

FLASH

OCTOBER 1972





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FLASH is a monthly appearing, non-professional magazine specialized in military aviation.

Dear Reader,

With this first issue of Volume Three we have several surprises for you in mind. We might just as well start with the bad news, or rather, less good news. Hm, yes. Well, we had to decide to raise the price for a one-year subscription of FLASH with one guilder, so up to DFL 15,--; the price for a six-month subscription will remain the same however, DFL 7,50. This had to be done, owing to the fact that for the second time this year the Royal Netherlands Postal Service, or P.T.T., have raised their stamp-prices. Did you know, that 40 % of your donation goes to the mail-man?

You will probably have noticed the good news by now; a second photopage has been introduced. As if this were not enough, the editorial team decided to add 2 extra pages of info each month, so the FLASH page-total has run up to 16 now! . We are progressing, you see? Who knows how the magazine will look like with the first issue of Volume Four.....?

The Editors

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for this issue our special thanks to:

S.G.Eindhoven
S.G.Volkel
S.G.Valkenburg
P.v/d Krommenacker
W.v/d Boom
A.Luft
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For a brief comment on the photographs in this issue see page 16.

MOVEMENTSEINDHOVEN (R.Neth.AF) S.G.Eindhoven, P.v.d.Krommenacker

31-5-1972: BA-02,22,26 Mirage 5BA BAF
 11-7 : BA-14 Mirage 5BA BAF
 20-7 : BA-01,13 Mirage 5BA BAF
 25-7 : 104,89112 RF-5A R.No.AF 717 sqn Sola
 11-9 : 79007 C-47 R.Sv.AF F.8 sqn Barkarby till 12/9
 12-9 : 7173 UH-1D Luftwaffe HTG-64 Landsberg
 22-9 : JM-146034 C-1A Trader USNavy Kennedy, also on 25/9
 25-9 : BA-11,18 Mirage 5BA BAF

VOLKEL (R.Neth.AF) S.G.Eindhoven, S.G.Volkel, P.v/d Krommenacker

16-6-1972 : 61-MW c/n F.51 C-160 FAF 61 esc. Orléans
 19-7 : FX-13 c/n 9032 F-104G BAF 10 Wing
 2272 c/n 7153, 2216 c/n 7087 F-104G Bundesmarine MFG-1 Jagel
 20-7 : 3423 c/n 91-2-0025, 3429 c/n 91-2-0032 G-91T Luftwaffe WS-50
 16187 UH-1B USArmy
 21-7 : 67-0002 C-141A USAF 438th MAW
 109159 CC-109 CAF
 OL-D11 DO-27 Belgian Army
 31-7 : 2259 c/n 7140, 2458 c/n 8206 F-104G Luftwaffe JABOG-31
 1-8 : Squadron-rotation with the following F-104G's of Bundesmarines MFG-1:
 2277 c/n 7159, 2278 c/n 7160, 2284 c/n 7166, 2293 c/n 7176,
 2300 c/n 71??, 2683 c/n 7429
 Following RF-104G's of 306 sqn went to Jagel: D-5808 (TF),
 D-8013, 8059, 8107, 8138, 8066.
 4-8 : 2724 c/n 5724 TF-104G Bundesmarine MFG-1 Jagel
 109159 CC-109 CAF
 7-8 : 2388 c/n 8095 F-104G Luftwaffe JABO C-36 Rheine-Hopsten
 29-8 : 2775 TF-104G Luftwaffe JABO C-33 Büchel
 31-8 : 2137, 2400 F-104G Luftwaffe JABO C-34 Memmingen

VALKENBURG (R.Neth.FAS) S.G.Valkenburg

July 4 : XS-495, code VO, XS-508, code VM Wessex HU-5 Royal Navy HMS Albion
 5 : 8094, 8098 SH-34J Bundesmarine
 7047, 7096, 7108 UH-1D Luftwaffe HTG-64
 156175/HL EC-130C USNavy (radio c/s UVS)
 7 : 157311 P-3C Orion USNavy VP-24
 10: 152177 P-3A Orion USNavy VP-44 (radio c/s RV-1)
 28 : 157315/LR-31 P-3C Orion USNavy VP-24
 31: 2428 c/n 8170, 2433 c/n 8176 F-104G Luftwaffe

TWENTHE (R.Neth.AF) H.Sloot

August 3 : FT-3 s/n 51-4062, FT-9 s/n 51-6663 T-33A BAF ex R.Neth.AF M-59 and 60.
 15: XF-733/J F-2A Lightning RAF 92 sqn. Gütersloh
 2710 c/n 5711 TF-104G Luftwaffe WS-10 Jever
 16 2826 c/n 5956, 2834 c/n 5964 TF-104G Luftwaffe WS-10 Jever
 17: XV-750/X Harrier GR.1 RAF 20 sqn.

SOELSTERBERG (USAFE) S.G.Eindhoven, S.G.Volkel, M.Tabak

August 1 : BA-13 Mirage 5BA BAF
 3103 c/n 91-369, 32-10 c/n 91-478 G-91R Luftwaffe LeKG-41 Husum
 7112, 7132 UH-1D Luftwaffe
 2 : 3173 c/n 91-441, 3162 c/n 91-430 G-91R Luftwaffe LeKG-41 Husum
 3 : 2703 c/n 5704, 2769 c/n 5775 TF-104G Luftwaffe WS-10 Jever
 2810 c/n 5940 TF-104G Bundesmarine MFG-2
 3138 c/n 91-406, 32-79 c/n 91-549 G-91R Luftwaffe LeKg.44 Leipheim
 8 : 3040 c/n 91-104, 3031 c/n 91-089 G-91R Luftwaffe LeKg-43 Oldenburg
 2432 c/n 8175 F-104G, 2832 c/n 5962 TF-104G, both Luftwaffe JC-71
 FC-06 c/n 5103 TF-104G BAF

SOLSTERBERG cont.

