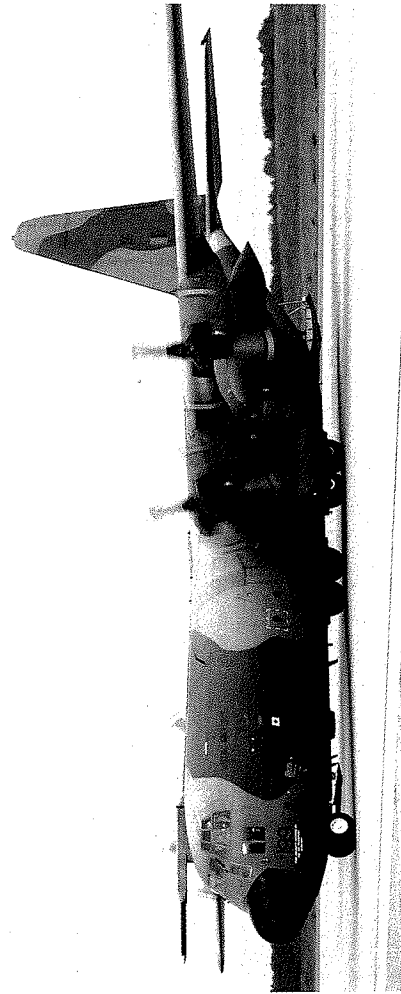
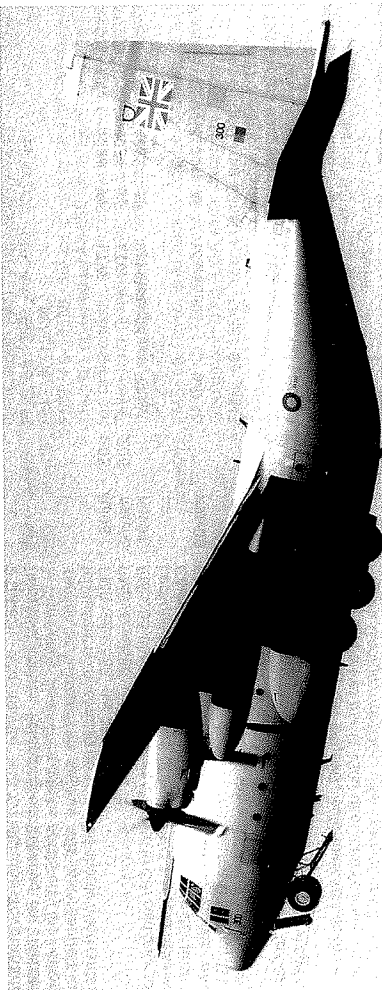


Serial: Type:	Cn:	Dept:	Unit:	Code:	Ln:	Remark:
XV176 C3	4169	AF	std Georgetown, USA		nov04	FMS: 65-13021, 1/13oct66, del 05may67 as C1, cvid to C3, sold back to Lockheed-Martin as part of the C-130J deal, std Sussex County Airport, Georgetown (DE), USA since 04mar01
XV177 C3A	4182	AF	LTW	177	jan05	FMS: 65-13022, del 19dec66 as C1, cvid to C3, cvid to C3A by Marshalls at Cambridge (23jan03/24apr03), del again after conversion 24apr03
XV178 C1	4188	AF	std Georgetown, USA		nov04	FMS: 65-13023, del 22jan67, sold back to Lockheed-Martin as part of the C-130J deal, std Sussex County Airport, Georgetown (DE), USA since 26nov00
XV179 C1	4195	AF	w/o 30jan05			FMS: 65-13024, del 02mar67 as C1, w/o 30jan05 as LTW/179, crashed 30 km North-West of Baghdad, Iraq near the town of Al Tajl while en route to Balad Airbase. It was shot down by 20mm Anti-aircraft Artillery. Five 47sq crew, four RAF and one British Army passenger aboard all killed.
XV180 C1	4196	AF	w/o 24mar69			FMS: 65-13025, del 03mar67, w/o 24mar69 as 30sq/180, engine went into reverse thrust after take off from RAF Fairford and crashed into the ground after wing dropped. All six aboard killed.
XV181 C1	4198	AF	to Austria			FMS: 65-13026, del 25may67, dam 04jun75 as LTW/181, caught fire upon landing at Thorney Island while being operated by 242OCU crew. Repaired and returned into service, std Lynham (may01/15may02), to Marshalls at Cambridge in preparation for delivery to Austria (15may02/21mar03), to Austria as 8T-CA, del 21mar03
XV182 C1	4199	AF	std Georgetown, USA		nov04	FMS: 65-13027, del 01apr67, sold back to Lockheed-Martin as part of the C-130J deal, std Sussex County Airport, Georgetown (DE), USA since 12nov00
XV183 C3	4200	AF	std Georgetown, USA		nov04	FMS: 65-13028, del 24mar67 as C1, cvid to C3, sold back to Lockheed-Martin as part of the C-130J deal, std Sussex County Airport, Georgetown (DE), USA since 25jun02
XV184 C3	4201	AF	LTW	184	jul05	FMS: 65-13029, del 25mar67 as C1, cvid to C3
XV185 C1	4203	AF	std Georgetown, USA		nov04	FMS: 65-13030, del 07apr67, sold back to Lockheed-Martin as part of the C-130J deal, std Sussex County Airport, Georgetown (DE), USA since 03sep01
XV186 C1	4204	AF	std Georgetown, USA		nov04	FMS: 65-13031, del 19apr67, sold back to Lockheed-Martin as part of the C-130J deal, std Sussex County Airport (DE), Delaware, USA since 10jun01
XV187 C1	4205	AF	std Georgetown, USA		nov04	FMS: 65-13032, del 20apr67, sold back to Lockheed-Martin as part of the C-130J deal, std Sussex County Airport, Georgetown (DE), USA since 28jan01
XV188 C3A	4206	AF	LTW	188	may05	FMS: 65-13033, del 24apr67 as C1, cvid to C3, to C3A by Marshalls at Cambridge (22aug02/24sep03), del again after conversion 24sep03
XV189 C3	4207	AF	std Georgetown, USA		nov04	FMS: 65-13034, del 28apr67 as C1, cvid to C3, sold



