

INDIVIDUAL HISTORY

AVRO VULCAN B MK.2 XL318/8733M
MUSEUM ACCESSION NUMBER 82/A/393

- 23 Feb 56 Ordered to contract 6/Acft/13145/CB/6(a) as part of the third production order, for 24 Vulcan B2 aircraft, serials between XL317 and XL446. Built by A V Roe and Co Ltd at Woodford, Cheshire as one of a total of 89 Vulcan B Mk.2s constructed.
- 12 Aug 61 First flight of XL318 at Woodford. This 1.40-hour flight was followed by further test flights on 14 and 17 August.
- 30 Aug 61 Awaiting collection.
- 01 Sep 61 Collected from Woodford by Wg Cdr L G A Bastard, becoming the first B Mk.2 with No.617 Squadron, then based at Scampton, Lincs. Delivered in then standard overall white nuclear blast reflective finish.

(The aircraft movement card records XL318 as being on strength of No. 617 Sqn from 4 September 1961).

From this point a detailed service history of XL318 is given in the Form 700 for the aircraft held by the RAFM Library, Ref: B1805.

- 18 Sep 61 Acceptance checks completed with an air test by Flt Lt Les Lunn; Flight Lieutenant Tony McCausland recalls 'Most of the squadron aircrew were watching... and were suitably impressed when he ended his display over the airfield with a very impressive barrel roll'
- 23 Nov 61 Nav/Radar Flight Lieutenant Tony McCausland (see E-Mail on file) was one of the crew for a 3hr 40 minute operational flight, Captain Squadron Leader Lockyer.
- 4 Jan 62 GPI VI trials with F/Lt Peter Thompson. Diverted St Eval 4 hr 25 min.
- 5 Jan 62 GPI VI trials with F/Lt Peter Thompson. 4 hr 15 mins.
- 9 Jan 62 Training flight with S/Ldr Michael Beavis. 6 hrs 55 min.
- 12 Jan 62 Training flight plus overshoots and roller landings with F/Lt P. Thompson. 3 hr 10 min.
- 15 Jan 62 Grouplex with F/Lt R.L. Trigg. 5 hr 05 min.

- 16 Jan 62 Training flight including fighter affiliation with S/Ldr Beavis. 5 hr 10 min.
- 16 Jan 62 Night training flight with F/Lt P. Thompson. 5 hrs 20 min.
- 19 Jan 62 Night GPI VI trials with S/Ldr M. Beavis. 4 hrs 15 min.
- 22 Jan 62 Groupex with F/Lt R. Trigg. 4 hrs 55 mins.

XL318 does not appear in the 617 Sqn Form 541 again until:

- 25 Apr 62 Air Test with S/Ldr M. Beavis. 2 hrs 35 min.
- 30 Apr 62 Navigational flight with F/Lt Trevor Hurrell. 5 hrs 20 mins.
- 2 May 62 RBS calibration and nav training flight (F/Lt A. Tate). 4 hrs 40 mins.
One auto mach trim actuator ran away during climb through FL200.
- 07 Jun 62 No.617 Squadron at full complement of 8 aircraft.
- 25 June 62 RBS and fighter affiliation flight (F/Lt P. Thompson). 4 hrs 00 min.
- 27 June 62 Delivery Flight to Boscombe Down (F/Lt T. Hurrell). 1 hr 45 min.
After starting engines alternators would not synchronise.

No. 617 Sqn Form 540 summary for June 1962 records: "XL318 went to Boscombe Down...
...for Electro Magnetic Compatibility Trials."

- 11 July 62 Boscombe Down – Scampton and continuation training (F/Lt L.B. Leeder). 1 hr. 00 min.

No. 617 Sqn Form 540 summary for July 1962 records: "XL318 returned from Boscombe Down and is undergoing change of role from conventional to Blue Steel."

- 10 Aug 62 Possible flight with F/Lt T. Hurrell Blue Steel training and continuation training. Main rudder powered flying control failure). 5 hrs 00 min. (No. 617 Sqn Form 541 states XL319, but No 1 Group Flight Safety Register states XL318)
- 27 Aug 62 Navigation, RBS and continuation training. (F/Lt T. Hurrell). 4 hrs 50 min)
- 29 Aug 62 RCM, Fighter Affiliation, continuation training. (F/LT Hurrell). (3 hrs 55 min).
- 12 Sept 62 Blue Steel training profile. (S/Ldr M. Beavis). 2 hrs 10 min.
- 12 Sept 62 Blue Steel Training, RBS and continuation training. (F/Lt P. Thompson). 4 hrs 40 min).
- 14 Sept 62 Flight with Blue Steel Training Round, as briefed. Continuation training.

