

**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. Photo- History and Heroism – RAF Museum in Focus (2018) p.79.

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 air test	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 air test	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 four ship practice	0.55		0.55			
Aug-15	Formation practice	0.45		0.45			
Aug-15	Dacre four ship practice	0.55		0.55			
Sep-04	Five's Five practice	0.40		0.40			
Sep-10	Four ship 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'.
- 10 Mar 70 Logbook of AVM George P Black (extracts on Lightning file) records 55-minute sub-sonic daylight flight.
- 4 Apr 70 One- hour general handling flight and other manoeuvres (G. Black LB)
- 9 Apr 70 1.05-hour sub-sonic day flight (G. Black LB)

17 Apr 70	Squadron formation of 12 aircraft – 50 minutes (G. Black LB)
23 Apr 70	Tail chase and other manoeuvres – 1.10 hours – (G. Black LB)
27 May 70	Air-Air refuelling and combat practice – 1.25 hours (G. Black LB)
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.
14 Aug 75	Air test by 60MU Unit Test Pilot Henryk Ploszek (e-mail from him May 2014)
15 Aug 75	To No 11 Squadron, also at RAF Binbrook, coded 'H' - recoded 'J' 18 Sep 75 – collected by a Binbrook pilot. Photo- History and Heroism – RAF Museum in Focus (2018) p.81.
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. Photo- History and Heroism – RAF Museum in Focus (2018) p.82.
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.
14 Jul 80	40-minute flight recorded in logbook of Air Cdre Peter Hodgson (microfilm X007-5274/005)- should have been shooting cine film at a banner target, but duty not carried out ('DNCO')
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' Photo- History and Heroism – RAF Museum in Focus (2018) p.80.
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'.
16 Mar 87	Logbook of Ian Black, son of AVM George Black, records medium level intercepts - close formation circuit – his 5th solo on the FMK6 - 1.05 mins
31 Mar 87	Two medium level intercepts 1.00 hour and 55 mins on second trip (Ian Black Logbook)
9 Apr 87 Black LB)	Low level intercepts diverted to RAF Coningsby 1.05 hours; (Ian
9 Apr 87	Transit back to Binbrook -25 minutes (Ian Black LB)

- 7 May 87 Cross-country with a Victor Tanker and another Lightning ( pilot Flt Lt Steve Hunt) 2.50 minutes - accompanied let down with the Victor back at Binbrook (Ian Black LB)
- 18 May 87 To June 30<sup>th</sup>. Aircraft flown to RAF Akrotiri, Cyprus – (by another squadron pilot) During the squadron deployment to Cyprus that June, XS925/BD was flown in close formation with seven other Lightnings.
- June 30th 1987 Flown twice on low level fast intercepts - .45 mins and 50 mins (Ian Black LB)
- July 10th Medium level intercepts with tanking - 1.25 hours – Ian Blacks’ last flight in XS925.
- 21 Jul 87 Last flight. Day-glow sticker applied to tail by ground crew, recalls Ian Black.
- 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; Flypast July 2014 p.92; History and Heroism – the RAF Museum in Focus (2018) pp.78-79 and 83.