August 9 : BR-05,22 Mirage 5 BR BAF, 42 esc. Florennes
 10: BA-33,42 Mirage 5BA BAF
 3031 c/n 91-089, 3137 c/n 91-405 G-91R Luftwaffe LeKG-43 Oldenburg
 3038 c/n 91-102, 3224 c/n 91-503 G-91R Luftwaffe LeKG-41 Husum
 3220 c/n 91-488 G-91R Luftwaffe LeKG-44 Leipheim
 16: 3147 c/n 91-415, 3160 c/n 91-428 G-91R Luftwaffe LeKG-41 Husum
 3186 c/n 91-454, 3273 c/n 91-543 G-91R Luftwaffe LeKG-44 Leipheim
 17: BA-30,44 Mirage 5BA BAF
 FT-07 s/n 51-4233 T-33A,BAF (ex R.Neth.AF)
 DT-490 s/n 51-17490 T-33A R.D.AF
 3227 c/n 91-496, 3128 c/n 91-497 G-91R Luftwaffe LeKG-44 Leipheim
 2475 c/n 3224, 2484 c/n 3234 F-104G Luftwaffe JG-71
 22: RT-602 c/n 12682 TF-104G RDAF
 133588, 133649 T-33A,CAF
 25: 2525 c/n 8301, 2542 c/n 8329 F-104G Luftwaffe JABOG-32 Lechfeld
 2219 c/n 7090, 2228 c/n 7106 F-104G Bundesmarine

LEEUWARDEN (R.Neth.AF)

H.van Tuyn, L.Helse

July 7 : 33-NL c/n 311 Mirage 3R PAF 33 esc. Strasbourg
 10: WF-916/P Canberra T.17 RAF 360 sqn.
 17: XN-793/A, XN-782/H, XN-791/D, XN-732/R Lightning RAF 111 sqn.
 21: 2780 c/n 5909 WF-104G Luftwaffe JG-71 Wittmundhafen
 August 15: 104656 CF-104D CAF Sollingen
 20: FX-52 c/n 9095, FX-94 c/n 9164 F-104G BAF 1 Wing
 28: DT-804 s/n 18884 T-33A RAAF
 3140 c/n 91-408, 3301 c/n 91-572 G-91R Luftwaffe LeKG-43 Oldenburg
 30: 15906 U-8F Seminole USArmy
 31: 08 c/n 35588, 21 c/n 35472, 25 c/n 35460, 27 c/n 35466
 29 c/n 35477, 31 c/n 35483, 59 c/n 35569, 61 c/n 35571
 All SAAB Draken R.Swedish AF of 10 Wing Angelholm on their way to
 Leuchars AB (Scotland) for a squadron-rotation.
 76 c/n 79006 C-47 R.Swedish AF 7 Wing

SCHI. HOL (civil)

A.Luft

19-8-1972: 5-211 F-27 I.I.A.F.
 NAF-904 F-27 Nigerian AF

BERLIN-TEMPELHOF (USAF)

A.Luft

Open Day 16/17 September 1972:
 Static Show: FB63833 C-130E USAF 313 TAW
 O-30350 KC-97L USAF Texas AEC
 60168 C-141 USAF 437 TAW
 66-17041 UH-1H USArmy Berlin
 O-82062 U-6A, O-81344 U-8D both USArmy
 61-ZJ c/n F.92 C-160 PAF 61 esc. Orléans
 62-MD c/n 4 Breguet 941S PAF
 AH c/n 91 radio c/s F-RBAN Nord 262D PAF

SOLLINGEN (CAF)

H.Tabak

July 4 : 9-04,05,16,23 F-104G Italian AF 9 Stormo/10 gruppo Grazzanise
 RI-F F-5A R.No.AF 334 sqn Bodø
 3307 c/n 91-578, 3314 c/n 91-585 G-91R Luftwaffe LeKG-43 Oldenburg

PAYERNE (Swiss AF)

P.v/d Frommenacker

August 19: J-4001,4026,4029,4054,4056,4075 Hunter Fmk.58 Swiss AF
 J-1167 Vampire FB-6; U-1213,1232 Vampire T-55
 J-1501,1529,1537,1564,1580,1588,1633,1704,1724,1729,1735,1752,
 1767,1768,1796 Venom FB.50 Swiss AF

SION (Swiss AF)

P.v/d Krommenacker

August 19/21: J-4059 Hunter Fmk.58; J-1008,1021,1081,1102,1122,1124,1131,1136,
1143,1144,1146,1150,1163,1171,1175,1176,1182,1184,1195 Vampire FB.6
J-1507,1512,1524,1560,1573;1577,1579,1605,1630,1708,1719,1777,1794,
1800 all Venom FB-50. U-1215,1220,1224,1225,1230,1234,1235 all
Vampire T-55; V-261,267 Alouette 3; C-503 BFW C-3605.

UNTERBACH (Swiss AF)

P.v/d Krommenacker

August 24: J-4002,4009,4011,4018,4020,4023,4031,4043,4049,4052,4057,4064,4069,
4086,4096,4097 Hunter Fmk.58; U-1227 Vampire T-55

EMMEN (Swiss AF)

P.v/d Krommenacker

August 25: A-820,825,838,872 Pilatus P.3; V-602 DO-27A; U-143 Pilatus P.2;
V-223 Alouette 3; C-464,533 BFW C-3605; J-4013,4045 Hunter Fmk.58
U-1208,1222,1228,1237 Vampire T-55; J-1013,1020,1031,1054,1072,1080,
1127,1133,1139,1151,1155,1156,1160,1162,1168,1173,1178,1180,1199 all
Vampire FB.6; J-1502,1531,1544,1607,1626,1631,1638,1713,1757,1769,
1778,1791 all Venom FB.50.

