



The Boss's aircraft, NF.14 WS800/A of 60 Sqn with striped fin, badge, and Sqn Ldr's pennant on the nose, and also the DME aerials above the outer wings. (D.W. 'Jok' Warne)

## Markings

72 Squadron fuselage markings either side of the roundel were over-painted as black rectangles containing a white lightning flash, with the whole rectangle outlined in a lighter shade, reported as green. The aircraft letter was retained from 72 Squadron and was in black on the lower fin, and repeated on the nose wheel door. A small markhor's head marking in black and white was applied on the forward port side of the nose, eg NF.12s: WS609/B, 628/D, NF.14s: WS724/P, 728/N, 802/E.

## Aircraft

### Meteor NF.12s

Serial	Codes	Arr	Dep	To
WS607	A	12/06/59	25/08/59	49 MU
WS609	B	15/06/59	25/08/59	49 MU
WS624	O	19/06/59	21/08/59	49 MU
WS628	D	12/06/59	25/08/59	49 MU
WS697	T	11/06/59	21/08/59	49 MU

### Meteor NF.14s

Serial	Codes	Arr	Dep	To
WS724	P	12/06/59	24/08/59	5 MU
WS728	N	11/06/59	24/08/59	5 MU
WS775	C	11/06/59	24/08/59	5 MU
WS776	S	15/06/59	25/08/59	5 MU
WS780	G	11/06/59	25/08/59	5 MU
WS802	E	11/06/59	25/08/59	5 MU
WS808	U	11/06/59	24/08/59	5 MU

## 60 Squadron (Far East) Tengah, Singapore

As already mentioned, 60 Squadron's history for much of its existence was synonymous with service in the Far East, and in the postwar period mostly concerned with fighter bomber operations against the Communist Terrorists in Malaya, for which it had been successively equipped with Spitfires, Vampires and Venoms. This was about to change with its new rôle of night / all-weather defence and its re-equipment with refurbished Meteor NF.14s. Accordingly in the spring and summer of 1959 sixteen aircraft were overhauled at various MUs, mainly Nos. 12, 33, and 49, respectively located at Kirkbride, Lyneham, and Colerne (Special Installation Flight). To better suit their operation in the Far East these NF.14s were modified by the removal of the Gee 3 navigation radar and its replacement with Rebecca 8 and a Radio Compass, together with revised radio equipment and DME, resulting in additional aerials on the outer wings (DME) and beneath the forward fuselage (HF radio). The aircraft were also fitted with a cold air unit.

Soon after the interim 60 Squadron at Leeming had completed its training programme with 'cast-off' NF.12s and 14s in late August 1959 the first officers embarked in troopships bound for Singapore while others and ground crew followed by air, with the earliest personnel arriving at Tengah during the first week in November. Here they found four of the Squadron's 'new' NF.14s already waiting for them, having been flown out by Ferry Squadron crews from Benson. WS754 and 800 were the first to arrive in Singapore, on 10 October, although not officially transferred to 60 Squadron until the 12th followed by WS755 and 759 on 5 November. Further deliveries trickled in to Tengah in succeeding weeks and it was not until 22 February 1960 that the 14th and final NF.14 was delivered, the same day that



60 Sqn CO's aircraft WS800 which had the aircraft letter 'A' on the nose door.



WS794/K of 60 Sqn at Tengah in 1960