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

INDIVIDUAL HISTORY

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  Groupex 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  

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). 4 hrs 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  

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  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.

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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.


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.

16 Mar 64  Station Commander and OC Ops Wing Continuation Training.  (G/C K G Hubbard) 3 hrs 55 min. (Recorded in 27 Sqn F 541)

17 Mar 64  ECM profile. Discontinued because of pressurisation fault.  (F/Lt R K Sheasby 27 Sqn).  5 hrs 10 min.

18 Mar 64  ECM exercise.  (S/Ldr J S Cresswell 27 Sqn).  5 hrs 00 min.

20 Mar 64  Lone Ranger.  Scampton – Wildenrath.  (F/Lt D L Watham 27 Sqn) 5 hrs 25 min.

22 Mar 64  Lone Ranger.  Wildenrath – Scampton.  (F/Lt D L Waltham 27 Sqn) 5 hrs 05 min.

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01 Apr 64  Delivery Flight to Woodford. Low level. (F/Lt R D French 27 Sqn) 0 hr 25 min.

01 Apr 64  To Hawker Siddeley Aviation, Woodford for modifications retrofit. (Mvt card dates this as 2 April 64—but see above. 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.

01 May 65  TPF. Acceptance Air Test. (F/Lt R D French 27 Sqn). 4 hrs 55 min.

14 May 65  Statex, low level. (F/Lt A W McDonald 27 Sqn) 4 hrs 50 min,

20-28 May 65  Western Ranger 4415 (Scampton-Goose Bay- Glenview-Goose Bay-Scampton (F/Lt B Butterworth)

02 Jun 65  Air Test and ECM Monitor run. (F/Lt R D French 27 Sqn). 4 hrs 05 min.

09 Jun 65  TPF low level. (F/Lt M J Morrissey 27 Sqn). 4 hrs 10 min.

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.

24 Jun 65  Sortie curtailed by NBS fault. (F/Lt D Haller 27 Sqn). 4 hr 40 min.

30 Jun 65  High level Navex. Practice Diversion to Leuchars. (Pilot) Instrument Rating test. (F/Lt A W McDonald 27 Sqn). 3 hr 55 min.

02 Jul 65  TPF. Low level. (F/Lt A R Dovey 27 Sqn). 4 hrs 40 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

09 Jul 65  Scramble take off. BSTR. Low level sortie. (F/Lt J H A Adams 27 Sqn). 2 hrs 50 min.

13 Jul 65  Scramble take off. High level sortie. (F/Lt J H A Adams 27 Sqn). 2 hrs 55 min.

09 Aug 65  ECM training. Limited Nav Stage. Instrument Rating Test for W/Cdr Nixon (OC No. 27 Sqn). 4 hr 10 min.

09 Aug 65  Night check F/Lt Haller (F/Lt A W McDonald 27 Sqn). 0 hr 45 min.

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–but see below)