DUBENDORF (Swiss AF)

P.v/d Krommenacker

August 25 : A-701,702,703 Junkers 52/3M; R-2107 Mirage 3RS; A-812 Pilatus P.3;
V-653 Piper Cub; V-618,623 Porter P.6A; V-601 Dornier DO-27A;
U-141,142,145 Pilatus P-2-06; V-212 Alouette 3; J-4012,4015,4027,
4053,4062,4067,4081,4084,4085,4094, all Hunter Fmk.58.
J-1508,1514,1526,1642,1644,1645,1646,1649,1711,1718,1781 Venom FB.50.

REIMS/CHAMPAGNE (FAF)

S.G.Volkel

July 5 : 30-FM c/n 358, 30-FG c/n 349, 30-FI c/n 354, 30-FH c/n 369, 30-FK c/n 368
30-FB c/n 347, all Vautour 2A of 3/30 esc.
30-FO c/n 356, 30-FA c/n 306, 30-FE c/n 324, 30-FL c/n 330, 30-FJ c/n 339
30-FR c/n 343, 30-FB c/n 314, 30-FC c/n ? all Vautour 2A of 2/30 esc.
62-QF c/n 208, 62-QL c/n 133, 62-QC c/n 112, 62-QN,62-QK,62-QJ c/n 191
all Noratlas 62 esc.
62-KI, 62-KJ c/n 163 Noratlas 2/62 esc.
62-WY c/n 182, 62-WM c/n 161 Noratlas 1/62 esc.
62-FL Breguet 941S; 30-QE,30-QB s/n 14282, 30-QA s/n 54434 T-33A 30 esc.
30-OM c/n 240 Flamant 30 esc.
Visitors: 10-SF,SE,SS,SE,SO Mystère B.2 1/10 esc Creil.
63-BD c/n 138 Noratlas 2/63 esc. Pau-Vzeins
319-CC Flamant 319 esc. Avord
10-KI c/n 240 Magister 10 esc. Creil
2-EE Mirage 3E 2 esc. Dyon-Longvic.

KÖLN/WAHL (WGAFF)

A.Luft

September 13: 9517,9525 T-33A WS-50 Luftwaffe Fürstenfeldbruck
5820 DO-28D WGAFF
5077 c/n D114, 5108 c/n D145 C-160D Luftwaffe
102 c/n 8905 Il-18 Polish AF

CAMBRAI-EPINOV (FAF)

S.G.Volkel, P.v/d Krommenacker

July 6/7 : Following Mystère B.2 of 12 esc.:
12-ZJ-ZC-ZG-ZI-ZK-ZD-ZF-ZQ-ZB-YI-YQ-YI-YL-YA-YD.
12-XI c/n 30, 12-XJ c/n 43, 12-XK c/n 347 Magister. 12-XE s/n 14385
T-33A
DO c/n 243, DH c/n 207 Mirage 3B (silver)
CA c/n 53, CB c/n 54 Mirage 4A

CAMBRAI-EPINOY cont.

CL c/n 235 Mirage 3B (Silver); 10-SH c/n 158 Mystère B.2 10 esc.
 62-KV c/n 167, 63-BD c/n 138 Moratlas
 August 28 : AD c/n 5 Mirage 4A 93 esc., BQ c/n 44 Mirage 4A 93 sqn.
 30-MA Vautour 2M; 64-BX c/n 60 Moratlas; 10-SH Mystère B.2;
 12-XE T-33A; 12-XK c/n 344 Register.

STRASBOURG-ENTZHEIM (FAF)

P.v/d Krommenacker

August 18 : 33-CH Mirage 3R 1/33 esc.
 33-NA, c/n 318, 33-NB c/n 341, 33-NC, 33-NJ, 33-NL c/n 311, 33-NM c/n 316,
 33-NR, 33-NF c/n 314, 33-NV c/n 302 Mirage 3R 2/33 esc.
 117 Etendard 4P Aeronavale; 41-AP c/n 34 Paris 2 41 esc. Dijon.
 41537 RT-33A 33 esc.

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 NEWS --- NEWS --- NEWS --- NEWS --- NEWS --- NEWS --- NEWS --- NEWS

- The first Belgian C-130 Hercules was delivered on July 25, registration
 being CH-01, c/n 71-1797.
- With all NF-5A/B on strength these are the squadrons they are serving
 with: 313 at Twenthe
 314 at Eindhoven
 315 at Twenthe
 316 at Gilze-Rijen
- The Italian Air Force lost an F-104S, 6658, RS-2 (Renarto Sperimen-
 tale-2) near Castel Porziano on May 22. Pilot ejected.
- To complete our news about the USAFE in our August/September issue we give you
 following new codes:
- | | |
|---|---------------------------|
| SP stands for Spangdahlem (EB-66C and F-4D) | RS stands for Ramstein |
| ER stands for Erding (F-4D) | (RF-4C, F-4E) |
| BT stands for Bitburg (F-4D, F-4E) | ZS stands for Zweibrücken |
| HR stands for Hahn (F-4E, F-4E) | (F-4C, F-4D) |
| LN stands for Lakenheath (F-4E) | |
| BR stands for Bentwaters (F-4D) | |
| UH stands for Upper Heyford (F-111E) | |
| AR stands for Alconbury (RF-4C) | |

TWO CORRECTIONS:

FLASH Page 13 of Nr. 21: News c/n's of the new West-German F-104's are:
 26-41/54 c/n 7301/7314 all to Luftwaffe
 26-55/90 c/n 7401/36 all to Bundesmarine
 FLASH Page 12 of Nr. 22: Beauvechain FX-45 has to be FX-43

ADVERTISEMENT --- ADVERTISEMENT --- ADVERTISEMENT

-- DUTCH AERRO SERVICE: Our new illustrated catalogue, loaded with titels has come out. If you are interested in excellent black and white photographs of military a/c (this month with lists of the Best Hit, Helicopter Meet, T.W.I. etc.), here's the address for a free copy: Editor; D. Hertogs, Pagelaan 36, Eindhoven, Netherlands.