- (F/Lt A Tate). 4 hrs 50 mins.
- 18 Sept 62 Flight with Blue Steel Training Round, as briefed. Continuation training. (F/Lt L. Leeder). 3 hrs 20 min).
- 25 Sept 62 Sqn Cdr's check flight (W/Cdr L.G.A. Bastard and S/Ldr D.R. Carr). 2 hrs 50 min. (S/Ldr Carr and crew had only just joined the Squadron). Whilst cruising at FL 430 No. 4 alternator came off line. (No. 1 Group Flight Safety Register).
- 29 Sept 62 Exercise Matador 2, (Fighter Command's annual air exercise) as briefed. (S/Ldr M. Beavis). 4 hrs 30 mins.
- 4 Oct 62 Astro Navigation, RBS. (S/Ldr Beavis). 2 hrs 35 min. No. 4 alternator failed 3 hrs 30 min after take off (No. 1 Group Flight Safety Register).
- 8 Oct 62 Exercise Groupex. (F/Lt L. Lunn). 5 hrs 40 min.
- 15 Oct 62 Flight with Blue Steel Training Round 10, as briefed. (F/Lt A. Tate). 4 hrs 15 min.
- 16 Oct 62 Flight with Blue Steel Training Round 10, as briefed. RBS. (F/Lt A. Tate). 4 hrs 45 min.
- 17 Oct 62 Flight with Blue Steel Training Round. RBS. Continuation training. (S/Ldr M. Beavis). 3 hrs 35 min.
- 18 Oct 62 Flight with Blue Steel Training Round 10, as briefed. RBS, continuation training. Detail not carried out, engine fire warning came light on 10 minutes after take off. (G/C H. Burton and W/Cdr George Bastard). 35 min.
- 25 Oct 62 RBS, continuation training. (F/Lt L. Lunn). 3 hrs 35 min.
- 26 Oct 62 Flight to calibrate RBS. Detail not carried out, radar unserviceable. (F/Lt T. Hurrell). 1 hr 45 min.
- 5 Nov 62 Blue Steel Training and continuation training. (S/Ldr M. Beavis). 4 hrs 15 min.
- 6 Nov 62 Blue Steel Training Round 1, continuation training. (F/Lt A. Tate). 4 hrs 50 min
- 7 Nov 62 Blue Steel training sortie, continuation training. (S/Ldr M. Beavis). 4 hrs 35 min.
- 8 Nov 62 Flight with Blue Steel Training Round 1, continuation training. (S/Ldr D.R. Carr). 3 hrs 00 min.

- 19 Nov 62 Flight with Blue Steel Training Round 10. Detail partly carried out. (W/Cdr H.G. Currell). 3 hrs 10 min.
- 7 Dec 62 Lone Ranger flight to RAF Wildenrath, Germany; nav/radar Tony McCausland, Captain Squadron Leader Mike Beavis. Lone Ranger 4248. 2 hrs 25 min.
- 10 Dec 62 Lone Ranger 4248 return to Scampton. (F/O J.S. Connelly). 4hrs 40 min.
- 17 Dec 62 Blue Steel Training Round 10. (F/Lt R.E. Turner). 4 hrs 30 min.
- 18 Dec 62 Blue Steel Training Round 10. (F/Lt T. Hurrell). 5 hrs 45 min.
- 19 Dec 62 Blue Steel Training Round 4. (W/Cdr H. Currell). 4 hrs 50 min.
- 20 Dec 62 Blue Steel Training Round 4. (W/Cdr H. Currell). 4 hrs 05 min.
- 7 Jan 63 TPF (Training Profile), Window dropping, RBS. (F/Lt P. Thompson). 4 hrs 35 min.
No. 3 alternator failed whilst at FL420. Aircraft landed within 1 hour of failure. (No. 1 Group Flight Safety Register).
- 9 Jan 63 H2S Calculation (calibration?) and continuation training. (F/Lt L. Lunn).
4 hrs 00 min.
- 11 Jan 63 TPF. (F/Lt L. Lunn). 3 hrs 40 min.
- 14 Jan 63 Exercise "Fairway" as briefed. (F/Lt L. Lunn). 5 hrs 35 min.
- 22 Jan 63 TPF and fighter affiliation. (F/Lt A. Tate). 4 hrs 35 min.
- 23 Jan 63 RBS, Nav Stage, continuation training. (S/Ldr D.J. Spottiswood).
3 hrs 55 min.
- 1 Feb 63 TFP, Nav Stage and RBS. (S/Ldr Spottiswood). 3 hrs 20 min.
- 13 Feb 63 Exercise "Fairway". (F/Lt P. Thompson). 5 hrs 05 min.
- 18 Feb 63 Exercise "Fairway". (F/Lt T. Hurrell). 4 hrs 40 min.
- 20 Feb 63 Exercise "Fairway". (F/Lt T. Hurrell). Diverted to Prestwick.
4 hrs 55 min. Prestwick to Scampton, 40 mins.
- 26 Feb 63 Continuation training. (F/Lt A Tate). 3 hrs 30 min.
- 28 Feb 63 ECM profile. (F/Lt L. Leeder). 5 hrs 10 min.
- Feb 63 No.617 Squadron became the first fully operational Blue Steel equipped squadron. Photo of XL318 being loaded with Blue Steel missile - Air

Pictorial Jun 74 p.212.

