedbergh TX.1)

1949

SE-SHK, BGA 1014 c/n 556 BJV

A side-by-side two-seat all wooden construction training glider, the Slingsby T.21A is better known to Air Training Corps Cadets as the Sedbergh TX.1. As with the Kirby Cadet, many young Cadets gained their first taste of soaring flight in these aircraft; the T.21 became the standard ab-initio trainer at gliding clubs throughout Britain. A total of 218 were built, most as Sedberghs with the Air Training Corps, though under civil ownership some examples went abroad, including this one, to Sweden in 1955. After being air towed back to the UK in 1962, it was operated by various gliding clubs in Scotland, suffering a number of incidents before restoration in 1979. It was bought by the Royal Scottish Museum from the Cairngorm Gliding Club, Kingussie, Invernesshire in 1982 in a dismantled condition.

Museum Number T.1982.122

National Museums Scotland.

For more information please call 0131 225 7534.

Slingsby T.38 Grasshopper TX.1

1954

XA228 SSK/FF1789

A single-seat primary training glider based on a simplified form of the pre-war German Schülegleiter SG.38; the Slingsby T.38 Grasshopper was first produced in 1952 for initial ground handling and short hops. Issued to Air Training Corps (ATC) and Combined Cadet Force (CCF) youngsters, the Grasshopper was launched by a vee shaped elastic rope pulled by groups of cadets, once airborne it could float for short distances. The glider could also be mounted on a tripod for demonstrating the use of the control surfaces. The structure of the Grasshopper comprised of open framework made of wood, with a seat and elementary controls. The wings were wooden framed and covered in fabric, with Ailerons only for control, no landing flaps or air brakes were fitted.

This example was bought from the RAF for a mere £10 in 1979 by Glenalmond College, and used by the local CCF for many years before being abandoned in a shed on the college playing fields. After subsequent rediscovery, it was handed over to the Aviation Preservation Society of Scotland in 2000 and kindly gifted to National Museums Scotland in 2003.

Museum Number EF.2003.10

Schleicher Ka-4 Rhönlerche II

1956

GA 591 (D-0359) c/n 209

Constructed in 1965 as a two-seat training glider by the German Schleicher factory at Poppenhausen, the Rhönlerche was the first in a line of training sailplanes that are still in production today. The first few years of the glider's flying career were spent at flying clubs in France and around Germany until 1977 when it changed hands again and was bought by the Pegasus flying club at RAF Gutersloh, operated by the RAF Germany Gliding Association. In 1982, in danger of being scrapped, it was rescued and restored by a Sgt. McDonald who repainted it in Schleicher house colours, which it wears today. The aircraft was acquired by National Museums Scotland in 1986 after Sgt. MacDonald bought it back to Scotland from Gutersloh.

Museum Number T.1986.5

Fuselage and Cockpit Sections

Spartan Cruiser III

1935

G-ACYK c/n 101
Forward fuselage

Initially adapted from a design by Edgar Percival, Spartan Aircraft Ltd at Cowes on the Isle of Wight built the Spartan Cruiser. It was a low wing monoplane airliner capable of carrying eight passengers. Powered by three DH Gipsy Major engines, the forward fuselage was aluminium alloy, whilst the rear fuselage was steel tubing covered in fabric. The wings were wooden.

G-ACYK was the first example of the Cruiser III and first flew in 1935. It served with Northern Scottish Airways based at Renfrew Aerodrome and in 1938 crashed on the Hill of Stake near Largs (with no fatalities) and remained there until all that was left was the fuselage shell. In 1973, this was airlifted off the hillside to low ground and road transported to the Museum as the largest surviving piece of this rare aircraft. There are no plans to rebuild it.

Museum Number T.1973.89

Waco CG.4A Hadrian

1944

Nose section

Built to an urgent request by the United States Army Air Force for a rugged, reliable and easy to construct transport and assault glider, the Weaver Aircraft Corporation of Ohio (WACO) had already built the CG-3A, from which the Hadrian was designed. The CG-4A was to enter the annals of history with its use in famous operations during the Second World War, such as the invasion of Sicily and during the D-Day landings, as well as carrying special forces units (the Chindits) into Japanese held territory in Burma.

The section owned by the Museum is the front cockpit, which was designed to hinge upwards to permit the rapid loading and unloading of its cargo. A typical load of a CG-4A was thirteen troops or a Willy's jeep, to which a series of cables were attached to permit the nose section to swing up automatically once the vehicle started rolling inside the glider. One of over 13,000 CG-4A's built; this example's history is unknown, it was discovered in the village of Aberlady in use as a chicken coop! It was bought by the Royal Scottish Museum from the Myreton Motor Museum in 1980.

Museum Number T.1980.3

Not on display.

English Electric Canberra B.5

1951

VX185 (7631M) c/n EEP71016
Forward fuselage

The English Electric Canberra was Britain's first jet bomber and remains the longest serving British military aircraft in history. The Canberra first flew on Friday May 13th 1949 and entered service as a bomber with the RAF in 1952; it still serves as a high altitude photo-reconnaissance platform, almost fifty years after it first entered service. Exported to thirteen

National Museums Scotland.

For more information please call 0131 225 7534.

countries and licence built in Australia and the United States as the Martin B-57, the Canberra is one of the British aircraft industry's best sellers.