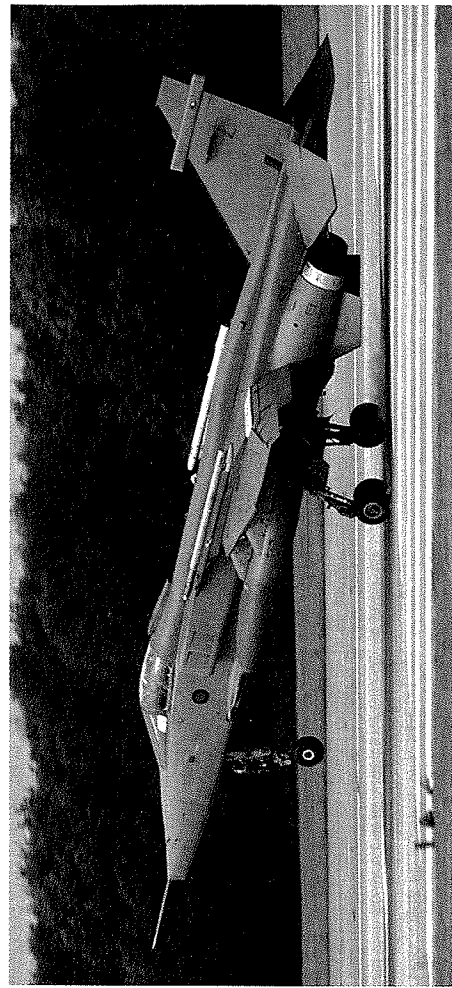
Op 2 juni 1996 was Nick de Graaf te RAF Brüggen getuige van de terugkeer van een aantal IFOR-troepen. Deze, in Duitsland gelegerde, troepen werden terug gevlogen vanuit de Balkan aan boord van een verlengde C-130K. Binnen de RAF wordt dit type aangeduid als Hercules C3. Hier is de XV199 van de Lynham Transport Wing te zien kort na de landing.



Gedurende de jaren negentig werd het grijs/groene camouflage van de Britse Herculesen vervangen door een egaal grijs. Gelukkig zorgt de grote Union Jack in de staart voor nog enige kleur! De reden dat de Britse vlag zo prominent aangebracht werd op een aantal Herculesen waren de veelvuldige vredesoperaties waarbij dit type ingezet werd. Zo is het voor iedereen duidelijk dat het om een Brits toestel gaat en niet om een van de strijdende partijen. Of deze maatregel ook daadwerkelijk effect had valt te betwijfelen want transportvliegtuigen met hulpgoederen worden regelmatig beschoten tijdens dit soort missies.

(Patrick Roegies)

XV190 C3	4210	AF	std Georgetown, USA		nov04	back to Lockheed-Martin as part of the C-130J deal, std Sussex County Airport, Georgetown (DE), USA since 10dec00
XV191 C1	4211	AF	to Mexico			FMS: 65-13035, del 11may67 as C1, cvid to C3, sold back to Lockheed-Martin as part of the C-130J deal, std Sussex County Airport, Georgetown (DE), USA since 25jun02
XV192 C1	4212	AF	std Georgetown, USA		nov04	FMS: 65-13036, del 25may67, sold back to Lockheed-Martin as part of the C-130J deal, std Sussex County Airport, Georgetown, Delaware, USA since 03sep01, to SPAR in Edmonton for o/h prior to delivery to Mexico as 3614 by mar03
XV193 C3P	4213	AF	w/o 27may93			FMS: 65-13037, del 15may67, sold back to Lockheed-Martin as part of the C-130J deal, std Sussex County Airport, Georgetown (DE), USA since 10jun01
XV194 C1	4214	AF	w/o 12sep72			FMS: 65-13038, del 26may67 as C1, cvid to C3, w/o 27may93 as LTW/193, stalled after cargo drop near Glen Tilt, 13 km North of Pillochry, Grampian and crashed. Six RAF and three British Army personnel aboard killed.
XV195 C1	4216	AF	std Georgetown, USA		nov04	FMS: 65-13039, del 09jun67, w/o 12sep72 as LTW/194, overshot runway at Tromsø, Norway and ended up in a ditch. Operated by 24sq crew, all aboard OK
XV196 C1	4217	AF	LTW	196	jan05	FMS: 65-13040, del 10jun67, sold back to Lockheed-Martin as part of the C-130J deal, std Sussex County Airport, Georgetown (DE), USA since 28jan01
XV197 C3	4218	AF	LTW	197	may05	FMS: 65-13041, del 23jun67
XV198 C1	4219	AF	w/o 12sep73			FMS: 65-13042, del 09jul67 as C1, cvid to C3
XV199 C3	4220	AF	LTW	199	aug05	FMS: 65-13043, del 07jul67, w/o 12sep73
XV200 C1	4223	AF	LTW	200	jul05	FMS: 65-13044, del 10jul67 as C1, cvid to C3
XV201 C1K	4224	AF	std Cambridge		aug05	FMS: 66-8550, del 29jul67, dam 27aug99 when it got stuck in the mud at a landing zone near RAF Shawbury, repaired and returned into service.
XV202 C3	4226	AF	LTW	202	mar05	FMS: 66-8550, del 11aug67 as C1, cvid to C1K (28apr82/15jul82), std with Marshalls at Cambridge-Teversham since jan96, intended to be sold to Sri Lanka as CR882 but cancelled due to bad state of the airframe, wings and tail section scrapped may02, fuselage only still std Cambridge-Teversham.
XV203 C1K	4227	AF	to Sri Lanka			FMS: 66-8552, del 17aug67 as C1, cvid to C3
XV204 C1K	4228	AF	scrapped			FMS: 66-8553, del 25aug67 as C1, cvid to C1K in '82, std Cambridge-Teversham by early '96 and later prepared for delivery to Sri Lanka by Marshalls at this base (including the removal of the air-to-air refuelling equipment), to Sri Lanka as CR880, del 08sep00
						FMS: 66-8554, del 01sep67 as C1, cvid to C1K (12jun82/

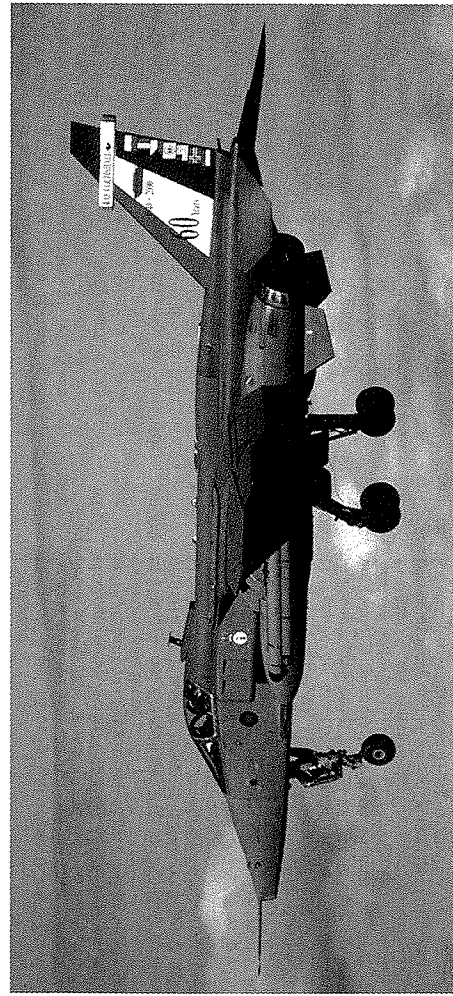


Niets aan deze XZ118 verdraait welke unit opereert met dit toestel. Het egaal grijze toestel is hier te zien tijdens de landing te RAF Coltishall. Gelukkig vonden squadronswisselingen weinig plaats nadat alle operationele Jaguar squadrons begin jaren negentig samengebracht waren op deze basis. Dit toestel is in gebruik bij 41sq en had code FB toegewezen. Begin dit jaar vonden veel wisselingen plaats binnen de vloot maar dat was het gevolg van het ontbreken van 16(R)sq en 54sq. (Patrick Roegies)