28 Jan 66  Bitteswell to Scampton. (F/Lt D Haller 27 Sqn) 0hr 40 min

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)
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<tr>
<th>Date</th>
<th>Event</th>
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<tr>
<td>14 Mar 66</td>
<td>Flight with Blue Steel Training Round, GPP and Continuation Training</td>
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<td>with F/Lt P L Jobling of 83 Sqn. 4 hrs 45 mins.</td>
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<td>26 Apr 66</td>
<td>During flight with F/Lt Davies. AAPP starting problems. (No. 1 Group</td>
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<td>Flight Safety Register).</td>
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<td>28 Apr 66</td>
<td>Exercise Billion. F/Lt P L Jobling, 83 Sqn. 4 hrs 15 mins.</td>
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<td>5 May 66</td>
<td>Exercise Billion with G/C Mawer. 4 hrs 10 mins</td>
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<td>5 May 66</td>
<td>During flight with G/C Mawer (Station Commander, RAF Scampton).</td>
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<td>Undercarriage retraction problems. Aircraft landed safely. (No. 1</td>
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<td>Group Flight Safety Register).</td>
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<tr>
<td>9 May 66</td>
<td>Exercise Mickey Finn – Dispersal. F/Lt C. Stewart, 83 Sqn. 0 hr 55</td>
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<td>mins.</td>
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<tr>
<td>12 May 66</td>
<td>Exercise Mickey Finn – Return to Base. F/Lt C. Stewart, 83 Sqn. 4 hrs</td>
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<td>50 mins.</td>
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<td>19 May 66</td>
<td>Flight with Blue Steel Training Round, low level, 2 bomb runs, Night</td>
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<td>check, by S/L Odling; flight time 4.35 hours.</td>
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<td>3 June 66</td>
<td>During flight with F/Lt Ward. Fuel warning light came on during</td>
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<td>overshoot. Faulty control unit. Aircraft landed safely. (No. 1 Group</td>
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<td></td>
<td>Flight Safety Register).</td>
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<td>9 June 66</td>
<td>Exercise Billion. F/Lt R E Wareham of 83 Sqn, 4 hrs 50 mins.</td>
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<tr>
<td>23 June 66</td>
<td>During flight with F/Lt A.J.E. Spain. Undercarriage retraction</td>
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<td>problems. Aircraft landed safely. (No. 1 Group Flight Safety Register)</td>
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<tr>
<td>28 Jun 66</td>
<td>Two night check flights by F/Lt Odling, 25 minutes and 1.15 hours</td>
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<td>duration respectively.</td>
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<td>29 Jun 66</td>
<td>Exercise Kingpin (F/Lt A R Dovey 27 Sqn). 5 hrs 10 mins</td>
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<tr>
<td>15 Aug 66</td>
<td>Exercise Billion. F/Lt R M Ward of 83 Sqn, 4 hrs 15 mins</td>
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<tr>
<td>27 Aug 66</td>
<td>XL318 recorded at Lossiemouth.</td>
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<tr>
<td>6 Sept 66</td>
<td>During flight with F/Lt Dovey. Main hydraulic failure, ruptured pipe.</td>
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<td>Aircraft landed safely. (No. 1 Group Flight Safety Register).</td>
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<tr>
<td>20 Sept 66</td>
<td>Exercise Kinsman. Dispersal to Boscombe Down. (F/Lt J W Hamill 27</td>
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<td>Sqn) 4 hrs 45 min</td>
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<td>21 Sept 66</td>
<td>Exercise Kinsman. (F/Lt J W Hamill 27 Sqn). 4 hrs 30 mins.</td>
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<td>22 Sept 66</td>
<td>Exercise Kinsman. (F/Lt J W Hamill 27 Sqn) Boscombe down to Scampton</td>
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23 Sept 66  Exercise Billion.  High level BSOR.  (F/Lt R G Winfield 27 Sqn) 4 hrs 30 mins

08 Oct 66  Exercise Kinsman.  BSOR (F/Lt W J M James 27 Sqn) 6 hrs 45 mins.

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).

06 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).

07 Feb 67  Exercise Kinsman.  Scampton – Kinloss.  F/Lt R M Ward of 83 Sqn. 4 hrs 45 mins.

08 Feb 67  Exercise Kinsman.  Kinloss – Scampton (Ferry).  F/Lt M J Hill of 83 Sqn. 1 hr 05 mins.


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).

08 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).
20 Jun 67 Exercise Kinsman. BSTR. Scampton to Boscombe Down. (F/Lt W J M James 27 Sqn) 4 hrs 20 mins.
21 Jun 67 Exercise Kinsman. Boscombe Down – Boscombe Down. BSTR, (S/Ldr J D Lloyd 27 Sqn) 5 hrs 15 mins
22 Jun 67 Exercise Kinsman. Boscombe Down – Boscombe Down. BSTR, (F/O R T Turnbull 27 Sqn) 4 hrs 50 mins
23 Jun 67 Exercise Kinsman. Boscombe Down – Scampton. BSTR, (S/Ldr J D Lloyd 27 Sqn) 5 hrs 15 mins
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.
16 Nov 67 Exercise Emlyn. BSOR. Scramble take off. (F/Lt A R Dovey 27 Sqn). 4 hrs 25 mins.
23 Nov 67 Cat 3R (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).


27 May 68  Exercise Kinsman. Scampton to Coningsby. (F/Lt H S Chilvers 27 Sqn)  5 hrs 05 min.

29 May 68  Exercise Kinsman, formation (W/Cdr P J Goodall – OC 27 Sqn) 3 hrs 55 mins

30 May 68  Exercise Kinsman. Coningsby to Scampton (F/Lt R H Kemp 27 Sqn) 4 hrs 55 mins.

10 Jun 68  Formation Exercise. (F/Lt R G Winfield 27 Sqn).  4 hrs 30 mins

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).


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 Nov 68  El Adem – Scampton. F/Lt C Cowie of 83 Sqn.  4 hrs 55 mins.

