



**Scottish Aviation Limited
80th Anniversary Special Edition**



In 1935, two officers from 602 (Glasgow) Squadron of the Royal Auxiliary Air Force, fresh from their remarkable overflight of Mount Everest, decided to establish a company 'for the specific purpose of introducing the aviation industry in its various forms to Scotland'. The company, established by the Marquis of Douglas and Clydesdale and David Fowler McIntyre, traded as Scottish Aviation Limited from 17th February 1936.

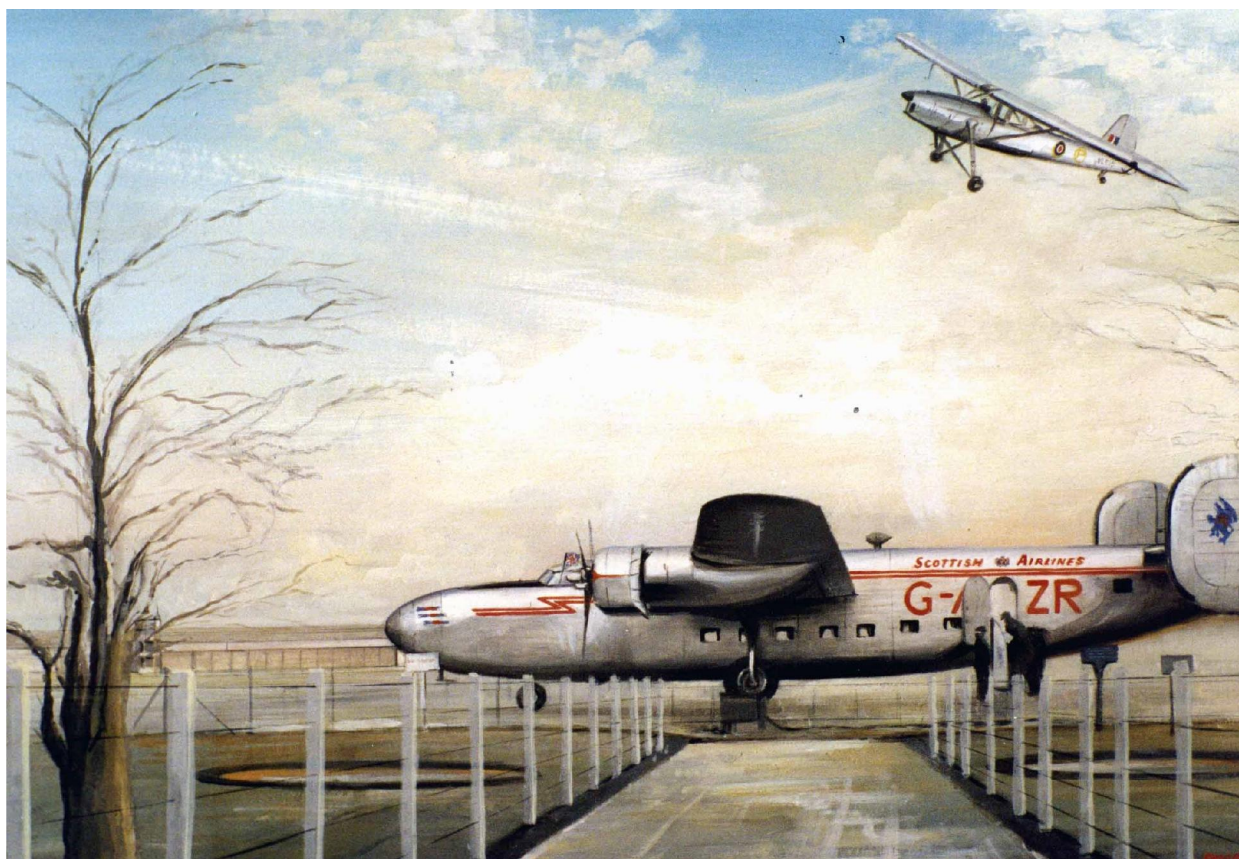
Government recognition of the likelihood of another major European war provided an opportunity to locate a flying training operation at Prestwick, and the prosecution of war, when it came, provided further opportunities for the company to expand its portfolio, particularly in terms of aircraft maintenance and engineering.

The end of the second world war provided both uncertainty and opportunity, and David Fowler McIntyre's vision allowed for the company to broaden its outlook further, moving into aircraft design and manufacture, engine overhaul and airline operation. Many of the aeronautical companies located at Prestwick today owe their existence, either directly or indirectly to Scottish Aviation Limited.

Throughout its existence Scottish Aviation Limited and its successor companies have provided employment and opportunity to the local economy, through good times and less good times.

This publication provides a quick, pictorial dash through SAL's remarkable history. We hope you enjoy it.

CONGRATULATIONS, SAL – LOOKING FORWARD TO THE NEXT 80!