- 4 Mar 63 Exercise "Fairway" as briefed. (F/Lt A. Tate). 5 hrs 20 min.
- 5 Mar 63 Lossiemouth to Scampton. (F/Lt A. Tate). 1 hr 05 min.
Oxygen hose failure. (No. 1 Group Flight Safety Register).
- 6 Mar 63 Exercise "Fairway" as briefed. (F/Lt A. Tate). 5 hrs 25 min.
- 18 Mar 63 Exercise "Fairway" as briefed. (S/Ldr D.J. Spottiswood). 5 hrs 05 min.
- 20 Mar 63 Exercise "Fairway" as briefed. (F/Lt A. Tate). 5 hrs 05 min.
- (No. 617 Sqn Form 541 also states that XL 318 was engaged on a 2 hr Instrument Rating Test with F/Lt L. Lunn as examiner and F/Lt J. Vernon as pilot at the same time as the above flight. One is presumably in error).
- 21 Mar 63 TPF. Returned to base early with pressurisation trouble. (S/Ldr D.J. Spottiswood). 2 hrs 30 min.
Cold air unit overspeed and could not be controlled since temp. control valve failed in "cold" position. (No. 1 Group Flight Safety Register).
- 25 Mar 63 Blue Steel Training Round as briefed. (S/Ldr D.J. Spottiswood).
5 hrs 00 min.
- 28 Mar 63 Blue Steel Training Round 1, as briefed. (F/Lt P. Thompson). 5 hrs 20 min.
- 8 Apr 63 TPF. (S/Ldr D.J. Spottiswood). 5 hrs 00 min.
- 17 Apr 63 TPF and Window drop. (S/Ldr D. Carr). 4 hrs 05 min.
- 18 Apr 63 NBS calibration. (F/Lt L. Lunn). 3 hrs 50 min.
No 4 engine vibrated in flight at 42,000' and was shut down. (No. 1 Group Flight Safety Register).
- 21 Apr 63 Bomber Command Bombing Competition as briefed. (F/Lt T. Hurrell).
5 hrs 20 min.
- 22 Apr 63 Bomber Command Bombing Competition as briefed. (F/Lt P. Thompson)
5 hrs 15 min.
- 29 Apr 63 TPF. (G/C K.G. Hubbard [Stn Commnder RAF Scampton] and W/Cdr R.J. Davenport). 2 hrs 50 min.
- 1 May 63 Detail not carried out. (F/Lt Hurrell). Elevator artificial feel unit warning illuminated during taxiing out. (No. 1 Group Flight Safety Register).
- 6 May 63 Exercise Mayflight. Burtonwood and return. (S/Ldr D.J. Spottiswood.
1 hr 15 min).

- 7 May 63 Fighter affiliation, RBS, continuation training. (F/Lt A. Tate). 4 hrs 30 min.
- 8 May 63 TPF. (F/Lt T. Hurrell). 5 hrs 20 min.
- 16 May 63 BSAR. (Blue Steel Acceptance Round) As briefed. (F/Lt T. Hurrell). 4 hrs 30 min.
- 16 June 63 Signal received instructing that all Vulcan B.2 aircraft should be inspected for cracking of the centre wall between engine pairs. Examination showed that 7 of No. 617 Sqn's aircraft were affected. Average time for repair per aircraft, 5 days.
- 18 Jun 63 Cat 3R; ~~Repaired on site by A V Roe personnel.~~
- 21 Jun 63 Returned to No. 617 Sqn, ex ROS.
- 25 June 63 RBS. (F/Lt L. Leeder). 3 hrs 55 min.
- 1 July 63 Blue Steel Training Round 6. (F/Lt B. Butterworth). 4 hrs 40 min.
- 2 July 63 Blue Steel Training Round as briefed. (S/Ldr D.J. Spottiswood). 4 hrs 25 min.
- 5 July 63 TPF, ECM, Fighter affiliation. (F/Lt T. Hurrell). 5 hrs 00 min.
- 10 July 63 BSAR 068. To Woodford and return. (S/Ldr D.J. Spottiswood). 20 mins.
- 11 July 63 ECM monitor run. (F/Lt A. Tate). 3 hrs 30 min.
- 15 July 63 Continuation Training. (G/C K.G. Hubbard and F/O E.T. Wennell). 2 hrs 30 min.
- 15 July 63 Instrument Rating Test. (F/Lt L. Lunn and F/Lt L. Leeder). 2 hrs 20 min. On touchdown four fuel pressure indicators flickered and turned white, although 11,500 lbs of fuel remaining. (No. 1 Group Flight Safety Register).
- 22 July 63 Air test fuel system. (F/Lt P. Thompson). 1 hr 40 min.
- 27 July 63 Exercise "Mystic" (annual air defence exercise) as briefed. (S/Ldr J. Spottiswood). 5 hrs 05 min.
- 13 Aug 63 TPF. (S/Ldr D.J. Spottiswood). 3 hrs 50 min.
- 19 Aug 63 Abortive 'Lone Ranger' flight to Karachi, India; Captain Sqn Ldr Don Spottiswood, nav/radar Tony McCausland; Scampton _ Akrotiri. 4 hrs 40 mins. A (spurious) fire warning light showed during take-off from RAF Akrotiri, Cyprus; the resulting overweight landing burst four tyres and HQ