XX731	GR1A	S28	AF	w/o 07oct85	in 6sq mrks fif 03jul74, del 16aug74 as GR1, cvid to GR1A, w/o 07oct85, while operated by 6sq, collided mid-air with XX728 over Hartside Pass, 8 km South West of Alston, Cumbria. Pilot aboard XX728 killed, while the pilot aboard XX731 managed to eject safely.
XX732	GR1A	S29	AF	w/o 27nov86	fif 08jul75, del 19jul74 as GR1, cvid to GR1A, w/o 27nov86, while operated by 226OCU, flew into high ground during low-level mission about 20 km Southwest of Hawick, Scotland. USAF exchange pilot killed.
XX733	GR1B	S30	AF	w/o 23jan96	fif 17jul74, del 21aug74 as GR1, cvid to GR1A, cvid to GR1B end '95, w/o 23jan96 as 6sq/ER, crashed during take off from RAF Coltishall. The reheat was not selected and the plane hit the top of the barrier. Pilot ejected, but still killed, wreckage std Coltishall (jan96/oct00), removed and moved by road to Faygate where believed to be scrapped.
XX734	GR1	S31	AF	std Charlwood	fif 05aug74, del 22aug74, to G-27-328, to India as J1014 on 14aug79, returned to RAF on 07jun82, std Coltishall until aug91 when sold to Gatwick Aviation Museum, Charlwood.
XX735	GR1	S32	AF	w/o 15sep76	fif 15aug74, del 13sep74, w/o 15sep76, while operated by 6sq, crashed after control-loss during practice base attack at Eggebek, Germany. Pilot ejected safely.
XX736	GR1	S33	AF	i/a Brough	fif 27aug74, del 30sep74, to G-27-327, to India as J1013 in '79, returned to RAF, to 9110M, i/a Coltishall and later moved to BAe Brough.
XX737	GR3A	S34	AF	6sq	fif 27aug74, del 23oct74 as GR1, to G-27-330, to India as J1015 on 14aug79, returned to RAF on 07jun82, cvid to GR1A, std Shawbury '93, cvid to GR3 at St.Athan, cvid to GR3A at St.Athan (09apr01/18sep01).
XX738	GR3A	S35	AF	St.Athan	fif 08sep74, del 27sep74 as GR1, to G-27-329, to India as J1016 in '79, returned to RAF, cvid to GR1A, cvid to GR3 by dec95, cvid to GR3A at St.Athan (21mar01/10jul01), o/h at St.Athan since 06dec04, expected to become 6sq/ED.
XX739	GR1	S36	AF	i/a 1SoTT	fif 17sep74, del 23oct74, to 8902M, i/a 1 SoTT at Cosford
XX740	GR1	S37	AF	to Oman	fif 25sep74, del 23oct74, to G-27-331, to India as J1017 on 14aug79, returned to RAF on 19apr84, to Oman as 225, del 05nov86
XX741	GR1A	S38	AF	std Shawbury	fif 04oct74, del 18nov74 as GR1, cvid to GR1A, std Shawbury since aug94, ex 6sq/04 (16(R)sq mrks), offered for sale (tender number 3144) in may05
XX742	GR1	S39	AF	w/o 19apr83	fif 21oct74, del 14nov74, w/o 19apr83, while operated by 6sq, controls failed and the plane entered an uncontrollable roll. Pilot ejected over North Sea at about 55 km Northeast of RAF Coltishall.

XX142	T2	B7	AF	w/o 22jun79	AMIF/SIF at Cranwell fif 29mar74, del 08may74, w/o 22jun79 while operated by 226OCU, crew lost control during roll and crashed into Northsea 16 km North of RAF Lossiemouth. Both crew attempted to eject but were killed. One of the two crewmembers was a Danish exchange pilot.
XX143	T2B	B8	AF	w/o 18sep96	fif 14mar74, del 18apr74 as T2, to G-27-321, to India as J1002 in '79, returned to RAF, cvid to T2A, cvid to T2B by aug95, w/o 18sep96 as 16(R)sq/X, crashed into Moray Firth due to engine problems shortly after take off from RAF Lossiemouth. The plane suffered from engine fire but the student pilot shut down the wrong engine by mistake. Single pilot aboard ejected safely, a/c recovered by Chinook ZA681 on 25sep96, remains std Lossiemouth and later sold to Park Avn, Charlwood where it was last reported in mar98 (scrapped since?) since 21dec99 (ex 16(R)sq/U)
XX144	T2	B9	AF	std Shawbury	fif 24may74, del 14jun74 as T2, cvid to T2A
XX145	T2A	B10	AF	QinetiQ/EIPTS	fif 24may74, del 10jul74 as T2, cvid to T2A, cvid to Jaguar 96/97 in '96, upgraded to full T4 standard at St.Athan (mar99/sep99), std St.Athan since 07mar05 and being stripped for spares (ex 54sq/GT)
XX146	T4	B11	AF	std St.Athan	fif 02jul74, del 20aug74, w/o 26mar79 while operated by 17sq, crashed after bird-strike near Südtirol, West-Germany, both crew ejected safely.
XX147	T2	B12	AF	w/o 26mar79	fif 13aug74, del 13sep74, w/o 29jul77, while operated by 226OCU, crashed into ground inverted near Whittingham during low level attack run, both crew killed.
XX148	T2	B13	AF	w/o 29jul77	fif 27aug74, del 20sep74, w/o 27apr78, while operated by 226OCU, flew into ground inverted about 5 km from Cullin, both crew killed, cause believed to be loss of pilot control. Both crew killed.
XX149	T2	B14	AF	w/o 27apr78	fif 30sep74, del 23oct74 as T2, cvid to T2A, cvid to T4 at St.Athan (dec97/jun98)
XX150	T4	B15	AF	41sq	fif 31jan74, del 04mar74 as GR1, cvid to GR1A, to Oman as 226, del 11aug98
XX719	GR1A	S16	AF	to Oman	fif 16apr74, del 08mar74 as GR1, to G-27-320, to India as J1003 on 19jul79, returned to RAF, cvid to GR1A, cvid to Jaguar 96 at St.Athan in '97, renamed GR3 in jun99, cvid to GR3A at St.Athan (by dec00/10apr01), o/h at St.Athan since 20may05 (ex 41sq/FL)
XX720	GR3A	S17	AF	St.Athan	fif 06feb74, del 28feb74, w/o 22jun83, while operated by 54sq, pilot ejected and suffered serious injuries following engine flame out due to fuel starvation during take-off from Hahn AB, Germany.
XX721	GR1	S18	AF	w/o 22jun83	fif 28feb74, del 20mar74, std St.Athan by oct93 (ex 6sq/EF), i/a St.Athan for BDR1 by feb02, by road to St.Mawgan on 24sep02, put up for sale by tender 3152 in aug05 (still believed stored at RAF St.Mawgan but confirmation required).
XX722	GR1	S19	AF	i/a St.Mawgan	fif 19mar74, del 18apr74 as GR1, cvid to GR1A, cvid to GR3A at St.Athan (nov96/apr97), temp std St.Athan from 01aug03 to 20may05
XX723	GR3A	S20	AF	41sq	fif 26apr74, del 29may74 as GR1, cvid to GR1A, std Shawbury by feb93 and until at least nov99, by road to St.Athan for further storage and subsequent conversion to GR3A, del again after conversion 26apr01
XX724	GR3A	S21	AF	6sq	fif 18may74, del 30may74 as GR1, to G-27-325, to India as J1010 in '79, returned to RAF, cvid to GR1A, cvid to GR3A at St.Athan in '99, coded FO on nosewheel door (expected to be fully recoded as such soon).
XX725	GR3A	S22	AF	41sq	fif 07mar74, del 16jul74, to 8947M, i/a 1SoTT at Cosford in 6sq mrks
XX726	GR1	S23	AF	i/a 1SoTT	fif 14may74, del 16jul74, to 8951M, i/a 1SoTT at Cosford in 6sq mrks
XX727	GR1	S24	AF	i/a 1SoTT	fif 29may74, del 27jun74, to G-27-324, to India as J1009 in '79, returned to RAF, w/o 07oct85, while operated by 6sq, collided mid-air with XX731 over Hartside Pass, 8 km Southwest of Alston, Cumbria. Pilot aboard XX728 killed, while the pilot aboard XX731 ejected safely.
XX728	GR1	S25	AF	w/o 07oct85	fif 03jul74, del 08jul74 as GR1, to G-27-326, to India as J1012 in '79, returned to RAF on 07jun82, cvid to GR1A, cvid to GR1B, cvid to GR3A at St.Athan (25aug00/10jan01), o/h at St.Athan since 26nov04 (ex 6sq/EL)
XX729	GR3A	S26	AF	St.Athan	fif 13jun74, del 30sep74, to 8952M, i/a 1SoTT at Cosford
XX730	GR1	S27	AF	i/a 1SoTT	

