

**A/C SERIAL NO. XS925  
SECTION 2B**

**BAC LIGHTNING F.6 XS925/8961M**  
**MUSEUM ACCESSION NUMBER 1990/0690/A**

One of 33 Lightning F.6 aircraft, serials XS893 - XS903 and XS918-938 ordered to Contract KD/2T/0139/CB7a and built by British Aircraft Corporation at Preston. Constructors Number 95258.

- 26 Jan 67 First flight - pilot R.P.Beaumont from Salmesbury to Warton; first of six flights prior to delivery.
- 28 Feb 67 Awaiting collection.
- 02 Mar 67 To No 5 Squadron, RAF Binbrook, Lincs coded 'L' in natural metal finish, red nose band. Refuelling boom and cockpit area in black. Tasked with policing UK Air Space. Flying hours to date; 03.23.

Following logbook extracts courtesy of Wing Commander John Walmsley RAF Retd, 2014

<b>1967</b>		Day	Night	Total	IF	IF Approaches	
Mar-07	Radex 4 Supersonics	1.05		1.05	0.10	GCA 2	
Apr-26	Radex 11 90s - 180s	1.05		1.05		GCA 1	
May-08	Radex 10 Tacex 3 1v1	0.50		0.50			
Jun-21	QRA practice scramble		0.40	0.40		ILS 1	
Sep-13	Radex 8 High Flyer	0.55		0.55	0.05	GCA 1	
Oct-30	Full airstest	0.20	0.30	0.50	0.05	GCA 1	
Nov-01	Radex 11 90s - 180s visidents	1.05		1.05	0.10	GCA 1	
Nov-01	525 slow	0.50		0.50	0.10		
Nov-15	Radex 1A M1.4 tgt	0.45		0.45	0.05	ILS 1	
<b>1968</b>							
Jan-04	Engine airstest	0.50		0.50			
Jan-08	Neatishead trial - visidents	1.20		1.20			
Jan-24	Tanking - 525 trial - LL visual	2.35		2.35	0.20		
Jan-30	Profit DNCO no target		1.25	1.25	0.10	GCA 1 ILS 2	
Feb-26	Radex 1A M1.4 tgt		1.00	1.00		GCA 1	
Feb-26	P Div Scampton		1.00	1.00	0.05	GCA 4	
Mar-11	Radex 11 90s - 180s	1.00		1.00	0.10	GCA 2	On detachment to BAF Beauvechain
Mar-12	Radex 11 90s - 180s	1.05		1.05			On detachment to BAF Beauvechain
Mar-12	Radex 11 90s - 180s	1.05		1.05			On detachment to BAF

							Beauvechain
Mar-19	Convex 7D + visidents		1.15	1.05	0.10	ILS 1	
May-03	Return to Binbrook from Valley	0.30		0.30			After Red Top firing in XS 903 - A
Aug-03	P Div Sigonella	1.00		1.00		GCA 1	On detachment to RAF Luqa, Malta
Aug-07	Fighter v fighter	0.50		0.50	0.10	GCA 2	On detachment to RAF Luqa, Malta
Aug-09	Malta to Binbrook	3.15		3.15			On detachment to RAF Luqa, Malta
Aug-12	Dacre fourship practice	0.55		0.55			
Aug-15	Formation practice	0.45		0.45			
Aug-15	Dacre fourship practice	0.55		0.55			
Sep-04	Five's Five practice	0.40		0.40			
Sep-10	Fourship display Staff College	0.30		0.30			