Bomber Command cancelled the trip. (According to the No. 617 Sqn Form 540 the flight was curtailed owing to indication faults in the airborne auxiliary power plant necessitating a Rover Gas Turbine change at Akrotiri, this delay resulting in the Lone Ranger was abandoned).

No. 1 Group Flight Safety Register states there were fire warnings in AAPP 15 secs after take off, extinguishers used, but no fire (but there is no mention of burst tyres).

- 23 Aug 63 Lone Ranger. Akrotiri-Scampton. (S/Ldr D.J. Spottiswood). 5 hrs 00 min.
- 2 Sept 63 Continuation training. (W/Cdr H. Currell). 4 hrs 00 min.
Brake parachute failed to stream on landing. (No. 1 Group Flight Safety Register).
- 16 Sept 63 Blue Steel Training Round 10. (F/Lt T. Hurrell). 4 hrs 28 min.
- 17 Sept 63 TPF. (F/Lt B. Watford). 4 hrs 25 min.
- 20 Sept 63 Instrument Rating Test. (F/Lt L. Lunn). 2 hrs 40 min.
- 23 Sept 63 Continuation training. (F/Lt T. Hurrell). 4 hrs 15 min.
- 27 Sept 63 BSAR 079 as briefed. (F/Lt B. Butterworth). 4 hrs 40 min.
- 30 Sept 63 Continuation training. (G/C K.G. Hubbard and F/O E.T. Wennell). 3 hrs 50 min.
- 1 Oct 63 TPF. (F/Lt L. Leeder). 5 hrs 10 min
- 2 Oct 63 TPF and fighter affiliation. (S/Ldr J.D. Spottiswood). 6 hrs 55 min.
- 7 Oct 63 TPF and continuation training. (W/Cdr H.G. Hurrell). 5 hrs 05 min.
- 8 Oct 63 ECM profile. (F/Lt L. Lunn). ECM profile. 4 hrs 55 min.
- 24 Oct 63 TPF. (W/Cdr Hurrell). 4 hrs 55 min.
- 25 Oct 63 Continuation training. (F/Lt T. Hurrell). 1 hr 25 min.
Whilst in the Scampton circuit a strong smell of burning was noticed in the cabin. This was traced to a leak in ducting beneath the Nav Plotter and AEO's position. (No. 1 Group Flight Safety Register).
- 30 Oct 63 Continuation training. (F/Lt T. Hurrell). 4 hrs 10 min
- 1 Nov 63 TPF. (F/Lt B. Butterworth). 4 hrs 55 min.
- 12 Nov 63 BSAR 079. (F/Lt L. Lunn). 4 hrs 50 min.
- 20 Nov 63 BSAR 079 as briefed. (F/Lt J.S. Connelly). 4 hrs 45 min.

- 22 Nov 63 TPF. (F/Lt T. Hurrell). 4 hrs 20 min.
- 28 Nov 63 BSAR 058. (W/Cdr H.G. Currell). 4 hrs 00 min.
- 11 Dec 63 BSAR 069. (W/Cdr H.G. Currell). 35 mins.
- Jan 64 Blue Steel missile (Blue Steel Acceptance Round 042) ferried to Adelaide, Australia for range testing at Woomera. Captain Don Spottiswood, nav/radar Tony McCausland. Staged via El Adem – Khormaksar – Gan – Tengah – Darwin – Edinburgh (Adelaide) – Darwin – Butterworth – Gan – Khormaksar – El Adem – Scampton – 25 days away from base including a week at Gan when the aircraft went U/s and had to await a spare part flown out from the UK. (total trip time 47 hrs 55 min).
- 24 Feb 64 ECM, TPF. (W/Cdr H.G. Currell). 5 hrs 15 min.

From 1 March 1964 RAF Scampton implemented the Centralised Servicing Scheme, whereby all aircraft were maintained by the Scampton Technical Wing.