FRENCH AIR POWER PART 7

L' Armée de l' Air (PART 5)

Compiled and written by F.J. Klaassen.
with special thanks to P.A. Jackson,
E. Nagas and South East Air Review.

Great joy in hundreds of families after a long period of 6 months FLASH is continuing its series on the French Air Force. You may remember the recipe, we usually begin with some corrections and additions on previously published parts, followed by the actual article. So let's get started, first some amendements to the Nord 250I Noratlas list which appeared in the February issue.

NORATLAS

- | | |
|---|--|
| N2500 c/n 01 F-WFKL, F-BFKL f.f. 10-9-1949 | c/n II2 62-AW, 6I-QY, 6I-MM, 50-WA, 62-QC in 8-7I, 64-IJ was no. 107 in 8-7I |
| N-250I c/n 01 F-WFRG f.f. 30-II-1950 | II3 GAM Ed057 |
| 02 | II5 XF GAM 56 to.....? |
| 03 | II6 not 6I-XF, possibly no. II5 |
| 04 | I30 to XB GAM56 to ...? /XF |
| 05 IIB-IG (Large nose) | I33 62-WR 7-70 then 62-QL 6-7I |
| I f.f. 10-9-1952 340-HG | I34 XG GAM56 to.....? |
| 4 large nose | I35 6I-OM 8-64 after 6I-HO, MB - EAA60I Chateaudun |
| 8 ex 340-HK | I36 was MH (F-RHMH) of GAM58 6-70 not MA?? |
| II "BE" PdF in 6-69 | I48 62-QK, XI GAM56 eg. 62-QM in 8-7I |
| I4 not 64-BJ, now is 63-BJ | I44 to XA GAM56 |
| I5 now "M-C" of EAA60I, Chateaudun | I49 not 6I-XF GAM56, eg. 6-68 6-69 |
| I7 BF then 340-HS | I53 6I-LQ should be 6I-IQ |
| 22 not 62-XG, is XG of GAM56 | I56 not 6I-YB, now 88-JC |
| 25 based at Metz 6-69 | I60 now with Esc. 54 (8-7I) |
| 27 to 62-WB 6-69, now XO GAM56 | I62 6I-MM, 64-IO, 6I-YU, 64-II |
| 28 based at Metz 6-69 | I63 now 62-KI |
| 30 to 62-KP by 6-69 | I69 6I-JC, 62-KZ, 64-IF |
| 32 N-2502 f.f. 1-6-55 F-WHHP, to GAM56 | I73 62-WU in 9-67 |
| 4I based at Metz 6-69 | I83 62-IE, 6I-NT |
| 53 seen in I97I | I95 340-VK probably wrong |
| 54 62-KW then 62-WT 6-67 to 6I-QB, 64-IF 9-69 | 2I2 Observed in I97I |
| 56 BK in 5-7I | 2I7 believed last aircraft |
| 57 not 62-XC, XO GAM56 now replaced | |
| 6I to F-RBHB (= 340-HB) | |
| 66 as 25 | |
| 72 to XH GAM56 to.....? | |
| 74 to XB " I97I | |
| 75 to XD " I97I | |
| 79 to XH " I97I | |
| 86 no code 8-7I now "OY" II/60E | |
| 87 to 6I-QV 6-69, to 88-JA 5-7I | |
| 89 not 62-07 but OZ II/60E 8-7I | |
| 90 63-DR before 63-BK | |
| I03 62-KO name "Sniff" | |
| I07 F-RAFW before 64-IJ | |
| IIO is 62-WZ eg. 4-70 | |

In addition to our T-33 record;

90923; 00431; 00433; I4042; I4061; I4086; I4088; I4087; I4090; I4114; I4153; I4154 ex 314-WE; I4195; I4229; I4272 314-WI, 314-YJ, I4283; I4284; I4285; I4286; I4287; I4348; I4352 at Davis Monthan 5-68 not FAF a/c; I4373; I4385 ex 36 TFW; I4422; I4434 is U.S. Navy I28692 not FAF a/c; I4675 GQ/D; I6520 ex 10th TRW; I6524 ex 36th TFW; I6525 ex 48th TFW; I6645 ex 366th TFW; I6648 ex 366th TFW; I6651 ex 366th TFW; I6767 ex WH (-314-WH); I6834 ex 10th TRW; I6870 ex UD (314-UD); I6868; I6872; I6905 ex 10th TRW; I6952 ex 366th TFW; I6956 ex 366th TFW; I7428 ex 81st TFW; I8220 cancelled serial, not FAF a/c; I8658 ex 36th TFW; I8693 ex 10th TRW; I8752 ex 10th TRW; I8754 ex 10th TRW; I8767 WE(314-WH); I8820 ex 322 A.D.; I9160 U.S. Navy I31881, not FAF a/c; I9167 U.S. Navy I31888 not FAF a/c; I9168; I9252 314-OY 8-71; 28973 wrong serial not FAF a/c; 34959 338-HC; 35154 was 81st TFW, but went to 4780 ADW, not to France; 39098 wrong serial not FAF a/c; 41547 33-XW; 41548 33-XT; 41549; 41576 I3-SC, 339-HO, 30-QP; 41577 ex R.Norw.A.F.; 41580 33-XY in middle of fuselage; 41581 II-0E; 53092 7-JA; 53098 OY YU 314-UB; 53103 I3-SI first; 53106 ex I3-SB; 54439 I-DE; 70684 ex R.Norw.A.F.; 21005 wrong this is 21105; 21008 wrong not FAF a/c; 21025 wrong this is 21028; 21039 wrong not FAF a/c; 21042 ex 314-VT; 21051 to 314-YF; 21089 wrong not FAF a/c; 21136 wrong, this is 21138; 21140 314-VD 8-71; 21149 wrong, this is not a FAF a/c; 21211 314-VZ also ADD 21221; 21255 314-UH 8-71; 21398 wrong, is not a FAF a/c; 21420 ex 314-VK.