XX743	GR1	S40	AF	i/a 1SoTT	EG	apr05	i/f 30oct74, del 26nov74, to 8949M, i/a 1SoTT at Cosford in 6sq mrks
XX744	GR1	S41	AF	std Sproughton		oct02	i/f 07nov74, del 05dec74, to 9251M, fuselage only i/a Coltishall, sold to Everett Aero, Sproughton by oct02
XX745	GR1A	S42	AF	std Sproughton	GV	aug05	i/f 05nov74, del 16dec74 as GR1, c/vtd to GREFA, dam cat.5 on 31may00 as 54sq/GV during mid-air collision with XX832/EZ, landed safely at RAF Leuchars, by road to St.Athan for damage assessment on 25nov00, std Shawbury (dec00/24mar04), by road to Boscombe Down on 24mar04 and stored there until offered for sale by tender 3144 in jul05, by road to Everett Aero at Sproughton on 10aug05.
XX746	GR1	S43	AF	i/a 1SoTT	09	apr05	i/f 04dec74, del 20dec74, to 8895M, i/a 1SoTT at Cosford in 226OCU mrks
XX747	GR1	S44	AF	i/a AMIF/SIF		nov03	i/f 04dec74, del 20dec74, to 8903M, i/a AMIF/SIF at Cranwell
XX748	GR3A	S45	AF	6sq	EG	jan05	i/f 24dec74, del 05feb75 as GR1, c/vtd to GR1A, c/vtd to Jaguar 96 at St.Athan (oct97/jan98), renamed GR3 in jun99, c/vtd to GR3A at St.Athan (nov99/dec99), temp operated by QinetiQ in 54sq mrks since jan05 until mid '05 when returned to RAF Coltishall.
XX749	GR1	S46	AF	w/o 10dec79			i/f 14jan75, del 17feb75, w/o 10dec79 as 226OCU/21, mid-air collision with XX755 near Lumsden, during formation change and crashed. Pilot aboard XX749 killed and pilot aboard XX755 managed to eject safely.
XX750	GR1	S47	AF	w/o 07feb84			i/f 16jan75, del 17feb75, w/o 07feb84 while operated by 14sq, flew into ground inverted during low-level mission over Nellis AFB Range (NV) while trying to avoid ground radar during Red Flag. Crashed about 145 km Northwest of Nellis AFB killing the 6sq pilot.
XX751	GR1	S48	AF	i/a 1SoTT	10	mar05	i/f 27jan74, del 14apr75, to 8937M, i/a 1SoTT at Cosford in 226OCU mrks
XX752	GR3A	S49	AF	6sq	EK	jun05	i/f 07feb75, del 04mar75 as GR1, c/vtd to GR1A, c/vtd to GR3 at St.Athan (sep99/oct99), c/vtd to GR3A at St.Athan (26mar01/15nov01)
XX753	GR1	S50	AF	i/a Boscombe Down		jul03	i/f 24feb75, del 18mar75, to 9087M, cockpit section only i/a with QinetiQ/ETPS at Boscombe Down
XX754	GR1A	S51	AF	w/o 13nov90			i/f 12mar75, del 22apr75 as GR1, c/vtd to GR1A, w/o 13nov90, while operated by 54sq, crashed about 160 km South of Bahrain, flew into a desert ridge during low level mission killing the pilot.
XX755	GR1	S52	AF	w/o 10dec79			i/f 12mar75, del 14apr75, w/o 10dec79, while operated by 226OCU, mid-air collision with XX749 near Lumsden, during formation change and crashed. Pilot aboard XX749 killed and pilot aboard XX755 ejected safely.
XX756	GR1	S53	AF	i/a 1SoTT	W	apr05	i/f 21mar75, del 23apr75, to 8899M, i/a 1SoTT at Cosford
XX757	GR1	S54	AF	i/a 1SoTT	CU	apr05	i/f 03apr75, del 06may75, to 8948M, i/a 1SoTT at Cosford in 17sq mrks



Ter ere van de 60e verjaardag van RAF Coltishall werd Jaguar GR3A XX364 van 54sq voorzien van een kleurrijke staart. Het toestel nam deel aan de Tactical Leadership Program te Florennes met deze kleuren dus vele spotters, inclusief Patrick Roegies, kregen uitgebreid de kans het toestel vast te leggen.