- 6 Mar 64 Flown by Flight Lieutenant Peter J Odling on Training Profile, Nav Stage, Radar Bomb Run flight, flying time 5 hours 25 minutes. See RAFM 3/4/1 Vulcan letter dated 14 August 2001. (According to No. 617 Sqn Form 541 this flight was made in Vulcan B. 2 XM572). (There is no entry for XL318 on this date).
- 9 Mar 64 Further Training Profile, Radar Bomb run flight by F/Lt Odling, time 2.05 hours. (Confirmed by No, 617 Sqn Form 541).
- 10 Mar 64 TPF. (F/Lt P. Odling). 3 hrs 55 min.
- 10 Mar 64 Night check on F/Lt Tate. (W/Cdr H. Currell and F/Lt A. Tate). 30 min.
- 01 Apr 64 To Hawker Siddeley Aviation, Woodford for modifications retrofit. (Mvt card dates this as 2 April 64. This was the commencement of the retrofit of the original 26 Blue Steel Vulcans and took 12 months involving improvements to existing radar, jammers and sensors plus additional equipment. The Olympus 201 engines [long tail pipes] would be replaced by Olympus 301s [short tail pipes]. The removal of XL318 and XL319 for retrofit reduced the number of Blue Steel Vulcans on Bomber Command strength to 24).
- 14 Apr 65 To RAF Scampton.
- 20-28 May 65 Western Ranger 4415 (Scampton-Goose Bay- Glenview-Goose Bay-Scampton (F/Lt B Butterworth)
- 10 Jun 65 Groupex TPF Low level 1,000' AGL. Nav Stage RBS 1 x 2E, 1 x T2. (F/Lt B Butterworth). 2 hrs 45 mins.

11 Jun 65 TPF Limited aids cross country. Low level 1,000' AGL. Circuits, rollers. (F/O J L J C Lebrun). 4 hrs 50 min.

22 Jun 65 Exercise Kingpin. BSTR. Limited Nav Stage RBS 1 x T2. . (F/Lt E D Lucas). 5 hrs 00 mins.

23 Jun 65 BSTR Low level. 1,000' AGL. RBS 1 x 2E. (W/Cdr D G L Heywood) 4 hrs 00 mins.

05 Jul 65 Exercise Micky Finn. BSOR [Blue Steel Operational Round] Scampton – Burtonwood. (F/Lt E D Lucas). 0 hr 35 mins.

07 Jul 65 Exercise Micky Finn. BSOR [Blue Steel Operational Round] Low level 500' AGL. RBS 1 x 2E. Burtonwood-Scampton. (F/Lt E D Lucas). 3hrs 25 mins

21 Aug 65 Transferred to Scampton Wing of Bomber Command (Nos.27/83/617 Squadrons). (Should this be 21 April 65 as on Mvt card?)

11 Aug 65 Cat 3R ROS No. 60 MU (Mvt card)

12 Aug 65 Repaired on site by No.60 MU.

2 Nov 65 Returned to Scampton Wing (Mvt card).

09 Nov 65 To Hawker Siddeley Aviation, Bitteswell, Leics for modifications.

09 Nov 65 Scampton – Bitteswell. (F/Lt H Phillips). 1 hr 30 mins.

28 Jan 66 Returned to Scampton wing. (Movement card states 31 Jan)

66 All Vulcan B Mk.2 Squadrons fully operational as low level penetration force using terrain following radar, and progressively given low level camouflage scheme replacing their overall white.

The logbooks of Air Electronics Officer Sgt A.J.McIntyre (DoRIS AC1997/101) record a number of flights in XL318 between Feb 1966 and Dec 1980.

23 Feb 66 TPF ; 2 x Secondary Nav Stages. (F/O J L J C Lebrun) 7 hrs05 mins.

28 Feb 66 BSTR. Low-level Stage, 1,000' AGL. (F/Lt E T Wennell) 4 hrs 40 min.

07 Mar 66 Scampton – Kinloss with F/Lt C. Stewart of 83 Sqn. Exercise Finnigan. 1 hr 05 mins. (There is no record of this aircraft's return to Scampton, but this may have been on 9/3/66)

14 Mar 66 Flight with Blue Steel Training Round, GPP and Continuation Training

with F/Lt P L Jobling of 83 Sqn. 4 hrs 45 mins.