Once again we are going back in time to the March issue as a matter of fact; perhaps you will remember our P-86K Sabre list. Probably not, as it consisted of only 10 serials, but the Gods and our colleagues of South East Air Review fortunately appeared to be on our side.

60 Fiat-built P-86 k Sabres were delivered to France, and entered service between August 1956 and June 1957. They were all from the batch 55-4811-4936, c/ns NA211-051 to -176, and all went to the 13e Escadre de Chasse at Colmar-Meyenheim, where they remained till withdrawn and replaced by Mirage 3 C's in 1962.

Units using the aircraft were:

Escadron de Chasse 1/13 "Artois" 8-56 to 1-62 (codes I3-G. later I3-Q.)

Escadron de Chasse 2/13 "Alpes" 10-56 to 4-62 (codes I3-H. later I3-P.)

When Mirages arrived, the remaining P-86 K's were combined into Esc. 3/13, code I3-S. which operated from 4-62 to 8-62.

Of the total of 60, 7 were written off in service, and 16 were WFU to be broken up (of which one was repaired and is now displayed at Colmar), 15 passed onto the U.S.A.F. for disposal, and 22 were purchased by the Italian Air Force, who still operate some of them.

serial	known codes	date in service	withdrawal details
54814	GA, QA	8-56	28-2-62 WFU
54815	GB, QB	11-56	27-1-62 Italy
54816	---, QC	9-56	20-1-59 broken up
54818	GC, QD, PF	9-56	27-1-62 Italy
54817	---, QC, PK, SG, PA	2-57	18-3-64 broken up
54819	---, QE, PB	12-56	13-7-62 Italy
54820	---, QF	11-56	27-1-62 Italy
54821	HA, PA	10-56	27-1-62 Italy
54822	GG, QG, PK	11-56	6-63 U.S.A.F.
54823	GD, QH, PH, SH	12-56	6-63 U.S.A.F.
54824	GI, QI	12-56	13-7-62 Italy
54825	HB, PB	12-56	23-11-61 crashed
54826	---, SJ, SI	3-57	6-63 U.S.A.F.
54827	HC, PC	10-56	18-3-64 broken up

54828	MD, PD	IO/56	-58 crashed
54829	---, PE	I2-56	I3-7-62 Italy
54830	---, QJ, PJ	II-56	I3-7-62 Italy
54831	---, PF	II-56	-6-63 U.S.A.F.
54832	MG, PG	II-56	27-1-62 Italy
54833	---, SH	2-57	27-1-62 Italy
54834	---, PZ	2-57	-6-63 U.S.A.F.
54835	MI, PI	I2-56	30-1-63 crashed
54836	GK, QK, PA, SJ	I2-56	I8-3-64 broken up
54837	---, SY	2-57	I3-7-64 Italy
54838	---, QX	3-57	I8-3-64 broken up
54839	GL, QL	I2-56	I8-3-64 broken up
54840	---, PU	2-57	I8-3-64 broken up
54841	---, PI, SK	3-57	I8-3-64 now displayed at Colmar gate as I3-PI
54842	---, ---	I-57	23-10-57 crashed
54843	---, PJ	I-57	27-1-62 Italy
54844	---, PV	3-57	I3-7-62 Italy
54846	---, QH	4-57	27-1-62 Italy
54847	---, QH, PH, SL	4-57	6-63 U.S.A.F.
54848	---, QO	2-57	I8-3-64 broken up
54849	---, QP, Pr, SH	2-57	6-63 U.S.A.F.
54850	GQ, QI, FQ, SO	2-57	3-8-62 crashed
54851	---, QW	3-57	I8-3-64 broken up
54852	---, PK, QG	3-57	I8-3-64 broken up
54853	ML, PL	2-57	I8-3-64 broken up
54854	---, PX, QC	3-57	27-1-62 Italy
54855	---, SF	2-57	6-63 U.S.A.F.
54856	GR, QR	I2-56	I8-3-64 broken up
54857	SN, PN	II-56	I8-3-64 broken up
54858	MR, PV	3-57	27-1-62 Italy
54859	---, SZ	3-57	I3-7-62 Italy
54860	---, QV	3-57	27-1-62 Italy
54861	HO, PO, SP	2-57	6-63 U.S.A.F.
54862	---, QX, PY, SQ	2-57	6-63 U.S.A.F.
54863	---, SP	2-57	I3-7-62 Italy
54864	---, QZ, PD, SR	2-57	6-63 U.S.A.F.
54865	---, PY	2-57	27-1-62 Italy
54867	HP, PP	3-57	I8-3-64 broken up
54868	HQ, PQ	3-57	27-1-62 Italy
54869	GS, PS	4-57	I3-7-62 Italy
54870	HR, PR	4-57	6-63 U.S.A.F.
54872	OT, OT, PV, SV	6-57	I8-3-64 broken up
54873	HT, PT, Ss	3-57	6-63 U.S.A.F.
54876	---, PW, ST	3-57	6-63 U.S.A.F.
54879	CU, QU, PU, SU	4-57	6-63 U.S.A.F.
54883	US, PS	4-57	28-9-59 crashed

In contrast with the Sabre list, only a few remarks on the F-84's, namely that 28882 is on display at B.A. Mont-de-Marsan, 28997 at Saint-Dizier, and a Streak coded 4-SA (29003) at Metz. Photographic proof although by Mr. Gijssbert Hiltermann at the photo-page. Oth additions include 29068 also 3-JI, 28884 3-IC, 28769 also 3-IT, 28910 also 3-IL, 28832 also 3-IA, 28070 also 3-HE, 29061, 29013 I-NE.

The only non French built fighter which is still in actual service is the North American F-100 Super Sabre. The aircraft entered the service in 1957, re-equipping Escadre 3 (replacing F-84P's) and Escadre II. Escadre 3 received Mirages IIIE in 1966 and all their Super Sabres were handed over to Escadre II.

