

**LOCKHEED HERCULES C130K/C.3 XV202**  
**ACCESSION NUMBER X005-5969**

Built as Lockheed at Marietta, Georgia as a C-130H-130-LM Hercules. Allotted nominal USAF serial No. 66-8552 from serials block 66-8550/8573 for administrative purposes. C/N 4223/4224, 4226/4228, 4230/4233, 4235/4238, 4240/4247, 4251/4253.

Batch sold to RAF as Hercules C-130K/C.1 XV200/XV223 as one of 66 C-130K Hercules acquired for the RAF between December 1966 and May 1968.

Manufacturer's No. 382-4226

- 17 Aug 67      Delivered to RAF as Hercules C Mk.1 following painting and fitting out by Marshall of Cambridge.
- c.Oct 67      Photographed at RAF Lyneham with Royal Air Force Far East titling; scheduled for delivery to No 48 Squadron, Changi, Singapore ; Air Britain Digest Feb 1968 p.36.
- 18 Oct 67      Colerne – Thorney Island – Colerne training flights whilst with No 48 Squadron –Allan du Feu LB – extracts on Hercules file.
- 19 Dec 67      2.20hr training flight, Colerne and Lyneham – Wildey file note, 2013.Captain Sqn Ldr Alan Colman, pilot Flt Lt Luckins. See also logbook for Flt Lt Ronald A Cochrane.
- 28 Dec 67      6 hr 5 min flight, Lyneham – Akrotiri- en route delivery to 48 Squadron, RAF Changi, Singapore – file note from then Pilot Officer Brian Wildey. On to Bahrein and hence to Gan following day – flying time 6 hrs 55 minutes.
- 31 Dec 67      Gan – Changi flying time 6hrs 40 minutes. Captain for whole flight Sqn Ldr Colman.
- 5 Jan 68      Changi (Singapore) -Darwin-Amberley-Changi fight over seven days as part of route check flight – du Feu LB.
- 8 Jan 68      SEAC runs, Cochrane LB; flight time four hours. Pilot Flt Lt Lancaster.
- 23 Jan 68      Changi-Gan-and beyond over five days – du Fue LB.
- 23 Feb 68      Cochrane LB – Changi – Loeng Nok – Tha-Changi; 7.25 hours. Pilot Flt Lt Shere.
- 17 Apr 68      Two parachutist runs – Operation Winged Dagger. Flight time 1.05 hours, pilot Flt Lt Fielding. Cochrane LB.

- 19 Apr 68      Cochrane LB – Winged Dagger – two runs to Kluang. Pilot Flt Lt Carter.
- 23 Apr 68      Changi – Kluang-Changi; de Feu LB.
- 22 May 68      Photographed at Port Moresby, New Guinea, by crew member Allan du Feu during Changi-Port Moresby – Lae-Kukum-Nandi flight – de Feu LB; finally returned to Changi via Port Moresby 27 May.
- 2 Jul 68        Changi – Penerak-Changi –de Feu LB.
- 8 Jul 68        Wildey file note – Changi – Kuala Lumpur and return.
- 9 Jul 68        Wildey file note – 1.45 hour Night Training, Captain Fg Off Walton.
- 2 Aug 68        Changi - Mauritius - Changi - de Feu LB.
- 4 Sep 68        Cochrane LB – 1.15 hours M.S.P Drop Kanear Kahang
- 26 Sep 68      Changi-Darwin, returning to Changi 29<sup>th</sup> – de Feu LB.
- 5 Nov 68        Changi-Kai Tak (Hong Kong) - Changi – de Feu LB.
- 20 Dec 68      Wildey file note – Changi – Hong Kong, 4.35 hours, Captain Fg Off Wilson.
- 27 Dec 68      Wildey file note - Changi – Hong Kong 4.40 hours.
- 10 Feb 69      Kai Tak – Changi (de Feu LB)
- 24 May 69      Changi – Labuan-Changi –de Feu LB.
- 27 May 69      Kai Tak –Changi – de Feu LB.
- 12 Jun 69      Changi-Kai Tak, and Changi-Butterworth (Malaya) - Darwin – Changi on 16<sup>th</sup> July – de Feu LB.
- 28 Jun 69      Cochrane LB – 6.40 hour flight, Darwin – Butterworth (Malaysia) then on to Tengah and Changi (1.30 hours). Pilot Flt Lt Carter.
- 14 Jul 69      Wildey file note – five hour flight Changi – Hong Kong, and on to Kimpo, South Korea – 4.45hours.
- 15 Jul 69      Wildey file note – Kimpo – Iwakuni-Misawa-Tachikawa (USAF base near Tokyo, Japan) Flying time 4.50 hours.
- 17 Jul 69      Wildey file note - Tachikawa – Kimpo 2hrs 35 minutes, then Kimpo-Hong Kong (5hrs); next day Hong Kong – Changi (4.40 hours)