- 26 Apr 66 During flight with F/Lt Davies. AAPP starting problems. (No. 1 Group Flight Safety Register).
- 28 Apr 66 Exercise Billion. F/Lt P L Jobling, 83 Sqn. 4 hrs 15 mins.
- 5 May 66 Exercise Billion with G/C Mawer. 4 hrs 10 mins
- 5 May 66 During flight with G/C Mawer (Station Commander, RAF Scampton). Undercarriage retraction problems. Aircraft landed safely. (No. 1 Group Flight Safety Register).
- 9 May 66 Exercise Mickey Finn – Dispersal. F/Lt C. Stewart, 83 Sqn. 0 hr 55 mins.
- 12 May 66 Exercise Mickey Finn – Return to Base. F/Lt C. Stewart, 83 Sqn. 4 hrs 50 mins.
- 19 May 66 Flight with Blue Steel Training Round, low level, 2 bomb runs, Night check, by S/L Odling; flight time 4.35 hours.
- 3 June 66 During flight with F/Lt Ward. Fuel warning light came on during overshoot. Faulty control unit. Aircraft landed safely. (No. 1 Group Flight Safety Register).
- 9 June 66 Exercise Billion. F/Lt R E Wareham of 83 Sqn, 4 hrs 50 mins.
- 23 June 66 During flight with F/Lt Spain. Undercarriage retraction problems. Aircraft landed safely. (No. 1 Group Flight Safety Register).
- 28 Jun 66 Two night check flights by F/Lt Odling, 25 minutes and 1.15 hours duration respectively.
- 15 Aug 66 Exercise Billion. F/Lt R M Ward of 83 Sqn, 4 hrs 15 mins
- 27 Aug 66 XL318 recorded at Lossiemouth.
- 6 Sept 66 During flight with F/Lt Dovey. Main hydraulic failure, ruptured pipe. Aircraft landed safely. (No. 1 Group Flight Safety Register).
- 22 Dec 66 During flight with F/Lt Lucas. After engine start Auxiliary Airborne Power Unit did not take over. (No. 1 Group Flight Safety Register).
- 6 Jan 67 During flight with F/Lt Hamill. No. 1 engine failed to re-light properly at FL270. (No. 1 Group Flight Safety Register).
- 11 Jan 67 Fighter affiliation (F/Lt Don Exley). (Log book of W/Cdr David Moore)
- 27 Jan 67 During flight with F/Lt Haller. Auxiliary Airborne Power Unit failed to start. (No. 1 Group Flight Safety Register).

- 7 Feb 67 Exercise Kinsman. Scampton – Kinloss. F/Lt R M Ward of 83 Sqn. 4 hrs 45 mins.
- 8 Feb 67 Exercise Kinsman. Kinloss – Scampton (Ferry). F/Lt M J Hill of 83 Sqn. 1 hr 05 mins.
- 9 Feb 67 Exercise Kinsman. Scampton – Kinloss. F/Lt M J Hill of 83 Sqn. 2 hrs 20 mins.
- 10 Feb 67 Exercise Kinsman. Kinloss – Scampton. F/O J Caskie of 83 Sqn. 5 hrs 25 mins.
- 16 Feb 67 Exercise “Billion”. (F/Lt D. Exley). 4 hrs 40 min. (Log book of W/Cdr D. Moore)
- 23 Feb 67 During flight with F/Lt Stewart discrepancy between pilot and co-pilot’s airspeed indicator readings. (No. 1 Group Flight Safety Register).
- 8 Mar 67 **Bombing Competition. F/Lt J E Tootell of 83 Sqn. 4 hrs 30 mins.**
- 13 Mar 67 Cat 3R (Mvt card) **[May be 15 March?]**
- 15 Mar 67 **Navigation Competition. F/Lt C G Stewart of 83 Sqn. 4 hrs 50 mins. [There is a conflict between this entry and those for 13 March / 31 March].**
- 15 Mar 67 Repaired on site by No.60 MU.
- 31 Mar 67 Returned to Scampton Wing (Mvt card)
- 18 Apr 67 To Hawker Siddeley Aviation Bitteswell for modifications. (Confirmed by Mvt card).
- 05 Jun 67 To Scampton Wing (Mvt cards states 6 June 67).
- 30 Jun 67 Electrical problems during flight with F/O Baker. (No. 1 Group Flight Safety Register).
- 31 Aug 67 Returned to strength of Scampton Wing.
- 23 Nov 67 Cat 3R (Mvt card)
- 28 Nov 67 Repaired on site. By Contractor’s Working Party (CWP) (Mvt card).
- 25 Jan 68 Returned to strength of Scampton Wing.
- 28 Feb 68 During flight with F/Lt Langton Ram Air Turbine failed to give required output. After landing Auxiliary Airborne Power Plant failed to start. (No. 1 Group Flight Safety Register).
- 28 Feb 68 During flight Ram Air Turbine burned out. Auxiliary Airborne Power

