

**INDIVIDUAL HISTORY**

**HAWKER SIDDELEY BUCCANEER S Mk.2B XW547/9169M**  
**MUSEUM ACCESSION NUMBER 1993/0859/A**

- 1968      Ordered as part of the RAF's initial batch of 26 Buccaneer S.2B's, serials XW525 - XW550, delivered from January 1970, from an eventual order for 49 aircraft specially ordered for the RAF. Built by Hawker Siddeley Aviation Ltd at Brough, Yorkshire.
- 31 Oct 72      Awaiting Collection.
- 1 Nov 72      Taken on charge.
- 6 Nov 72      Allotted to Hawker Siddeley Aircraft for substitution of improved Nav/Attack systems, followed by ground check, with the trial carried out that day.
- 8 Nov 72      To No. 15 Squadron, RAF Laarbruch, West Germany, as one of two NATO Buccaneer squadrons, forming the Buccaneer Strike wing, which replaced Canberras in the low-level penetration role pending the arrival of the Tornado.
- 13 Aug 73      Suffered Cat. 3 damage; repaired on site by No. 431 Maintenance Unit, returning to No. 15 Squadron charge 29<sup>th</sup> August 1973.
- 9 Dec 74      To No. 12 Squadron, RAF Honington, Suffolk, operating in the maritime strike role.
- 29 Sep 76      Transferred to No. 237 Operational Conversion Unit, also at Honington – a particularly demanding course.
- 12 Jul 77      Familiarisation 1 flight (Fam 1), Sqn Ldr Tom Eeles instructor, Sqn Ldr Norrie Bell student. 1.30 hours. RAF Honington.
- 14 Dec 77      Fam 1 flight, Sqn Ldr Tom Eeles instructor, Wing Cdr Wilkinson student. 1.30 hours. RAF Honington.

(Familiarisation 1 flight was the student's first ever flight in a Buccaneer. Because there was no dual control versions. On the student's first trip an experienced flying instructor sat in the back, with no flying controls to correct errors, or redeem a potentially dangerous situation, and only

minimal flight instruments and a very limited view forward. (Group Capt Eeles logbook source of information X007-9129/026)

- 1 Jun 78      No. 12? Squadron (movement card unclear)
- 27 Jun 79      No. 216 Squadron, RAF Honington; the unit actually officially reformed at Honington 1 July 1979, and was detached to RAF Lossiemouth 4 July - 5 August 1980.
- 1 Aug 80      To Holding Flight - the RAF's entire Buccaneer fleet was grounded until 4 August due to suspected metal fatigue problems, and No. 216 Squadron merged with No. 12 Squadron on 5 August, being disbanded due to the lack of serviceable Buccaneers. Photo of XW547 at this time - RAF Buccaneer (021043) p.13.
- 23 Oct 80      To Hawker Siddeley Aircraft at Bitteswell, Leics for wing transplant.
- 28 Apr 81      No. 12 Squadron, RAF Lossiemouth
- 20 Apr 82      RAF St. Athan, Glamorgan for major overhaul.
- 16 Aug 82      Returned to No.12 Squadron at Lossiemouth.
- 3 Mar 83      Flew to RAF Ascension from Lossiemouth with Buccaneers XV353 and XV868, in company with Victor tankers and Nimrod SAR, as part of Operation 'Corporate', as a spare aircraft. Flight time 10 hours, the longest ever RN/RAF Buccaneer flight. XV353 and XV868 flew on to Ascension on 5 March 1983, with XW547 as airborne spare. XW547 returned to Ascension, then flew back to Lossiemouth on 7 March 1983 in company with a Victor tanker and Nimrod SAR.
- 1 Jul 83      No. 208 Squadron, RAF Lossiemouth.
- 9 Sep 83      Deployed to RAF Akrotiri for Operation 'Pulsator' and overflew Beirut, Lebanon at very low level on 11 Sep 1983 and 13 September 1983 in support of the British contingent to the Multi-National Force (MNF) in Beirut.
- 17 Dec 85      No. 237 OCU, RAF Lossiemouth.
- 18 Apr 86      No. 12 Squadron, also at RAF Lossiemouth, code CF.
- 3 Aug 86      Displayed at RAF Fairford Air Display with 'CF' Tail Code and '547' on inside of rear airbrakes. RAFM photos P051294-95.