Dugald Cameron's artwork provides a succinct summary of Scottish Aviation Limited's activities in the late 1940s. Converted B-24 Liberator, G-AHZR of Scottish Airlines awaits its passengers outside Prestwick's Orangefield terminal while Prestwick Pioneer prototype, VL515 is airborne on a test flight.



c.1937 - SAL was originally established as a flying training organisation, taking advantage of the re-armament programme prior to the start of the second world war. This view shows the uniformed Royal Air Force instructors from the based 12 Elementary and Refresher Flying Training School in front of eight Hawker Hart/Audax, with SAL's fleet of orange fuselaged Tiger Moths beyond. The company's original watch office and hangars can be seen in the background.
(via Hugh Lapham)



c.1944 - The second world war brought remarkable change and challenge to SAL. The Palace of Engineering was hastily relocated to its present location from Bellahouston Park in Glasgow, tarmac runways were laid and SAL became the reception organisation for hundreds of aircraft built in the USA and Canada. This remarkable view shows B-24s, B-25s, B-17s, C-47s, a solitary C-54 along with many Canadian manufactured Avro Lancasters and probably others. Trans-Atlantic movements on this scale demanded the provision of an air traffic control service, and this remains at Prestwick to this day.
(via Dugald Cameron)



1955 - The upper of these two remarkable pictures shows the roll out of the SAL Twin Pioneer prototype, G-ANTP on 22/06/1955. The lower shows the RAeS Prestwick Branch's recreation of this event, 50 years later on 25/06/2005 using Air Atlantique's G-APRS as a stand in for the prototype. Note the change in strut configuration. (Upper BAE Systems, lower RAeS Prestwick Branch)



c.1963 – SAL provided maintenance services to the Canadian military aircraft based in Germany from 1953 until 1978. The types supported included the CF-86 Sabre, the CF-100 Canuck and the CF-104 Starfighter – including 12756 seen here getting airborne from Prestwick in spectacular fashion. The Canadian contract came to an end with the replacement of the CF-104 by the CF-18 Hornet. Note the watch office in the background which is also seen in the 'c.1937' picture. It would be removed as part of the development of the airport soon after this picture was taken. (www.dhc-2.com)



c.1974 – The prototype Beagle Bulldog first took to the air in 1969, just before the failure of the parent company. SAL inherited the design and the initial order from the Swedish Air Force for 58 examples. Between 1971 and production ending in 1976, 324 of the type were built at Prestwick, the largest order being from the Royal Air Force. This picture shows two Army examples from the follow on Swedish order for another 20. The former SAL demonstrator, G-ASAL is still regularly seen in the skies over Prestwick. (Wikipedia)



1980 – SAL was a sub-contractor and creditor of Handley-Page Limited, and when that company failed in 1970 the opportunity to obtain their Jetstream design was taken. Early production examples made use of the unfinished examples from the Handley-Page production line, but it was clear further development was needed to make the aircraft a world beater. By the time the first much improved Jetstream 31 variant with Garrett engines, G-JSSD first flew on 28th March 1980 (with former Prestwick Branch Chairman Len Houston at the helm), SAL had become part of British Aerospace. Production of the J31/32 series ended with the impressive total of 386. G-JSSD can be seen in the museum at East Fortune. (BAE Systems)



c.1993 – Given the success of the J31/32, British Aerospace decided to proceed with a larger, but quite different derivative and the Jetstream 41 was born. Rolled out on 27th March, 1991, the type didn't quite match the success of its older, smaller sibling and by the time production ended in 1997, 104 had been built. One of the J41 demonstrators, G-JMAC is seen in company with an example of the previous Prestwick home-grown product, Australian Twin Pioneer, VH-AIS. G-JMAC can still be seen, preserved behind the old terminal at Liverpool Airport.
(BAE Systems)



2002 – With the production of complete aircraft ending at Prestwick in 1997, what had been British Aerospace, Prestwick split into business units. Design and support of the legacy British Aerospace airliners passed to BAE Systems Regional Aircraft, who inherited an impressive portfolio of work. Amongst the types supported was Woodford's Advanced Turbo-Prop (ATP), and this picture shows the first example fitted with a Prestwick designed freight door, together with the team that conceived it. Modified in this way, the ATP received a new lease of life and continues in service as this is written.
(BAE Systems)



2014 – The production side of British Aerospace, Prestwick was sold to USA-based Spirit Aerosystems and moved from building complete aircraft, to building quite significant sub-assemblies for much larger ones. Products built at Prestwick find their way into many Boeing and Airbus aircraft, including the biggest, the Airbus A380. The first example to visit Scotland, Emirates A6-EET, is seen on short final to Glasgow Airport on 10/04/2014, bringing chaos to the roads around Paisley.
(David Lacey)