At the Open Day at Toul-Rosières, home of the Escadre II (originally based at Bremgarten, W-Germany, until the French said farewell to NATO), the camouflaged II-ET was observed, probably all F-100's will receive this treatment (see photo-page).

Until today Escadre II operate 3 squadrons of Super Sabres, these being:

Escadre I, II "Rousillon"

France code now	U.S. serial now	ex French codes	ex U.S. serials
II-EA	42187	ex 3-JK	
II-EB x	42136	ex II-EL	
II-EC x	42212	ex 3-IK	
II-ED x	42163		(63935)
II-EE	42174	ex II-ES	
II-EF x	42272		
II-EG	42254	ex 3-IR, II-RJ	(42150)
II-EH x	42204	ex 3-JE	
II-EI x	64009	F-100F, ex 3-IX, II-RW	(42167)
II-EJ x	42235		
II-EK x	42239		(63941)
II-EL x	42246		(42136)
II-EM x	42148	ex II-EY, 3-JC	(63939)
II-EN x	42264		(42264, 63935)
II-EO	42267		
II-EP	52734	ex II-EN, II-RH, II-RI	
II-EQ x	42171	ex 3-IS	(42133)
II-ER x	42157	ex 3-ID, II-RE	(42167)
II-ES x	42166	ex 3-JH, 3-IJ	(42174, 42269)
II-ET x	42160 camoufl.		(52738)
II-EU			
II-EV x	42203		
II-EW			(63935, 63936)
II-EX x	63941	F-100F ex II-EK	
II-EY x	63928	F-100F	(42148, 63938)
II-EZ	63939	F-100F ex II-EM	

Escadre II/II "Vosges"

II-MA x	42211		(42231)
II-MB x	42165	ex 3-IG	(42293)
II-MC x	42169	ex 3-IJ, 3-JG	
II-MD x	42156		(42128, 42138)
II-ME x	42196	ex 3-JJ	
II-MF x	42249	ex 3-IP, II-NP	
II-MG x	42167	ex II-ER, II-EI	(42126)
II-MH	42149	ex 3-IE	(42217)
II-MI	42162	ex 3-JG	
II-MJ x	42186	ex 3-JL, 3-JM	
II-MK x	42223		
II-ML x	52741	observed at Istres dump 7-72	
II-MM x	42205	ex 3-IT	
II-MN	42158	ex 3-IP, IIRE	
II-MO x	42185		
II-MP	42265	ex II-MY, 3-JR	(42247, 42273, 42249)
II-MQ x	42154		
II-MR	63940	ex II-MZ	
II-MS			

French code now	U.S. serial now	ex French codes	ex U.S. serials
II-MT	42152		(42295)
II-MU			
II-NV x	42248	ex 3-IP	
II-NW	42269	ex 3-JS, II-ES	
II-MK	63938	ex II-EY	
II-NY			(42265)
II-MZ			(63940)

Escadre III/II "Corse"

II-RA x	42194	ex 3-II	
II-RP	42131		
II-RC	42133	ex II-EO	
II-RD x	42129	ex 3-JC	
II-RE x	42125	ex 3-JR	(42157)
II-RF			
II-RG	42128	ex 3-IA, 3-JT, II-MD	
II-RH x	42138	ex II-MD	(52734)
II-RI	63935	ex II-EW, II-ED, II-EW	
II-RJ	63936	ex II-EW	(42254)
II-RK x	63937	ex II-RZ	
II-RL	42293	ex II-HB	
II-RLM x	42295	ex II-MT	
II-RN			(52734)
II-RO x	52736		
II-RP	52737	ex 3-JJ	
II-RQ	42123		
II-RR	52738	ex II-ET, II-BA	
II-RS	52739	ex 3-JC	
II-RT x	42130		
II-RU			
II-RV x	42122		
II-RW x	64017	ex II-RY	(64009)
II-RX x	64014	ex 3-IY, 3-JY	
II-RY			(64017)
II-RZ			(63937)

Our list needs some explanation; -x means, this aircraft was observed in 1972 while carrying this serial.

- a code without a serial behind it means that we are not certain if this aircraft is in service.

- (serial) means that this serial was used for an aircraft serialized like this also.

We have some info left which we couldn't cover with a II-.. code: 42121 3-IE; 42126; 42127; 42135; 42137 3-JA; 42144 w/o Bremgarten I-6-57; 42145 3-JB and II-MG; 42150 3-JE and II-EG; 42164; 42184 3-JD; 42210; 42216; 42217 II-MH; 42231 3-IA and II-MA; 42236 3-IN; 42243; 42247 3-IO, 3-IC and II-OP; 42255 3-IT; 42257; 42271; 42273 II-HP; 52745 3-III and 3-JH; 64008 3-JV; 42215 3-IL.

Interesting is especially Escadron III/II with code II-R, several aircraft of which are equipped with refuelling-probes.

Unfortunately the days are counted for the French Super Sabres. In 1973 the Anglo-French Jaguar will enter the inventory of the P.A.F. and the first unit to receive this aircraft will be Escadre II.....

NEWS FROM ITALY

On the 28th of August the Italian Navy received the first of the IS Atlantics, c/n 70 40108. The others will be c/n 71/87 40109/40125.

TACTICAL WEAPONS MEET 1972.

By F.J. Klaassen and
J.A. Engels.

A great sign with "Welcome to Florennes" invited us inside after a two hours drive from Eindhoven, though fog-clouds which allowed a visibility of no less than 3 meters we had reached the base on which the 10th Airtac was being held. Florennes, situated in a beautiful waving scenery, normally houses the 2nd Tactical Wing, Belgian Air Force, divided in two squadrons: No. 2 Squadron, equipped with Mirage 5 BA, a fighter-bomber unit, and No. 42 with Mirage 5 BR reconnaissance aircraft (until last year 42 Squadron was based at Bierset, flying Republic RF-84F Thunderflashes).

