

VICKERS VC10 C1K
AIRCRAFT SERIAL NUMBER XR808

Assembled by British Aircraft Corporation at Brooklands (Weybridge), Surrey as VC-10 Type 1106, (One of 14 RAF VC 10 C. Mk 1 aircraft) constructor's number 828, serials block XR806 – XR810.

- Sep 61 Part of an initial order for five VC-10s for the RAF to specification C.239/60 for VIP and Far East Route use. The C.1 was a hybrid passenger/cargo transport version.
- 9 Jun 66 First flight, from Brooklands; photo Aeromilitaria Winter 2013 p.158 and RADAR Issue 11, Autumn 2015 p.30.
- 7 Jul 66 Delivered to newly formed No 10 Squadron RAF Transport Command (later Air Support Command) at RAF Fairford (based there until 23 May 1967, later Brize Norton) as their first aircraft. The aircraft was formally handed over to the RAF at BAC Wisley on this date, with replica Vickers Gunbus replica '2345' in attendance - photo Aeromilitaria Winter 2013 p.164.
- 22 Aug 66 Made first overseas training/proving flight by an RAF VC-10, from RAF Lyneham to Hong Kong. See RAFM photos P022057 – P022062.
- Initial work for the squadron were scheduled route flights, five times per week to RAF Akrotiri, Cyprus and four per week to the Far East via Akrotiri, Gan, Singapore and Hong Kong, plus twice-weekly schedules to Washington DC, using Dulles International airport. 'Spec' flights included regular runs to Calgary or Edmonton during the summer from RAF Gutersloh transferring BAOR tank crews to training facilities on the Canadian prairies.
- 30 Mar 67 Made press/VIP flight over the Torrey Canyon tanker prior to its sinking.
- Nov 68 Named Kenneth Campbell, VC, as part of policy to name all 14 RAF VC-10s after RFC/RAF holders of the Victoria Cross.
- 16/17 Jun 69 Flew Brize Norton – Patuxent River AB (Maryland, USA) – Ballykelly (NI) – Robert Thacker LB extracts on file.
- 3 Sep 70 Flew Aldergrove – Hannover (West Germany)-Brize Norton (Thacker logbook)
- 17 Aug 72 Flew Brize Norton – Gutersloh on two return trips – extracts from logbook of S/Ldr Sidney J Adams, 10 Sqn RAF, on a/c dept. file.

9 Sep 72 Brize Norton – Manchester –Gutersloh-Hannover-Teesside-Brize Norton (Adams LB)

13/14 Oct 72 Akrotiri – Brize Norton (Adams LB)

9-13 Jan 73 JFK New York – Charleston – Chicago-Los Angeles-Brize – Boston – Dulles-Brize Norton (Adams LB)

23 Feb 73 Colombo - Akrotiri (Adams LB)

27 Dec 73 Akrotiri – Brize Norton (Adams LB)

20 Mar 74 Hong Kong – Tengah-Gan (Adams LB)

24/5 Jun 74 Gan – Akrotiri (Adams LB)

7 Aug 74 Brize Norton – Akrotiri (Adams LB)

1/2 Aug 74 Gan – Tengah-Hong Kong (Adams LB)

6 Dec 74 Akrotiri – Brize Norton (Adams LB)

4/5 Mar 75 Gan – Hong Kong (Adams LB)

11 Apr 75 Flight to RAF Kai Tak, Hong Kong –pilot from Gan Martin Willing; No.4 engine failure upon take-off; dumped fuel and returned safely to Gan after 55 minutes

1/3 Jul 75 Brize Norton – Keflavik –Namao-Brize Norton (Adams LB)

13 Sep 75 Akrotiri – Brize Norton (Adams LB)

10 Oct 75 Brize Norton – Dulles-Brize Norton (Adams LB)

28 Jan 76 Brize Norton – Akrotiri (Adams LB)

29 Mar 76 Last RAF aircraft to leave Gan, the former RF Far East staging post in the Indian Ocean.

28/29 Apr 76 Hong Kong – Brunei – Hong Kong-Colombo-Bahrain (Adams LB)

31 May 76 Brize Norton – Akrotiri (Adams LB)

1-4 Jun 76 Akrotiri – Brize Norton – Gutersloh-Aldergrove – Gutersloh-Aldergrove-Gutersloh-Brussels-Brize Norton. (Adams LB)

14 Jun 76 Brize Norton – Akrotiri (Adams LB)

23 Jun 76 Akrotiri-Luqa-Brize Norton (Adams LB)

12/13 Nov 76 Hong Kong-Brunei-Hong Kong-Colombo-Bahrei (Adams LB)

3 Jan 77 Bahrain – Colombo (Adams LB)

2-4 Jun 77 Brize Norton – Dulles-Brize Norton (Adams LB)

19 Jul 77 Flew Brize Norton – RAF Gutersloh (West Germany) – Gander AFB – Calgary (Canada) – Gander – Gutersloh –Thacker logbook.

