



De Havilland Sea Venom FAW Mk.22 -XG691

The Service History of De Havilland Sea Venom FAW Mk.22 XG691

Collated and transcribed by Mr B M Freeman from various official records in the Fleet Air Arm Museum, 2013

DATE	HOME BASE & CHARGE AUTHORITY	SERVICE No.	AIRFRAME HOURS:-
Chester built Build No.121110			
ECU Ghost Mk 105 No. 18009/656352 installed on build			
Test flights at Broughton			
22.01.57	RDU/AHU, RNAS Stretton		
22.01.57	Took on Naval Charge		
22.02.57	894 Sqn RNAS Merryfield	493/J	
06.06.57	RNAS Sydenham, Belfast for modification	907 and return 01.04.57	25hrs
26.06.57	894 Sqn RNAS Merryfield	493/J	
28.06.57	ECU Ghost Mk 105 No.18009/656352 removed, 18014/656357 installed	01.07.57	103hrs
70.02.58	To Capt Air Med AEA, 894 Sqn HMS Eagle	01.10.57	166hrs
26.03.58	To UK AEA, 894 Sqn HMS Eagle.	01.01.58	76hrs
29.03.58	Disembarked, 894 Sqn RNAS Yeovilton	01.04.58	221hrs
20.05.58	Embarked, 894 Sqn HMS Eagle	493/E	
28.05.58	To Capt Air Med AEA, 894 Sqn HMS Eagle	01.07.58	285hrs
22.07.58	On this day HMS Eagle was about 50 miles off the Israel coastline and XG691 was doing "Deck Landing Practice", on one pass the aircraft banked to port and the tip tank hit the mirror landing system, on the next approach the pilot managed to land on the carrier with a large piece of metal lodged in the tank.		
26.08.58	XG691 was lightered ashore to Kalafrana North slip, then put into "Long Term Storage"		
28.08.58	To UK AEA		
12.09.58	Lightered to and taken aboard HMS Albion, to be ferried to the UK		
02.10.58	Transferred by road to RNAS Fleetlands awaiting further disposal		
15.10.58	Transferred by land and sea to RNAS Belfast for CAT 4 repair to the fuselage		
20.10.58	ECU Ghost Mk.105 No.18014/656357 was removed		
17.06.59	ECU Ghost Mk.105 No.18044/656387 was installed		
20.07.59	Flown to RDU/AHU, RNAS Abbotsinch, and put through the receipt and despatch procedure		
05.08.59	Flown to RNAS Lee on Solent for RNAS Fleetlands, there it was put into preservation and crated, for shipment to RNAHU Seletar		
20.08.59	Transferred by road to Southampton and shipped to Singapore		
28.08.59	To FES AEA. (Far East Station, Air Equipment Authority)		
28.10.59	RNAHU Seletar, Singapore		
21.11.59	891 Sqn HMS Centaur 436/C		
18.04.60	To Capt Air Med AEA 891 Sqn HMS Centaur		
24.04.60	To UK AEA 891 Sqn HMS Centaur		
15.04.60	Disembarked, 891 Sqn RNAS Yeovilton		
24.05.60	ECU Ghost Mk.105 No.18044/656387 was removed, 7521/656292 was installed		
14.06.60	Embarked, 891 Sqn HMS Centaur 436/C		
08.07.60	HMS Centaur, Retained for Portsmouth "Navy Days"		
04.08.60	To RNAS Fleetlands for transit only (Now 891 Sqn were changing all their old aircraft for "UHF" modified ones)		
19.09.60	Transferred to RDU/AHU RNAS Abbotsinch, by road - put into LTS2 U ("Long Term Storage 2 Unworked")		
14.03.61	ECU Ghost Mk.105 No.7521/656292 was removed		
13.09.62	Transferred by road and sea to RNAS Belfast, for "Modernization 2, UHF conversion, and modification 765		
08.06.64	ECU Ghost Mk.105 No.18029/656372 was installed		
09.07.64	Airwork RNAS Yeovilton, (To replace XG687) 018/VL 01.10.64		
24.04.65	ECO Ghost Mk.105 No.18049/656392 was installed 01.04.65		