- 14 Sep 68 Cat 4R flying accident - engaged hydraulic arrester barrier on landing at RAF Binbrook during a Battle of Britain display having touched down in undershoot area, bounced twice and collapsed the nosewheel oleo and strut. Photo of damaged nosewheel – Lightning (Scott) Volume 2 p.426.
- 15 Oct 68 Returned to Warton for repair by BAC.
- 12 Nov 68 To BAC Samlesbury with 465.48 flying hours.
- 24 Feb 70 First flight following repair; returned to RAF Binbrook.; flying hours 469.03.
- 25 Feb 70 Back on strength of No 5 at Binbrook Squadron still coded ‘L’.
- Sep 70 To Fast Run fire integrity programme; following modification, returned to unit October 1970.
- 11 Dec 70 Suffered bird strike-severe damage to No.1 engine.
- 28 Jun 72 To No 60 Maintenance Unit RAF Leconfield, for major servicing with 1386.15 flying hours.
- 24 Oct 72 Returned to No 5 Squadron at Binbrook as ‘L’ following overhaul. Fly in overall silver with ‘5’ badge and Code L on fin and red bar either side of nose roundel. Photo – Military Aircraft of the 1970s p.4.
- 14 Aug 74 To No 60 MU for overhaul (fire integrity modifications).

17 Oct 74 Returned to No 5 Squadron still as 'L'.

16 Apr 75 To No 60 MU for overhaul (major servicing) with 2103.45 flying hours.

15 Aug 75 To No 11 Squadron, also at RAF Binbrook, coded 'H' - recoded 'J' 18 Sep 75.

15 Oct 75 Returned to No 5 Squadron at Binbrook coded 'L'

24 Apr 76 To RAF Leconfield. No. 11 was detached there until August 1976 whilst Binbrook's runway was resurfaced.

21 Dec 76 Given grey/green camouflage scheme.

24 Mar 77 To ASSF RAF Binbrook for storage- most of Leconfield was transferred to the army at this time necessitating a move and XS925 seems to have remained there after the previous years' detachment ended, possibly in store.

27 Mar 79 To Aircraft Storage and Servicing Flight (ASF), RAF Binbrook.

19 Jul 79 Returned to No 5 Squadron coded 'D', replacing fellow Lightning XP702.

11 Feb 80 To Aircraft Servicing and Storage Flight (ASSF) RAF Binbrook.

26 Oct 82 Loaned to No 11 Squadron, RAF Binbrook coded 'AD'

03 Nov 82 Returned to No. 5 Squadron, replacing XS919. Photo at this time - Air Pictorial Feb 89 p.56.

17 Jul 84 To RAF St Athan for respray into dark grey colour scheme.

06 Aug 84 Returned to RAF Binbrook for storage.

11 Aug 84 Marked and coded 11 Squadron 'BA' on port side only for static display at 30<sup>th</sup> Anniversary celebrations at RAF Binbrook.

15 Nov 84 To wing modification programme.

Feb 85 One of 35 F.6 aircraft upgraded by British Aerospace to extend airframe flying hours by 400 hours.

14 Jun 85 To No 11 Binbrook Squadron coded 'BD'

Sep 85 Photographed at Cranfield. 'Lightning Squadrons of The Royal Air Force' (Ward) p.24.

- 24 Feb 86 To No 5 Squadron, Binbrook coded 'AP'.
- 07 Apr 86 To No 11 Squadron, Binbrook as 'BD'.
- 21 Jul 87 Last flight.
- 24 Jul 87 Withdrawn from use as 'out of hours' - total of 4,015.30 flying hours.
- 29 Jul 87 Into storage at Binbrook. Stripped for spares.
- 22 Aug 87 Displayed statically at Binbrook open day.  
Allotted maintenance serial 8961M.
- 26 Apr 88 To RAFM Hendon by road. Painted as 'BA' of No 11 Squadron - although it actually flew as 'BD' Reassembled by 8 technicians from Binbrook-photo Aeroplane Monthly Aug 88 p.452.
- 30 April 88 Last two Lightnings left Binbrook; No 11 Squadron as the last RAF Lightning Squadron became non-operational on the type the previous day. The Squadrons' disbandment on 30 April ended the front line service of the Lightning after 28 years.
- 07 Jun 88 Formally handed over to Museum Director Michael Fopp by Binbrook CO Gp Capt J.H.Spencer Photos - Lightning Review July 88 p.18 -19. Photos on display - Flypast Aug 88 p.6; Aircraft Illustrated Jan 89 p.49.

**TEXT: ANDREW SIMPSON**

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