After a cup of good "Rombouts" coffee we started our traditional tour alongside the aircraft. Fortunately for us photographers, but sad for the competing crews, all aircraft were grounded due to the bad weather conditions at the Helchteren gunnery range, about 100 kilometers north of Florennes.

The visibility at Helchteren was that particular morning of 22nd September very limited: about 800 meters, while 5000 meters is required for an attack or bombing run.

The competing teams with their aircraft were as follows.

2nd A.T.A.F.

W-Germany: JaBo G.31 Nörvenich, flying Starfighters 24-88, 25-04, 26-47 and 22-69.

Belgium: 2nd Tactical Wing, Florennes, flying Mirages 5 BA BA-03, BA-04 and BA-52.

Netherlands: 311/312 Squadron, Volkel, flying Starfighters D-8040, D-6700, D-6666 and D-6669.

United Kingdom: 14, 17 and 31 Squadron Brüggen, flying Phantoms XV-463, XV-460, XV-471 and XV-475.

4th A.T.A.F.

W-Germany: JaBo G.33 Büchel with Starfighters 26-53, 26-41, 26-46, 26-48 and 26-43.

United States: 36th T.F.W. Bitburg with Phantoms BT/66692, 69302, 68508, 68509 and 68459.

United States: 81st T.F.W. Bentwaters with Phantoms WR/65759, 65738, 65696.

Guest Team.

France: Escadre II/3 Nancy-Ochey with Mirages 3 E. 3-JQ (613), 3-JC (558) and 3-JT (538).

Judge Team.

Canada: CF-104 Starfighters IO4653, IO4880, IO4799, IO4873 and the CF-104D, IO4656.

"Tactical Weapons Meet 1972 - An Exercise in Accuracy" is the motto of this 10th Airtac. Indeed, this is the 10th time this meet is being held, the first in 1962. Of the preceding nine meets, the Fourth Allied Tactical Air Force has won six and the Second Allied Tactical Air Force has won three. A full listing of previous meets and winners is as follows.

1962	St. Dizier F.A.F.	winner	4th A.T.A.F.
1963	Hopsten W.G.A.F.	"	4th A.T.A.F.
1964	Chaumont U.S.A.F.E.	"	4th A.T.A.F.
1965	Chaumont U.S.A.F.E.	"	4th A.T.A.F.
1966	Chaumont U.S.A.F.E.	"	2nd A.T.A.F.
1967	Wildenrath R.A.F.G.	"	2nd A.T.A.F.
1968	Jever W.G.A.F.	"	4th A.T.A.F.
1969	Nörvenich W.G.A.F.	"	2nd A.T.A.F.
1970	Spangdahlem U.S.A.F.E.	"	4th A.T.A.F.

Due to budgetary reasons the T.W.M. wasn't held last year. The above listing shows, That it's not a contest between the different NATO countries, but 2 nd - 4 th A.T.A.F.

The pilots, who are not the top-aces from a squadron, but selected by lot, are being judged from the moment they are take off from Florennes until their target-runs are completed. The tragetting committee has a variety of routes to the Helchteren Range to choose from; the aircrews don't know the routes they must plan until just prior to the start of the mission.

Once this mission begins, the pilots are observed by jedges on the ground along the route and by judges from the Canadian Armed Forces flying CF-104 Starfighter chase planes.

During the flight to the range the pilots must take the turn prescribed in their flight-plan exactly at the time required; any deviation from the scheduled times will substract points from the mission total.

The ATAF team compiling the highest total will be the winner of the Meet. A complex scoring system, based on such things as number of hits on a target, distance from bomb impact point to the target, and navigation to the target is used to determine the winning team.

The Tactical Weapons Meet 1972 had the following course:

- 19 September : Arrivals of the competing crews at Florennes.
- 20 " : Familiarization flights.
- Start of the night-missions.
- 21, 22 " : Competition flights.
- 23, 24 " : no flights.
- 25 till 28 : Competition flights.
- 29 " : Final Ceremony.

Due to the bad visibility on 21-22 September and the few missions that could be fullfilled, it was decided that also in the weekend (23-24 Sept.) "the show would go on".

In the afternoon we had the opportunity to fly to the Helchteren Range by BAF helicopter OT-ZKP, a 45 minutes trip. We spent some time on the local control tower and watched a USAF Phantom make some gunnery attacks, a fascinating sight! Among the aircraft we observed at Florennes, not listed above, are:

- 3-IQ Mirage 3E F.A.F.
- BA-01, 05, 10, 27, 55 Mirage VBA B.A.F.
- BR-06, 17 18, 21, 22 Mirage V BR B.A.F.
- OT-ZKN, OT-ZKP E-3A B.A.F.
- 70-59, 7144 UH-1D W.C.A.F.
- FU-33, 45, 50, 76, 091, 144, 152 and 179 F-84F B.A.F. (all w.f.u.)
- I8156 UH-1 U.S.A.F.
- A-453 Alouette 3 H. Neth.A.F.
- 57-MI, 92-MF Alouette 2 F.A.F.
- I33642 T-33A C.A.F.
- FU-108 F-84F B.A.F. (on a pole)
- RL-D Spitfire B.A.F. (monument)

The big winner of this year proved to be 2nd ATAF with 2067 points (Broadhurst Trophy) whilst 4th ATAF gathered as many as 1864 points. Te French gust team became second for the Walker Trophy (Attack mission)

Special thanks to:
Major Bodington, AFCEM T
and Luchtmacht Voorlichtings Dienst.

NEWS ----- NEWS ----- NEWS ----- NEWS ----- NEWS ----- NEWS ----- NEWS ----- NEWS -----

-- Lately 7 T-33A of the R.Meth. A.F. left Holland for Amerika. They were sold to a civil company under the name of Consolidated Aero Export, N.Hollywood.