- 10 Aug 69      Changi-Darwin-Whenupai-Edinburgh – Darwin-Changi – flight completed 15 August. De Feu LB.
- 1 Sep 69        Wildey file note – low-level flying in Malaysia – flying time two hours.
- 18 Sep 69      Cochrane LB – Kai Tak – Changi, 4.50 hrs, Pilot Flt Lt Kilpatrick.
- Mar 70          Flown by Flt Lt (Later Sqn Ldr) Ian Nelson for the annual Lord Trophy competition won by Lyneham-based No.24 Squadron. ‘Exercise Thread’ saw several Hercules, including XV202, and was a support competition testing low level flying, parachute, and other supply dropping, based at Hal Far, Malta.
- 28 May 70      Abingdon – Benson (de Feu LB)
- 6-8 Jan 71     Flown by Flt Lt Nelson Eastleigh (Nairobi) – Muharaaq (Bahrain) – Akrotiri (Cyprus)
- 2-8 Feb 71     Flown by Flt Lt Nelson Bahrain – Mombasa – Masirah – Firq. He then did a series of nine flights between either Salalah or Masirah to and from Firq in order to rotate the troops from the Gulf States. XV202 then flown back to Bahrain where another crew took it back to RAF Lyneham.
- 30 Sep 71      Flown by Flt Lt Nelson on a low level formation flying exercise. No drop due to weather.
- 19 Nov 71      Transported Italian Parachutes to Pisa, Italy (Robert Thacker logbook-extract on Hercules file)
- 22 Nov 71      Supported Harrier deployment to Norway with flight via RAF Wittering to RNoAF Gardermoen (Thacker logbook)
- Dec 71          At Thorney Island with No. 242 O.C.U.
- 8 Dec 71        Cochrane LB – 20 minute flight, Lyneham – Thorney Island; pilot Flt Lt Pierce.
- Flt Lt Nelson commented in 2011; ‘I transferred to Thorney Island to join the OCU as an instructor in Dec 1971 and my first flight at Thorney Island was on XV202. It appears that it must have been transferred to Thorney Island between those last two flights. I think it must then have been based at Thorney Island until Thorney closed in Nov 1975 as I flew it on at least 36 occasions. Amongst the routine exercises repeated for every course I also flew it to;-
- 15-17 May 72 Thorney Island (TI) to Lajes (Azores) to Bermuda - TI; our regular oceanic training exercise.

- 27/8 Jul 72 Thorney Island – Akrotiri - Thorney Island – Cochrane LB. Pilot Sqn Ldr Phillips.
- 11-12 Sep 72 TI to Gatow (Berlin) (and 7 May 1973)
- 19-21 Sep 72 Practice and Demonstration flights – Cochrane LB. Pilot Wg Cdr Ward.
- 12 -14 Feb 73 TI to Gibraltar - Lajes - TI
- Mar 73 Operated in Nepal – Operation Khana Cascade; Lockheed Hercules of the Royal Air Force mounted an emergency food airdrop to famine-stricken villages in remote areas of West Nepal.
- 14 Jun 73 Aircrew logbook (Engineer) of F Sgt David Sinclair Bright records 6.10 hour Thorney Island – Akrotiri (Cyprus) flight.
- 13 Jul 73 Bright LB records 4.10 hour flight Thorney Island – Aalborg – Thorney Island flight.
- 16 Jul 73 Bright :B records 1.15 hour flight Thorney Island – Colerne – Thorney Island to pick up ferry crew.
- 3 Aug 73 1.20 hour flight, Thorney Island – Abingdon and return. Cochrane LB.
- 9 Feb 74 Thorney Island to Gander where the aircraft went unserviceable until 18th. See Cochrane LB – pilot Sqn Ldr Kellemer. 8.50 hour flight.
- 26/7 Mar 74 Cochrane LB – Thorney Is – Lajes – Gander. Pilot Flt Lt Broadstock-Smith.
- 30 Mar 74 Gander diverted to Lajes – Cochrane LB. 6.40 hour flight. Onwards to Thorney Island the following day (1 April).
- 16-19 Sep 74 Thorney Is. – Lajes – Dulles – Gander – Thorney Is. Cochrane LB.
- 5-8th Nov 74 TI to Lajes to Dulles (Washington USA) to JFK (New York) to Gander to TI.

I was promoted to Sqn Ldr, and put in command of the Hercules Flying Squadron of the OCU in June 1974. In November 1975 I flew the last Hercules (XV199) out of Thorney Island. Once we had left TI with the vast number of Hercules available at Lyneham I only flew XV202 on one occasion on 18 April 1977 when I did Categorisation checks on two course members on that aircraft’.

Converted to Hercules C.Mk.3 with fuselage lengthened by 15ft/4.57m by Marshall of Cambridge (Engineering) Ltd as one of 30 such conversions done between 1980 and 1985, using fuselage plugs fore and aft of the wing supplied by Lockheed-Georgia. Used mainly on longer routes and for paratrooping. Notes by Sqn Ldr Tim Gosling (2013) describe XV202 as a 'Slick' Mk.3 with the fit of a typical C. Mk.3 from around 2001, permitting normal 'trucking' operations but not operation in threat zones such as Iraq and Afghanistan, with a normal crew of five.