4 Nov 77 Brize Norton – Calgary (Adams LB)

23/4 Jan 78 Bahrain – Brize Norton (Adams LB)

26 May 78 Brize Norton – Wildenrath –Brize Norton (Adams LB)

12 Jan 79 Akrotiri-Brize Norton (Adams LB)

15 Feb 79 Brize Norton – Bahrain – Colombo (Adams LB)

28 Oct 79 Brize Norton – Gutersloh-Brize Norton (Adams LB)

2/3 Apr 80 Brize Norton – Goose Bay – Belize (Adams LB)

21 Jul 80 Continuation Training (Adams LB-1.25 hours)

24 Aug 80 In USA; McLelland AFB – Hickam – Nandi (Adams LB)

16/17 Sep 80 Hong Kong – Colombo-Bahrein (Adams LB)

1980 By this time the aircraft was serving with No 38 Group, Strike Command.

1981 Still with No 10 Squadron, RAF Brize Norton.

1990 Used for a never-distributed feature film; filmed at Gatow in temporary United States Air Force markings in return for a donation to the RAFBF. Photo – Classic Aircraft September 2012 pp.86-87.

10 Nov 95 Flew last operational sortie of standard RAF VC-10 C Mk 1 over North Sea – pilot S/Ldr John Mass, then flew on down to Bournemouth for modification to C Mk 1K standard; the last flight of an unconverted C.1.

Oct 96 Delivered to RAF as final VC10 C1 Modified by Flight Refuelling Ltd at Bournemouth (Hurn) – subcontracted from BAe Manchester - to C MK 1K standard (to contract A3a/300, January 1990) as mixed tanker/passenger role with FR Mk 32 refuelling pods under each wing, retaining the original 150-seat passenger configuration and carrying no extra fuel. Returned to No 10 Squadron the following month.

With the disbandment of No.10 Squadron on 14 October 2005 the remaining C1Ks were transferred to 101 Squadron and February 2006 saw the first C1Ks sporting 101 Sqn crests and tail letters, with XR808 becoming 'R' – known as 'Bob' on the Squadron.

- 2 May 09 Photographed at Prague airport, operating support flight for joint Czech Republic/UK exercise, 'Operation Rhino'
- 8 Oct 2010 Photographed arriving at Exeter International Airport bringing troops home from Afghanistan.
- 2011 Remained as one of 13 aircraft in the RAF VC-10 fleet, of which eight were C Mk 1Ks, the first of which were due for retirement August 2011, the last six VC-10s, including one C Mk 1K, being originally due to retire at the end of March 2013.
- 7/8 Jul 2012 Appeared in static park at RIAT at RAF Fairford with special commemorative 101 Squadron markings on tail. Photo in this scheme leaving Brize Norton, July 2012; – Classic Aircraft September 2012 p.39. At this time only eight VC.10s remained in RAF service.
- 28 Aug 2012 Led formation (codenamed 'Tartan 21') of three 101 Squadron VC10s in special formation flight over seven UK RAF stations to mark 50 years of the VC10 and 95 years of 101 Squadron. Photos – Classic Aircraft October 2012 p.10; Air International October 2012 p.6; Flypast November 2012 p.16; Aeroplane December 2012 p.6. Flying hours by this date 43,650 as the oldest remaining VC-10 with 101 Squadron.
- 7 Nov 2012 C1Ks XV106 and XV108 left Brize Norton for Bruntingthorpe airfield pending reduction for spares, leaving XR808 as the last operational VC-10C1K, along with four K3s and a K4 with 101 Squadron at that time.
- 20 Mar 2013 Originally suggested delivery date to RAF Cosford for transfer to RAF Museum; planned out-of-service date for the type was 31st March 2013, but in late 2012 the RAF decided to keep four VC-10s, including low-hours-since-overhaul XR808, in service until September 2013.
- 29 Jul 2013 Leaving Brize Norton at around 11am, flown into Bruntingthorpe airfield, Leics after a 40-minute final flight and retired after 47 years 3 weeks service. Total flying time 43,866.50 hours.
- 17 Nov 2013 Posed for photoshoot at Bruntingthorpe with K3 ZA147 (which made the final VC10 flight of all on 25 September 2013) and ZD241; Aeromilitaria Spring 2014 p.21.

Other photos stored at Bruntingthorpe awaiting road transport to RAFM Cosford; Aviation News June 2014 p.26; Wrecks and Relics 24th Edition (2014); Scale Aircraft Modelling February 2015 p.50.

Sept 2014 Initial dismantling by GJD Aerotech, including removal of engines and tailplane, commenced, using a team of eight people. See Flypast March 2015 p.7 and July 2015 p.20. Also Cosford Grapevine Spring 2015. Intended for use as a classroom.

21 June 2015 Delivery via M6 motorway and Shifnal of 93-ft long main fuselage section to RAFM Cosford – for positioning on airfield for initial reassembly. Photos – Aeroplane September 2015 p.9; Flypast September 2015 p.10; Transport Digest Autumn 2015 p.3; RADAR Issue10 Summer 2015 p.7 and Issue 11, Autumn 2015 cover and p.33.

By 28 Sept 2015, the tailplane was refitted, engines were in place, and main items to be replaced were the outer wing panels.

Photo completed and on public display; Flypast January 2016 p.8.

For flights, see logbook microfilm X006-7025/011.

ANDREW SIMPSON

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