De Havilland Sea Venom FAW Mk.22 -XG691

04.08.65	ECU Ghost Mk.105 No.18049/656392 was removed 01.07.65	801hrs
01.10.65	ECU Ghost Mk.105 No 7469/649526 was installed 01.10.65	842hrs
01.01.66		929hrs
09.03.66	Flown to Shorts Belfast, Namm 0351 Stage 2 carried out. (This was an AHU receipt and despatch procedure checking that the aircraft and all its equipment were received) It was then put into LTS 3 (U) - It was embalmed in deep storage, and unworked 01.04.66	1018hrs
28.04.66	ECU Ghost Mk.105 No.7469/649526 was removed	
1968	Taken out of storage by Shorts	
07.01.69	ECU Ghost Mk.105 No.18019/656362 was installed	
05.02.69	Flown to Airwork, RNAS Yeovilton, Fradu (Air Directors Training School) 737/VL	
30.06.69	ECU Ghost Mk.105 No.18019/656362 was removed	
30.06.69	ECU Ghost Mk.105 No.7397/649473 was installed	
Date Not Known	ECU Ghost Mk. 105 No.7397/649473 was removed 01.01.70	1318hrs
Date Not Known	ECU Ghost Mk. 105 No.18006/656349 was installed	
18.02.70	While coming into land the aircraft suffered a hydraulic failure when trying to lower the undercarriage - it landed safely with the use of the (PUAG) Airfield Arrestor Gear	
20.02.70	A hydraulic failure occurred again when landing, again safely arrested with the PUAG	
10.03.70	An identical repeat of above, safely arrested with the PUAG	
11.06.70	Once more another hydraulic failure, safely arrested with the PUAG	
15.06.70	While in flight the pilot experienced a rudder control problem	
10.07.70	When descending in flight the Starboard Dive Brake failed July 1970	1440hrs

It was then going to be reduced to "Scrap and Produce/Components" on site, but was retained by the station. Then it was eventually sold to a Sea Cadet Unit at Chilton Cantello School, and finally struck off naval records.

26.11.70 WOC (Wrote off Charge) A9 No.139/70. Total Flying Hours 1440.00

It then went to Helston Aero Park, near RNAS Culdrose and exhibited as 493/J 894 Squadron for about 5 years. The Sea Cadet Unit at Chilton Cantello School received a Sea Hawk aircraft in exchange (see *Windsock* Issue 58). Acquired by the Jet Age Museum, Gloucestershire
19.09.2005 Malta Air Museum, Ta'Qali.

Abbreviations Used

ADTS - Air Direction Training School
AEA - Aircraft Equipment Authority
AHU - Aircraft Holding Unit
Cap Air Med AEA—Captain Air Mediterranean Aircraft Equipment Authority
Gat 4 - Category 4 Repair
ECU - Engine Change Unit
FES AEA - Far East Station Aircraft Equipment Authority
FRADU - Fleet Requirements & Air Direction Unit.
LTS 1 - Long Term Storage (Six Monthly Cycle)
LTS 2 - Long Term Storage (Twelve Monthly Cycle)
LTS 3 U - Long Term Storage. Un-worked, (Embalmed)
NAMM - Naval Aircraft Maintenance Manual
PUAG - Purpose Use Arrestor Gear.
RDU - Receipt and Despatch Unit
RNAHU - Royal Naval Aircraft Holding Unit
RNAS - Royal Naval Aircraft Squadron
RNAY - Royal Naval Aircraft Yard
UHF - Ultra High Frequency.
UK AEA - United Kingdom Aircraft Equipment Authority.

Note: The author worked in the Fleet Air Arm Museum for over 20 years, and was responsible for extracting information from the aircraft servicing forms "The A700's", before they were all destroyed. His speciality was the Sea Venom.