- 6 Apr 75 Navigator's logbook of Wing Commander Colin Eames records 7.10 hour flight, Akrotiri- Lyneham; pilot Flt Lt Sedman.
- 6 Aug 75 4.40 hour Thorney Island- Gibraltar flight - Cochrane Logbook.
- 7 Aug 75 8.15-hour Gibraltar – Gander flight – Cochrane logbook. Pilot for both flights S/Ldr Donnelly.
- 19 Jul 76 Flew Lyneham – Marham (Thacker logbook)
- 11 May 78 Flown Lyneham – Honington – Bodo- Honington (Robert Thacker logbook, extract on file)
- 1981 With MoD (PE) at Cambridge for conversion as a C.3.
- 27 Sep 81 Two hour flight, Lyneham – Vaerlose (Denmark) – Eames LB. Pilot Sqn Ldr Synott.
- Photo around this time – Air International February 1983 p.69.
- 3 May 83 Flown Lyneham – RAF Gutersloh with Tim Gosling as navigator. A routine tasking, about 90 minutes each way, taking spares to RAF Germany-based Harrier GR.3s.
- 19 Mar 84 Lyneham to Leuchars then Decimomannu and return same day, supporting a Phantom weapons training detachment to the Italian airbase on Sardinia. Total 8hrs 15 minutes. (Gosling)
- 10 Sep 84 First 'post-stretch' test flight from Cambridge airport; pilot Marshalls' company test pilot John Preece.
- To RAF Lyneham Transport Wing, (Wiltshire – latterly consisting of Nos. 24, 30, 47 and 70 Squadrons and 242 O.C.U, all part of No. 38 Group) and from 1986 retrofitted as a C.3P with in-flight refuelling probe above the cockpit.
- 18 Dec 84 General formation training from Lyneham (Gosling) Total 2hrs 15 minutes.

- 19 Apr 85      Formation Training, medium level out of Lyneham, descending into low level; Harness drop at Keevil airfield and return to Lyneham. Total 1 hr 50 minutes. (Gosling)
- 1994            Displayed at International Air Tattoo, RAF Fairford, Glos, when serving as part of the Lyneham Transport wing.
- 23 Mar 95 – 27 Mar 96      Trial fit of alternative crew seats.
- 9 Aug 96        Singleton low-level sortie from Lyneham, dropping four one-ton containers on South Cerney drop zone and return to Lyneham. Total two hours (Gosling)
- 22 Aug 96        Formation training, low-level out of Lyneham, dropping Harness pack on Everleigh Down drop zone and return to Lyneham. Total 2 hrs 35 Minutes (Gosling)
- Oct-Dec 99      At Marshall Aerospace, Cambridge for modifications.
- May 2006        At Marshall Aerospace, Cambridge for modifications.
- 21 Jan 2009     To Marshall, Cambridge for storage.
- 2011            Serving with No 47 Squadron, RAF Brize Norton – with the planned closure of RAF Lyneham in 2012, the last four Hercules left Lyneham on 1st July 2011.
- 12 Aug 2011     Delivered by air at 11.30am by seven No. 47 Squadron crew from RAF Brize Norton (the only RAF unit then flying the C-130K model) to RAFM Cosford; 40-minute flight time. Made a fast low pass, a touch-and-go, and then finally landed. Final airframe flying hours 31,258.40.

Photos – Aeroplane October 2011 p.14; Flypast October 2011 p.8; Air Forces Monthly October 2011 p.6; Aircraft Magazine October 2011 pp.10-11. The Flying M Autumn 2011 p.4; Britain At War October 2011; Royal Air Force Museum News 2011 Summary p.11; Wrecks and Relics 23<sup>rd</sup> Edition, 2012; Air International September 2011 p.4.

This was expected to be the final landing of the last RAF C130K Mk.3 (remaining RAF C-130K Hercules Mk.1 and Mk 3A aircraft being due to remain in service until 31 October 2013)

Following delivery, the aircraft was stripped of useful spares by Marshalls to support the RAF's airworthy Hercules fleet, these parts, including the engines, being replaced with time-expired components, the engine exchange being undertaken in mid-October 2011. Photo – Aerospace Museum Society Intercom November 2011 p.1.

- 13 Dec 2011 Towed onto RAF Museum land and placed on external public display. Photos on display – Aeroplane March 2012 p.14; Flypast March 2012 p.8.
- 27 Nov 2012 Used for filming interior shots of BBC Drama ‘Our Girl’ about a woman private soldier serving in Afghanistan; first broadcast 24 March 2013.
- 12 Sept 2013 Formal Handover ceremony at RAFM Cosford from RAF to RAF Museum.

**TEXT; ANDREW SIMPSON**

**RAF MUSEUM 2013**