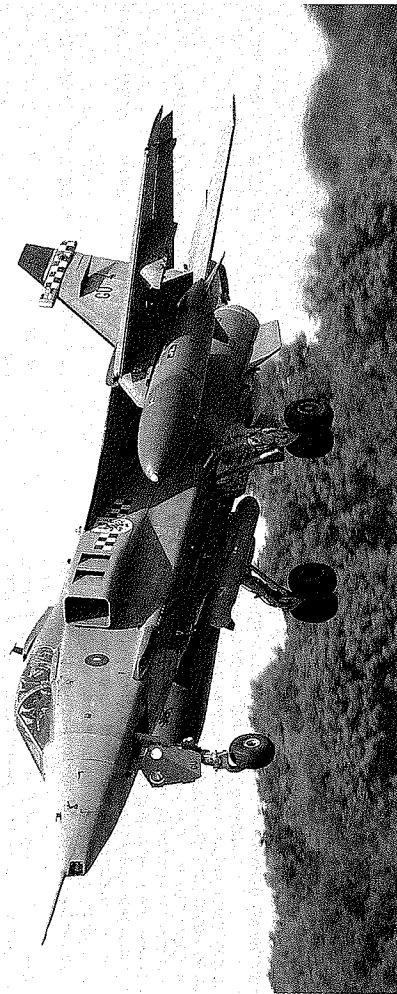
XX758	GR1	S55	AF	w/o 18nov81			i/f 11apr75, del 02may75, w/o 18nov81 while operated by 226OCU, crashed into high ground while flying through a snow shower near Lochluichart.
XX759	GR1	S56	AF	w/o 01nov78			i/f 18apr75, del 01may75, w/o 01nov78 as 226OCU/19, crashed after control loss near Selkirk, Scotland. Ecuadorean pilot killed.
XX760	GR1	S57	AF	w/o 13sep82			i/f 30apr75, del 22may75, w/o 13sep82, while operated by 14sq, pilot ejected after engine fire near Biora, West-Germany. Pilot ejected.
XX761	GR1	S58	AF	w/o 06jun78			i/f 24apr75, del 04jun75, w/o 06jun78, while operated by 226OCU, w/o 06jun78, caught fire on the ground at RAF Lossiemouth, nose at Warton (apr94), cockpit pres. Boscombe Down (mar01).
XX762	GR1	S59	AF	w/o 23nov79			i/f 14may75, del 04jun75, w/o 23nov78, while operated by 226OCU, w/o 23nov79, crashed into mountain near Beinn a Chleibh, Argyll during low level mission in bad weather conditions. Pilot ejected but was killed.
XX763	GR1	S60	AF	i/a CTTS	dec03		i/f 12may75, del 26jun75, to 9008M, i/a CTTS at St.Athan
XX764	GR1	S61	AF	i/a CTTS	dec03		i/f 07jun75, del 02jul75, to 9010M, i/a CTTS at St.Athan
XX765	GR1 ACT	S62	AF	pres Cosford	may05		i/f 13jun75, del 02jul75 as GR1, c/vtd GR1 ACT and i/f after conversion 20oct81, further modifications (balast weight in tail and oversized leading edges) made and i/f again 15mar84, pres Cosford Air Museum since 17nov99.
XX766	GR3A	S63	AF	6sq	aug05	EF	i/f 14jun75, del 08jul75 as GR1, c/vtd to GR1A, std St.Athan by feb98 and subsequently c/vtd to GR3A, del again 31may01.
XX767	GR3A	S64	AF	41sq	aug05	FK	i/f 25jun75, del 18may75 as GR1, c/vtd to GR1A, c/vtd to Jaguar 96 at St.Athan (dec97/mar98), renamed to GR3 in jun99, c/vtd to GR3A at St.Athan (31jan01/20mar01)
XX768	GR1	S65	AF	w/o 29sep82			i/f 02jul75, del 12aug75, w/o 29sep82, while operated by 17sq, pilot ejected after engine fire caused by fuel leakage after compressor failure, pilot ejected and plane crashed near Heinsberg-Randerath, West-Germany.
XX817	GR1	S66	AF	w/o 17jul80			i/f 10jul75, del 20aug75, w/o 17jul80, while operated by 17sq, fuel leak caused engine fire while on approach to Brüggen, West-Germany, pilot ejected and plane crashed into the woods close to the town of Hardt.
XX818	GR1	S67	AF	i/a 1SoTT	jun05	DE	i/f 10jul75, del 15aug75, to 8945M, i/a 1SoTT at Cosford in 31sq mrks
XX819	GR1	S68	AF	i/a 1SoTT	mar05	OE	i/f 05aug75, del 20aug75, to 8923M, i/a 1SoTT at Cosford in 20sq mrks
XX820	GR1	S69	AF	w/o 11jun82			i/f 13aug75, del 03sep75, w/o 11jun82, while operated by 31sq, pilot ejected after engine explosion during overshoot at Brüggen, West-Germany.
XX821	GR1	S70	AF	i/a AMIF/SIF	nov03	P	i/f 14aug75, del 01sep75, to 8869M, i/a AMIF/SIF at Cranwell
XX822	GR1	S71	AF	w/o 02jul76			i/f 29aug75, w/o 02jul76, while operated by 14sq, flew into ground during low level armaments practice near Cloppenburg, West-Germany. Pilot killed.
XX823	GR1	S72	AF	w/o 25jul78			i/f 22aug75, del 15sep75, w/o 25jul78, while operated by 17sq, flew into hill near Cagliari, Sardegna, Italy after control loss during areobatics. Pilot killed.
XX824	GR1	S73	AF	i/a 1SoTT	apr05	AD	i/f 02sep75, del 23sep75, to 9019M, i/a 1SoTT at Cosford in 14sq mrks
XX825	GR1	S74	AF	i/a 1SoTT	apr05	BN	i/f 04sep75, del 16oct76, to 9020M, i/a 1SoTT at Cosford in 17sq mrks.
XX826	GR1	S75	AF	i/a 1SoTT	may05	34	i/f 12sep75, del 02oct76, to 9021M, i/a 1SoTT at Cosford in 2sq mrks, reported as put up for disposal in may05
XX827	GR1	S76	AF	w/o 12feb81			i/f 22sep75, del 06oct75, w/o 12feb81, while operated by 17sq, pilot killed when it flew into the ground during low level flight over Nellis AFB Hanges (NV) during Red Flag.
XX828	T2	B16	AF	w/o 01jun81			i/f 07oct74, del 07nov74, w/o 01jun81, while operated by 226OCU, crashed due to engine failure following bird-strike near Forfar, Scotland. Both crew ejected safely.
XX829	T2A	B17	AF	std Shawbury	may05	GZ	i/f 28nov74, del 23dec74 as T2, c/vtd to T2A, dam 07sep00 as 54sq/GZ, during take off from Coltishall the canopy flew off, take off aborted, to St.Athan for repairs on 30nov00, repairs cancelled and by road to Shawbury for storage on 06mar01, put up for disposal (tender number 3144) in may05
XX830	T2A	B18	AF	pres Coltishall	mar05		i/f 28nov74, del 20dec74, std St.Athan (by oct94/feb98), std Shawbury (by sep98/sep99), BAE Warton (sep99/06jul00), by road to Coltishall on 06jul00 for storage, only fuselage and cockpit section remained by may01, fuselage to Bruntingthorpe in same month where it was scrapped in jan03. Cockpit section remains preserved