17 Dec 68  Exercise Billion BSTR, High Level (F/Lt J W Hamill 27 Sqn) 4 hrs 40 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).
08 May 69       Fleetex. To Akrotiri (F/Lt D R Bourne, 27 Sqn) 4 hrs 40 mins
13 May 69       Akrotiri – Libyan Low level (F/Lt D R Bourne 27 Sqn) 4 hrs 05 mins
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).
19 Jun 69       Exercise Judith (F/Lt H J Chambers 27 Sqn) 4 hrs 10 mins
25 Jun 69       Exercise Sky Blue. (F/Lt H S Chilvers 27 Sqn) 5 hrs 20 mins
26 Jun 69       Exercise Sky Blue (F/Lt H J Chambers 27 Sqn) 5 hrs 25 mins
12 Aug 69       Scampton to Goose Bay Special Flight 4923 (S/Ldr M J Pilkington 27 Sqn) 4hrs 40 mins.
13 Aug 69       Goose Bay to Andrews Field (Washington) Special Flight 4923 (S/Ldr M J Pilkington 27 Sqn) 2hrs 40 mins
14 Aug 69       Andrews to Dulles for display- to Andrews (S/Ldr F E Debenham 27 Sqn) 0 hrs 40 mins
15 Aug 69       Andrews to Dulles for display- to Andrews (S/Ldr F E Debenham 27 Sqn) 0 hrs 45 mins
17 Aug 69       Andrews to Dulles for display- to Andrews (S/Ldr M J Pilkington 27 Sqn) 0 hrs 40 mins
19 Aug 69       Andrews Field to Goose Bay Special Flight 4923 (S/Ldr M J Pilkington 27 Sqn) 2hrs 40 mins
26 Aug 69       Goose Bay – Goose Bay. (S/Ldr M J Pilkington 27 Sqn) No. 1 CSDU failure. 1 hr 20 mins
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).
27 Aug 69       Goose Bay – Malton. (S/Ldr M J Pilkington 27 Sqn) 3 hrs 20 mins.
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).

22 Jan 70  Exercise Scorer (F/Lt G R Herring 27 Sqn) 4 hrs 35 mins

23 Jan 70  Exercise Instow (F/Lt D A Strangroom 27 Sqn) 5 hrs 55 mins

26 Jan 70  Exercise Candella. Scampton to Leeming (F/Lt H J Cambers 27 Sqn) 4 hrs 05 mins

27 Jan 70  Exercise Candella, Leeming – Leeming (F/Lt R E H Kemp 27 Sqn) 4 hrs 10 mins

29 Jan 70  Exercise Candella. Leeming – Leeming (F/Lt R E H Kemp 27 Sqn) 4 hrs 10 mins

31 Jan 70  Exercise Instow. Scampton to Wyton (F/Lt P R Falle 27 Sqn) 5 hrs 45 mins

31 Jan 70  Exercise Instow, Wyton to Scampton. (F/Lt P R Falle 27 Sqn). 0 hrs 10 mins

26 Feb 70  Scampton to Goose Bay. Goose Ranger 4471. (F/Lt R E H Kemp 27 Sqn). 5 hrs 15 mins

02 Mar 70  Canadian low level route 9 from Goose Bay. (F/Lt R E H Kemp 27 Sqn) 2 hrs 55 mins.

03 Mar 70  Goose Bay to Goose Bay. (F/Lt R E H Kemp 27 Sqn). 4 hrs 55 mins.

06 Mar 70  Goose Bay to Scampton. Goose Ranger 4471. (F/Lt R E H Kemp 27 Sqn). 4 hrs 20 mins.

07 Apr 70  Exercise Sunspot. Scampton to Luna, Malta. (S/Ldr M J Pilkington 27 Sqn) 5 hrs 10 mins

09 Apr 70  Bombing at Filfa range. Luqa – Luqa. (S/Ldr M J Pilkington 27 Sqn) 4 hrs 00 mins

10 Apr 70  Luqa to Akrotiri. 15 x 25 lb bombs Episkopi range. (F/Lt K P Murfitt 27 Sqn) 4 hrs 35 mins.

10 Apr 70  Akrotiri to Luqa. Cyprus low level. (F/Lt K P Murfitt 27 Sqn) 3 hrs 35 mins.

13 Apr 70  Luqa to Luqa. 16 x 25 lb bombs Filfa range. (F/Lt P R Falle 27 Sqn). 4 hrs 25 mins.
14 Apr 70  Luqa to Luqa. Calabrian low level. (S/Ldr M J Pilkington 27 Sqn) 5 hrs 10 mins.
14 Apr 70  Luqa to Luqa. Calabrian low level. (S/Ldr M J Pilkington 27 Sqn) 5 hrs 10 mins.
14 Apr 70  Luqa to Luqa. Calabrian low level. (F/Lt H J Chambers 27 Sqn) 4 hrs 40 mins.