- Plant failed to start. (No. 1 Group Flight Safety Register).
- 4 Mar 68 After landing from flight with F/Lt Walters, Auxiliary Airborne Power Plant failed to start. (No. 1 Group Flight Safety Register).
- 12 Mar 68 Scampton – Goose Bay. Western Ranger 4423. F/Lt C McDougall of 83 Sqn.. 4 hrs 25 mins.
- 14 Mar 68 Goose Bay – Scampton. Western Ranger 4423. F/Lt C McDougall of 83 Sqn. 4 hrs 55 mins.
- 19 Mar 68 Scampton – Luqa. Lone Ranger 4136. F/Lt E J Baker of 83 Sqn. 5 hrs 10 mins.
- 20 Mar 68 **Libyan Low Level Route. 11R. F/Lt E J Baker of 83 Sqn. 5 hrs 20 mins.**
- 22 Mar 68 **F/Lt E J Baker of 83 Sqn. 4 hrs 40 mins. Duty not recorded, but probably Luqa – Scampton.**
- 30 Apr 68 Strike Command formed with the 8 Vulcan Squadrons of the former Bomber Command.
- 2 May 68 Night astro cross-country, night checks. (F/Lt D. Exley) 5 hrs 05 min. (Log book of W/Cdr D.H. Moore).
- 23 May 68 Formation practice. (F/Lt D. Exley). 3 hrs 55 min. (Log book of W/Cdr D.H. Moore).
- 10 July 68 Exercise Kingpin. F/O C B Guest of 83 Sqn. 4 hrs 55 min.
- 23 Dec 68 Low hydraulic pressure during flight with W/Cdr D.G. Heywood (OC No. 617 Sqn). (No. 1 Group Flight Safety Register).
- 25 July 68 Exercise “Billion” (F/Lt D. Exley). 5 hrs 00 min. (Log book of W/Cdr D.H. Moore).
- 15 Oct 68 Scampton – Goose Bay. Goose Ranger 4468. F/Lt C C Chacksfield of 83 Sqn. 4 hrs 54 mins.
- 17 Oct 68 STC / Can 3. F/Lt C C Chacksfield of 83 Sqn. 4 hrs 05 mins.
- 18 Oct 68 STC / Can 3. F/Lt C C Chacksfield of 83 Sqn. 5 hrs 00 mins.
- 21 Oct 68 STC / Can 7. F/Lt C C Chacksfield of 83 Sqn. 4 hrs 35 mins.
- 22 Oct 68 **Goose Bay – Scampton. Goose Ranger 4468. F/Lt C C Chacksfield of 83 Sqn. 4 hrs 25 mins.**
- 20 Nov 68 **Scampton – El Adem. Lone Ranger 4194. F/Lt C. Cowie of 83 Sqn. 4 hrs 10 mins.**

- 22 Nov 68 El Adem – Scampton. F/Lt C Cowie of 83 Sqn. 4 hrs 55 mins.
- 03 Jan 69 Major overhaul at RAF St Athan, including engine mods.
- 07 Mar 69 Overhaul complete - returned to RAF Scampton.
- 29 Apr 69 Flight with S/Ldr Marwood. Port undercarriage door broken in flight. (Servicing error). (No. 1 Group Flight Safety Register).
- 15 May 69 Fuel contents over-reading in rain, due to water ingress. Also electrical problems for same possible reason. (F/Lt Bowie?). (No. 1 Group Flight Safety Register).
- 27 Aug 69 Flight with S/Ldr M.J. Pilkington. Oil pressure no. 1 engine fell below limits, engine shut down. (No. 1 Group Flight Safety Register).
- 09 Sep 69 To Hawker Siddeley Aviation Bitteswell for conversion from Blue Steel to free fall bomb carrying standard. (The Blue Steel role was withdrawn 1969-70).
- 18 Nov 69 Returned to No.617 Squadron RAF Scampton. (Mvt card records 19 Nov 69).
- 11 Aug 70 Excessive elevator stick force required during flight with F/Lt Longhurst.. The aircraft was noted as having had this problem for 2 years, with previous instances in Oct 68 and April 69. (No. 1 Group Flight Safety Register).
- 13 Aug 70 (F/Lt Hartley). Auxiliary Airborne Power Plant failed to start on ground. (No. 1 Group Flight Safety Register).
- 11 Nov 70 During flight with W/Cdr Vasey (OC No. 617 Sqn) bird strike damaged in-flight refuelling probe and mounting. Cat 2 damage. (No. 1 Group Flight Safety Register).
- 8 Jan 71 F/Lt Hartley. Electrical problems. (No. 1 Group Flight Safety Register).

The RAFM Library holds a copy of the logbook of M R Kilminster, Navigator Radar on 617 Squadron Vulcans which records several flights in XL318.

- 12 Jul 71 Pilot Flt Lt Snell.
- 18 Jul 71 Brake hydraulic pressure fell to zero. (F/Lt Rayfield). (No. 1 Group Flight Safety Register).
- 21 Jul 71 Pilot Flt Lt Snell - practice bombing (12 28lb bombs dropped).
- 26 Aug 71 Pilot Flt Lt Snell Scampton - Goose Bay.
- 27 Aug 71 Pilot Flt Lt Snell - flight from Goose Bay.

02 Sep 71 Pilot as before - flight from Goose Bay; 4 Sep also.

06 Sep 71 Pilot as before - Goose Bay - Scampton.

7 Sep 71 F/Lt Collins. Hydraulic pressure fell to zero when bomb doors opened. (No. 1 Group Flight Safety Register).

15 Sep 71 TFR check.

20 Sep 71 Practice bombing

14 Dec 71 Low-level night flying.

22 Dec 71 Low Auxiliary Airborne Power Unit oil pressure on approach due to excessive oil consumption. (F/Lt David Morris). (No. 1 Group Flight Safety Register).