The aircraft this section came from, VX185 flew the fastest return crossing of the Atlantic Ocean in 1952 taking ten hours between departure and arrival in Ireland. It was the only B.5 version that was built, the nose was removed to make way for the 'new' nose of the first of the B(I).8s, grafted onto VX185. This section was gifted by the Science Museum in 1997.

Museum Number EF.1997.7

Wytownia Sprzetu Komunikacyjnego (WSK) SBLim-2 1953

3309

Forward fuselage

The forward fuselage section is that of a Polish licence manufactured Mikoyan Guryevich MiG-15UTI two-seat trainer version of the famous Russian fighter. Over 1200 examples of the SBLim.3 were built in Poland. Nothing is known of this aircraft's service career, it arrived by road from Poland in 1996.

Museum Number EF.1993.101

Not on display.

Blackburn Buccaneer S.1

1960

XK553/XN966 c/n B3-7-60

Forward cockpit section

A cockpit section from the first incarnation of the Blackburn Buccaneer, the S.1, distinguishable from the later variety by the small diameter air intakes feeding two de Havilland Gyron Junior engines. Powered by the de Havilland engines, the 'Bucc' was underpowered, which bought criticism from her crews. The fitting of the more powerful Rolls Royce Spey to the S Mark 2 gave the capability of the aircraft a considerable boost.

The exact origins of this section are unknown, gifted by the Royal Navy from HMS Fulmar, RNAS Lossiemouth where it was in use as a ground instructional simulator, it arrived at East Fortune in 1972. An ejection seat from Sea Venom FAW.21 XG637 is fitted. It is thought to be XK533, though this is not definite. Another possibility is XN966 as a compass correction card for this aircraft was found in museum records. Both XK533 and XN966 served at Lossiemouth for a period before being struck off charge there.

Museum Number T.1972.116

Not on display.

British Aerospace Jetstream Super 31

1969

(N14234, N102SC, N200SC, N1BE, G-BBBV, G-8-12) c/n 234

Fuselage

This fuselage was originally constructed in 1969 as the thirty-fourth production HP 137 Jetstream aircraft by Handley Page, the original designers of the Jetstream before the company went into receivership in 1970. After initial completion as a replacement aircraft for the British Steel Corporation in 1970, the aircraft saw service in the United States with regional airlines before being withdrawn from use and stripped of all useful components in 1985. Eventually the fuselage returned to British Aerospace, formed in 1977 from Hawker Siddeley, British Aircraft

National Museums Scotland.

For more information please call 0131 225 7534.

Corporation and Scottish Aviation, for whom it was refurbished as the Super 31 model mock-up for the British Aerospace Marketing Operations Centre, Hatfield Aerodrome, Hertfordshire. The interior was furnished as a production example would be, complete with full instrumentation and avionics. It was gifted to National Museums Scotland in 2003.

Museum Number EF.2003.8

Hawker Siddeley Trident 1C

1964

G-ARPH c/n 2108

Cockpit section

The Trident was a medium-range airliner designed by de Havilland to a British European Airways requirement and named after the three Rolls-Royce Spey engines mounted on the tail. It had high operating costs and only 117 aircraft were built. In contrast, more than 1,700 examples of the Boeing 727, which was built to the same specification, were sold. The first flight of the prototype Trident took place on 9 January 1962 and it entered service with BEA on 1 April 1964. The first automatic blind landing, which made it possible to land in fog, was performed in 1966 by a Trident. The Trident was replaced in British Airways service by the Boeing 737 in 1985.

G-ARPH was delivered to BEA on 25 March 1964 and operated by BEA and British Airways. It became an instructional airframe in February 1975 but was restored to airline use in September 1976. Its last flight was on 2 January 1982 when it was added to the BA Museum Collection at the Royal Air Force Museum, Cosford. In 2006 it was dismantled and the cockpit section was donated to National Museums Scotland.

Museum Number EF.2006.23

Boeing 707-436

1960

G-APFJ c/n 17711/163

Forward fuselage

Although the de Havilland Comet was the world's first jet airliner, the Boeing 707 was the first commercially successful jet, with over 1,000 built. The loss in confidence in the Comet as a result of the accidents caused by metal fatigue enabled Boeing to dominate the market. The 707 made its maiden flight on 20 December 1957, some eight years after the Comet. The first commercial flight was made by Pan Am from New York to Paris on 26 October 1958 and the aircraft proved popular with airlines, having a longer range and carrying more passengers than the Comet. It also had its engines in underwing pods, rather than embedded in the wing roots as did the Comet. This made maintenance easier, enabling the aircraft to spend more time in the air, earning revenue. Civil 707 production ended in 1978.

G-APFJ, fitted with Rolls-Royce Conway 508 engines, instead of Pratt & Whitney JT3s, was delivered to BOAC in September 1960. During its service life it was leased to Cunard, Malaysia-Singapore Airlines and, from February 1977, British Airtours. It remained in this livery when it was retired from service in 1981 and added to the BA Museum Collection, displayed at the Royal Air Force Museum, Cosford. In 2006 the aircraft was dismantled and the forward fuselage was donated to National Museums Scotland by British Airways.

Museum Number EF.2006.21

National Museums Scotland.

For more information please call 0131 225 7534.