

Avro Vulcan B.Mk2A (XM575)



Courtesy of the Lincolnshire Echo



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The Avro Vulcan was part of the 'V' bomber force that along with the Vickers Valiant and the Handley Page Victor was designed to deliver the British nuclear bomb during the Cold War period in the late 1950's and 1960's.

Few aircraft have ever turned heads like the prototype Vulcan, known initially as the Avro Type 698. On its maiden flight from Woodford, it literally stopped the traffic in the towns and villages on the Cheshire plain.

In 1952 Avro's chief test pilot, Roly Falk, amazingly performed a perfect barrel roll with the giant delta wing bomber over Avro's production factory at Woodford!

In the late 1950's the aircraft underwent a complete wing redesign resulting in the final development of the Vulcan – the B.MK2.

Painted in a dramatic anti flash white paint the 'V bombers' were on a four minute warning with crews stationed very near the aircraft, many of which were in the midlands.

From the mid sixties the Vulcan excelled in several new roles including low level flying, nuclear strike and maritime reconnaissance resulting in a move to the camouflage paint scheme. In 1969 responsibility for Britain's nuclear deterrent was handed over to the Royal Navy's Polaris Submarines.

During the Falklands campaign in 1982 a specially adapted Vulcan, with in-flight refuelling capability, flew the famous 'Black Buck' mission, bombing Argentinian held Port Stanley airfield. This became the longest ever non-stop bombing mission from the RAF base on Ascension Island.



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Specifications

Dimensions:

Length: 30.50m (100ft 1in)

Wingspan: 33.83m (111ft)

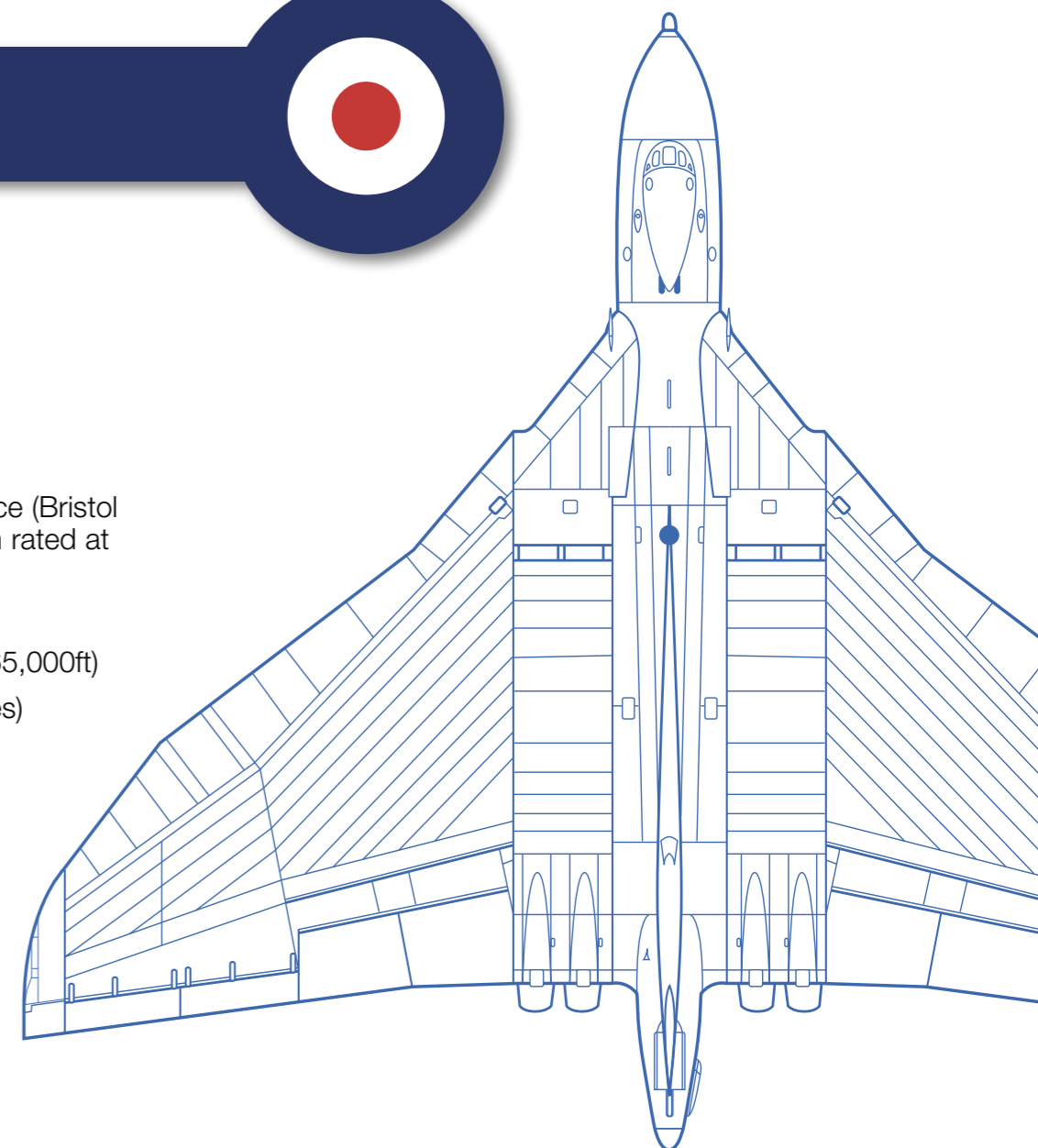
Height: 8.29m (27ft 2in)

Powerplant: Four Rolls Royce (Bristol Olympus 301 turbojets) each rated at 20,000lb thrust

Maximum Speed: 645 mph

Service Ceiling: 19,812m (65,000ft)

Range: 5,500km (3,450 miles)



The Aeropark Vulcan

XM575 was the second Vulcan B2 Blue Steel aircraft to be fitted with an upgraded Olympus engine. It was delivered to No 617 (Dambuster) Squadron in May 1963. In March 1974 the aircraft was moved to Waddington and allocated to Squadron 101 and then to Nron. In 1979 XM575 was moved for the last time when it joined the No 44 Squadron and it's their colours the aircraft displays today.

On the 28th October 1982 XM575 was honoured by being asked to take part in the Falklands Victory fly-past over London. Three months later the aircraft flew its last, landing here at the Airport and was given the civil registration G-BLMC.