XX975	GR1	S97	AF	i/a 1SoTT	07	jun05	to St.Athan for storage on 16dec04 (ex 41sq/FE), put up for sale by tender 3152 in aug05.
XX976	GR1	S98	AF	i/a 1SoTT	BD	apr05	f/f 12jan76, del jan76, to 8905M, i/a 1SoTT at Cosford in 22600U mks
XX977	GR1	S99	AF	std St.Athan		aug05	f/f 13jan76, del 28jan76, to 8906M, i/a 1SoTT at Cosford in 14sq mks
XX978	GR1	S100	AF	w/o 14jun77		aug05	f/f 20jan76, del 20feb76, to 9132M, i/a CTTS at St.Athan until end '99, used for BdRT since, put up for sale by tender 3151 in aug05.
XX979	GR1A	S101	AF	i/a Coltishall		aug05	f/f 22jan76, del 25jan76, w/o 14jun77, while operated by 31sq, hit a house when recovering from a low-level attack dive, pilot lost control and was killed when crashed about 35 km Southeast of Bremen, West-Germany.
XY101	GR1	S102	AF	to XZ101			f/f 22jan76, del 11feb76 as GR1, cvid to GR1A, std St.Athan (by dec97/19feb02), to 9306M and by road to Coltishall on 19feb02, i/a Coltishall (19feb02/jun02), fuselage scrapped by sep03 and by may04 only cockpit section remained, cockpit in use as i/a at Coltishall since.
XY102	GR1	S103	AF	to XZ102			XY101 allocated in error, ntu and rr to XZ101
XY103	GR1	S104	AF	to XZ102			XY102 allocated in error, ntu and rr to XZ102
XY104	GR1	S105	AF	to XZ104			XY103 allocated in error, ntu and rr to XZ103
XY105	GR1	S106	AF	to XZ105			XY104 allocated in error, ntu and rr to XZ104
XY106	GR1	S107	AF	to XZ106			XY105 allocated in error, ntu and rr to XZ105
XY107	GR1	S108	AF	to XZ107			XY106 allocated in error, ntu and rr to XZ106
XY108	GR1	S109	AF	to XZ108			XY107 allocated in error, ntu and rr to XZ107
XY109	GR1	S110	AF	to XZ109			XY108 allocated in error, ntu and rr to XZ108
XY110	GR1	S111	AF	to XZ110			XY109 allocated in error, ntu and rr to XZ109
XY111	GR1	S112	AF	to XZ111			XY110 allocated in error, ntu and rr to XZ110
XY112	GR1	S113	AF	to XZ112			XY111 allocated in error, ntu and rr to XZ111
XY113	GR1	S114	AF	to XZ113			XY112 allocated in error, ntu and rr to XZ112
XY114	GR1	S115	AF	to XZ114			XY113 allocated in error, ntu and rr to XZ113
XY115	GR1	S116	AF	to XZ115			XY114 allocated in error, ntu and rr to XZ114
XY116	GR1	S117	AF	to XZ116			XY115 allocated in error, ntu and rr to XZ115
XY117	GR1	S118	AF	to XZ117			XY116 allocated in error, ntu and rr to XZ116
XY118	GR1	S119	AF	to XZ118			XY117 allocated in error, ntu and rr to XZ117
XY119	GR1	S120	AF	to XZ119			XY118 allocated in error, ntu and rr to XZ118
XY120	GR1	S121	AF	to XZ120			XY119 allocated in error, ntu and rr to XZ119
XZ101	GR1A	S102	AF	i/a AMIF/SIF	D	mar98	XY120 allocated in error, ntu and rr to XZ120
							ex XY101 (allocated in error, ntu), f/f 04feb76, del 26feb76 as GR1, cvid to GR1A, dam jul96 as 16(R)sq/D when undercarriage failed at Coltishall, repaired for i/a purposes only, i/a AMIF/SIF by mar98
XZ102	GR1	S103	AF	w/o 14dec76			ex XY102 (allocated in error, ntu), f/f 11feb76, del 05mar76, w/o 14dec76 as 2sq/H, control-loss following disconnected alleron, near Laarbruch, West-Germany. Bill Langworthy ejected safely.
XZ103	GR3A	S104	AF	41sq	FP	aug05	ex XY103 (allocated in error, ntu), f/f 16feb76, del 27feb76 as GR1, cvid to GR1A, cvid to Jaguar 96 at St.Athan mid '98, renamed GR3 in jun99, cvid to GR3A at St.Athan



De hier afgebeelde Jaguar GR3A is ingedeeld bij 6sq. Dit squadron zal vanaf april 2006, wanneer 41sq ontbonden wordt, de laatste RAF Jaguar eenheid zijn die nog met dit type zal opereren. Dit toestel maakte op 3 juni 1974 haar eerste vlucht en werd vanaf '79 tot 7 juni 1982 gebruikt door de Indiase luchtmacht als J1012. Meer details over de geschiedenis van de XX729 zijn te lezen in deze Jaguar rundown.