The seven T-33A were;

- 1. N-48 49-884 c/n 5034 to N652 d.d. 7-4-72
- 2. N-49 50-370 " 5223 to N651 d.d. 7-4-72
- 3. N-51 51-6528 " . . . to N650 d.d. 7-4-72
- 4. N-52 51-8953 " 6737 to N648 d.d. 7-4-72
- 5. N-53 51-8760 " 6544 to N647 d.d. 16-3-72
- 6. N-55 51-6531 " . . . to N649 d.d. 7-4-72
- 7. N-56 51-8924 " 6608 to N646 d.d. 16-3-72

CORRECTIONS AND ADDITIONS

RAF Germany (FLASH nr.19,20,21,22,23 and 24)

60 sqn. Aircraft c/n:

XF-796	c/n 76	VP-956	c/n 04182	XS-766	c/n 008
WV-701	4	WB-535	04271	XS-791	1563
WV-736	35	VP-961	04211	KR-391	14141
XF-799	80	VP-955	04201	KM-296	14130
WV-729	18	WB-533	04269		
XK-885	83				
WV-733	26				

31 sqn. Canberra c/n:

WH-798	c/n 71294	WT-524	c/n 71424
WT-521	71414	WH-804	71306
WT-518	71406	WT-523	71423
WT-511	71377	WT-513	71385
WJ-816	71317	WT-537	71476
WT-538	71477		

59 sqn. Canberra c/n:

WT-345	c/n 71509	WT-366	c/n 71514
XN-277	71639	WT-363	71510
WT-364	71511	XN-266	71626
XN-936	71685		

80 sqn. Canberra c/n:

WH-798	C/N 71294	WT-509	c/n 71369
WT-518	71406	WT-524	71424
WT-538	71477	WT-513	71385
WT-522	71419	WJ-817	71319
WT-517	71403	WT-521	71414

FLASH NR.23/24 page 5 Ramstein Air Show:

F-4D WR-66818 must be F-4C WR-64818

Photo 11: Turkish AF F-104G is not ex Spanish AF!

Page 23: 10 Wing at Kleine Brogel was formed 20 years ago.

NEWS --- NEWS --- NEWS --- NEWS --- NEWS --- NEWS --- NEWS

- Of the 63 T-33's delivered to the R.Neth.AF (reg. M-1 to 60, M-101 to M-103 following went to the Belgian AF: M-42,43,44,45,46,59,60. Three went to the Turkish AF: M-28,39,41 and two to the RMAF, -35,102. 19 T-33's went back to the US MAP: M-4,9,14,17,20,24,25,26,29,32,38,48,49, 51,52,53,55,56 and 103. The M-54 is a gate-guard at the Royal Military Academy in Breda, still wearing 322 and 323 batches, M-50 went to the Anthony Fokker School and last but not least M-5 went to Woensdrecht, waiting for a place in the air force museum at Soesterberg.
- At Woensdrecht A.B. some aircraft of R.Neth.AF are waiting for a place in the air force museum: a F-36K, a F-84G, a C-47, a T-33 (M-5), an Auster, a Meteor T-7 and a Meteor MK-8, a Beech Navigator, a Harvard and two Hunters, one of them being a T-7. Most of them are preserved in cocoon.
- The Spanish Starfighter squadron (104 sqn) is disbanded. Its aircraft were delivered to the Turkish and Greek AF
- On June 17th MB-326 Reg. MM54279 (79) of Scuola Volo of Lecce crashed near Bologna-Borgo Panigale. Pilot killed,.....

BRIEF COMMENT ON THE PHOTOGRAPHS IN THIS ISSUE

COVER: For a change an "in-full-flight-photo" of 3 NF-5B's of the R.Neth.A.F. somewhere over Europe.

Photo: R.Neth.A.F.

PHOTO 1: Still going strong in the Greek Air Force!
With special authorization from the commander of Larissa AB we were allowed to photograph several aircraft of 348 Sq. during the Best Hit '72 Weapons Meet. Here is one of them 28717

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PHOTO 2: Although an event like the Tactical Weapons is of course fascinating to observe, it's still a pity that it's impossible to go back to 1963, when among the competitors were aircraft like F-84F's, F-100's and F-105 Thunderchiefs. Therefore a rose to Mr P. Icture or whoever invented photography, thanks to whom it is possible to publish them at least. This photo shows 2 F-105's (24386 and 10134) while taking off.

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PHOTO 3: For the first time since 1967 (TWN Bilde nrath) the French guest-team was flying Mirages III E at the Tactical Weapons Meet, Escadre 3 is a former F-100 and F-84F unit!

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PHOTO 4: This Belgian F84F is of course not taking part in the TNM, but still worth a picture, we think. It's now as a monument on Florennes AB.

Copyright J.A. Engels

PHOTO 5: Although most people have a different idea of a judge, complete with a powdered wig and a long gown, this pilot, just returned from a mission, is one. The aircraft of the Canadian Armed Forces acted as chase planes during the Tactical Weapons Meet, which was held at Florennes from 19-29 September.

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PHOTO 6/7: Showing past and present are two pictures of Super Sabre 11-ET. Due to new NATO regulations all aircraft have to be camouflaged and although France is no longer member of this organization, it still has a very strong connection with it. Other examples of NATO aircraft undergoing a metamorphose are RAF Lightnings, R.Neth.A.F., Troopships, CAF Starfighters.

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Bouwmans.

PHOTO 8: Also Norway is expected to paint its aircraft dark green in the near future. For the time being a new code system has been introduced: only the last three figures of the serials are painted on the aircraft. This F-5 was observed at Eindhoven recently

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PHOTO 9: Also present at the Helicopter Meet, held at Lee-on-Solent in July was this Bundesmarine Westland Sea King, 22 of which have been ordered.

Copyright F. Klaassen

PHOTO 10: Indeed a remarkable creature is this half F-84F - Thunderstreak, "preserved" at Metz AB. The other half will probably have been removed by local spotters.

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