31 Dec 71 AAPP oil pressure low. (F/Lt Angus). (No. 1 Group Flight Safety Register).

14 Jan 72 Slow retraction of nosewheel. (F/O Sharp). (No. 1 Group Flight Safety Register).

28 Jan 72 Scampton - Akrotiri (Cyprus).

8 Feb 72 AAPP electrical start failure. (S/Ldr Hurrell) (No. 1 Group Flight Safety Register).

28 Feb 72 Starboard mainwheel slow to lower. (F/Lt Walker). (No. 1 Group Flight Safety Register).

22 May 72 XL318 transferred to No.230 OCU Scampton. (Mvt card concurs)

02 Aug 72 To RAF St Athan for major servicing.

17 Oct 72 To Hawker Siddeley Aviation Ltd Bitteswell for modifications.

03 Apr 73 Returned to No.230 OCU, Scampton. Photo of XL318 with No.230 OCU, 1973 - Air Pictorial Jun 74 p.217.

31 Jan 74 Nominal transfer on movement card to No.27 Squadron.

01 Feb 74 Returned to No.230 OCU.

26 Feb 74 Pilot's logbook of Flt/Lt Jonathan Tye records 4.25 hour training flight.

05 Mar 74 To No.617 Squadron Scampton.

06 Mar 74 Back to No.230 OCU.

18 Jun 75 To RAF Waddington Wing - Nos.9/44/50/101 Squadrons.

05 Aug 75 Returned to No.230 OCU Scampton.

07 Nov 79 To RAF Waddington Wing.

21 Feb 80 to No.230 OCU once more.

17 Jul - Overhaul at RAF St Athan
07 Oct 80

09 Oct 80 To No.230 OCU Scampton.

01 Jul 81 To No.617 Squadron Scampton. Photos at this time - RAF Yearbook 1983 p.45.

15 Oct 81-19 Oct 81 Aircraft at Goose Bay, Labrador (Source Form 700)

20 Oct 81 Returned to Scampton.

11 Nov 81 Made special flight carrying philatelic covers to be sold in aid of Bomber Command Museum Appeal. Photo taking off for this flight - Air Pictorial Mar 82 p.92

11 Dec 81 Made final flight, both of XL318 and of No.617 Squadron as a Vulcan Squadron prior to disbandment. Photo taking off for this final flight - Air Pictorial Mar 82 p.90. Photo of crew for final flight - RAF News Jan 13-Jan 26 82 p.3. This 1.35-hour flight over Derby and the Derwent Dams (where No.617 Squadron had trained prior to the Dams raid in 1943) brought XL318's total flying hours to 6094.00. The pilot was OC No.617 Squadron Wg Cmd John N Herbertson; co-pilot the late Flt Lt Andrew J Tooley. The aircraft's last flight was incorporated into a TV film which was shown on Yorkshire Television in 1982, entitled '617-The Last Days of a Vulcan Squadron' by Central Independent Television.

17 Dec 81 Declared non-effective aircraft as Cat.5 (display) and allocated 8733M.

01 Jan 82 No.617 Squadron disbanded (re-formed as a Tornado unit 1 Jan 83).

04 Jan 82 Formally allocated to RAF Museum; preparation for dismantling and transport to Hendon begun by team from AS&T Flight, RAF Abingdon. Aircraft defuelled, drained and vented 4-6 Jan 82. Dismantling underway at Scampton by the end of Jan 82. Engines retained as spares. Photos during dismantling inside a hangar at Scampton; The Avro Vulcan – A complete History (McLellend) p.34 & 254.

11 Feb - Delivered in sections by road to Hendon and temporarily stored
09 Mar 82 in the Museum car park pending construction of the Bomber Command Hall.
Photos of nose section in car park - Aircraft Illustrated Aug 82 p.349;

Aeroplane Monthly May 82 p.230; FlyPast May 82 p.47.

18 Jun 82 Aircraft assembled in Bomber Command Museum by this date following assembly of building frame.

Of this batch of 24 Vulcan B Mk.2s several others survive:

XL319	North East Aircraft Museum, Sunderland.
XL360	Midland Air Museum, Coventry.
XL426	Southend Airport (Taxiable condition).

In addition, a private collector at Walpole, Suffolk has the nose section of XL388 and XL445.

At the Royal Air Force Museum, Cosford the RAF Museum collection includes Vulcan B Mk.2 XM598/8778M and the nose section of Vulcan B Mk.1 XA893/8591M.

TEXT - ANDREW SIMPSON

Revised January 2008.

Additions in red are from No. 83 Sqn Forms 540 and 541– Robert Owen, Official Historian, No. 617 Sqn Aircrew Association 10/12/06.