(NB No. 27 Sqn F 541 records both of these two simultaneous flights, taking off at 0820 hrs and 0835 hrs on 14 April, as being by XL318 – an obvious error.)

15 Apr 70  Luqa to Luqa. 16 x 25 lb bombs Filfa range. (F/Lt D A Strangroom 27 Sqn) 4 hrs 00 mins.
20 Apr 70  Luqa to Luqa. Night Astro. (S/Ldr M J Pilkington 27 Sqn) 4 hrs 30 mins.
22 Apr 70  Exercise Sunspot. Luqa to Scampton. (S/Ldr M J Pilkington 27 Sqn) 4 hrs 35 mins.
24 Apr 70  Exercise Scorer. (F/Lt K P Murfitt 27 Sqn) 5 hrs 05 mins.
4 May 70  Bombing Competition (F/Lt D R Bourne 27 Sqn) 4 hrs 20 mins
5 May 70  Bombing Competition (F/Lt P R Falle 27 Sqn) 4 hrs 10 mins.
7 May 70  Bombing Competition (W/Cdr J S Cresswell - OC 27 Sqn) 4 hrs 30 mins.
22 May 70  Exercise Co-op. (S/Ldr M J Pilkington 27 Sqn). 4 hrs 25 mins.
26 May 70  Exercise Datex. (F/Lt K P Murfitt) 5 hrs 00 mins.
18 Jun 70  Exercise Scorer (F/Lt A J Davies) 4 hrs 20 mins.
24 Jun 70  Exercise Sky Blue (F/Lt M A Kirk 27 Sqn) 4 hrs 10 mins.
26 Jun 70  Exercise Sky Blue (F/LT M A Kirk 27 Sqn) 4 hrs 05 mins.
15 Jul 70  Exercise Bookmaker (F/Lt M A Kirk 27 Sqn) 4 hrs 45 mins.
03 Aug 70  Scampton to Luqa. (F/Lt A J Davies 27 Sqn) 3 hrs 15 mins
4 Aug 70  Luqa to Akrotiri (F/Lt A J Davies 27 Sqn) 4 hrs 15 mins
6 Aug 70  Cyprus low level route. (F/Lt A J Davies 27 Sqn) 3 hrs 45 mins.
<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Details</th>
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<tbody>
<tr>
<td>8 Aug 70</td>
<td>Akrotiri to Waddington (F/Lt A J Davies)</td>
<td>4 hrs 50 mins.</td>
</tr>
<tr>
<td>11 Aug 70</td>
<td>Excessive elevator stick force required during flight with F/Lt Longhurst.</td>
<td>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).</td>
</tr>
<tr>
<td>13 Aug 70</td>
<td>(F/Lt Hartley). Auxiliary Airborne Power Plant failed to start on ground.</td>
<td>(No. 1 Group Flight Safety Register).</td>
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<tr>
<td>03 Sept 70</td>
<td>Exercise Scorer (F/Lt K P Murfitt 27 Sqn)</td>
<td>4 hrs 55 mins.</td>
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<tr>
<td>11 Nov 70</td>
<td>During flight with W/Cdr Vasey (OC No. 617 Sqn)</td>
<td>bird strike damaged in-flight refuelling probe and mounting. Cat 2 damage. (No. 1 Group Flight Safety Register).</td>
</tr>
<tr>
<td>8 Jan 71</td>
<td>F/Lt Hartley. Electrical problems.</td>
<td>(No. 1 Group Flight Safety Register).</td>
</tr>
<tr>
<td>09 Feb 71</td>
<td>Tengah Ranger. Scampton to Akrotiri. (F/Lt D R Bourne 27 Sqn)</td>
<td>3 hrs 25 mins.</td>
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<tr>
<td>10 Feb 71</td>
<td>Tengah Ranger. Akrotiri to Masirah. (F/Lt D R Bourne 27 Sqn)</td>
<td>4 hrs 15 mins.</td>
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<tr>
<td>11 Feb 71</td>
<td>Tengah Ranger. Masirah to Gan. (F/Lt D R Bourne 27 Sqn)</td>
<td>3 hrs 40 mins.</td>
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<tr>
<td>12 Feb 71</td>
<td>Tengah Ranger. Gan to Tengah. (F/Lt D R Bourne 27 Sqn)</td>
<td>4 hrs 10 mins.</td>
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<tr>
<td>15 Feb 71</td>
<td>Tengah Ranger. Tengah to Gan. (F/Lt D R Bourne 27 Sqn)</td>
<td>3 hrs 45 mins.</td>
</tr>
<tr>
<td>16 Feb 71</td>
<td>Tengah Ranger. Gan to Masirah. (F/Lt D R Bourne 27 Sqn)</td>
<td>3 hrs 10 mins.</td>
</tr>
<tr>
<td>17 Feb 71</td>
<td>Tengah Ranger. Masirah to Akrotiri. (F/Lt D R Bourne 27 Sqn)</td>
<td>4 hrs 50 mins. (Form 541 records this flight as 16/2 but it must be 17/2)</td>
</tr>
<tr>
<td>18 Feb 71</td>
<td>Tengah Ranger. Akrotiri to Scampton. (F/Lt D R Bourne 27 Sqn)</td>
<td>4 hrs 55 mins.</td>
</tr>
<tr>
<td>06 May 71</td>
<td>Royal demonstration Scramble. (W/Cdr J S Cresswell – OC 27 Sqn)</td>
<td>0 hrs 15 mins.</td>
</tr>
<tr>
<td>17 May 71</td>
<td>Exercise Cold Cape. (Fighter Affiliation Exercise) (W/Cdr J S Cresswell – OC 27 Sqn)</td>
<td>4 hrs 20 mins</td>
</tr>
</tbody>
</table>