5 Sep 86	RAF St. Athan for major overhaul.
28 Jan 87	No. 12 Squadron, RAF Lossiemouth.
7 Sep 87	British Aerospace, Woodford for Avionics update. 42 Buccaneers received the Avionics Update Programme (AUP)
20 Apr 88	Returned to No. 12 Squadron at RAF Lossiemouth.
Feb 91	Served as one of twelve Buccaneers in the RAF Gulf Detachment following the Iraqi invasion of Kuwait, in overall desert sand (pink) colour scheme on laser target designation duties; Carried Nose Art 'Guinness Girl/Pauline/The Macallan. Photo of nose art being applied; Thunder and Lightning (Charles Allen - 026081) p.110. Colour photos; Scale Models International Nov 1991 p.13; RAF Yearbook Special - Air War In The Gulf p.22; Aircraft Illustrated July 1991 p.349. Flew 11 sorties during the Desert Storm campaign, based at Muharraq, Bahrein from February 2 to 27 1991, amassing a total flying time of 100 hours 15 minutes during that campaign.
2 Feb 91	Taking off shortly after dawn, with one air-to-air refueling and crewed by Flight Lieutenant Glen Mason and Squadron Leader Norman Browne, successfully attacked the road bridge across the River Euphrates at As Samawah (Al Suwaira), with another Buccaneer and four XV Squadron Tornados, in pairs, forming the cells attacking each end of the bridge. The mission lasted 3 hours 30 minutes. Browne had also flown in the RAFM Phantom XV424 on its Alcock and Brown commemorative flight. 11 bomb-outline mission symbols eventually applied below the cockpit on the starboard side, 10 in black for designator flights, and one in red to show a 1,000lb laser guided bomb attack by XW547 itself.

### **XW547 OPERATION GRANBY MISSIONS**

'R' "Guinness Girl, Pauline" - The Macallan

#### **DATE**

#### **TARGET**

27/1/91	Transit - Lossiemouth to Muharraq
2/2/91	As Samawah highway bridge
3/2/91	Muftul Wadam railway bridge
4/2/91	An Nasiriyah bridge
5/2/91	Al Kut bridge and dam
6/2/91	Albu Salih bridge

7/2/91 Ar Ramadi road/rail bridge  
 8/2/91 Ar Ramadi highway bridge  
 8/2/91 Al Rumaylah bridge and oil pipeline  
 9/2/91 Bayji Production South tanks  
 9/2/91 An Nasiriyah by-pass bridge  
 10/2/91 As Samawah pontoon bridge East  
 11/2/91 Qal'at Salih highway bridge & pontoon  
 12/2/91 Al Asad A/F HAS sites  
 13/2/91 Al Fallujah railway bridge  
 15/2/91 Tallil A/F facilities  
 16/2/91 Qal'at Salih A/F  
 18/2/91 Jalibah South East A/F HAS sites & PBF\* Wx  
 19/2/91 Ubaydah Bin Al Jarrah A/F surfaces  
 20/2/91 Kut Al Hayy East A/F\* Wx  
 21/2/91 Kut Al Hayy East A/F  
 21/2/91 Qal'at Salih A/F  
 22/2/91 Kut Al Hayy East A/F  
 23/2/91 Al Amara New A/F  
 25/2/91 Shayka Mazhar A/F\* Wx

17/3/91 Transit - Muharraq to Lossiemouth

Note \* = Duty Not Carried Out (DNCO) due to poor weather. (Details from Buccaneer Aircrew Association historian N.J. Roberson)

17 Mar 91 Returned to RAF Lossiemouth following the end of the campaign.  
  
 91 Retired from service with No. 12 Squadron at RAF Lossiemouth.  
  
 Apr 91 Allotted RAF instructional serial 9095 M for display at Cosford; original allocation cancelled 20 May 1991.  
  
 Jul 91 Ferried from RAF Lossiemouth to RAF Shawbury, Salop for storage.  
  
 20 Jan 93 By road to Aerospace Museum, RAF Cosford, Salop. This was the first RAF Gulf War aircraft to be preserved. Photos as delivered - Aeroplane Monthly March 1993 p.3; Flypast March 1993.  
  
 Allocated new instructional serial 9169M.  
  
 Jun 99 Displayed outside during RAF Cosford's Air Day. Photo - Flypast August 1999 p.67.

9 Feb 03        By road to RAF Museum Hendon for display in Bomber Command Hall.  
Photos; Flypast April 2003 p.16; Aeroplane April 2003 p.4; Wingspan  
International 18, 2003, p.9.

4 April 2017   Moved to Milestones building at Hendon for further display.

**TEXT; ANDREW SIMPSON**  
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