XZ104	GR3A	S105	AF	St.Athan		aug05	(11dec00/31jul01) ex XY104 (allocated in error, ntu), f/f 25feb76, del 11mar76 as GR1, cvid to GR1A, cvid to Jaguar 96 at St.Athan (aug98/nov98), renamed GR3 in jun99, cvid to GR3A at St.Athan (27oct99/dec99), o/h at St.Athan since late jul05 (ex 41sq/FG).
XZ105	GR1	S106	AF	w/o 16jun83			ex XY105 (allocated in error, ntu), f/f 13feb76, del 05mar76, w/o 16jun83 as 2sq/Y, mid-air collision with XZ110 while changing formation near Goose Bay airbase, Canada.
XZ106	GR3A	S107	AF	41sq	FW	jun05	ex XY106 (allocated in error, ntu), f/f 23feb76, del 15mar76 as GR1, cvid to GR1A, cvid to Jaguar 96 in '96, renamed GR3 in jun99, cvid to GR3A at St.Athan (07feb02/12dec02)
XZ107	GR3A	S108	AF	41sq	FH	aug05	ex XY107 (allocated in error, ntu), f/f 05mar76, del 18mar76 as GR1, cvid to GR1A, cvid to Jaguar 96 at St.Athan (mar97/sep97), renamed GR3 in jun99, cvid to GR3A at St.Athan (25mar03/24nov03)
XZ108	GR1A	S109	AF	w/o 03sep88			as GR1, cvid to GR1A, dam 09jan90 while operated by 2sq, mid-air collision with Tornado GR1 ZA394 over Spadeadam range, lost about 60 cm of its port wing but managed to land safely at RAF Leeming, repaired, w/o 03sep98 as 54sq/GL, crashed into North Sea at about 32 km Northeast of Cromer after pilot lost control during air-to-air combat training. Pilot ejected safely. While recovering the wreckage Sea King HAS6, ZA137 ditched into the sea on 04sep98.
XZ109	GR3A	S110	AF	6sq	EN	aug05	ex XY109 (allocated in error, ntu), f/f 16mar76, del 02apr76 as GR1, cvid to GR1A, cvid to Jaguar 96 at St.Athan (sep98/nov98), renamed GR3 in jun99, cvid to GR3A (jul01/08mar02)
XZ110	GR1	S111	AF	w/o 16jun83			ex XY110 (allocated in error, ntu), f/f 22mar76, del 05apr76, w/o 16jun83 as 2sq/J, mid-air collision with XZ105 while changing formation near Goose Bay airbase, Canada.
XZ111	GR1A	S112	AF	w/o 27oct00			ex XY111 (allocated in error, ntu), f/f 18mar76, del 07apr76 as GR1, cvid to GR1A, w/o 27oct00 as 54sq/GO, pilot ejected after bird hit caused engine problems to both engines. The Jaguar crashed 8 km Northeast of Dumfries into a hill between Dumfries and Lockerbie.
XZ112	GR3A	S113	AF	41sq	GW	aug05	ex XY112 (allocated in error, ntu), f/f 23mar76, del 12apr76 as GR1, cvid to GR1A, cvid to Jaguar 97 at St.Athan (98/99), renamed GR3A in jun99
XZ113	GR3A	S114	AF	AWC-FJ&W OEU		aug05	ex XY113 (allocated in error, ntu), f/f 02apr76, del 27apr76 as GR1, cvid to GR1A, cvid to Jaguar 96 at St.Athan (nov97/mar98), renamed GR3 in jun99, cvid to GR3A at St.Athan (19feb02/25mar03)
XZ114	GR3A	S115	AF	6sq	EO	aug05	ex XY114 (allocated in error, ntu), f/f 08apr76, del 06may76 as GR1, cvid to GR1A, std Shawbury (dec94/10apr03), by road to St.Athan where cvid to GR3A (10apr03/05may04)
XZ115	GR3A	S116	AF	6sq	ER	aug05	ex XY115 (allocated in error, ntu), f/f 30apr76, del 04jun76 as GR1, cvid to GR1A, std Shawbury (aug94/oct95), cvid to Jaguar 96 (96), renamed GR3 in jun99, cvid to GR3A at St.Athan (13feb03/29apr03)
XZ116	GR1	S117	AF	w/o 17jun87			ex XY116 (allocated in error, ntu), f/f 22apr76, del 28may76, w/o 17jun87, while operated by 41sq, mid-air collision with 20sq Tornado GR1 ZA493 at about 10 km South of Keswick. Both Tornado crew ejected safely but Jaguar pilot killed.
XZ117	GR3A	S118	AF	41sq	FB	aug05	ex XY117 (allocated in error, ntu), f/f 29apr76, del 28may76 as GR1, cvid to GR1A, cvid to Jaguar 96, renamed GR3 in jun99, cvid to GR3A at St.Athan (10jul01/03jul02)
XZ118	GR3A	S119	AF	41sq	FR	aug05	ex XY118 (allocated in error, ntu), f/f 12may76, del 04jun76 as GR1, cvid to GR1A, cvid to Jaguar 96 at St.Athan (dec97/jan98), renamed GR3 in jun99, cvid to GR3A at St.Athan (23jun03/28apr04)
XZ119	GR1A	S120	AF	i/a AMIF/SIF	FG	oct04	ex XY119 (allocated in error, ntu), f/f 18may76, del 28may76, cvid to GR1A, w/o jul96 when undercarriage checks were failed (ex 41sq/FG), i/a AMIF/SIF at Cranwell by jun97
XZ120	GR1	S121	AF	w/o 25feb77			ex XY120 (allocated in error, ntu), f/f 19may76, del 15jun76, w/o 25feb77, while operated by 2sq, crashed after control-loss 4 km South of Nordhorn ranges, West-Germany, Doug Stein killed. Wreckage dumped Faygate for some time.
XZ355	GR3A	S122	AF	41sq	FJ	aug05	f/f 10jun76, del 08jul76 as GR1, cvid to GR1A, cvid to Jaguar 96 at St.Athan (dec97/sep98), renamed GR3 in jun99, cvid to GR3A at St.Athan (03may01/22aug01)



Gedurende de jaren zeventig en begin jaren tachtig van de vorige eeuw vervulde een aantal Jaguar squadrons een tactische nucleaire aanvalstaak. Hieraan kwam een eind toen deze eenheden gedurende de tweede helft van de jaren tachtig de beschikking kregen over de Tornado GR1. Sindsdien vervullen de Jaguar squadrons nog twee primaire taken. Op de eerste plaats is dat een conventionele aanvalstrol en daarnaast een tactische verkenningstrol.

(Jaguar GR3A XX725/GU 54sq, RAF Coltishall, 29 juni 2004, Erik Verkerk)