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.

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12 Jul 71  Pilot Flt Lt Snell.
18 Jul 71  Brake hydraulic pressure fell to zero. (F/Lt G. Rayfield). (No. 1 Group Flight Safety Register).
21 Jul 71  Pilot Flt Lt Snell - practice bombing (12 x 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 B P Sharp, 27 Sqn). (No. 1 Group Flight Safety Register) - Exercise Scorer. 2 hrs 45 mins.
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)
24 May 72  Navigator’s Flying Log Book of Flt Lt John Weller records radar trial exercise-5.45 hour flight.
31 May 72  Weller LB records 1.05 hr training flight Scampton – Wildenrath, West Germany, and 1.30 hr flight back to Scampton.
24 Jul 72  Weller LB records 1.35hr flight, Radar Trial Exercise 1.
02 Aug 72  To RAF St Athan for major servicing.
17 Oct 72  To Hawker Siddeley Aviation Ltd Bitteswell for modifications.
21 Jun 73  Weller LB records 4.45hr flight, Scampton – Goose Bay
23 Jun 73  Goose Bay – Plattsburgh AFB (1.55hr) Air Display, Plattsburgh AFB, USA (10 minutes; Weller LB)
25 Jun 73  4.30hr flight, Plattsburgh AFB – Scampton (Weller LB)
28 Sept 73  2.10 hr training flight (Weller LB)
31 Jan 74  Nominal transfer on movement card to No.27 Squadron.
31 Jan 74  Exercise Joint Conquest (F/Lt J W Porter 27 Sqn) 5 hrs 15 mins
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.
04 Oct 78  Navigator’s logbook of (later) Sqn Ldr. Mike J. Grout records 4.05hr flight via Spadeadam, with 15-minute night flight the same day.
21 Dec 78  1.35 hr. flight (Grout LB)
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.
10 Dec 80  3.35-hour Spadeadam flight (Grout LB)
18 Dec 80  4.15hr training flight (Grout LB)

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02 Jun 81  4.5-hour day/night flight (Grout LB)
03 Jun 81  3.40-hr Spadeadam flight. (Grout LB)
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.
14 Sep 81  Two flights, day/night (2.50m hrs. and 50 minutes respectively)
23 Oct 81  2.40 hour flight (Grout LB)
11 Nov 81  Made special one-hour flight, including flypast over RAF Museum Hendon, 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 (Grout Logbook) Pilot F/Lt Walker.
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 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.
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


Additions in red are from No. 83 Sqn Forms 540 and 541– Robert Owen, Official Historian, No. 617 Sqn Aircrew Association 10/12/06, and from No. 27 Sqn Forms 540 and 541– Robert Owen, Official Historian, No. 617 Sqn Aircrew Association 20/1/08.

- AAPP Airborne Auxiliary Power Plant
- BSOR Blue Steel Operational Round
- BSTR Blue Steel Training Round
- ECM run Electronic Countermeasures run
- GPP Group Planned Profile
- NBS Navigation Bombing System
- Statex Station Exercise
- TPF Training Profile Flight