XZ356	GR3A	S123	AF	41sq	FU	aug05	f/f 07jun76, del 09jul76 as GR1, cvid to GR1A, was to be cvid to Jaguar 96 but sid Shawbury due to structural problems (mar97/09mar01), by road to St.Athan on 09mar01 for storage, repairs and subsequent conversion to GR3A, del after conversion 30may02.
XZ357	GR3A	S124	AF	sid St.Athan	FK	aug05	f/f 17jun76, del 16jun76 as GR1, cvid to GR1A, cvid to GR3, cvid to GR3A at St.Athan (21jun01/25sep01), wfu sep/oct 04, by road to St.Athan on 28oct04, stripped for spares and remains used for BdrT since 25may05, put up for sale by tender 3151 in aug05.
XZ358	GR1A	S125	AF	ia/AMIF/SIF	L	feb05	f/f 25jun76, del 02nov76 as GR1, cvid to GR1A, ia/AMIF/SIF at Cranwell by jun97
XZ359	GR1A	S126	AF	w/o 13apr89			f/f 08jul76, del 25aug76 as GR1, cvid to GR1A, w/o 13apr89, while operated by 54sq, crashed into a cliff 4 km East of Flamborough Head while flying through clouds during low level mission. Royal Navy exchange pilot killed.
XZ360	GR3A	S127	AF	41sq	FN	aug05	f/f 14aug76, del 31aug76 as GR1, cvid to GR1A, cvid to Jaguar 96 in '98, renamed GR3 in jun99, cvid to GR3A at St.Athan (26sep01/31oct02)
XZ361	GR3	S128	AF	std Shawbury	FT	may05	f/f 04aug76, del 02sep76 as GR1, cvid to GR1A, cvid to GR3 at St.Athan (13jun00/27oct00), sid Shawbury since 26jun02 (ex 41sq/FT), put up for disposal (tender number 3144) in may05, bought by Everett Aero, Sproughton by aug05 and expected to move to there in the near future.
XZ362	GR1A	S129	AF	w/o 24jul96			f/f 19aug76, del 27sep76 as GR1, cvid to GR1A, w/o 24jul96 as 54sq/GC, crashed about 65 km North of Anchorage, Alaska, USA during exercise Cope Thunder. Controls jammed and hit trees during joint mission with USAF F-16s. Pilot ejected safely.
XZ363	GR3	S130	AF	w/o 25jul01			f/f 25aug76, del 14sep76 as GR1, cvid to GR1A, cvid to Jaguar 96 in '96, renamed GR3 in jun99, w/o 25jul01 as 41sq/FO, deployed to Alaska for exercise Cope Thunder and flew into a mountain, pilot (54sq) killed
XZ364	GR3A	S131	AF	41sq	FS	aug05	f/f 03sep76, del 27sep76 as GR1, cvid to GR1A, cvid to GR3A at St.Athan in '96, renamed GR3 in jun99, cvid to GR1A (15feb00/13jun00)
XZ365	GR1A	S132	AF	w/o 09jul85			f/f 19mar76, del 01oct76 as GR1, cvid to GR1A, w/o 09jul85, while operated by 2sq, crashed after hitting the ground near Mohne See, 8 km Southeast of Soest, West-Germany. Hit trees on higher ground while flying through clouds, pilot ejected safely.
XZ366	GR3A	S133	AF	41sq	FC	aug05	f/f 20sep76, del 06oct76 as GR1, cvid to GR1A, cvid to Jaguar 96 at St.Athan (nov98/feb99), renamed GR3 in jun99, cvid to GR3A at St.Athan (15mar00/11dec00)
XZ367	GR3	S134	AF	ia/Coltishall	GP	aug05	f/f 08oct76, del 01nov76 as GR1, cvid to GR1A, cvid to GR3 at St.Athan (sep99/15mar00), stressed during

Operation Warden deployment (ex 54sq/GP) and by road to Shawbury for storage (29sep00/02oct02), ia/Coltishall since 02oct02

f/f 01oct76, del 01nov76, to 8900M, ia/1SoTT at Cosford in 14sq mrks

f/f 11oct76, del 01nov76 as GR1, cvid to GR1A, cvid to Jaguar 96 at St.Athan (nov96/jul97), renamed GR3 in jun99, cvid to GR3A at St.Athan (04may00/07sep00)

f/f 20oct76, del 04nov76, to 9004M, ia/1SoTT at Cosford in 17sq mrks

f/f 03nov76, del 01dec76, to 8907M, ia/1SoTT at Cosford in 14sq mrks

f/f 10nov76, del 01dec76 as GR1, cvid to GR1A, sid St.Athan (apr97/07feb00), moved to Jaguar Maintenance hangar at St.Athan on 07feb00 for GR3 conversion, cvid to GR3 (07feb00/30nov00), cvid to GR3A at St.Athan (15aug02/27mar03), o/h at St.Athan since 05jul05 (ex 41sq/FV)

f/f 19nov76, del 01dec76 as GR1, cvid to GR1A, w/o 21jun95 as 54sq/GF, crashed into Adriatic Sea at about 32 km North of Bari, Italy after control was lost during air-to-air training. Pilot ejected.

f/f 09dec76, del 05jan77, to 9005M, ia/1SoTT at Cosford in 14sq mrks

f/f 13jan77, del 08mar77, w/o 07mar83, while operated by 17sq, pilot ejected when failed to recover from a loss-bombing run on the Iain range, Scotland during cloudy RAF Lossiemouth due to engine problems. Pilot ejected.

f/f 10mar77, del 06apr77, to 8908M, ia/Coltishall in 54sq mrks and coded FO (nov93/oct98), reported sold to USA in feb98 but cancelled and by road to Bruntingthorpe by jan00

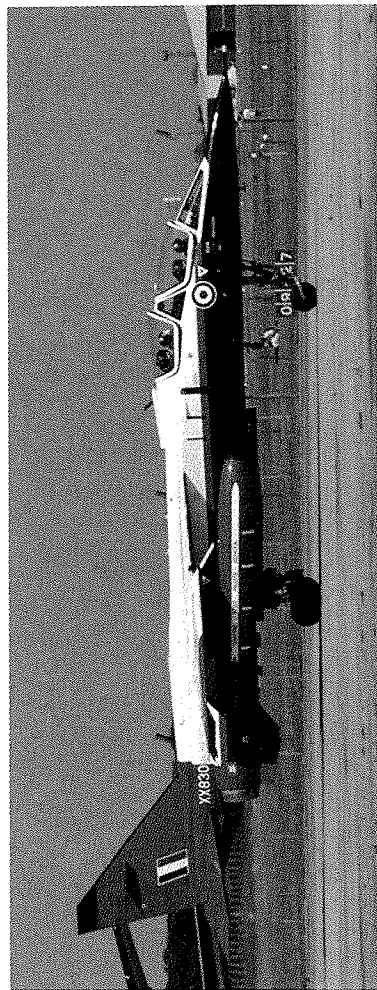
f/f 11mar77, del 19apr77, to 8901M, ia/1SoTT at Cosford in 14sq mrks

f/f 13mar77, del 06apr77, to 8954M, ia/1SoTT at Cosford in 17sq mrks

f/f 25mar77, del 21apr77 as GR1, cvid to GR1A, cvid to GR3 at St.Athan (03may00/25aug00), cvid to GR3A at St.Athan (31mar03/01dec03)

f/f 19apr77, del 16may77 as GR1, cvid to GR1A, w/o 24jun87, while operated by 226OCU, control-loss near Pantau Farm, Aberdew during practice attack on other Jaguars. Pilot attempted to eject but was killed.

f/f 06may77, del 26may77 as GR1, cvid to GR1A, w/o 12sep90, while operated by 54sq, crashed 8 km off Southerness Point into Solway Firth, Scotland during



Diverse Britse toestellen die door testenheden gebruikt worden zijn gespoten in rood-wit-blauwe kleuren. Dit kleurenschema staat bekend onder de naam Raspberry Ripple en de hierboven afgebeelde Jaguar T2A is daar een goed voorbeeld van. Dit toestel werd door zowel de ETPS als Bae Warton gebruikt. Op 6 juli 2000 werd deze XX380 over de weg vervoerd van Bae Warton naar RAF Coltishall. Daar werd het toestel gesloopt en alleen de cockpitsectie is vandaag de dag nog over.

(RAF Fairford, Patrick Roegies)